TAHOE WATER SUPPLIERS ASSOCIATION
PROTECT THE SOURCE

TWSA BOARD MEETING PACKET For 6/7/2018

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TAHOE WATER SUPPLIERS ASSOCIATION
PROTECT THE SOURCE

NOTICE OF MEETING:
The next regular meeting of the Tahoe Water Suppliers Association (TWSA) is:

Thursday, June 7, 2018 / 12 noon to 4 pm
Edgewood Lodge
100 Lake Parkway, Stateline, NV 89449

Conference call will be available:
Call **1-877-594-8353 /** when prompted, Enter Conference Dial-in **17757186**

Agenda
Lunch will be provided at noon

- **A. Presentations** – (tentative): TRPA staff Informational Briefing on Shoreline Plan
- **B. Roll Call**
- **C. Public Comment** Conducted in accordance with Nevada Revised Statute Chapter 214.020 and limited to a maximum of 3 minutes in duration.
- **D. Introduction of Guests**
- **E. Approval of Agenda**
- **F. Approval of Minutes** for the March 8, 2018 TWSA Board meeting.
- **G. Reports**
    a. Staff Reports
    b. TWSA Chair Report
- **H. General Business (for possible action/vote)**
  Items for Discussion and Possible Action (one or more items may be considered):
    a. TWSA 2018-19 Organizational Goals – review of added items (action needed).
    b. Fire Partnership/TFFT/Senator Heller Luncheon Aug 20: TWSA participation at event (action needed)
    c. Discussion on Shoreline Plan
    d. TKPOA Aquatic Herbicide Application: Status Update
    e. Discussion on Proxy Votes
    f. Discussion on Intake Protection
- **I. Purveyor Updates**
- **J. Public Comment**
- **K. Adjournment**

IMPORTANT DATES:
2018 TWSA Board Meetings - Thursdays, quarterly, held from 12 to 4 pm.
Sept. 13, 2018 (IVGID) / Dec. 13, 2018 (Edgewood)

Upcoming Events:
Lake Tahoe Summit Tuesday, August 21, 2018

TWSA Board of Directors

Suzi Gibbons (Chair)	North Tahoe Public Utility District
John Fassmann	Round Hill General Improvement District
Tim DeTurk, Nick Charles (alternate)	Douglas County Systems
Gerry De Young, Patrick McKay (alt.)	Edgewood Water Company
Cameron McKay	Glenbrook Water Cooperative
Joseph Pomroy, Bob Lochridge (alt.)	Incline Village General Improvement District
Cameron McKay (Vice Chair)	Kingsbury General Improvement District
Bob Loding	Lakeside Park Association
Tony Laliotis	Tahoe City Public Utility District
Shelly Thomsen	South Tahoe Public Utility District

For more information, please contact: Madonna Dunbar, TWSA Executive Director
1220 Sweetwater Road, Incline Village, Nevada 89451
(775) 832-1212 office / (775) 354-5086 cell /email: mod@ivgid.org

Certification of posting of agenda

I hereby certify that on or before Fri. June 1, 2018 at 9:00 am, a copy of this agenda was delivered to the post office addressed to the people who have requested to receive copies of IVGID's agendas; copies were either faxed or e-mailed to those people who have requested; and a copy was posted at the following locations within Incline Village/Crystal Bay in accordance with NRS 241.020:

1. IVGID Anne Vorderbruggen Building (Administrative Offices)
2. Incline Village Post Office
3. Crystal Bay Post Office
4. Raley's Shopping Center
5. Incline Village Branch of Washoe County Library

By, Madonna Dunbar, Executive Director, TWSA, (775) 832-1212 office; email: mod@ivgid.org

Notes:
Items on the agenda may be taken out of order; combined with other items; removed from the agenda; moved to the agenda of another meeting; moved to or from the Consent Calendar section; or may be voted on in a block.

Items with a specific time designation will not be heard prior to the stated time, but may be heard later.
Members of the public who are disabled and require special accommodations or assistance at the meeting are requested to call IVGID at 832-1212 at least 24 hours prior to the meeting.

Copies of the packets containing background information on agenda items are available for public inspection at the Incline Village Library. TWSA agenda packets are available at the TWSA website www.TahoeH2O.org or the TWSA office at 1220 Sweetwater Road, Incline Village, Nevada 89451.

TAHOE WATER SUPPLIERS ASSOCIATION
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TWSA BOARD MEETING
Thursday, March 8, 2018
noon, IVGID Public Works, 1220 Sweetwater Rd., Incline Village, NV 89451

MEETING MINUTES

Presentations – Joseph Hill; IVGID Public Works Sustainability Benchmarking Process (30 min)

A. Roll Call - Members in Attendance: Suzi Gibbons (NTPUD), Tony Laliotis (TCPUD), Tim DeTurk (Douglas County), Bob Loding (LPA), Lynn Nolan (STPUD), Cameron McKay (Glenbrook/ KGID), Joe Pomroy (IVGID), Reginald Lang (NDEP)
TWSA Staff in Attendance: Madonna Dunbar, Sarah Vidra

B. Public Comment Conducted in accordance with Nevada Revised Statute Chapter 214.020 and limited to a maximum of 3 minutes in duration.
No public comment given.

C. Introduction of Guests
No Guests present.

D. Approval of Agenda
Motion to approve agenda made by Cam McKay, Second by Tim DeTurk, all in favor; motion carries.

Approval of Minutes for the Dec. 2017 TWSA Board meeting.
Motion to approve minutes as submitted, made by Joe Pomroy, second by Bob Loding, all in favor; motion carries.

E. Reports

a. Staff Reports:

i. Outreach/Activities/Financial

Outreach

- TWSA water stations were used at the SnowGlobe Music Festival.
- DRINK TAHOE TAP banner ads are running at www.Tahoe.com .
- Staff prepared ads for a three month, ¼ page advertising run in the Lake Tahoe Mountain News (South Shore coverage) and Moonshine Ink (North Shore coverage).

Activities

- Staff proved a presentation to the Nevada Division of Environmental Protection Bureau of Safe Drinking Water at the agency staff retreat held at the Tahoe Environmental Research Center.
- Staff attended the PCE plume informational public workshop on 2/7/18. South Tahoe Public Utility District, Lukins Brothers Water Company and Tahoe Keys Property Owners Association hosted a public meeting to discuss the groundwater contaminant tetrachloroethylene, or PCE, which has tainted 400 acres down near the "Y" in South Lake Tahoe. STPUD is providing information on their website.
- Staff is moving forward with the mobile water station project discussed at the last meeting.

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- Staff will be tabling at the South Lake Tahoe "Go Local" chamber of Commerce Business Expo event on Friday, May 30, 2018.
- TWSA will be represented at both the Squaw Valley and South Lake Tahoe Earth Day Events, April 21 & April 28.
- The 18th Annual Snapshot Day, volunteer water monitoring project, will take place Saturday, May 19, 2018.

Financial Report

- Current operating balance is $87K.
- Current reserve budget is $104K.
- Full report provided in the board packet.

ii. Tahoe Fund/TWSA Bottom Barrier Purchase Project –publicity video posted at https://vimeo.com/256686801
The "Aquatic Invasive Bottom Barrier Challenge" was a Signature Project of the Tahoe Fund. Thanks to the support of Tahoe Fund donors, including major grant funding from the Tahoe Truckee Community Foundation's Queen of Hearts and Tahoe Blue Vodka, the funding challenge was met. TWSA matched every dollar that Tahoe Fund raised on this specific project. The efforts yielded a grant of $52,000 total to the Tahoe Resource Conservation District for the bottom barriers and other supplies needed for control projects at Lake Tahoe.

iii. TKPOA AIS Pilot Project – status update

- Staff has not received any communication from the TKPOA in 2018. In December 2017, the TKPOA informed stakeholders that monthly meetings would not be held until further notice.
- Currently, the TKPOA is not on the calendar for upcoming regulator (TRPA and Lahontan) Board meetings.
- The UV Pilot Project preliminary report for the work done summer 2017 at Lakeside Park Marina and Beach is available on the Tahoe Resource Conservation Districts website.

b. TWSA Chair Report

The Chair reports that a relationship has been made with the Executive Director of the Tahoe Lakefront Homeowners Association, Jan Brisco. Jan would like to be updated by the TWSA on any new information or meetings regarding herbicide use at the Tahoe Keys, as well as the TWSA website. The Tahoe Lakefront Homeowners Association will be able to contact private lake water intakes when treatment notifications are released. The TWSA will not be provided the list of private lake water intakes; this is not public information.

The Drinking Water Division of the State of CA is proposing to make the prohibitions that were in effect during the 2015-2016 drought permanent including restricting/prohibiting all irrigation or watering during or 48 hours after precipitation.

F. General Business (for possible action/vote)

Items for Discussion and Possible Action (one or more items may be considered):

a. TWSA 2018-19 Organizational Goals
2018-2019 Goals were discussed to streamline the primary goal of the TWSA to focus on source water protection and the value of municipal tap water. Additionally, goal #4 was amended to

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include a list of the currently active projects, AIS, PCE. TWSA Board Goals for FY 2018-2018 goals would be edited as follows:

Goals:

1. Continue and increase emphasis on extensive education and outreach on focus topics of source water protection and the value of municipal tap water.
2. Continue outreach and advocacy efforts for federal infrastructure funding, especially for fire flow capacity.
3. Continue a strong communication relationship with Tahoe Regional Planning Agency (TRPA), Nevada Department of Environmental Protection (NDEP), Lahontan Regional Water Quality Control Board (LRWQCB) and other regulatory agencies on source water protection.
4. Maintain and improve project review/involvement process with TRPA, NV State Lands, and other planning/regulatory agencies.

   Current active projects include:

   - Aquatic Invasive Species (AIS) Programs
     - Threats and prevention programs
     - treatment methods
     - Integrated Weeds Management Plans
   - Groundwater Contamination at the 'Y" with PCE Plume Project
5. Utilize regional studies/projects to determine how they affect source water quality. Continue to work with LTWIP as appropriate.

Motion to amend TWSA Board Organization Goals with proposed edits made by Joe Pomroy, second by Cameron McKay, motion passes unanimously.

b. TWSA 2018-19 Proposed Budget

Full budget summary available in board packet, FY 18-19 highlights include the following.

$66k in operating
$80K in Staff Salaries
$146K total FY 18-19 budget
$104K current reserve balance

Purveyor Cost Share is provided on page 24, all costs are similar to FY 17-18, and include STPUD paying 10% of the total proposed budget.

$146K Total Budget
$15K STPUD 10%
$32K IVGID Share
$99K Split for remaining members
(KGID, RHGID, Edgewood, ZWUD, Glenbrook, TCPUD, NTPUD, Cave Rock, Skyland, LPA)

Motion to adopt the FY 18-19 budget as presented made by Lynn Nolan, Second by Bob Loding, motion passes unanimously.

G. Purveyor Updates

KGID – Successfully acquired a $100K grant from the State Revolving Fund, Board for Financing Water Projects, for an updated water model to meet NDEP requirements and include GIS updates. The work will be done by Farr West Engineering. The District is currently working on 60% designs for the water main replacement outside of the Lakeside Inn. The district completed a FEMA waterline replacement within a subdivision due to super-saturation and ground settling on the slope due to the severe winter of 16-17.

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Glenbrook – Design work continues on the water main update in two areas within the district, work will be funded by homeowners' assessment. Glenbrook is currently discussing an intertie with Upaway for fire protection.
TCPUD – The Acquisition of Madden, Timberland and Tahoe Cedars is complete, increasing TCPUD's connection by 1,600 for a 36% increase as of January 2, 2018. TCPUD will be working on relocating the Fanny Bridge waterline in 2018. The foundation and completion work will begin in summer 2018 on the 1.2 million gallon Bunker Water tank. TCPUD will be working on a 4,000 ft. waterline project to connect the McKinney Quail Water System to Tahoe Cedars water system. The Madden Creek water system connection is currently in design and scheduled for construction for 1,500 connections to the McKinley Quail Water system. The Timberland water system is looking into upgrades for backup water supply to the current well system, which could include rehabilitation of old or drilling of new water wells. All three water systems will be updated to the TCPUD water meter system if currently metered. The full distribution system replacement plan will be put together for in the next few months and will include full system metering to be completed within the next 2-4 years. The West Lake Tahoe Regional Water Treatment Plant is in final design, with construction in 2019.
STPUD – The Forest Service's funding for water projects has no updates at this time.
Douglas County – a power outage in March caused a shutdown of the water intake at Cave Rock. The power issue caused problens with one of the 480 volt lines to the intake to the treatment plant. Douglas County will put out an RFP for electrical work in spring 2018. The county will be working on maintenance in preparation of high summer flows.
IVGID – IVGID will be posting a water and wastewater staff position. The Biltmore and Cal-Neva projects are moving forward. IVGID's dormant Washoe water pump station in Crystal Bay will be abandoned and the water intake removed, planned for 2018. Summer 2018 plans include pump and motor replacements at pump stations throughout the district. IVGID will be sending out a customer water use survey to the purveyors. IVGID will be lobbying in Washington, DC in March.
LPA – is working on the Hill St. main replacement projects under the last grant program. Plans are completed and permitting will start in spring 2018, with bids in May and work to begin Labor Day. The State DWR is requesting information on water rights, due to an abundance of surface water rights.
LPA is currently using 30% with an anticipated increase of 500 connections in the future. STPUD is having a meeting with representatives from DWR and TROA about water rights and water usage report and will reach out to other CA purveyors to participate.
NTPUD – NTPUD will be holding an Irrigation Control Class, others invited include IVGID, TCPUD and the Truckee Donner PUD. The district will be working in partnership with Southwest Gas on a water main replacement project from Hwy 267 to Tahoe City. The Steelhead water main replacement is out to bid for 4000 linear ft., funded through the Forest Service. NTPUD is putting in two fire hydrants at the Tahoe Biltmore for a second source of fire flow.
Edgewood – No Update.
RHGID – No Update.
NDEP – NDEP will be participating in the Nevada Rural Water Conference including a presentation on Aquatic Invasive Species.

H. Public Comment Conducted in accordance with Nevada Revised Statute Chapter 214.020 and limited to a maximum of 3 minutes in duration.
No public comment given.

I. Adjournment
Motion to adjourn made by Joe Pomroy, second Cameron McKay, motion passes unanimously.

Meeting adjourns at 2:37 PM

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Trial Balance

Incline Village General Improvement Dist

From 07/01/2017 to 05/31/2018

Account	Description	Opening	Debit	Credit	Closing
Revenue					
200-28-990-4417	Service & User Fees	0	0	171,000	171,000
	Total Revenue CR	**0**	**0**	**171,000**	**171,000**
Expense					
200-28-990-5030	Leave	0	713	713	0
200-28-990-5050	Taxes	0	2,629	0	2,629
200-28-990-5100	Retirement Fringe Ben	0	4,899	0	4,899
200-28-990-5200	Medical Fringe Ben	0	6,071	0	6,071
200-28-990-5250	Dental Fringe Ben	0	470	0	470
200-28-990-5300	Vision Fringe Ben	0	58	0	58
200-28-990-5400	Life Ins Fringe Ben	0	34	0	34
200-28-990-5500	Disability Fringe Ben	0	178	0	178
200-28-990-5600	Unemployment Fringe Ben	0	515	0	515
200-28-990-5700	Work Comp Fringe Ben	0	822	0	822
200-28-990-6030	Professional Consultants	0	26,000	0	26,000
200-28-990-7010	Advertising - Paid	0	9,358	0	9,358
200-28-990-7330	Contractual Services	0	4,017	4,017	0
200-28-990-7405	Office Supplies	0	410	0	410
200-28-990-7415	Operating	0	39,404	6,312	33,091
200-28-990-7460	Postage	0	50	0	50
200-28-990-7470	Printing & Publishing	0	7,208	1,175	6,033
200-28-990-7680	Training & Education	0	1,832	0	1,832
200-28-990-7685	Travel & Conferences	0	2,494	0	2,494
200-28-990-7840	Telephone	0	144	0	144
200-28-990-7980	Central Services Allocation Cs	0	5,000	0	5,000
	Total Expense DB	**0**	**112,306**	**12,218**	**100,089**
	Fund 200 Totals	**0**	**112,306**	**183,218**	**(70,911)**

Reserves balance: $104, 472

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INCLINE VILLAGE GENERAL IMPROVEMENT DIST
G/L TRANSACTION DETAIL

From Date: 07/01/2017
To Date: 05/24/2018
From Account: 200-28
To Account:
Exclude Accounts With No Activity
Run Date: 05/24/2018
User: mod

G/L#	EFFECTIVE DATE	DESCRIPTION	ST	PSOURCE	JE#	DEPOSIT	CHECK	VENDOR	VENDOR INVOICE#	INVOICE TYPE	PO	PROJECT	DEBIT	CREDIT	BALANCE	
200-28-990-4417		Service & User Fees											Balance	Forward	0	
	08/08/2017	IVGID TWSA Membership Dues FYE 6.30.18	AJ	GL	192716									29,781	29,781	CR
	08/18/2017	2017-18 Lakeside Park Association membership dues	AJ	JL	191531									6,859	36,640	CR
	08/18/2017	2017-18 Tahoe City PUD membership dues	AJ	JL	191531									15,083	51,723	CR
	08/18/2017	2017-18 Glenbrook membership dues	AJ	JL	191531									8,128	59,851	CR
	08/18/2017	2017-18 Douglas County membership dues	AJ	JL	191531									23,282	83,133	CR
	08/18/2017	2017-18 North Tahoe PUD membership dues	AJ	JL	191531									15,559	98,692	CR
	08/25/2017	2017-18 RHGID TWSA Membership Dues	AJ	JL	192717									7,619	106,311	CR
	08/25/2017	2017-18 Edgewood TWSA Membership Dues	AJ	JL	192717									11,313	117,624	CR
	08/25/2017	2017-18 Kingsbury GID TWSA Membership Dues	AJ	JL	192717									12,876	130,500	CR
	08/25/2017	2017-18 STPUD TWSA Membership Dues	AJ	JL	192717									14,500	145,000	CR
	01/31/2018	To recognize TWSA Revenue	AJ	GL	219177									26,000	171,000	CR
		TOTAL											0	171,000	171,000	CR
200-28-990-5030		Leave											Balance	Forward	0	
	07/07/2017	PAYROLL FOR 070717	AJ	PR	180482								2		2	
	07/07/2017	Accrued Vacation ck dtd 07/07/17	AJ	GL	181848								92		95	
	07/07/2017	Move Object 5030 to 5010	USR	GL	198348									2	92	
	07/07/2017	Move Object 5030 to 5010	USR	GL	198348									92	0	
	07/21/2017	PAYROLL FOR 072117	AJ	PR	184928								128		128	
	07/21/2017	Accrued Vacation ck dtd 07/21/17	USR	GL	188730								95		223	
	07/21/2017	Move Object 5030 to 5010	USR	GL	198349									128	95	
	07/21/2017	Move Object 5030 to 5010	USR	GL	198349									95	0	
	07/31/2017	PAYROLL FOR 081817	AJ	PR	191384								6		6	
	07/31/2017	Move Object 5030 to 5010	USR	GL	198354									6	0	
	08/04/2017	Accrued Vacation ck dtd	AJ	GL	188964								95		95	

G/L#	EFFECTIVE DATE	DESCRIPTION	ST	SOURCE	JE#	DEPOSIT	CHECK	VENDOR	VENDOR INVOICE#	INVOICE TYPE	PO	PROJECT	DEBIT	CREDIT	BALANCE
9		08/04/17													
	08/04/2017	Accrued Comp Time ck dtd 08/04/17	AJ	GL	188973								36		131
	08/04/2017	Move Object 5030 to 5010	USR	GL	198352									95	36
	08/04/2017	Move Object 5030 to 5010	USR	GL	198352									36	0
	08/18/2017	PAYROLL FOR 081817	AJ	PR	191383								35		35
	08/18/2017	Accrued Vacation ck dtd 08/18/17	USR	GL	196674								95		130
	08/18/2017	Move Object 5030 to 5010	USR	GL	198353									35	95
	08/18/2017	Move Object 5030 to 5010	USR	GL	198353									95	0
	08/26/2017	PAYROLL FOR 090117	AJ	PR	193862								64		64
	08/26/2017	Move Object 5030 to 5010	USR	GL	198356									64	0
	08/31/2017	PAYROLL FOR 091517	AJ	PR	196672								23		23
	08/31/2017	Move Object 5030 to 5010	USR	GL	198359									23	0
	09/15/2017	PAYROLL FOR 091517	AJ	PR	196670								41		41
	09/15/2017	Move Object 5030 to 5010	USR	GL	198358									41	0
		TOTAL											713	713	0
200-28-990-5050		Taxes											Balance	Forward	0
	07/07/2017	PAYROLL FOR 070717	AJ	PR	180482								8		8
	07/21/2017	PAYROLL FOR 072117	AJ	PR	184928								112		120
	07/29/2017	PAYROLL FOR 080417	AJ	PR	187368								112		232
	07/31/2017	PAYROLL FOR 081817	AJ	PR	191384								16		248
	08/18/2017	PAYROLL FOR 081817	AJ	PR	191383								96		344
	08/26/2017	PAYROLL FOR 090117	AJ	PR	193862								112		456
	08/31/2017	PAYROLL FOR 091517	AJ	PR	196672								40		496
	09/15/2017	PAYROLL FOR 091517	AJ	PR	196670								72		568
	09/29/2017	PAYROLL FOR 092917	AJ	PR	199322								114		682
	09/30/2017	PAYROLL FOR 101317	AJ	PR	201692								56		738
	10/13/2017	PAYROLL FOR 101317	AJ	PR	201691								56		794
	10/26/2017	GEMS HRMS 10/26.17	AJ	PR	204912								112		906
	10/31/2017	PAYROLL FOR 110917	AJ	PR	205193								80		986
	11/09/2017	PAYROLL FOR 110917	AJ	PR	205192								32		1,019
	11/22/2017	PAYROLL FOR 112217	AJ	PR	207156								112		1,130
	11/30/2017	PAYROLL FOR 120817	AJ	PR	209183								96		1,227
	12/08/2017	PAYROLL FOR 120817	AJ	PR	209182								16		1,243
	12/22/2017	GEMS HRMS Journal Sequence 12/22/2017	AJ	GL	212608								111		1,354
	12/30/2017	PAYROLL FOR 010518	AJ	PR	213249								112		1,465
	01/01/2018	PAYROLL FOR 011918	AJ	PR	216169								8		1,473
	01/19/2018	PAYROLL FOR 011918	AJ	PR	216168								103		1,576
	01/27/2018	PAYROLL FOR 020218	AJ	PR	218015								112		1,688
	01/31/2018	PAYROLL FOR 021618	AJ	PR	220266								34		1,722
	02/16/2018	PAYROLL FOR 021618	AJ	PR	220265								84		1,806
	02/24/2018	PAYROLL FOR 030218	AJ	PR	222119								118		1,924
	02/28/2018	PAYROLL FOR 031618	AJ	PR	224280								33		1,957
	03/16/2018	PAYROLL FOR 031618	AJ	PR	224279								84		2,041
	03/30/2018	PAYROLL FOR 033018	AJ	PR	226546								119		2,159
	03/31/2018	PAYROLL FOR 041318	AJ	PR	228791								59		2,218
	04/13/2018	PAYROLL FOR 041318	AJ	PR	228792								59		2,277
	04/27/2018	Test Payroll 4/27/28	AJ	GL	230779								117		2,394
	04/30/2018	PAYROLL FOR 051118	AJ	PR	233059								75		2,470
	05/11/2018	PAYROLL FOR 051118	AJ	PR	233060								42		2,512

G/L#	EFFECTIVE DATE	DESCRIPTION	ST	PSOURCE	JE#	DEPOSIT	CHECK	VENDOR	VENDOR INVOICE#	INVOICE TYPE	PO	PROJECT	DEBIT	CREDIT	BALANCE
10															
		TOTAL											2,512	0	2,512
200-28-990-5100		Retirement Fringe Ben											Balance	Forward	0
	07/07/2017	PAYROLL FOR 070717	AJ	PR	180482								15		15
	07/21/2017	PAYROLL FOR 072117	AJ	PR	184928								210		224
	07/29/2017	PAYROLL FOR 080417	AJ	PR	187368								208		433
	07/31/2017	PAYROLL FOR 081817	AJ	PR	191384								30		463
	08/18/2017	PAYROLL FOR 081817	AJ	PR	191383								180		642
	08/26/2017	PAYROLL FOR 090117	AJ	PR	193862								209		851
	08/31/2017	PAYROLL FOR 091517	AJ	PR	196672								75		926
	09/15/2017	PAYROLL FOR 091517	AJ	PR	196670								134		1,060
	09/29/2017	PAYROLL FOR 092917	AJ	PR	199322								209		1,269
	09/30/2017	PAYROLL FOR 101317	AJ	PR	201692								105		1,374
	10/13/2017	PAYROLL FOR 101317	AJ	PR	201691								105		1,479
	10/26/2017	GEMS HRMS 10/26.17	AJ	PR	204912								209		1,688
	10/31/2017	PAYROLL FOR 110917	AJ	PR	205193								150		1,838
	11/09/2017	PAYROLL FOR 110917	AJ	PR	205192								60		1,898
	11/22/2017	PAYROLL FOR 112217	AJ	PR	207156								208		2,106
	11/30/2017	PAYROLL FOR 120817	AJ	PR	209183								180		2,286
	12/08/2017	PAYROLL FOR 120817	AJ	PR	209182								30		2,316
	12/22/2017	GEMS HRMS Journal Sequence 12/22/2017	AJ	GL	212608								207		2,523
	12/30/2017	PAYROLL FOR 010518	AJ	PR	213249								208		2,732
	01/01/2018	PAYROLL FOR 011918	AJ	PR	216169								15		2,747
	01/19/2018	PAYROLL FOR 011918	AJ	PR	216168								193		2,940
	01/27/2018	PAYROLL FOR 020218	AJ	PR	218015								209		3,149
	01/31/2018	PAYROLL FOR 021618	AJ	PR	220266								63		3,211
	02/16/2018	PAYROLL FOR 021618	AJ	PR	220265								156		3,368
	02/24/2018	PAYROLL FOR 030218	AJ	PR	222119								220		3,587
	02/28/2018	PAYROLL FOR 031618	AJ	PR	224280								62		3,650
	03/16/2018	PAYROLL FOR 031618	AJ	PR	224279								156		3,806
	03/30/2018	PAYROLL FOR 033018	AJ	PR	226546								218		4,023
	03/31/2018	PAYROLL FOR 041318	AJ	PR	228791								110		4,133
	04/13/2018	PAYROLL FOR 041318	AJ	PR	228792								110		4,243
	04/27/2018	Test Payroll 4/27/28	AJ	GL	230779								219		4,461
	04/30/2018	PAYROLL FOR 051118	AJ	PR	233059								141		4,602
	05/11/2018	PAYROLL FOR 051118	AJ	PR	233060								78		4,680
		TOTAL											4,680	0	4,680
200-28-990-5200		Medical Fringe Ben											Balance	Forward	0
	07/07/2017	PAYROLL FOR 070717	AJ	PR	180482								169		169
	07/21/2017	PAYROLL FOR 072117	AJ	PR	184928								349		518
	08/04/2017	PAYROLL FOR 080417	AJ	PR	187369								169		687
	08/18/2017	PAYROLL FOR 081817	AJ	PR	191383								349		1,036
	09/01/2017	PAYROLL FOR 090117	AJ	PR	193861								169		1,205
	09/15/2017	PAYROLL FOR 091517	AJ	PR	196670								349		1,553
	10/13/2017	PAYROLL FOR 101317	AJ	PR	201691								169		1,723
	10/26/2017	GEMS HRMS 10/26.17	AJ	PR	204912								349		2,071
	11/09/2017	PAYROLL FOR 110917	AJ	PR	205192								169		2,240
	11/22/2017	PAYROLL FOR 112217	AJ	PR	207156								349		2,589
	12/08/2017	PAYROLL FOR 120817	AJ	PR	209182								169		2,758
	12/22/2017	GEMS HRMS Journal Sequence 12/22/2017	AJ	GL	212608								349		3,107
	01/01/2018	HRA 2018 Employer Contribution	AJ	GL	219200								245		3,352
	01/01/2018	HRA 2018 Chiropractic	AJ	GL	219201								130		3,482
	01/05/2018	PAYROLL FOR 010518	AJ	PR	213248								169		3,651
	01/19/2018	PAYROLL FOR 011918	AJ	PR	216168								349		4,000
	02/02/2018	PAYROLL FOR 020218	AJ	PR	218014								169		4,169
	02/16/2018	PAYROLL FOR 021618	AJ	PR	220265								349		4,518
	03/02/2018	PAYROLL FOR 030218	AJ	PR	222120								169		4,687

G/L#	EFFECTIVE DATE	DESCRIPTION	STP	SOURCE	JE#	DEPOSIT	CHECK	VENDOR	VENDOR INVOICE#	INVOICE TYPE	PO	PROJECT	DEBIT	CREDIT	BALANCE
11															
	03/16/2018	PAYROLL FOR 031618	AJ	PR	224279								349		5,035
	04/13/2018	PAYROLL FOR 041318	AJ	PR	228792								169		5,204
	04/27/2018	Test Payroll 4/27/28	AJ	GL	230779								349		5,553
	05/11/2018	PAYROLL FOR 051118	AJ	PR	233060								169		5,722
		TOTAL											5,722	0	5,722
200-28-990-5250		Dental Fringe Ben											Balance	Forward	0
	07/07/2017	PAYROLL FOR 070717	AJ	PR	180482								14		14
	07/21/2017	PAYROLL FOR 072117	AJ	PR	184928								29		43
	08/04/2017	PAYROLL FOR 080417	AJ	PR	187369								14		56
	08/18/2017	PAYROLL FOR 081817	AJ	PR	191383								29		85
	09/01/2017	PAYROLL FOR 090117	AJ	PR	193861								14		99
	09/15/2017	PAYROLL FOR 091517	AJ	PR	196670								29		128
	10/13/2017	PAYROLL FOR 101317	AJ	PR	201691								14		142
	10/26/2017	GEMS HRMS 10/26.17	AJ	PR	204912								29		171
	11/09/2017	PAYROLL FOR 110917	AJ	PR	205192								14		184
	11/22/2017	PAYROLL FOR 112217	AJ	PR	207156								29		214
	12/08/2017	PAYROLL FOR 120817	AJ	PR	209182								14		227
	12/22/2017	GEMS HRMS Journal Sequence 12/22/2017	AJ	GL	212608								29		256
	01/05/2018	PAYROLL FOR 010518	AJ	PR	213248								14		270
	01/19/2018	PAYROLL FOR 011918	AJ	PR	216168								29		299
	02/02/2018	PAYROLL FOR 020218	AJ	PR	218014								14		313
	02/16/2018	PAYROLL FOR 021618	AJ	PR	220265								29		342
	03/02/2018	PAYROLL FOR 030218	AJ	PR	222120								14		355
	03/16/2018	PAYROLL FOR 031618	AJ	PR	224279								29		384
	04/13/2018	PAYROLL FOR 041318	AJ	PR	228792								14		398
	04/27/2018	Test Payroll 4/27/28	AJ	GL	230779								29		427
	05/11/2018	PAYROLL FOR 051118	AJ	PR	233060								14		441
		TOTAL											441	0	441
200-28-990-5300		Vision Fringe Ben											Balance	Forward	0
	07/07/2017	PAYROLL FOR 070717	AJ	PR	180482								2		2
	07/21/2017	PAYROLL FOR 072117	AJ	PR	184928								4		5
	08/04/2017	PAYROLL FOR 080417	AJ	PR	187369								2		7
	08/18/2017	PAYROLL FOR 081817	AJ	PR	191383								4		11
	09/01/2017	PAYROLL FOR 090117	AJ	PR	193861								2		12
	09/15/2017	PAYROLL FOR 091517	AJ	PR	196670								4		16
	10/13/2017	PAYROLL FOR 101317	AJ	PR	201691								2		18
	10/26/2017	GEMS HRMS 10/26.17	AJ	PR	204912								4		21
	11/09/2017	PAYROLL FOR 110917	AJ	PR	205192								2		23
	11/22/2017	PAYROLL FOR 112217	AJ	PR	207156								4		27
	12/08/2017	PAYROLL FOR 120817	AJ	PR	209182								2		28
	12/22/2017	GEMS HRMS Journal Sequence 12/22/2017	AJ	GL	212608								4		32
	01/05/2018	PAYROLL FOR 010518	AJ	PR	213248								1		34
	01/19/2018	PAYROLL FOR 011918	AJ	PR	216168								4		37
	02/02/2018	PAYROLL FOR 020218	AJ	PR	218014								1		39
	02/16/2018	PAYROLL FOR 021618	AJ	PR	220265								4		42
	03/02/2018	PAYROLL FOR 030218	AJ	PR	222120								1		44
	03/16/2018	PAYROLL FOR 031618	AJ	PR	224279								4		47
	04/13/2018	PAYROLL FOR 041318	AJ	PR	228792								1		49
	04/27/2018	Test Payroll 4/27/28	AJ	GL	230779								4		52
	05/11/2018	PAYROLL FOR 051118	AJ	PR	233060								1		54
		TOTAL											54	0	54
200-28-990-5400		Life Ins Fringe Ben											Balance	Forward	0
	07/21/2017	PAYROLL FOR 072117	AJ	PR	184928								3		3
	08/18/2017	PAYROLL FOR 081817	AJ	PR	191383								3		6
	09/15/2017	PAYROLL FOR 091517	AJ	PR	196670								3		9
	10/26/2017	GEMS HRMS 10/26.17	AJ	PR	204912								3		13
	11/22/2017	PAYROLL FOR 112217	AJ	PR	207156								3		16

G/L#	EFFECTIVE DATE	DESCRIPTION	STP	SOURCE	JE#	DEPOSIT	CHECK	VENDOR	VENDOR INVOICE#	INVOICE TYPE	PO	PROJECT	DEBIT	CREDIT	BALANCE
12															
	12/22/2017	GEMS HRMS Journal Sequence 12/22/2017	AJ	GL	212608								3		19
	01/19/2018	PAYROLL FOR 011918	AJ	PR	216168								3		22
	02/16/2018	PAYROLL FOR 021618	AJ	PR	220265								3		25
	03/16/2018	PAYROLL FOR 031618	AJ	PR	224279								3		28
	04/27/2018	Test Payroll 4/27/28	AJ	GL	230779								3		31
		TOTAL											31	0	31
200-28-990-5500		Disability Fringe Ben											Balance	Forward	0
	07/07/2017	PAYROLL FOR 070717	AJ	PR	180482								5		5
	07/21/2017	PAYROLL FOR 072117	AJ	PR	184928								9		14
	08/04/2017	PAYROLL FOR 080417	AJ	PR	187369								6		21
	08/18/2017	PAYROLL FOR 081817	AJ	PR	191383								9		30
	09/01/2017	PAYROLL FOR 090117	AJ	PR	193861								6		36
	09/15/2017	PAYROLL FOR 091517	AJ	PR	196670								9		45
	09/29/2017	PAYROLL FOR 092917	AJ	PR	199322								6		51
	10/13/2017	PAYROLL FOR 101317	AJ	PR	201691								6		57
	10/26/2017	GEMS HRMS 10/26.17	AJ	PR	204912								9		66
	11/09/2017	PAYROLL FOR 110917	AJ	PR	205192								6		72
	11/22/2017	PAYROLL FOR 112217	AJ	PR	207156								9		81
	12/08/2017	PAYROLL FOR 120817	AJ	PR	209182								6		88
	12/22/2017	GEMS HRMS Journal Sequence 12/22/2017	AJ	GL	212608								9		96
	01/05/2018	PAYROLL FOR 010518	AJ	PR	213248								6		102
	01/19/2018	PAYROLL FOR 011918	AJ	PR	216168								9		111
	02/02/2018	PAYROLL FOR 020218	AJ	PR	218014								6		117
	02/16/2018	PAYROLL FOR 021618	AJ	PR	220265								9		126
	03/02/2018	PAYROLL FOR 030218	AJ	PR	222120								6		132
	03/16/2018	PAYROLL FOR 031618	AJ	PR	224279								9		141
	03/30/2018	PAYROLL FOR 033018	AJ	PR	226546								6		148
	04/13/2018	PAYROLL FOR 041318	AJ	PR	228792								6		154
	04/27/2018	Test Payroll 4/27/28	AJ	GL	230779								9		163
	05/11/2018	PAYROLL FOR 051118	AJ	PR	233060								6		169
		TOTAL											169	0	169
200-28-990-5600		Unemployment Fringe Ben											Balance	Forward	0
	07/07/2017	PAYROLL FOR 070717	AJ	PR	180482								2		2
	07/21/2017	PAYROLL FOR 072117	AJ	PR	184928								22		24
	07/29/2017	PAYROLL FOR 080417	AJ	PR	187368								22		46
	07/31/2017	PAYROLL FOR 081817	AJ	PR	191384								3		49
	08/18/2017	PAYROLL FOR 081817	AJ	PR	191383								19		68
	08/26/2017	PAYROLL FOR 090117	AJ	PR	193862								22		90
	08/31/2017	PAYROLL FOR 091517	AJ	PR	196672								8		98
	09/15/2017	PAYROLL FOR 091517	AJ	PR	196670								14		112
	09/29/2017	PAYROLL FOR 092917	AJ	PR	199322								22		134
	09/30/2017	PAYROLL FOR 101317	AJ	PR	201692								11		145
	10/13/2017	PAYROLL FOR 101317	AJ	PR	201691								11		156
	10/26/2017	GEMS HRMS 10/26.17	AJ	PR	204912								22		178
	10/31/2017	PAYROLL FOR 110917	AJ	PR	205193								16		193
	11/09/2017	PAYROLL FOR 110917	AJ	PR	205192								6		200
	11/22/2017	PAYROLL FOR 112217	AJ	PR	207156								22		222
	11/30/2017	PAYROLL FOR 120817	AJ	PR	209183								19		240
	12/08/2017	PAYROLL FOR 120817	AJ	PR	209182								3		244
	12/22/2017	GEMS HRMS Journal Sequence 12/22/2017	AJ	GL	212608								22		265
	12/30/2017	PAYROLL FOR 010518	AJ	PR	213249								22		287
	01/01/2018	PAYROLL FOR 011918	AJ	PR	216169								2		289
	01/19/2018	PAYROLL FOR 011918	AJ	PR	216168								20		309
	01/27/2018	PAYROLL FOR 020218	AJ	PR	218015								22		331
	01/31/2018	PAYROLL FOR 021618	AJ	PR	220266								7		337
	02/16/2018	PAYROLL FOR 021618	AJ	PR	220265								16		354

G/L#	EFFECTIVE DATE	DESCRIPTION	STP	SOURCE	JE#	DEPOSIT	CHECK	VENDOR	VENDOR INVOICE#	INVOICE TYPE	PO	PROJECT	DEBIT	CREDIT	BALANCE
13															
	02/24/2018	PAYROLL FOR 030218	AJ	PR	222119								23		377
	02/28/2018	PAYROLL FOR 031618	AJ	PR	224280								7		383
	03/16/2018	PAYROLL FOR 031618	AJ	PR	224279								16		400
	03/30/2018	PAYROLL FOR 033018	AJ	PR	226546								23		423
	03/31/2018	PAYROLL FOR 041318	AJ	PR	228791								12		434
	04/13/2018	PAYROLL FOR 041318	AJ	PR	228792								11		446
	04/27/2018	Test Payroll 4/27/28	AJ	GL	230779								23		469
	04/30/2018	PAYROLL FOR 051118	AJ	PR	233059								15		483
	05/11/2018	PAYROLL FOR 051118	AJ	PR	233060								8		492
		TOTAL											492	0	492
200-28-990-5700		Work Comp Fringe Ben											Balance	Forward	0
	07/07/2017	PAYROLL FOR 070717	AJ	PR	180482								2		2
	07/21/2017	PAYROLL FOR 072117	AJ	PR	184928								35		37
	07/29/2017	PAYROLL FOR 080417	AJ	PR	187368								35		72
	07/31/2017	PAYROLL FOR 081817	AJ	PR	191384								5		77
	08/18/2017	PAYROLL FOR 081817	AJ	PR	191383								30		108
	08/26/2017	PAYROLL FOR 090117	AJ	PR	193862								35		143
	08/31/2017	PAYROLL FOR 091517	AJ	PR	196672								13		155
	09/15/2017	PAYROLL FOR 091517	AJ	PR	196670								23		178
	09/29/2017	PAYROLL FOR 092917	AJ	PR	199322								35		213
	09/30/2017	PAYROLL FOR 101317	AJ	PR	201692								18		230
	10/13/2017	PAYROLL FOR 101317	AJ	PR	201691								18		248
	10/26/2017	GEMS HRMS 10/26.17	AJ	PR	204912								35		283
	10/31/2017	PAYROLL FOR 110917	AJ	PR	205193								25		308
	11/09/2017	PAYROLL FOR 110917	AJ	PR	205192								10		318
	11/22/2017	PAYROLL FOR 112217	AJ	PR	207156								35		353
	11/30/2017	PAYROLL FOR 120817	AJ	PR	209183								30		383
	12/08/2017	PAYROLL FOR 120817	AJ	PR	209182								5		389
	12/22/2017	GEMS HRMS Journal Sequence 12/22/2017	AJ	GL	212608								35		423
	12/30/2017	PAYROLL FOR 010518	AJ	PR	213249								35		458
	01/01/2018	PAYROLL FOR 011918	AJ	PR	216169								2		461
	01/19/2018	PAYROLL FOR 011918	AJ	PR	216168								32		493
	01/27/2018	PAYROLL FOR 020218	AJ	PR	218015								35		528
	01/31/2018	PAYROLL FOR 021618	AJ	PR	220266								11		539
	02/16/2018	PAYROLL FOR 021618	AJ	PR	220265								26		565
	02/24/2018	PAYROLL FOR 030218	AJ	PR	222119								37		602
	02/28/2018	PAYROLL FOR 031618	AJ	PR	224280								10		612
	03/16/2018	PAYROLL FOR 031618	AJ	PR	224279								26		638
	03/30/2018	PAYROLL FOR 033018	AJ	PR	226546								37		675
	03/31/2018	PAYROLL FOR 041318	AJ	PR	228791								18		693
	04/13/2018	PAYROLL FOR 041318	AJ	PR	228792								18		712
	04/27/2018	Test Payroll 4/27/28	AJ	GL	230779								37		749
	04/30/2018	PAYROLL FOR 051118	AJ	PR	233059								24		772
	05/11/2018	PAYROLL FOR 051118	AJ	PR	233060								13		785
		TOTAL											785	0	785
200-28-990-6030		Professional Consultants											Balance	Forward	0
	01/24/2018	Bottom Barrier Challenge, matching funds	SYS	AP	216847		766192	Tahoe Resource Conservation District	010320171	Default Invoice	18-0184		26,000		26,000
		TOTAL											26,000	0	26,000
200-28-990-7010		Advertising - Paid											Balance	Forward	0
	07/15/2017	marketing interface	SYS	AP	185744		763602	Tahoe.com	3270	Default Invoice			63		63
	07/24/2017	Sponsorship for 2017 Tahoe Film Fest	SYS	AP	185741		763585	Sierra Watershed Education Partnerships	2017 156	Default Invoice			500		563

G/L#		EFFECTIVE DATE	DESCRIPTION	STP	SOURCE	JE#	DEPOSIT	CHECK	VENDOR	VENDOR INVOICE#	INVOICE TYPE	PO	PROJECT	DEBIT	CREDIT	BALANCE
	14	08/15/2017	marketing interfaces	SYS	AP	194729		764315	Tahoe.com	3271	Default Invoice			63		625
		09/30/2017	SIERRA NEVADA MEDIA GR	AJ	GL	200548								125		750
		10/09/2017	reimbursement from TWSA & IVGID for expe	SYS	AP	202186		765013	The Regents of U.C.	01-46097126	Default Invoice			2,500		3,250
		11/30/2017	SIERRA NEVADA MEDIA GR	AJ	GL	208407								63		3,313
		12/26/2017	Tahoe Tap Theme Song	SYS	AP	211543		765799	Joaquin Fioresi	122217	Default Invoice			500		3,813
		12/31/2017	SIERRA NEVADA MEDIA GR	AJ	GL	214265								63		3,875
		01/27/2018	SIERRA NEVADA MEDIA GR	AJ	GL	219360								63		3,938
		01/27/2018	DNH GODADDY.COM	AJ	GL	219360								174		4,112
		02/01/2018	1/4 pg ads for Feb, March, & Apr of 2018	SYS	AP	218263		766341	Tahoe Mountain News	02012018	Default Invoice			510		4,622
		02/20/2018	shared cost on logo/design work	SYS	AP	221213		766531	League to Save Lake Tahoe	02202018	Default Invoice			275		4,897
		02/24/2018	additional $25 requested for logo/design	SYS	AP	221291		766531	League to Save Lake Tahoe	02242018	Default Invoice			25		4,922
		02/27/2018	SIERRA WEB DESIGN, INC	AJ	GL	222168								38		4,959
		02/27/2018	SIERRA NEVADA MEDIA GR	AJ	GL	222168								63		5,022
		03/27/2018	SIERRA NEVADA MEDIA GR	AJ	GL	226600								63		5,084
		03/27/2018	STICKER MULE	AJ	GL	226600								19		5,103
		04/01/2018	advertising	SYS	AP	231026		767226	Moonshine Ink	2018-2168	Default Invoice			342		5,445
		04/01/2018	advertising & other marketing options	SYS	AP	231029		767226	Moonshine Ink	2018ci-292	Default Invoice			346		5,791
		04/04/2018	Sponsorship for SLT Earth Day Event on 4	SYS	AP	228397		767027	Tahoe Earth Day Foundation	04042018	Default Invoice			500		6,291
		04/27/2018	EPROMOS PROMOTIONAL PR	AJ	GL	231981								757		7,048
		04/27/2018	BULLETIN BRANDS INC	AJ	GL	231981								900		7,948
		04/27/2018	SIERRA NEVADA MEDIA GR	AJ	GL	231981								63		8,010
		04/27/2018	TAHOE CITY DOWNTOWN	AJ	GL	231981								258		8,268
		05/01/2018	advertising	SYS	AP	233439		767387	Moonshine Ink	2018ci-315	Default Invoice			346		8,614
		05/01/2018	Tahoe In Depth - Winter 2017, Issue 12	SYS	AP	235151		767507	TRPA	0003526	Default Invoice			500		9,114
		05/16/2018	100 snapshot day logo bags	SYS	AP	234727		767469	League to Save Lake Tahoe	05162018	Default Invoice			244		9,358
			TOTAL											9,358	0	9,358
200-28-990-7330			Contractual Services											Balance	Forward	0
		09/30/2017	electronic recycling svcs	SYS	AP	200874		764826	California Electronic Asset Recovery	423704	Default Invoice			4,017		4,017

G/L#	EFFECTIVE DATE	DESCRIPTION	STP	SOURCE	JE#	DEPOSIT	CHECK	VENDOR	VENDOR INVOICE#	INVOICE TYPE	PO	PROJECT	DEBIT	CREDIT	BALANCE
15															
	11/01/2017	Reclass CEAR Recycling invoice	AJ	GL	208129									4,017	0
		TOTAL											4,017	4,017	0
200-28-990-7405		Office Supplies											Balance	Forward	0
	08/18/2017	office supplies	SYS	AP	192908		764155	Rainbow Printing & Office Supplies, Inc.	73045-001	Default Invoice			287		287
	04/13/2018	SAF 5640 BL BK Mesh, SAF 5641 BL 4 Pocke	SYS	AP	229449		767090	Rainbow Printing & Office Supplies, Inc.	54353	Default Invoice			113		400
	04/13/2018	Quartet neon dry erase	SYS	AP	229452		767090	Rainbow Printing & Office Supplies, Inc.	54354	Default Invoice			10		410
		TOTAL											410	0	410
200-28-990-7415		Operating											Balance	Forward	0
	07/10/2017	Tahoe Water Suppliers Lunch Photos	SYS	AP	182555		763272	Margaret Bistany Dba: Marni Bistany Photography	IVGID-2	Default Invoice			250		250
	07/27/2017	marketing products	SYS	AP	187958		763861	W & T Graphix	25480	Default Invoice			1,014		1,264
	07/27/2017	MY THAI & NOODLES	AJ	GL	188263								43		1,307
	07/27/2017	DISCOUNTMUGS.COM	AJ	GL	188263								1,323		2,629
	07/27/2017	DROPBOX MKCPG2V3J8VZ	AJ	GL	188263								100		2,729
	08/03/2017	One time refund vendor	SYS	AP	188834		763762	Clean Flo International	20170803	Default Invoice			138		2,867
	08/31/2017	MY THAI & NOODLES	AJ	GL	195280								58		2,925
	08/31/2017	DROPBOX TPR6XZ385R5K	AJ	GL	195280								100		3,025
	08/31/2017	August 2017 in-store charges	SYS	AP	195491		764439	Village Ace Hardware	20170831-stmt-4241	Default Invoice			34		3,059
	09/30/2017	September 2017 in store charges	SYS	AP	200043		764770	Raley's	10012017	Default Invoice			118		3,177
	09/30/2017	NEVADA FINE ARTS	AJ	GL	200548								298		3,475
	09/30/2017	Etsy.com - EngraveMeTh	AJ	GL	200548								50		3,525
	09/30/2017	DROPBOX TNV5GFCC2HX3	AJ	GL	200548								100		3,625
	09/30/2017	SQU SQ MOUNTAIN HIGH	AJ	GL	200548								292		3,917
	10/31/2017	DROPBOX ZDWLBMCK477L	AJ	GL	205183								100		4,017
	11/06/2017	Drink Tahoe Tap VI Tumblers, 600 qty.	SYS	AP	205110		765268	MiiR Holdings LLC	16128	Default Invoice	18-0135		7,945		11,962
	11/22/2017	Lake Tahoe Conservation Fund	AJ	JL	207786									5,297	6,665
	11/30/2017	NEW RESOURCES GROUP, I	AJ	GL	208407								250		6,915
	11/30/2017	MY THAI & NOODLES	AJ	GL	208407								42		6,957
	11/30/2017	DROPBOX XMX9LBNCYXT6	AJ	GL	208407								100		7,057
	12/05/2017	Drink Tahoe Tap pouches, TWSA	SYS	AP	209494		765627	AIA Corporation	CMD2138085	Default Invoice	18-0158		10,272		17,329
	12/31/2017	DROPBOX	AJ	GL	214265								100		17,429

G/L#	EFFECTIVE DATE	DESCRIPTION	STP	SOURCE	JE#	DEPOSIT	CHECK	VENDOR	VENDOR INVOICE#	INVOICE TYPE	PO	PROJECT	DEBIT	CREDIT	BALANCE
16		LLGDHTMWSCWD													
	01/19/2018	2018 North Tahoe Earth Day Sponsorship	SYS	AP	216786		766191	Tahoe Earth Day Foundation	01192018	Default Invoice			500		17,929
	01/24/2018	LT Conservation Fund - reimbursement v expenses	AJ	JL	216827									794	17,134
	01/27/2018	GO GREEN BOTTLES	AJ	GL	219360								202		17,337
	01/27/2018	SPECIALTY BOTTLE INC	AJ	GL	219360								157		17,494
	01/27/2018	SUPPLYHOUSE.COM	AJ	GL	219360								106		17,599
	01/27/2018	CWI CAMPING WORLD	AJ	GL	219360								244		17,844
	01/27/2018	THE WEBSTAURANT STORE	AJ	GL	219360								2,693		20,537
	01/27/2018	DROPBOX 91CT6J568GS2	AJ	GL	219360								100		20,637
	02/08/2018	TWSA Glass Bottle Reorder	SYS	AP	219530		766361	4imprint, Inc	6066781	Default Invoice	18-0185		8,393		29,030
	02/27/2018	SUPPLYHOUSE.COM	AJ	GL	222168								44		29,074
	02/27/2018	LAKE TAHOE SOUTH SHORE	AJ	GL	222168								400		29,474
	02/27/2018	LAKE TAHOE SOUTH SHORE	AJ	GL	222168								260		29,734
	02/27/2018	AMAZON.COM AMZN.COM/BI	AJ	GL	222168								74		29,808
	02/27/2018	AMAZON.COM AMZN.COM/BI	AJ	GL	222168									6	29,802
	02/27/2018	CHEMETRICS.COM	AJ	GL	222168								221		30,023
	03/27/2018	GO GREEN BOTTLES	AJ	GL	226600									202	29,821
	03/27/2018	MOFOS PIZZA AND PASTA	AJ	GL	226600								113		29,934
	03/27/2018	RIVERNETWORK	AJ	GL	226600								100		30,034
	03/27/2018	PAYPAL WAPMS	AJ	GL	226600								100		30,134
	03/27/2018	DROPBOX TK5W6RY9KP1D	AJ	GL	226600								100		30,234
	03/27/2018	Acct#5000473 - In-Store Chgs for March 2	SYS	AP	227207		766947	Raley's	5000473-MAR'18	Default Invoice			50		30,283
	03/31/2018	March 2018 In-Store Chgs - Acct# 4244	SYS	AP	228386		767034	Village Ace Hardware	4244-MARCH 2018	Default Invoice			68		30,351
	04/26/2018	Raleys Acct#5000473 - April 2018 In-Stor	SYS	AP	231047		494	Raley's	5000473-APRL'18	Default Invoice			31		30,382
	04/27/2018	MY THAI & NOODLES	AJ	GL	231981								27		30,409
	04/27/2018	GREEN PAPER PRODUCTS	AJ	GL	231981								120		30,529
	04/27/2018	PAYPAL LAKETAHOEED	AJ	GL	231981								500		31,029
	04/27/2018	AMAZON MKTPLACE PMTS W	AJ	GL	231981								81		31,110
	04/27/2018	LAKE TAHOE SOUTH SHORE	AJ	GL	231981								50		31,160
	04/27/2018	AMAZON MKTPLACE PMTS W	AJ	GL	231981								103		31,263
	04/27/2018	DROPBOX 36T2MZNSSGQN	AJ	GL	231981								100		31,363
	04/27/2018	AMAZON MKTPLACE PMTS W	AJ	GL	231981									6	31,357
	04/27/2018	AMAZON.COM	AJ	GL	231981								97		31,454

G/L#	EFFECTIVE DATE	DESCRIPTION	STP	SOURCE	JE#	DEPOSIT	CHECK	VENDOR	VENDOR INVOICE#	INVOICE TYPE	PO	PROJECT	DEBIT	CREDIT	BALANCE
17		AMZN.COM/BI													
	04/27/2018	AMAZON.COM AMZN.COM/BI	AJ	GL	231981									7	31,447
	04/30/2018	April 2018 In-Store Chgs - Acct# 4244	SYS	AP	231921		767342	Village Ace Hardware	4244-APRIL 2018	Default Invoice			44		31,491
	05/08/2018	Pmt for Tahoe Tap song	SYS	AP	234954		767464	Jonathan Flores	05082018	Default Invoice			100		31,591
	05/15/2018	$500 one-time TWSA Future of Water Schol	SYS	AP	234587		767450	Edward Parkhill	05152018	Default Invoice			500		32,091
	05/15/2018	One time TWSA Future of Water Scholarshi	SYS	AP	234724		767466	Kaitlky Kjer	05152018	Default Invoice			500		32,591
	05/15/2018	One time TWSA Future of Water scholarshi	SYS	AP	234763		767480	Nicholaus Buchholz	05152018	Default Invoice			500		33,091
		TOTAL											39,404	6,312	33,091
200-28-990-7460		Postage											Balance	Forward	0
	10/31/2017	USPS PO 3117610450	AJ	GL	205183								7		7
	01/08/2018	shipping charges for TWSA	SYS	AP	214520		765997	FedEx	6-047-60129	Default Invoice			44		50
		TOTAL											50	0	50
200-28-990-7470		Printing & Publishing											Balance	Forward	0
	07/10/2017	marketing products	SYS	AP	187944		763861	W & T Graphix	25403	Default Invoice			2,506		2,506
	07/15/2017	tahoe tap banners	SYS	AP	190784		763912	Fastsigns #260202	July stmt	Default Invoice			44		2,550
	07/17/2017	xerox pmts	SYS	AP	187476		763661	EverBank Commercial Finance, Inc	4581063	Default Invoice			105		2,655
	07/27/2017	marketing products	SYS	AP	187912		763861	W & T Graphix	25480	Default Invoice			1,014		3,668
	07/27/2017	marketing products	SYS	AP	187940		763861	W & T Graphix	25480	Default Invoice				1,014	2,655
	08/17/2017	xerox copier lease	SYS	AP	191858		764022	EverBank Commercial Finance, Inc	4647754	Default Invoice			105		2,759
	09/17/2017	Contract# 40918921	SYS	AP	198203		764609	EverBank Commercial Finance, Inc	4713990	Default Invoice			105		2,864
	10/17/2017	Oct. Pmt 40918921	SYS	AP	203119		765062	EverBank Commercial Finance, Inc	4781224	Default Invoice			105		2,968
	11/17/2017	Nov.'17 pmt on C# 40918921 - xerox machi	SYS	AP	208466		765563	EverBank Commercial Finance, Inc	4850820	Default Invoice			105		3,073
	11/20/2017	watershed supplies	SYS	AP	207844		765520	Rick's AEC Reprographics, Inc.	93460	Default Invoice			2,281		5,354
	12/01/2017	Office supplies	SYS	AP	214487		766027	Rainbow Printing & Office Supplies, Inc.	53355	Default Invoice			118		5,472
	12/27/2017	Contract 40918921 Final Xerox Lease	SYS	AP	211741		765775	EverBank Commercial Finance, Inc	4919766	Default Invoice			110		5,582
	12/30/2017	CN12777-01 Base 12/22-1/21/18	SYS	AP	215298		766109	Sierra Office Solutions	IN84347	Default Invoice			63		5,645
	12/30/2017	CN12777-01 Base 12/22-1/21/18	SYS	AP	215298		766109	Sierra Office Solutions	IN84347	Default Invoice			63		5,708
	01/17/2018	January 2018 lease pmt for Xerox copier,	SYS	AP	216704		766158	EverBank Commercial	4989733	Default Invoice			99		5,808

G/L#	EFFECTIVE DATE	DESCRIPTION	STP	SOURCE	JE#	DEPOSIT	CHECK	VENDOR	VENDOR INVOICE#	INVOICE TYPE	PO	PROJECT	DEBIT	CREDIT	BALANCE
18								Finance, Inc							
	01/31/2018	36 month maintenance contract for PW Adm	SYS	AP	218242			Sierra Office Systems & Products	IN102029	Default Invoice	18-0156		62		5,870
	01/31/2018	36 month maintenance contract for PW Adm	SYS	AP	218721			Sierra Office Systems & Products	IN102029	Default Invoice	18-0156			62	5,808
	01/31/2018	JAN. 2018 pmt for monthly maintenance co	SYS	AP	218790		766329	Sierra Office Solutions	IN102029	Default Invoice	18-0204		62		5,870
	02/20/2018	February 2018 maintenance for PW Admin X	SYS	AP	220727		766481	Sierra Office Solutions	IN112360	Default Invoice	18-0204		62		5,932
	02/28/2018	Everbank refund from overpmt on closed lease	AJ	JL	221768									99	5,833
	03/27/2018	STICKER MULE	AJ	GL	226600								22		5,855
	04/03/2018	XALC8045 CN#12777-01 base period 4/1-4/3	SYS	AP	228167		767018	Sierra Office Solutions	IN139594	Default Invoice			115		5,970
	05/01/2018	Base period of 5/1 - 5/31/18 for PW C#12	SYS	AP	232065		523	Sierra Office Solutions	IN155729	Default Invoice	18-0204		63		6,033
		TOTAL											7,208	1,175	6,033
200-28-990-7680		Training & Education											Balance	Forward	0
	08/31/2017	CA-NV SECTION, AWWA	AJ	GL	195280								50		50
	09/30/2017	RESORT AT SQUAW CREEK	AJ	GL	200548								308		358
	09/30/2017	INFINITE CONFERENCING	AJ	GL	200548								45		403
	10/31/2017	INFINITE CONFERENCING	AJ	GL	205183								41		444
	11/01/2017	On-call technical support services, TWSA	SYS	AP	208104		765532	Water Quality & Treatment Solutions, Inc	17-2662	Default Invoice	17-0113		1,248		1,691
	01/27/2018	AWWA.ORG	AJ	GL	219360								141		1,832
		TOTAL											1,832	0	1,832
200-28-990-7685		Travel & Conferences											Balance	Forward	0
	08/31/2017	INFINITE CONFERENCING	AJ	GL	195280								9		9
	08/31/2017	RESORT AT SQUAW CREEK	AJ	GL	195280								253		261
	09/30/2017	2017 AUG-SEP mileage	SYS	AP	201824		764979	MADONNA DUNBAR	AUG-SEP 2017 mileage	Default Invoice			79		340
	10/31/2017	PARADISE POINT RESORT	AJ	GL	205183								202		543
	12/07/2017	travel expenses	SYS	AP	210826		765734	Sarah Vidra	12072017	Default Invoice			621		1,164
	12/31/2017	INFINITE CONFERENCING	AJ	GL	214265								68		1,231
	12/31/2017	CA-NV SECTION, AWWA	AJ	GL	214265								198		1,429
	01/27/2018	INFINITE CONFERENCING	AJ	GL	219360								83		1,511
	02/27/2018	INFINITE CONFERENCING	AJ	GL	222168								16		1,528
	02/27/2018	THE LODGE AT EDGEWOOD	AJ	GL	222168								180		1,708

G/L#	EFFECTIVE DATE	DESCRIPTION	STP	SOURCE	JE#	DEPOSIT	CHECK	VENDOR	VENDOR INVOICE#	INVOICE TYPE	PO	PROJECT	DEBIT	CREDIT	BALANCE
19															
	02/28/2018	February 2018 mileage	SYS	AP	222794		766613	MADONNA DUNBAR	FEB2018 mileage	Default Invoice			72		1,780
	03/27/2018	INFINITE CONFERENCING	AJ	GL	226600								15		1,795
	03/27/2018	RIVER NETWORK	AJ	GL	226600								487		2,282
	04/27/2018	INFINITE CONFERENCING	AJ	GL	231981								62		2,344
	05/01/2018	April 2018 mileage reimbursement	SYS	AP	234757		767474	MADONNA DUNBAR	April '18 mileage	Default Invoice			113		2,457
	05/15/2018	reimbursement for travel expenses	SYS	AP	234760		767474	MADONNA DUNBAR	05152018	Default Invoice			37		2,494
		TOTAL											2,494	0	2,494
200-28-990-7840		Telephone											Balance	Forward	0
	09/29/2017	1st QTR Stipend 2017-18	SYS	AP	197010		764515	MADONNA DUNBAR	1st QTR Stipend 2017	Default Invoice			48		48
	12/18/2017	Cell Phone Stipend Quarter Ending 12/31/	SYS	AP	211168		765813	MADONNA DUNBAR	12312017	Default Invoice			48		96
	03/15/2018	3rd QTR Stipend 1/1/2018 - 3/31/2018	SYS	AP	225969		766839	MADONNA DUNBAR	3rdQTR Stipend 17-18	Default Invoice			48		144
		TOTAL											144	0	144
200-28-990-7980		Central Services Allocation Cs											Balance	Forward	0
	07/31/2017	Record Central Svc Cost Alloc Jul 2017	AJ	GL	188297								500		500
	08/31/2017	Record Central Svc Cost Alloc Aug 2017	AJ	GL	192952								500		1,000
	09/30/2017	Record Central Svc Cost Alloc September 2017	AJ	GL	198365								500		1,500
	10/31/2017	Record Central Svc Cost Alloc October 2017	AJ	GL	203749								500		2,000
	11/30/2017	Record Central Svc Cost Alloc November 2017	AJ	GL	207805								500		2,500
	12/31/2017	Record Central Svc Cost Alloc 12/01-12/31/17	AJ	GL	212591								500		3,000
	01/31/2018	Record Central Svc Cost Alloc Jan 2018	AJ	GL	217218								500		3,500
	02/28/2018	Record Central Svc Cost Alloc Feb 2018	AJ	GL	221540								500		4,000
	03/31/2018	Record Central Svc Cost Alloc Mar 2018	AJ	GL	225746								500		4,500
	04/30/2018	Record Central Svc Cost Alloc Apr 2018	AJ	GL	230782								500		5,000
		TOTAL											5,000	0	5,000
		GRAND TOTAL											**111,517**	**183,218**	**71,701 CR**

M E M O R A N D U M

TO: TWSA Board
FROM: Madonna Dunbar, IVGID Resource Conservationist
SUBJECT: TWSA Program Highlights – Q2 2018
DATE: May 25, 2018

March 2018
Staff facilitated the March 8, 2018 TWSA Board meeting.

DRINK TAHOE TAP tabling occurred at the SLT Chamber of Commerce's 'Go Local Business Expo', held on 3/30/18 at Harrah's Convention Center. The event had more than 1,500 attendees, with more than 500 personal contacts.

TWSA water bottles/pouches were provided to:

- North Lake Tahoe Visitor Center VIPs – 50 bottles
- NvRWA Conference March 15-17 – 250 pouches
- NLT Annual Community Awards – 250 pouches
- Go Local Expo – 500 pouches

Staff monitored the Nearshore Aquatic Weed Working Group conference call on 3/21/18.

Staff attended the 37th Annual Conference of the Western Aquatic Plant Management Society held in Reno on 3/27/2018, to see a presentation on the 'UV Light Pilot' by John Paoluccio and also the results of the 'efficacy of herbicides on sprouted turions' lab test by Dr. Lars Anderson.

A ¼ page ad ran in the Lake Tahoe Mountain News (South Shore coverage) and Moonshine Ink (North Shore coverage) in the months of February, March, April 2018.

Staff opened the prospectus for the TWSA 2018 'Future of Water' scholarships, and distributed the information to area high school counselors.

Staff continues to work with a local Eagle Scout on building 4 more mobile water stations, and reviving the Tahoe Tap It Water Refill Network with local businesses.

DRINK TAHOE TAP banner ads are running at www.Tahoe.com .

April 2018
TWSA/IVGID Waste Not collaborated on the multi-agency STRAWS film night held on 4/19/18 at the Tahoe Environmental Research Center. The event featured presentations by 3 local elementary school student groups on their efforts to create a 'Straws on Request' only / straw ban regional movement. The event theme was use plastics alternatives and reduction strategies. Partner agencies included IVGID Waste Not, Keep Truckee Green/Town of Truckee, League to Save Lake Tahoe and Sierra Watershed Education Partnership.

The Snapshot Day monthly partner-planning meeting was hosted by TWSA staff. Final logo design was chosen and outreach materials ordered. Volunteer coordination continues as well as

event planning. New equipment calibration solutions have been ordered and laboratory coordination was finalized.

TWSA Outreach booth and the DRINK TAHOE TAP water taste test activity was offered at both Tahoe area Earth Day events.

571 Taste Tests were conducted:

Results as follows:

	TTED 4/21/18	SLTED 4/28/18	
	IVGID – 188	RHGID – 64	
	TCPUD – 171	EWC – 75	
	Bottled – 38	Bottled – 35	
Totals:	397 participants	174 participants	Both: 571 Taste Tests

TWSA water bottles/pouches were provided to:

- STRAWS mini-film festival event 4/19/18; 110 attendees, 80 pouches
- Tahoe Truckee Earth Day 4/21/18; 5,000 attendees, 500 water pouches; water station in use
- South Lake Tahoe Earth Day 4/28/18; 800 attendees; 400 pouches; water station in use
- River Rally Conference 4/29 to 5/4: 250 pouches

Staff attended the TRPA Shoreline Plan informational presentation on 4/25/18.

May 2018

TWSA water bottles/pouches were provided to:

- River Rally Conference 4/29 to 5/4 250 pouches
- Go Tahoe North 24 glass bottles

Staff attended the TRPA Shoreline Plan informational presentation on 5/23/2018. The TRPA Shoreline Plan Environmental Impact Statement (EIR) Ordinance Code was released on May 8, 2018. Staff has been reviewing materials.

Staff attended the Lake Tahoe Sustainable Recreation Workshop held on 5/12/18.

The 18th Annual Tahoe-Truckee Snapshot Day event was held on May 18 &19, 2018. TWSA/Waste Not staff hosted the North Shore portion of the event. Other program partners coordinated additional sites, throughout the Lake Tahoe and Truckee River watershed from the source at the upper Truckee River to terminus at Pyramid Lake. This event entailed extensive preparations including volunteer recruitment, calibration of hundreds of instruments, packing sample kits for volunteers, laboratory coordination, location safety checks, team leader training, advertising, team assignments, and day of event coordination. The tables below show participation for the past 2 years. A full report will follow later in the year.

Table 1: 2018 Snapshot Day Summary Table

Region	**Number of Volunteers**	**Number of Sites Monitored**
South Lake Tahoe	**100**	**33**
North Lake Tahoe	**20**	**15**
Middle Truckee River	**26**	**25**
Lower Truckee River	**219**	**11**
Total	**365**	**84**

Table 1: 2017 Snapshot Day Summary Table

Region	Number of Volunteers	Number of Sites Monitored
South Lake Tahoe	111	32
North Lake Tahoe	21	15
Middle Truckee River	30	23
Lower Truckee River	255	12
Total	**417**	**82**

Staff coordinated the 2018 TWSA Scholarship Program. A total of 4 scholarships are budgeted annually for the Tahoe region. The students are selected by the following criteria: an essay or artwork on “Source Water Protection – Why It Matters”, academic performance including the cumulative grade point average, relevance of the student’s curriculum to science and leadership in extracurricular activities.

<u>The 2018 TWSA Scholarship Awardees are:</u>

Incline High School	Edward Parkhill
North Tahoe High School	Committee selection
South Tahoe High School	no applicants (2 awarded at Whittell instead)
George Whittell High School	Kaitlyn Kjer and Nicholaus Buchholz

Staff coordinated with local musicians on the production of a DRINK TAHOE TAP song. The song is posted at www.TahoeH2o.org.

Staff is working with a local Eagle Scout on building more mobile water stations and reviving the Tahoe Tap It Water Refill Network with local businesses.

DRINK TAHOE TAP banner ads are running at www.Tahoe.com .

An article regarding the Aquatic Invasive Bottom Barrier Challenge was drafted and is scheduled for publication in the summer 2018 issue of *Tahoe In Depth*.

Tahoe Fund/TWSA Bottom Barrier Purchase Project publicity video is posted at https://vimeo.com/256686801.

The Tahoe Keys Property Owner Association's (TKPOA) "Application for Exemption to Apply Aquatic Herbicides Test Project" is on hold pending further requirements for the regulatory agencies. Staff anticipates increased activity on this topic again later in summer 2018.

Madonna attended the national River Rally Conference on Apr. 29 to May 4, 2018, held in Olympic Valley, CA.

Staff was invited to participate in the Reno Resilience Sustainability workgroup on May 31, 2018.

TWSA Board and Organizational Goals:
The TWSA Board conducts annual goal setting and review.
Below are the 2018-19 Goals set at the 3/8/2018 TWSA Board Meeting.

(red indicates needs additional Board Approval of list item)

Goals:

1. **Continue and increase emphasis on extensive education and outreach on focus topics of source water protection and the value of municipal tap water.**

2. **Continue outreach and advocacy efforts for federal infrastructure funding, especially for fire flow capacity.**

3. **Continue a strong communication relationship with Tahoe Regional Planning Agency (TRPA), Nevada Department of Environmental Protection (NDEP), Lahontan Regional Water Quality Control Board (LRWQCB) and other regulatory agencies on source water protection**.

4. **Maintain and improve project review / involvement process with TRPA, NV State Lands, Lahontan Water Board, and other planning/regulatory agencies.**
   Current active projects include:
   - **Aquatic Invasive Species (AIS) Programs (threats/prevention programs, treatment methods, Integrated Weeds Management Plan)**
   - **Groundwater Contamination at the 'Y" / PCE Plume Project**
   - **Shoreline Project Reviews**
   - **NV State Lands notifications**
   - **TROA**
   - **Ongoing regulatory updates**

5. **Utilize regional studies/projects to determine how they affect source water quality. Continue to work with LTWIP as appropriate.**

Draft *Tahoe In Depth* Article for Summer 2018
Madonna Dunbar, Tahoe Water Suppliers Association / Amy Berry, Tahoe Fund

The Power of Partnership in the Fight Against AIS

The Tahoe Fund and the Tahoe Water Suppliers Association (TWSA) recently reached their fundraising goal to buy more than 150 bottom barriers and other resources to support the Tahoe Resource Conservation District (Tahoe RCD) control work on aquatic invasive species.

Through the public-private partnership model, the nonprofit Tahoe Fund and the TWSA, a coalition of municipal drinking water providers at Lake Tahoe, joined forces to help in the efforts to stunt the growth of invasive aquatic plants that can degrade water quality and rob the lake of its famed clarity.

Bottom barriers have been used successfully in combination with other-manual control methods, such as hand, pulling and diver assisted suction removal, to control aquatic invasive species at multiple locations around Lake Tahoe and the Truckee River.

The barriers will be deployed this spring by the conservation district. The barriers are made of a plastic-like material that allows oxygen to flow through but starve the invasive plants of sunlight. The barriers can be divided to target certain areas, and multiple sites.

The Tahoe RCD's inventory of bottom barriers was 1.5 acres short of the current 5-acre limit for the lake. The funding from the groups will allow the Tahoe RCD to reach the coverage limit.

The invasive species of concern at Lake Tahoe include Eurasian water milfoil, curly leaf pondweed, Asian clams and warm water fish.

"Aquatic invasive species are a pretty big threat to Lake Tahoe, so everybody should be taking it seriously," Madonna Dunbar, Executive Director of the TWSA said. "Because Tahoe has some of the best drinking water in the world, the TWSA wanted to support the Tahoe RCD in their ongoing field work using non-chemical control methods."

The TWSA had allocated $26,000 in funds to help the conservation district purchase materials, but then the idea surfaced for the group to partner with the Tahoe Fund on a matching fundraising challenge, according to Dunbar.

"The TWSA Board decided to invest $26,000 into supporting non-chemical aquatic invasive species control efforts, and then one of the board members suggested that maybe the Tahoe Fund would want to match or work with us. It just all clicked," Dunbar said.

The Tahoe Fund raised their share of the $52,000 with the help of private donors, including major donations from Tahoe Blue Vodka and the Tahoe Truckee Community Foundation's Queen of Hearts.

"Aquatic invasive species are changing the way we experience our shorelines," said Tahoe Fund Board Chair Katy Simon Holland. "It was wonderful to see the private community meet the match to help further these important efforts."

- To view a video on the project visit https://vimeo.com/256686801

TAHOE REGIONAL PLANNING AGENCY

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Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
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www.trpa.org

MEMORANDUM

Date: May 16, 2018

To: TRPA Governing Board

From: TRPA Staff

Subject: LakeTahoeInfo.org Briefing

Requested Action: No action required – informational only.

Summary: Staff will provide an update on the www.LakeTahoeInfo.org website.

Background: In 2014, TRPA launched www.laketahoeinfo.org platform with the goal of connecting people with information to improve decision making and sustain investments in the Lake Tahoe Basin. Staff will present an overview of the following new or expanded portals:

- The expanded Monitoring Dashboard https://monitoring.laketahoeinfo.org/ and its connection to the Tahoe Open Data hub http://data-trpa.opendata.arcgis.com/.
- Enhancements to the Parcel Tracker https://parcels.laketahoeinfo.org/.
- The new Lake Clarity Tracker https://clarity.laketahoeinfo.org/.

Contact: For questions regarding this agenda item, please contact Jeanne McNamara, Principal Planning Analyst at (775) 589-5252 jmcnamara@trpa.org , or Reid Haefer, Data Modeler/Analyst at (775)-589-5289 rhaefer@trpa.org.

South Tahoe
Public Utility District

For Immediate Release

Administration
1275 Meadow Crest Drive
South Lake Tahoe, CA 96150
www.stpud.us

Contact Information
Richard Solbrig
General Manager
530.543.6201 direct
530.542.7073

Date: 4/17/2018

MEDIA RELEASE

South Tahoe Public Utility District PCE South Y Contamination Update

Since the PCE Public Meeting on February 7, 2018, the District signed a grant contract of $504,295 from the State Water Resources Control Board to conduct a Feasibility Study of Remedial Alternatives to mitigate PCE contamination. The District has been busy using these funds to develop the South Y Pre-Design Investigation Workplan, which is posted on the District's Groundwater webpage. The Workplan describes the objectives for the Pre-Design Investigation, as well as background information on the aquifer and the PCE distribution in the South Y Area.

The objective of this effort is to collect information on the aquifer characteristics and water quality to design strategies to control and/or remove PCE from groundwater. This involves drilling and installing a new test well to collect soil and groundwater samples. The field work is scheduled to start at 953 Eloise Avenue around April 30, and is anticipated to be completed by late June. The District will also be collecting water samples from eight existing wells neighboring the project area to show the distribution of PCE in groundwater at the time of the investigation.

The District plans to host a public workshop sometime in July to share results and provide an update on the progress of the Feasibility Study. More details will be provided once the workshop is scheduled.

The Lahontan Regional Water Quality Control Board is the state agency responsible for determining who is responsible for the contamination, the cleanup method and overseeing that it is completed. Lahontan is organizing a stakeholders meeting in late April/early May to discuss its clean-up and abatement order, its investigation efforts, and the establishment of a Technical Advisory Group focused on this problem. You can contact Scott Ferguson at scott.ferguson@waterboards.ca.gov for more information regarding the meeting and/or status of their investigation.

For more information please see the District's groundwater webpage: http://stpud.us/news/groundwater-management-process/.

# # # # #

Staff notes on TKPOA AIS Herbicide application process

5/18/2018

Lahontan RWQCB and TRPA determined that a full Environmental Impact Review (EIR) document must be prepared for the TKPOA Aquatic Herbicide Action Plan (APAP). This will require 18-24 months for preparation and additional funding.

In May, 2018, USACE announced a $1M grant to TRPA for AIS programs: inspection program, controls, studies, etc. The funding for the TKPOA AIS EIR may be part of this award? It is unclear if the EIR will evaluate all control methods or focus on herbicides. Scope of project may be larger with full EIR requirement.

TKPOA has installed bubble curtan and Sea Bins at channel entrance to reduce fragment dispersal to open water.

Excerpt from TRPA Minutes for April 25, 2018:

> Ms. Marchetta said the Tahoe Keys weeds issue is ground zero and tackling that solution from a policy perspective is one of the most important questions. That ultimate question will come within this calendar year. The combination of treatments to attack the weed issue in the Tahoe Keys, is perhaps the biggest policy question for aquatic invasive weed control. TRPA is stepping up with part of this control funding to help the Tahoe Keys engage in a mediated collaborative process.

The TKPOA AIS Working Group is no longer being coordinated by TKPOA contractor, Sierra Ecosystem Associates. TRPA is planning to reconvene the workgroup, under the direction of a professional mediator, similar to the process they just used for the Shoreline Plan workgroup. An RFP for the mediation services has been posted at http://www.trpa.org/wp-content/uploads/Tahoe-Keys-Integrated-Management-Plan-Facilitation-RFP.pdf .

Nearshore Aquatic Weed Working Group
March 21, 2018
TWSA Staff Notes

A. AISCC Updates, Chris and Nichole, Tahoe RCD
- 10 years of prevention
  The Tahoe RCD has the 10-year prevention report on their website.
- Rapid Response Planning
- Permanent Watercraft Inspections
  The TRCD is working on making all four Tahoe/Truckee inspection stations permanent.
  - The Myers inspection station will be a permanent location in 2018.
  - The Spooner station will be the next station to be updated
  - Truckee will be gaining a new inspection station in 2018
  - The Alpine meadows station will be more difficult to make permanent.

  All watercraft inspection stations will be open from May 1, 2018 – September 30, 2018, with the Cave Rock and Lake Forest stations open from October 1, 2018, to April 30, 2019.

- Funding Strategy
  The CTC Funding for AIS Mgmt., Implementation and Action plan received funding, that has since been revoked by the state.

B. Eyes on the Lake, Summer 2018, Zack, League to Save Lake Tahoe
The program kick-off with be in June with a launch party. The online map is still being updated with participant data.

C. Tahoe Keys, TKPOA Summer 2018, Greg Hoover, TKPOA
- Surveys will be conducted in March and April for Curlyleaf Pondweed.
- The TKPOA has scheduled a Lunch and Learn for landscape companies to learn about BMPs and fertilizer management.
- The TKPOA is pushing their BMP project to all homeowners.
- The 2017 Backup Station project reported a 66% backup rate in the west channel of the Tahoe Keys. People were more likely to participate in the “Back up” if there was a boat on the mooring at the station. The TKPOA is looking for help in staffing the boat on Saturday afternoons for the summer of 2018. Plans are in place to purchase a bigger “Stop, Backup, Clear propeller” sign.
- The TKPOA is working with the City of South Lake Tahoe on a storm drain identification project to identify who “owns” each asset within the Tahoe Keys footprint.
- Hydroacoustic scanning of pope mash to the Upper Truckee River will be done in partnership with the League to Save Lake Tahoe.
- The new Omnicat skimmer will be used throughout the 2018 boating season to capture fragments.
- The TKPOA is looking into different methods of Cyanobacteria prevention.
- The TKPOA is working on funding and permitting for large-scale projects.

- BMP projects will be highlighted during 2018. This includes a focus on irrigation pipes that empty straight into the water to prevent nutrient loading. Greg Hoover "I'm not admitting, but not saying it's not happening."
- Additional BMP projects include preventing hot tubs from being drained right into the lagoon.

Questions from the NAWWG Group include the following:
EPA – What are the Cyanobacteria prevention methods being proposed?

- Hazardous Algal Bloom (HAV) monitoring in hot spot areas. The TKPOA looked into fixing the circulation systems, but it will be millions of dollars to fix. They may install paddles into the water for mixing.

What are the large-scale projects, and what is the permitting and funding status?

- The Herbicide Pilot project is in a holding pattern. The homeowner special assessment stated that no additional funding for the project would be required until the project has regulatory approval and permits are in hand.

Bruce Warden from Lahontan added the following information about the **Application for Exemption to the Basin Plan Prohibition on the Use of Pesticides for the Tahoe Keys West Lagoon Integrated Control Methods Test.**

- The results of the Lahontan preliminary study are that a full Environmental Impact Report and Environmental Impact Statement will be required. The regulatory estimate of time to complete these documents is one year.

D. Tahoe Keys channels, curlyleaf pondweed, Zack League to Save Lake Tahoe

- The Curlyleaf pondweed survey will begin March 26, 2018, and include GPS locations of plants inclusive of 400 ft. past the west channel into Lake Tahoe. During September 2017 harvesting 400 Curlyleaf pondweed plants with turions were found a day.
- Plants were recorded in 2018 in areas of the Tahoe Keys that are 22ft deep with plant high of 6ft.
- Currently, the strategy for control of curlyleaf pondweed is unknown, there is a request for CTC funding for a UNR project on control strategies.
- The use of Bottom Barriers on Curlyleaf Pondweed populations kills the plans but does not affect the turions.
- UV light also only affects plans, not dormant turions.
- The League to Save Lake Tahoe will be working on the Laminar flow project with the TKPOA in three stagnant areas of the Tahoe Keys Lagoons that also had HAB of Cyanobacteria.

The NAWWG Group discussed updates to the Lake-wide CEQA authorization to include new technologies including UV-C light, Laminar Flow, and other technologies. The updated Lake-Wide CEQA documentation would include authorization from the TRCD, Lahontan, NDEP, State Lands (NV & CA) and Army Corps.

E. Aquatic Invasive Plant Control Projects, Nichole Tahoe RCD

- NEW – Meeks Bay Marina, CA
  Meeks Bay Marina received $185K from the Forest Service though SB630 to fund a full three-year project that will include a full EIS for restoring the area to a natural lagoon. Currently, there are no AIS plants in the Bay when the TRCD did there lake-wide survey.

- NEW – Elk Point Marina, NV
  Elk Point Marina received NDSL funding for bottom barriers in 2018. Plant surveys taken in 2017 included Eurasian Watermilfoil and Curlyleaf Pondweed.

- Truckee River and Dam
  2018 Truckee River and Dam project work will include monitoring of treated areas and spot checking/hand pulling re-growth. The TRCD is currently reporting that sections 1-4 have returned to natural sediment.

- Fleur du Lac
  Fleur de Lac will be under surveillance with some spot checking/hand removal in 2018. Aeration projects will take place in the Marina only. 2017 survey shows Elodea in the marina.

- Lakeside Marina and Lakeside Beach
  The Annual progress report for the UV light pilot conducted in 2017 at Lakeside beach, and marina is available on the Tahoe RCD website.
  In 2018-post-treatment, monitoring will be conducted.
  The pilot schedule is:
    - Year 1 treatment with monitoring pre, during, and post
    - Year 2 monitoring, including Macro Invertebrates, plant composition, and water quality
    - 2019 final report

  The area treated at Lakeside Beach in 2018 is still sand only, not one plant in treatment area on survey day 3/19/2018. On the same day, Ski Run Marina (control site) still has plants with green growth.
  John Polluchio would like to conduct treatments in the winter when UV-C light treatment is approved.
  The UV-C light turion study initial results are as follows
    - Green(Sprouted 1/8 inch) – Decompose after treatment
    - Brown(Dormant) – no decomposition

Aquatic Invasive Plant Control – Surveillance only

- Crystal Shores
- Tahoe Vista
- Glenbrook

F. Funding Strategy, Status, and Coordination, Nichole Tahoe RCD
Tahoe RCD received funding from a join project from the TWSA and the Tahoe Fund, to purchase the remainder of bottom barriers necessary for 5 acres of treatment.

G. New Business/Emerging Issues
Moving forward this group will include more species than just plants and be called the AIS control group or something similar.

The Shoreline Plan regulates piers, buoys, and other structures along the shoreline.

LAKE TAHOE | SHORELINE PLAN

REVIEW THE ENVIRONMENTAL IMPACT STATEMENT

WHAT IS THE SHORELINE PLAN?

The Shoreline Plan is a set of policy concepts and ordinances that guide the use and management of the Lake Tahoe shoreline. The overarching goal of the Shoreline Plan is to enhance the recreational experience along Lake Tahoe's shores while protecting the environment and responsibly planning for the future. The Shoreline Plan was developed through a collaborative process with input from many interested individuals, organizations, and agencies. It limits the number of structures that can be built along the shoreline, regulates the location and design of structures, and establishes resource management programs to:

- protect and where feasible enhance the environment,
- provide a fair and reasonable system of access,
- adapt to changing lake levels,
- preserve high-quality recreation and public safety, and
- implement predictable and consistent rules.

WHAT IS THE EIS?

The Shoreline Plan Environmental Impact Statement (EIS) informs the public, agencies, and decision-makers about the environmental effects of the Shoreline Plan. The EIS also identifies mitigation measures, or actions that would avoid or minimize significant environmental impacts. TRPA has released a Draft EIS for public review from May 8 through July 9, 2018. You are encouraged to review the Draft EIS and provide comments on the environmental analysis. After the comment period, TRPA will prepare a Final EIS that responds to comments. The TRPA Governing Board will review and consider the Final EIS before it considers adopting the Shoreline Plan.

The EIS evaluates the Shoreline Plan and identifies mitigation measures, where necessary, to protect the environment.

THE SHORELINE PLAN ALTERNATIVES

The EIS evaluates four different Shoreline Plan Alternatives. Each alternative includes a different strategy to achieve the goals of the Shoreline Plan.

Alternative 1: The Proposed Shoreline Plan

Alternative 1 is the proposed Shoreline Plan, which was developed through a consensus-based approach led by a stakeholder steering committee. It would gradually permit additional shoreline structures, and at buildout could allow for up to 138 new piers; 2 new public boat ramps; and 2,116 new moorings, such as buoys, boat lifts, or boat slips.

Alternative 2: The No Project Alternative

Alternative 2 would maintain the existing shorezone regulations. At buildout, it could allow for up to 476 new piers; 6 new boat ramps; 6,936 new moorings; and 2 new marinas.

Alternative 3: Limit New Development

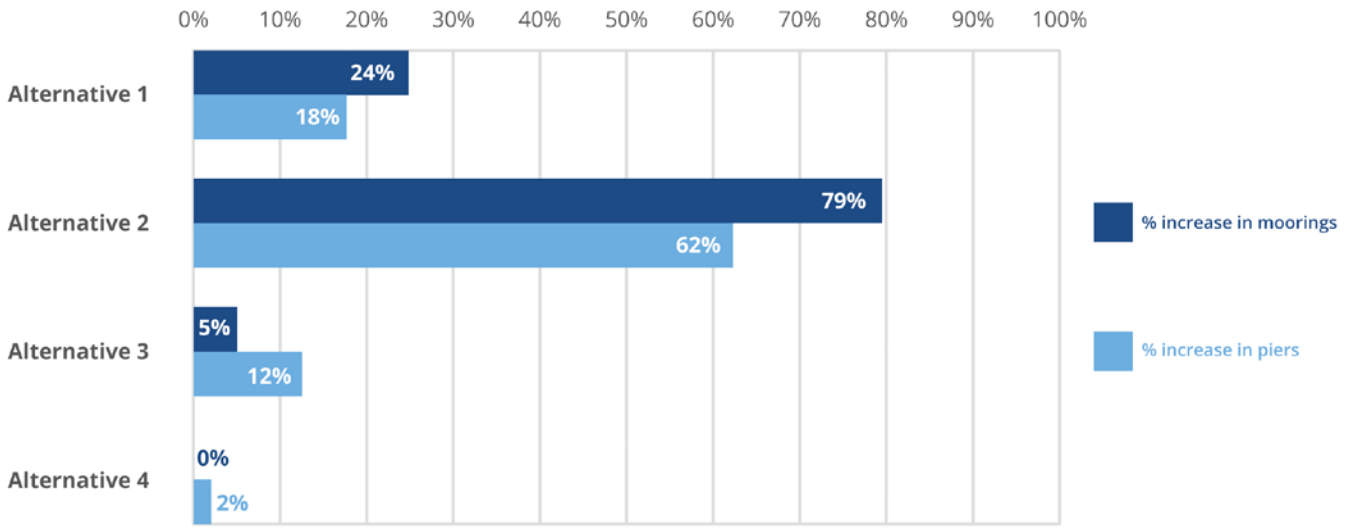
Alternative 3 would authorize a limited number of new shoreline structures concentrated at marinas and public facilities. At buildout, it could allow for up to 91 new piers; 1 new boat ramp; and 365 new moorings.

Alternative 4: Expand Public Access and Reduce Existing Development

Alternative 4 would authorize new public structures and would seek to reduce existing private shoreline development. At buildout, it would allow for up to 15 new public piers and no other new shoreline structures.

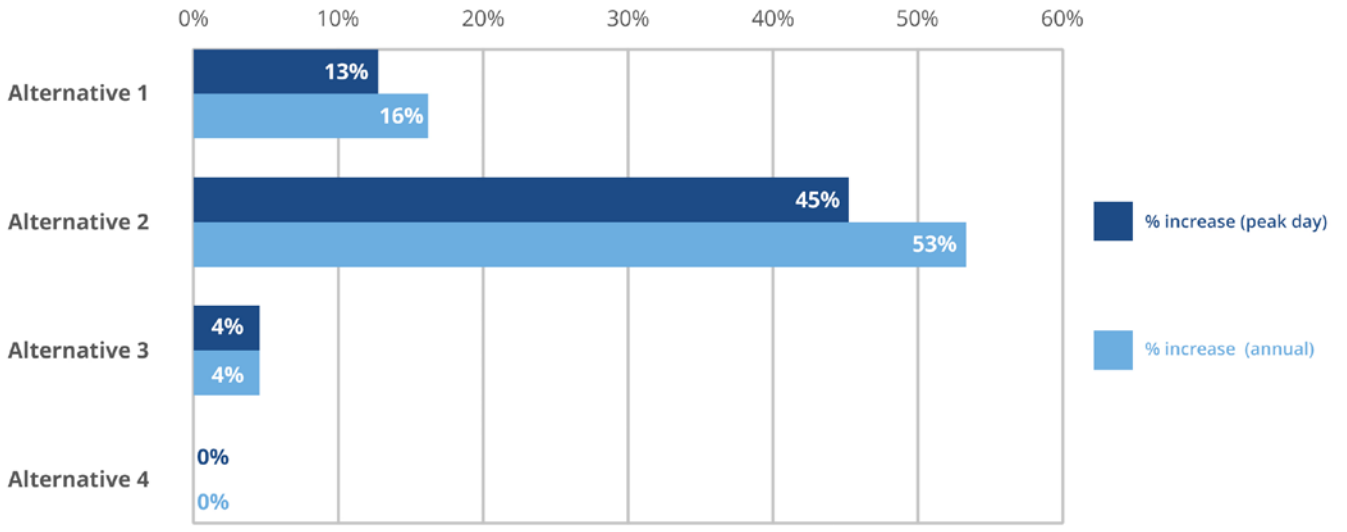
NEW SHORELINE STRUCTURES

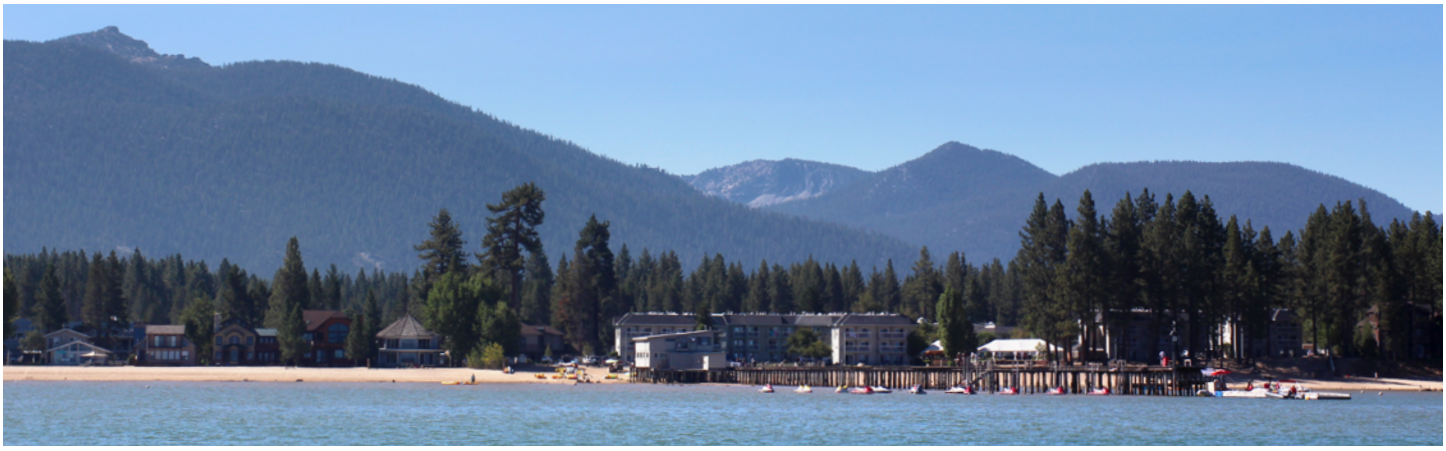
Each alternative would allow a different number of new piers and moorings (i.e., buoys, boat lifts, and boat slips). This chart shows the maximum percent increase in shoreline structures that could occur at buildout of each Shoreline Plan alternative, in approximately 2040. The EIS evaluates the environmental effects of constructing, maintaining, and operating these structures.



BOATING ACTIVITY

By allowing for additional lake access points and moorings, the Shoreline Plan alternatives could result in more boating activity over time. The chart below shows the estimated percent increase in boat trips at buildout of each alternative, in approximately 2040. This chart shows the change in boat trips on an annual basis and on a single busy summer holiday weekend. The EIS evaluates the environmental effects of this increase in boating activity.





REVIEW THE EIS AND SHARE YOUR COMMENTS

We want to hear from you. Comments on the Draft EIS must be submitted by July 9, 2018, and comments on the Shoreline Plan can be submitted at any time.

The Draft EIS can be downloaded at www.shorelineplan.org. Printed copies of the Draft EIS will be available for review at the TRPA offices located at 128 Market Street, Stateline, NV during business hours:

Monday, Wednesday, Thursday and Friday
9:00a.m. – 12:00p.m. and 1:00p.m. – 4:00p.m.

How to Comment

Comments on the Draft EIS may be submitted in writing via U.S. mail or email any time during the public review period. Written comments regarding the content of the EIS must be submitted no later than 5:00p.m. on July 9, 2018. Comments may be sent to:

Rebecca Cremeen
P.O. Box 5310, Stateline, NV 89449

shorelineplan@trpa.org

Or, they can be uploaded at:
www.shorelineplan.org

Attend a Meeting

You are invited to provide comments on the EIS at the following public meetings and workshops:

TRPA Governing Board Meeting
May 23, 2018, 9:30a.m. TRPA offices at 128 Market Street, Stateline, NV

TRPA Advisory Planning Commission
June 13, 2018, 9:30a.m. TRPA offices at 128 Market Street, Stateline, NV

South Shore Public Workshop
June 4, 2018, 5:30p.m. – 7:30p.m. TRPA offices at 128 Market Street, Stateline, NV

North Shore Public Workshop
June 6, 2018, 5:30p.m. – 7:30p.m. North Tahoe Event Center at 8318 N. Lake Blvd, Kings Beach, CA

LAKE TAHOE SHORELINE PLAN

TAHOE REGIONAL PLANNING AGENCY

SHORELINEPLAN
Enhancing Recreation & Protecting Lake Tahoe's 72 Miles of Shoreline

EXECUTIVE SUMMARY

ES.1 BACKGROUND

The Tahoe Regional Planning Agency (TRPA) adopted its first Regional Plan and Code of Ordinances in 1987 to guide resource management and development, and protect the Tahoe Region's natural ecology and unique values. The Regional Plan included a Shorezone Subelement and implementing ordinances that regulated development along the shoreline of Lake Tahoe. The 1987 ordinances recognized that there was uncertainty about the effect of shoreline structures on fisheries. Because of this uncertainty, the ordinances prohibited new structures in areas identified as prime fish habitat and called for further study to evaluate the effects of shoreline structures on fish habitat and spawning. By the early 1990s, the studies had been completed, and they concluded that the placement of piers and buoys in spawning and feed/cover habitat has limited effect on fish populations and that those effects can be mitigated (Byron et al. 1989; Beauchamp et al. 1991, 1994).

In response to the conclusions of the fish habitat studies, TRPA led multiple shorezone planning initiatives to replace the prohibition of structures in prime fish habitat with a comprehensive shoreline plan that would allow for lake access structures while protecting the environment. Any plan that would govern development along Lake Tahoe's shoreline proved to be highly controversial. TRPA prepared multiple plans and environmental analyses, which were released in 1995, 1999, 2004, 2006, and 2008. Each time, controversy centered around fisheries, scenic quality, air quality, water quality, recreation, and other topics that prevented adoption and implementation of a shoreline plan.

To find common ground between stakeholders, TRPA launched a collaborative process to develop a new Shoreline Plan in 2016. TRPA, along with partner agencies and organizations, engaged a third-party mediator to convene stakeholders and develop a consensus-based planning process. As part of this process, a Steering Committee was convened to frame key shoreline issues, identify approaches to address them, and develop policy recommendations. The Steering Committee consisted of senior-level representatives from the California State Lands Commission, Lahontan Regional Water Quality Control Board, Lake Tahoe Marina Association, League to Save Lake Tahoe, Nevada Division of State Lands, Tahoe Lakefront Owners' Association, and TRPA.

TRPA also convened a Joint Fact-Finding (JFF) Committee comprised of technical experts from public agencies, universities, and stakeholder organizations to provide scientific and technical recommendations. The JFF Committee identified the best available scientific studies to inform the Shoreline Plan and Environmental Impact Statement (EIS), oversaw baseline data collection for the 2016 and 2017 boating seasons, developed analytical approaches to estimate boat usage, provided technical recommendations to the Steering Committee, and provided input on the analytical approaches in this EIS. The Steering Committee considered technical recommendations from the JFF Committee and input from the public to develop a recommended set of policies that constitute the proposed Shoreline Plan. The Regional Plan Implementation Committee of the TRPA Governing Board reviewed and endorsed the proposed Shoreline Plan as the preferred alternative, and three other alternatives, described in this EIS.

This EIS evaluates the environmental effects of four alternatives, consistent with the Tahoe Regional Planning Compact, Code of Ordinances, and Rules of Procedure. The four alternatives include different strategies to meet the following objectives of the Shoreline Plan:

- protect and where feasible enhance the environment,
- provide a fair and reasonable system of access,
- adapt to changing lake levels,
- preserve high-quality recreation and public safety, and
- implement predictable and consistent rules.

ES.2 SUMMARY OF THE ALTERNATIVES

Four alternatives are being considered as part of the shoreline planning process, including the existing shorezone policies and ordinances, and three sets of potential modifications. All four alternatives have been developed to meet the objectives of the Shoreline Plan, described above. Each of the alternatives represents a different approach to regulating the number, amount, type, location, and design of shoreline structures and associated resource management provisions, as follows:

- **Alternative 1 – Proposed Shoreline Plan.** The goal of this alternative is to enhance the recreational experience at Lake Tahoe while protecting the environment and responsibly planning for the future. This alternative, developed through a consensus-based approach, incorporates the policies developed by the Steering Committee and was endorsed by the Regional Plan Implementation Committee of the TRPA Governing Board. The Shoreline Plan would mete out new private and public development over time. At buildout, it would allow for up to 2,116 new moorings (buoys, lifts or public slips), 128 new private piers, 10 new public piers, and two new public boat ramps. Some new and existing buoys could be converted to slips, and vice versa, at facilities open to the public (e.g., marinas).

- **Alternative 2 – Maintain Existing TRPA Shorezone Regulations (No Project).** This alternative would retain the existing Regional Plan Shorezone Subelement Goals and Policies and TRPA Shorezone Code (Code of Ordinances Chapters 80–86). The goal of this alternative is to balance access and environmental protection by applying the approach that was developed under the 1987 Regional Plan. This alternative would not include a numeric cap on shoreline structures but would prohibit new structures within TRPA-designated prime fish habitat. This alternative would allow more shorezone structures than any other alternative and is the only alternative that would allow new marinas. At buildout, it would potentially allow for up to 6,936 new moorings, 476 new piers, six new boat ramps, and two new marinas.

- **Alternative 3 – Limit New Development**. The goal of this alternative is to reduce the risk of environmental impacts by limiting new shoreline development. Motorized watercraft access would be more concentrated at marinas and public facilities, and fewer structures would be authorized under this alternative than under Alternative 1 or 2. At buildout, it would allow for a total of 365 new public buoys or slips, five new public piers, and one new public boat ramp. Eighty-six new private piers would be authorized under this alternative, but they would be restricted to multiple-use piers.

- **Alternative 4 – Expand Public Access and Reduce Existing Developmen**t. The goal of this alternative is to expand public access, reduce existing shoreline development, and increase restoration to minimize the risk of environmental harm. This alternative would include transfer ratios that would allow some private shoreline structures to be removed and rebuilt in different locations if a project would result in a 2:1 reduction in the number of structures. At buildout, this alternative would allow 15 new public piers and no other new shoreline structures.

ES.3 AREAS OF CONTROVERSY

The consensus-based planning process incorporated broad public input and led to a plan and alternatives that were agreed upon by the Steering Committee. However, no plan that governs development along the shore of Lake Tahoe will be without controversy. While there are currently no known issues to be resolved, many public comments received during the EIS scoping period (see Appendix B) identified topics of concern. Based on public comments and areas of controversy during previous shoreline planning initiatives, it is anticipated that the following topics may be areas of controversy:

- the number and location of new shoreline structures,
- processes for allocating new shorezone structures,
- effects of structures and boating on non-motorized water recreation,

- visual effects of shoreline structures,
- water and air pollution from boating, and
- effects on public access along the shoreline.

ES.4 SUMMARY OF IMPACTS AND MITIGATIONS

Table ES-1, below, provides a summary of each impact analyzed in Chapters 4 through 17 of this EIS. Where one or more alternatives could result in a significant impact, proposed mitigation measures are described.

Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
B = Beneficial NI = No impact LTS = Less than significant PS = Potentially significant S = Significant SU = Significant and unavoidable			
4 Land Use			
Impact 4-1: Induce substantial new growth Regional growth is capped by the Regional Plan. The Shoreline Plan alternatives would permit development of structures within the shorezone but would not increase the capacity of the region to accommodate an increase in residents or tourists. The addition of new public access facilities (e.g., boat ramps, public slips) under Alternatives 1, 2, and 3 would accommodate an increase in the number of day visitors to the region; however, these additional day visitors would not lead to residential, tourist, or commercial growth because growth is capped by the Regional Plan development rights system.	Alt 1, 2, 3 – LTS Alt 4 – NI	No mitigation required	No mitigation required
Impact 4-2: Consistency with applicable plans, policies, regulations, and the existing pattern of land use Shoreline Plan Alternatives 1, 3, and 4 would result in changes to provisions in the TRPA Code that govern development within the shorezone. The provisions of these alternatives have been developed to implement the Regional Plan Goals and Policies and achieve thresholds, each striking a different balance of environmental protection and recreational access. The shorezone code provisions under all alternatives are intended to augment local TRPA plans by providing a framework for development within the shorezone that is consistent with the land use designations within each of those plans. The pattern of development allowed under each of the Shoreline Plan alternatives would be restricted not only by land use designations identified in local plans, but also by other existing provisions of the code that would remain unchanged, as well as by the requirement for compliance with environmental thresholds. All four Shoreline Plan alternatives would provide for the same types and pattern of land uses that already exist within the shorezone.	Alt 1, 2, 3, 4 – LTS	No mitigation required	No mitigation required
5 Fisheries and Aquatic Biological Resources			
Impact 5-1: Increased risk of AIS introduction or spread The increase in boat launches under Alternatives 1, 2, and 3 could increase the risk of AIS introductions, but this risk would not be substantial because the rigorous and effective prevention programs (including boat inspection, decontamination, outreach, and education) would continue. However, the increases in recreational boating under Alternatives 1, 2, and 3 would increase the risk that invasive macrophytes and Asian clams already in Lake Tahoe would	Alt 1, 2, 3 - S Alt 4 – B	Mitigation Measure 5-1a: Require marina aquatic invasive species management plans (applies to Alts 1, 2, and 3) TRPA will require that all marinas prepare and implement an AIS management plan within 3 years of adoption of the Shoreline Plan. The AIS management plans shall, at a minimum, (1) identify strategies to prevent the establishment of invasive macrophytes and Asian clams within the marina (e.g., improved water circulation), (2) include an AIS monitoring, early	Alt 1, 2, 3 -LTS Alt 4 – B

Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
B = Beneficial NI = No impact LTS = Less than significant PS = Potentially significant S = Significant SU = Significant and unavoidable			
be spread within the lake, creating new populations and increasing the abundance and distribution of AIS. Alternative 4 would result in no increase in boating activity and would not increase the risk of AIS introduction and spread. Alternative 4 would also require that all marinas develop and implement an AIS management plan. This would reduce the risk of AIS introductions at, or spread from, marinas.		detection, and response program within the marina, which could be in partnership with resource management agencies and/or organizations, and (3) include a public education component. For marinas that already contain AIS, the AIS management plan shall identify measures to control or eradicate existing AIS and reduce the potential for spread. <u>Mitigation Measure 5-1b: Promote the development of AIS-resistant boats</u> (applies to Alts 1, 2, and 3) TRPA will continue to regularly communicate with representatives of the watercraft industry, including trade associations and manufactures of watercraft or watercraft components, to promote the development and widespread commercial utilization of technologies that lower the potential for the spread of AIS. Innovations such as ballast tank filters, heated ballast water intakes in engines, and better draining ballast tanks are currently being developed by various manufacturers, but they are not yet commercially available on a widespread basis. Although many of these innovations are not yet commercially viable, they may be by the full buildout of the Shoreline Plan Alternatives. TRPA will regularly coordinate with representatives of the watercraft industry to advocate for and demonstrate a commercial interest in the continued development and adoption of such technologies. TRPA will enact policies to encourage or require the use of such technologies when they become feasible. <u>Mitigation 5-1c: Establish a mitigation fee program to increase AIS control.</u> (applies to Alt 2 only) TRPA will establish an AIS mitigation fee program that will fund increased levels of AIS control. The fee will be used to implement projects that reduce the abundance and distribution of Asian clam, Eurasian watermilfoil, curly-leaf pondweed, coontail and/or other AIS that may be introduced in the future and can be spread by recreational boating. The fee will be assessed on recreational boaters either during AIS inspections or at launch points. The fee per launch or boat will be the same as that proposed under Alternative 1, which will be sufficient to increase existing control efforts commensurate with the projected increase in annual boat trips under Alternative 2.	

Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
B = Beneficial NI = No impact LTS = Less than significant PS = Potentially significant S = Significant SU = Significant and unavoidable			
Impact 5-2: Loss of prime fish habitat The implementation of the Shoreline Plan has the potential to result in a net reduction in the amount of prime fish habitat, as defined by TRPA, due to placement of shorezone structures within this habitat. Alternatives 1 and 3 would require habitat replacement at a 1.5:1 ratio, resulting in no net loss in prime fish habitat. Alternative 2 would prohibit construction of structures within prime fish habitat. Alternative 4 would require habitat replacement at a ratio of 2:1, which would not cause a decrease in the amount of prime fish habitat	Alt 1, 3, 4 – LTS Alt 2 – NI	No mitigation required	No mitigation required
Impact 5-3: Construction-related impacts Construction of new shorezone structures and dredging under all four Shoreline Plan alternatives could affect all species considered, except lake trout because they do not utilize nearshore habitats. Effects on species that could use nearshore habitats would be greatest on native minnow species that spawn in nearshore areas, including Lahontan Lake tui chub. Effects on special-status salmonids, including LCT and mountain whitefish, as well as other coldwater game fish species, would generally be limited to adults migrating to spawning tributaries and juveniles using nearshore areas for rearing. All of the alternatives would produce a small amount of temporary disturbance relative to both prime fish habitat and marginal fish habitat. Additionally, based on the life history characteristics and habitat use for the species evaluated, construction-related effects would not be adverse for any fish species under any of the alternatives.	Alt 1, 2, 3, 4 – LTS	No mitigation required	No mitigation required
Impact 5-4: Permanent habitat modification Permanent habitat modification could affect all species evaluated except lake trout because they do not utilize nearshore habitats. Impacts on species that could use nearshore habitats would be greatest on native nongame fish, including Lahontan Lake tui chub. Impacts on special-status salmonids, including LCT and mountain whitefish, as well as other coldwater game fish species, would generally be limited to YOY juveniles using nearshore areas for rearing. Under all Shoreline Plan alternatives, impacts resulting from permanent habitat modification would be small relative to TRPA-designated fish habitat, including prime fish habitat. Additionally, based on the life history characteristics and habitat use for the species evaluated, impacts would be minimal for any fish species.	Alt 1, 2, 3, 4 – LTS	No mitigation required	No mitigation required

Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
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Impact 5-5: Recreation-related impacts Recreational activities could affect all species evaluated. Effects on species that could use nearshore habitats would be greatest on native minnow species that spawn in nearshore areas, including Lahontan Lake tui chub. Effects on special-status salmonids, including LCT and mountain whitefish, as well as other coldwater game fish species, could occur to adults that utilize open waters of the lake and to YOY juveniles using nearshore areas for rearing. Spawning and egg incubation of special-status salmonids and other coldwater game fish species would not be affected since these species spawn in tributary streams or deep in the lake where they would not be affected by increased boating or recreational angling. Effects under Alternative 2 would be greatest because it would allow the largest number of structures and two new marinas. Thus, under Alternative 2 the capacity for recreational activities such as boating and angling would be highest. Effects under Alternative 4 would be the least because it contains the least number of structures and no increases in boating, relative to baseline. Recreation-related effects under Alternative 1 and Alternative 3 would be intermediate between Alternatives 2 and 4. However, under all the alternatives, recreation-related effects resulting from increased recreational angling and/or boating would be small.	Alt 1, 2, 3, 4 – LTS	No mitigation required	No mitigation required
6 Hydrology and Water Quality			
Impact 6-1: Soil erosion and/or release of pollutants to Lake Tahoe from shorezone facility construction or maintenance activities, including dredging All four Shoreline Plan alternatives would allow new construction and dredging within the shorezone. Construction activities could affect water quality by accelerating soil erosion and sedimentation while also releasing pollutants. Dredging for new construction or maintenance dredging for existing facilities could affect water quality by increasing turbidity and releasing nutrients into the surrounding water. Existing state, federal, and TRPA regulations mitigate potential short-term impacts from construction activities in the shorezone. TRPA policies require the implementation and maintenance of temporary BMPs to protect water quality during maintenance dredging within the shorezone. Under Alternatives 1 and 3, TRPA would revise code standards (Section 84.15.3) to be consistent with federal standards for new dredging (nondegradation) under Section 404 of the CWA as regulated by USACE. However, the federal standards under Section 404 are mandatory for dredging in Lake Tahoe regardless of the	Alt 1, 2, 3, 4- LTS	No mitigation required	No mitigation required

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TRPA Code provisions and are therefore applicable to all four alternatives. Dredging activities would also need to comply with each state's Section 401 water quality certification requirements.			
Impact 6-2: Sediment resuspension and turbidity associated with the hydrodynamic effects of motorized boating The hydrodynamic effects from motorized boating can disturb and resuspend lakebed sediment through propeller wash and boat wake, potentially leading to increased turbidity and reductions in nearshore clarity. Hydrodynamic effects from propeller wash and boat wake are generally limited to shallower areas, with little or no effects for water depths less than 7 feet and no effects for water depths greater than 10 feet (Beachler and Hill 2003; USACE 1993). TRPA Code Section 84.17.1 requires a no-wake zone within 600 feet of the shore with a 5-mile-per-hour (mph) speed limit. Most of Lake Tahoe's shallower depths are within the existing no-wake zone, with notable exceptions being the nearshore areas adjacent to the City of South Lake Tahoe and Tahoe City. Lake Tahoe's nearshore presents complex environment conditions and factors that may influence nearshore clarity in an interrelated manner that varies by location and with time (Taylor 2002). In addition to natural wind effects generating water movement, wave motion, and natural littoral processes, factors influencing the observed variability in nearshore clarity may include: adjacent land-uses and urban stormwater inputs, other nonpoint pollutant inputs, boating activity, proximity to stream inputs, water depth, substrate type, and localized features of the lake bottom. Among these interrelated factors the potential contribution of boating activities to degrade nearshore clarity is difficult to isolate or quantify. Alternatives 1, 2, and 3 are projected to generate a peak-day increase in boating activity. On peak days, increased boat use could increase wave action and turbulence generated by boat wake. The shallower portions of the nearshore outside existing no-wake zone regulations are likely more susceptible to short-term and temporary declines in clarity because of increased wave action. During summertime periods with low winds and low inputs of streamflow and stormwater runoff, Lake Tahoe waters would typically be quiescent with low wave action in the nearshore. Because Alternatives 1, 2, and 3 would increase boating activity on peak days, the increased potential for boat wake to induce additional wave action in shallow nearshore areas most susceptible to elevated	Alt 1, 3 – LTS Alt 2 – PS Alt 4 - NI	Mitigation Measure 6-2: Study and adaptively manage the effects of boats on nearshore conditions (applies to Alt 2) TRPA will coordinate with partner agencies and research organizations to complete monitoring and studies that evaluate the effects of boat activity on nearshore clarity and water quality. TRPA will then implement management actions, if needed, based on the results of the studies. To ensure the completion of nearshore studies, TRPA will enact a nearshore water quality mitigation fee on recreational watercraft. The fee will be assessed on all recreation watercraft, either during aquatic invasive species boat inspections or at launch points. The fee will remain in place for a period of up to ten years to fund scientific research and nearshore monitoring through a program such as the Nearshore Water Quality Network. Revenue generated from the fee will be directed towards research components of nearshore studies tasked with evaluating potential impacts of boat activity on nearshore clarity and water quality. TRPA will set the fee at an amount that is adequate to fund an assessment of recreational boating effects on nearshore water quality and clarity. If research concludes that the increase in boating activities anticipated under Alternative 2 would contribute to an exceedance of TRPA's nearshore numerical standard of 1 NTU, TRPA will implement management actions to avoid or offset this impairment. Such management actions could include, but are not limited to: ◢ expand the no-wake zone based on the scientific findings and recommendations for nearshore areas identified to be susceptible to reduced clarity from boating activities; or ◢ enact a permanent nearshore water quality mitigation fee on recreational watercraft and use the revenue to fund compensatory mitigation projects that reduce other sources of nearshore water quality impairment.	Alt 1, 3, 4 – No mitigation required Alt 2 – LTS

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turbidity would also increase; therefore, the potential frequency of exceeding the nearshore threshold turbidity standard may also increase for limited portions of the nearshore.			
Impact 6-3: Direct entrainment or atmospheric deposition of pollutants from boat exhaust Increased boating activity is projected under Alternatives 1, 2, and 3, which could lead to increased boat emissions. Alternative 4 would not increase boating activity, and therefore would not increase boat emissions. Boat engines emit oxides of nitrogen (NO_X) and particulate matter (PM) during operation, which may be delivered to the lake through direct entrainment in the water column or atmospheric deposition. Total nitrogen and fine sediment particles are pollutants of concern for lake transparency and clarity, and the Lake Tahoe TMDL sets load reduction targets for these pollutants. Therefore, emissions that lead to an increase in loading for these pollutants of concern might extend the timeline needed to achieve the Lake Tahoe TMDL load reduction targets. The approval of additional boating facilities under Alternatives 1, 2, and 3 leading to the increase in boating activity would be phased through a projected buildout date of 2040. Impact 10-1 in Chapter 10, "Air Quality," assesses potential changes in emissions from increased boating activity under Alternatives 1, 2, and 3. Impact 10-1 concludes that a net reduction in boating emissions, including emissions of NO_X and PM, would result under Alternatives 1 and 3 as the increased boating hours are offset by fleet turnover, with older boat engines replaced with cleaner and more fuel-efficient boat engines. Impact 10-1 in Chapter 10, "Air Quality," concludes that under Alternative 2 changes in emissions from increased boat activity will have mixed results, with a net increase in NO_X and a net decrease in PM. Because Alternative 2 would create a net increase in NO_X loading, and potential impacts on lake transparency and clarity from boat exhaust would be proportional to changes in atmospheric emissions of NO_X, this could extend the timelines needed to achieve the Lake Tahoe TMDL load reduction targets.	Alt 1, 3 – LTS Alt 2 – PS Alt 4 – NI	Mitigation Measure 6-3: Limit the number of moorings and boat ramps to limit emissions from increased motorized watercraft activity (applies to Alt 2 only) TRPA shall implement Mitigation Measure 10-1 as described in Chapter 10, "Air Quality," which limits the number of new moorings and boat ramps (and thus boat emissions) to the maximum number allowed under Alternative 1.	Alts 1, 3, 4 – No mitigation required Alt 2 – LTS
Impact 6-4: Discharge of hydrocarbons or other contaminants into Lake Tahoe from boating activities and boating facilities Elevated levels of hydrocarbons or other contaminants in the lake could result from increased boating activity under Alternatives 1, 2, and 3. Gasoline and	Alt 1, 2, 3, 4 – LTS	No mitigation required	No mitigation required

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diesel fuels contain hydrocarbon contaminants, including the group of volatile organic compounds collectively known as BTEX (benzene, toluene, ethylbenzene, and xylene). While also occurring in raw fuel, polyaromatic hydrocarbons (PAHs) are primarily produced during the combustion process in an engine. Hydrocarbons can enter the water from boating activities via exhaust emissions, fueling spills, and other accidental spills. Most outboard engines exhaust beneath the surface of the water, and consequently, all exhaust must pass through the water column, where some hydrocarbons will remain in solution or sorb to particulates and sediments.			
Impact 6-5: Interference with littoral processes from new or redeveloped shoreline structures All Shoreline Plan alternatives would allow for the addition or expansion of piers that could disrupt existing wave and current circulation patterns near the shoreline. Waves and current motion are the primary agents of littoral drift, the process by which sediment is transported and deposited in the nearshore area. Alternatives 1, 3, and 4 propose revisions to existing pier design standards in the TRPA Code (Section 84), but do not define design standards for public piers. Alternatives 2 and 3 would both allow multiple-use piers to deviate from design standards. Other structures, such as jetties, groins, breakwaters, and fences that could affect littoral processes, are generally not allowed under any of the Shoreline Plan alternatives. Alternative 1 may allow for other structures as part of a habitat restoration project or as part of a marina environmental improvement project. Alternative 2 would allow for these structures along the shoreline outside of prime fish habitat if the applicant demonstrated that the structure would not interfere with littoral processes. Previous analysis (TRPA 2004) demonstrated that significant impacts on littoral drift processes can occur from floating piers. Because Alternatives 1, 2, and 3 do not specify design standards for floating piers such that impacts on littoral drift would be completely avoided, and because none of the Shoreline Plan alternatives define the environmental analysis procedures for assessing littoral drift processes associated with public pier applications or allowable deviations for multiple-use pier applications that include floating pier sections, design standards in their current form could allow for piers that interfere with existing littoral drift processes.	Alt 1, 2, 3, 4 – S	Mitigation Measure 6-5a: Specify floating pier design standards (applies to Alts 1 and 3) TRPA will augment the design standards summarized in Table 2-5 in Chapter 2, "Project Description," to include the following standard for floating piers: ◢ Floating pier sections rigidly moored to the lake bottom shall be prohibited. Mitigation Measure 6-5b: Require littoral drift analyses and incorporate design recommendations for floating piers longer than 25 feet (applies to Alts 1, 2, 3 and 4) TRPA will require all new pier and pier extension applications that include floating pier sections longer than 25 feet submit a site-specific littoral drift and wave analysis. The analysis will assess the dimensions of the proposed floating pier section and the ability of waves to initiate and sustain the movement of sediment along the lake bottom under conditions of low lake level (6,223 feet), mid-lake level (6,226 feet), and high lake level (6,229 feet) Lake Tahoe Datum. The lake level condition with the greatest effect on littoral transport and backshore stability shall be used to design the floating pier section. Floating piers may only be approved if they are designed so that wave heights are not reduced by more than 50 percent and the floating pier section is no greater than 50 percent of the length of the site-specific design wavelength.	Alt 1, 2, 3, 4 – LTS

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7 Soil Conservation			
Impact 7-1: Increase land coverage beyond the limits allows by the Bailey land capability system All Shoreline Plan alternatives would permit the construction or expansion of structures that would create coverage in the backshore. However, all projects would be required to demonstrate their compliance with existing TRPA land coverage regulations including restoration of 1.5 times the amount of LCD 1b (i.e., backshore) coverage created by the project.	Alt 1, 2, 3, 4 – LTS	No mitigation required	No mitigation required
Impact 7-2: Increase erosion or degrade soil conditions during construction activities Implementation of all Shoreline Plan alternatives would permit construction activities in the shorezone that would create ground disturbance and loss of vegetation and would increase the potential for erosion. However, the potential for increased erosion resulting from future projects implemented under the Shoreline Plan alternatives would be reduced through compliance with county, TRPA, and LRWQCB or NDEP code requirements, permit conditions, and regulations.	Alt 1, 2, 3, 4 – LTS	No mitigation required	No mitigation required
Impact 7-3: Long-term increases in shoreline erosion All Shoreline Plan alternatives would allow development of new facilities in the shorezone; however, the potential for the operation of these facilities to increase shoreline erosion would be controlled through existing TRPA regulations and permit conditions. Implementation of Alternatives 1, 2, and 3 would result in increased watercraft use on Lake Tahoe and would expand access to portions of the shoreline that are undeveloped or difficult to access without watercraft. Alternative 4 would not result in an increase in boating activity. Depending on the location of the 15 public piers allowed by Alternative 4, there could be an increase in public access to areas that are currently difficult to access (e.g., if a public pier and associated upland facilities were constructed in undeveloped parkland). Notwithstanding this potential, there is no evidence to suggest that such increased use of remote areas would occur as a result of future shorezone projects, nor that use of such areas, if more accessible, would result in long-term increases in erosion of the shoreline.	Alt 1, 2, 3, 4 – LTS	No mitigation required	No mitigation required

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Impact 7-4: Potential for damage from liquefaction, settlement, tsunami, and seiche The Shoreline Plan alternatives would permit structures in the shorezone that could be damaged during an earthquake from liquefaction in saturated sand deposits, settlement, tsunami, and seiche. The risk from seismic shaking would be controlled through compliance with the current seismic design requirements of the California Building Standards Code and the International Building Code. Alternatives 1, 2, and 3 would increase the number of boats that could be exposed to inundation by tsunami or seiche; however, while such an event could be catastrophic, the probability of occurrence in any given year, or over the coming decades is very low.	Alt 1, 2, 3, 4 – LTS	No mitigation required	No mitigation required
8 Recreation			
Impact 8-1: Alter the quality of recreational experiences or create user conflicts Alternatives 1, 3, and 4 would result in construction of new shorezone structures, with Alternative 4 structures limited to public piers. These alternatives include density and location standards for moorings and piers that would help preserve scenic areas around the lake and maintain the quality of recreation experience. Alternatives 1, 3, and 4 would not result in a substantial change to quality of recreation experience. Implementation of Alternatives 1, 3, and 4 could result in public piers extending beyond the 600-foot no-wake zone, which could create potential conflicts between nonmotorized recreation (i.e., nonmotorized watercraft and swimmers) and motorized watercraft. Because of the substantial increase in boat launch capacity and overnight mooring provided by the number of new shorezone structures associated with Alternative 2, the increase in the number of motorized watercraft on the lake would be great enough that there would be a substantial adverse change in quality of recreation experience for people using motorized and nonmotorized, swimmers, and other beachgoers and increased potential for conflicts between motorized and nonmotorized recreationists outside the no-wake zone. Alternative 2 could also result in new multiple-use and public piers that extend beyond the no-wake zone, creating the potential for conflicts between nonmotorized recreationists and motorized watercraft.	Alt 1, 2, 3, 4 – PS	Mitigation Measure 8-1a: Maintain nonmotorized navigation within the no-wake zone (applies to Alts 1, 2, 3, and 4) TRPA will revise the pier design standards for piers that extend 600 feet or more from the high-water elevation to provide lateral nonmotorized recreation access within the 600-foot no-wake zone. Lateral nonmotorized recreation access within the 600-foot no-wake zone could be provided by either of the following: ◢ The pier design standards would require public piers (for Alternatives 1, 3, and 4) and multiple-use piers (for Alternative 2) to accommodate lateral nonmotorized access by limiting the pier length to within the 600-foot no-wake zone and providing at least 10 feet between the end of the pier and the no-wake zone boundary to allow nonmotorized recreationists to stay within the no-wake zone. The applicant for a new multiple-use pier that extends to within 30 feet of the no-wake zone would also be required to install one or more navigational buoys to identify the location of the no-wake zone relative to the pier; or ◢ The pier design standards could allow exceptions for public piers (for Alternatives 1, 3, and 4) and multiple-use and public piers (for Alternative 2) that extend beyond the no-wake zone if the pier is designed to allow nonmotorized recreationists to have lateral access underneath the pier during high lake level conditions.	Alt 1, 2, 3, 4 – LTS

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		Mitigation Measure 8-1b: Implement Mitigation Measure 10-1 to limit the number of moorings and boat ramps (applies to Alt 2 only) TRPA will implement Mitigation Measure 10-1, as described in Chapter 10, "Air Quality," which would revise the Code of Ordinances to limit the total number of new moorings (i.e., buoys, slips, and lifts) and boat ramps to the number authorized under Alternative 1. This would allow a total of 2,116 new moorings and two new boat ramps. Mitigation Measure 8-1c: Establish buffer area around nonmotorized recreationists outside of the no-wake zone (applies to Alt 2 only) TRPA will amend the no-wake zone section of the Code of Ordinances to include a 200-foot buffer between motorized watercraft in motion and nonmotorized recreationists in areas outside of no-wake zones, which is already in practice by Nevada State Parks.	
Impact 8-2: Affect access or opportunities for motorized watercraft Alternatives 1, 2, and 3 would increase capacity for boat launching and mooring by allowing for additional boat ramps and overnight mooring structures. The design and location standards for all three of these alternatives and expansion of the no-wake zone to include all of Emerald Bay with Alternatives 1 and 3 would not substantially change opportunities for recreation activities on the lake that rely on motorized watercraft, including activities such as fishing and water skiing. Alternatives 1 and 3 also provide standards for shorezone structures to allow for boating access under a range of lake levels. Alternative 4 would allow for additional piers but would not provide additional launch capacity or moorings to increase access or opportunities for recreational users of the lake.	Alt 1, 2, 3 – B Alt 4 – LTS	No mitigation required	No mitigation required
Impact 8-3: Change access to or along the shoreline Each of the proposed alternatives would result in the construction of piers that would extend into the public trust areas in the shorezone and impede, to some degree, lateral access along the shoreline in California. New public piers would be constructed for the benefit of public use; thus, pedestrians would have unrestricted access over or around the pier as they walk laterally along the shoreline. Alternative 4 would only allow new public piers to be constructed. Alternatives 1, 2, and 3 would also allow private piers. None of the alternatives include any design standards for private or public piers that prohibit access for the public along the	Alt 1, 2, 3, 4 – LTS	No mitigation required	No mitigation required

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shore. TRPA and California State Lands Commission would develop a memorandum of understanding (MOU) that would provide a review process that protects public lateral access within the public trust easement in California. In Nevada, no existing public trust easement on private land is recognized; thus, this impact only assesses impacts to lateral access along the shoreline in the California portion of Lake Tahoe. Under the MOU and for all alternatives, TRPA would not be able to approve any shorezone structure that unreasonably interferes with lateral public access where it is otherwise lawfully allowed.			
Impact 8-4: Affect the fair-share distribution of recreation capacity The 2015 Threshold Evaluation found the recreation threshold for fair-share distribution of recreation capacity to be in attainment (TRPA 2016a). The existing distribution of land ownership in the shorezone is approximately half public and half private ownership, with slightly less land in private. Each alternative would change the percent of shorezone structures that are accessible to the public to various degrees, but the distribution between public and private owners around the lake would not change substantially over baseline conditions. All of the new shorezone structures under each alternative in combination with existing shorezone structures would either maintain the same proportion of public and private structures as under baseline conditions or would result in a small increase in the proportion of public structures compared to baseline conditions. At buildout of the alternatives, publicly-accessible shorezone structures would generate between 50 and 52.5 percent, depending on alternative, of all boat trips on the lake, which is similar to baseline conditions.	Alt 1, 2, 3, 4 – LTS	No mitigation required	No mitigation required
9 Scenic Resources			
Impact 9-1: Alter views of the shore from Lake Tahoe The effects Alternatives 1, 2, and 3 on views from Lake Tahoe would vary based on the location, intensity, and other characteristics of future projects. In some scenarios under Alternatives 1 and 3, the scenic threshold ratings would increase due to required scenic improvements in the shoreland, visible mass reductions, and redevelopment of existing shorezone structures consistent with proposed design standards. In other scenarios under Alternatives 1, 2, and 3, scenic quality could be unchanged or degraded due to additional visible mass associated with new buoys, redeveloped piers that are a contrasting color, or in the case of Alternative 2, from additional visible structures in the shorezone that	Alt 1, 2, 3 – S Alt 4 – LTS	Mitigation 9-1a: Offset the visible mass of buoys (applies to Alts 1, 2, and 3) TRPA will require that all new buoys offset the visible mass associated with the buoy and boat. The average visible mass of a buoy and boat is estimated at 83 square feet. Each new buoy will require removal or screening of a minimum of 83 square feet of existing mass visible from Lake Tahoe. The visible mass of a buoy can be offset through the direct reduction of visible mass or through the payment of an in-lieu fee used to reduce visible mass, as described below. If a buoy applicant chooses to directly remove or screen visible mass as part of the buoy project, then the applicant would comply with the same visible	Alt 1, 2, 3, 4 – LTS

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are not compensated for with reductions in the visual magnitude of development in the shoreland. Alternative 4 would have a limited number of new shorezone structures that could be developed under Alternative 4, the project-level scenic assessment and mitigation requirements for public piers, and the prohibition of other new or expanded shoreline structures.		mass offset requirements that apply to piers and other structures. The 83 square feet of visible mass associated with the buoy would be offset at the same ratios required for other shoreline structures. The offset would be required as close to the proposed buoy as possible, in the following order of priority: 1) on the same parcel in the shorezone, 2) on the same parcel in the upland area, 3) elsewhere in the shorezone within the same shoreline scenic travel unit, 4) within the same travel unit in the upland, and 5) in another nonattainment scenic travel unit. TRPA will also provide the option to pay an in-lieu fee to offset the additional visible mass of the buoy. TRPA will set a fee amount that is adequate to remove or visually screen 83 square feet of existing visible mass. TRPA will use the fee to acquire and remove or screen existing visible mass visible from shoreline scenic travel units that are not in attainment of threshold standards. The funds will be dedicated to projects that TRPA determines will have the greatest benefit to scenic threshold standards and will be prioritized for use in the following order: 1) in the shorezone, 2) in the shoreland, and 3) to improve background views visible from Lake Tahoe. Funds could be used to implement projects directly or through grants, contracts, or other agreements with partner organizations. TRPA could also authorize mitigation funds for projects that permanently reduce the visual magnitude of shoreland development when the project contributes to the attainment of scenic thresholds and is not otherwise required. Visible mass mitigation projects that could be funded by the in-lieu fee include, but are not limited to: ◢ scenic improvement projects identified in the 2018 update to the SQIP; ◢ lakefront recreation projects with scenic improvements such as replacing dilapidated structures or relocating structures (public gathering areas and waterfront public access scenic improvements); ◢ scenic improvement of existing rip rap and retaining walls along visible roadway cuts (e.g., recoloring of light-colored rip rap); ◢ permanent removal of existing shorezone and shoreland structures;	

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		◢ permanent screening of roadside parking areas, roadways, and infrastructure through the planting of native vegetation and creation of vegetated berms; ◢ undergrounding of utility lines that are visible from the lake; and ◢ improving existing shoreland structures and deed restricting those parcels such that visual magnitude of existing development is permanently reduced. Mitigation 9-1b: Establish color standards for piers (applies to Alts 1, 2, and 3) TRPA will modify the proposed design standards to regulate the color of piers. These standards will be enforced for all new or expanded piers. The standards will require that piers be a matte medium to dark gray. The standards will also allow TRPA to require alternate colors that TRPA determines would better blend into the background view of the project site. Mitigation 9-1c: Require visual magnitude reductions in the shoreland (applies to Alt 2) TRPA will revise the TRPA Code under Alternative 2 to incorporate the same visual magnitude requirements for new or expanded shoreline structures as included in Alternative 1. These Code revisions will require that shoreland properties achieve minimum contrast ratings as part of the approval process for new piers. For new private piers, TRPA would require an initial contrast rating of 21 as part of the pier application. Following permit application submittal, applicants would have 6 months to increase their contrast rating to 25 to offset the visual impact of new or redeveloped piers. TRPA would exempt property owners from the contrast rating of 25, if it is not feasible.	
Impact 9-2: Alter views of Lake Tahoe from the shore The scenic effects on views from the shore would vary based on the location, intensity, and other characteristics of future projects. In some scenarios under Alternatives 1 and 3, the scenic threshold ratings would increase due to required scenic improvements in the shoreland, visible mass reductions, and redevelopment of existing shorezone structures consistent with design standards. In other scenarios under Alternatives 1, 2, and 3, scenic quality would not substantially change, or the scenic threshold ratings could be reduced. This potential reduction in scenic threshold ratings would be due to additional visible mass associated with new buoys, and in the case of Alternative	Alt 1, 2, 3 – S Alt 4 – LTS	Mitigation 9-2a: Implement Mitigation Measure 9-1a to offset the visible mass of buoys (applies to Alt 1, 2, and 3). TRPA will implement Mitigation Measure 9-1a, "Offset the visible mass of buoys," as described above. Mitigation 9-2b: Implement Mitigation Measure 9-1a to require visual magnitude reductions in the shoreland (applies to Alt 2 only). TRPA will implement Mitigation 9-1c: "Require visual magnitude reductions in the shoreland," as described above.	Alt 1, 2, 3 – LTS Alt 4 – No mitigation required

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2, because no reductions in the visual magnitude of the shoreland would be required to compensate for additional development in the shorezone. Alternative 4 would allow for a maximum of only 15 new public piers, which require project-level scenic assessment and mitigation. Alternative 4 would prohibit other new or expanded shoreline structures.			
10 Air Quality			
Impact 10-1: Long-term operational emissions of regional criteria air pollutants and precursors Based on estimates of increased boating activity and emissions modeling and analysis, implementation of the Shoreline Plan under Alternatives 1, 3, and 4 would not result in the long-term increase in emissions of ozone precursors, CO, PM_{10}, and $PM_{2.5}$ in the LTAB and therefore would not result in the deterioration of ambient air quality or the exceedance of an applicable air quality standards. Based on estimates of increased boating activity and emissions modeling and analysis, Shoreline Plan Alternative 2 would result in a long-term increase in emissions of NO_X and CO. The long-term increase in NO_X, which is an ozone precursor, would contribute to the nonattainment status of the LTAB with respect to the CAAQS for ozone and/or an exceedance of TRPA's 1-hour ozone threshold standard of 0.08 ppm. The long-term increase in CO would conflict with implementation of the CO maintenance plan and/or contribute to exceedances of TRPA's 8-hour threshold standard of 6 ppm.	Alt 1, 3, 4 – LTS Alt 2 – S	Mitigation Measure 10-1: Limit the number of moorings and boat ramps (Alt 2 only) TRPA will revise the Code of Ordinances to limit the total number of new moorings (i.e., buoys, slips, and lifts) and boat ramps to the number authorized under Alternative 1. This would allow a total of 2,116 new moorings and two new boat ramps.	Alt 1, 3, 4 – No mitigation required Alt 2 – LTS
Impact 10-2: Short-term construction emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ Implementation of the Shoreline Plan under Alternatives 1, 2, 3, and 4 would result in the construction of new piers, boat ramps, marinas, and/or boat houses. Given the number of new facilities that could be developed and the limited construction season in the Tahoe Region (i.e., May 1 to October 15), it is possible that a substantial amount of construction activity could occur at one time. Thus, equipment exhaust and fugitive dust emissions could violate or contribute substantially to an existing or projected air quality violation, especially considering the nonattainment status of the LTAB with respect to the CAAQS and TRPA numeric threshold standards for ozone and PM_{10}.	Alt 1, 2, 3, 4 – PS	Mitigation Measure 10-2: Add best construction practices for emissions to the standard conditions of approval for shoreline projects (applies to Alts 1, 2, 3, and 4) TRPA will revise the Standard Conditions of Approval for Shorezone Projects (TRPA Permit Attachment S) to require that minimum construction emission reduction best practices be implemented for all projects within the shorezone. The Standard Conditions of Approval for Shorezone Projects will be amended to add the following best construction practices: ◢ Fugitive dust shall not exceed 40 percent opacity and not go beyond the property boundary at any time during project construction. ◢ No open burning of removed vegetation shall occur during infrastructure improvements.	Alt 1, 2, 3, 4 – LTS

Table ES-1 Summary of Impacts and Mitigation Measures

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		◢ Idling time for all diesel-powered equipment shall not exceed 5 minutes. ◢ Water shall be applied as needed to prevent dust impacts from extending off-site. Operational water truck(s) shall be on-site, as required, to control fugitive dust. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site. ◢ Existing power sources or clean-fuel generators rather than temporary diesel power generators shall be used wherever feasible.	
Impact 10-3: Exposure of sensitive receptors to toxic air contaminants (TACs) Implementation of the Shoreline Plan under Alternatives 1, 2, 3, and 4 would not result in the siting of new stationary sources of TACs, new sensitive receptors, or an increase in TAC emissions generated by recreational watercraft. Construction of new facilities would involve the use of off-road heavy-duty diesel-powered equipment that emits diesel PM. However, because of the short duration of construction activity at any single location and the highly dispersive properties of diesel PM, construction-related TAC emissions would not expose sensitive receptors to substantial concentrations of TACs.	Alt 1, 2, 3, 4 – LTS	No mitigation required	No mitigation required
Impact 10-4: Exposure to excessive odorous emissions Implementation of the Shoreline Plan under Alternatives 1, 2, 3, and 4 would not result in the siting of new major sources of odors or new sensitive receptors. Neither construction nor operation of facilities that may be developed because of the Shoreline Plan would create objectionable odors affecting a substantial number of people.	Alt 1, 2, 3, 4 – LTS	No mitigation required	No mitigation required
11 Greenhouse Gas Emissions and Climate Change			
Impact 11-1: Greenhouse gas emissions Implementation of the Shoreline Plan would result in GHG emissions associated with the construction and demolition of boating facilities and on-road motor vehicle trips to and from new boating facilities. Under Alternatives 1, 2, and 3, implementation of the Shoreline Plan would also result in an increase in GHG-emitting boating activity. It is not feasible to know whether the fleet of motorized boats on Lake Tahoe will become more GHG efficient and, if it does, whether the improvement in GHG efficiency would be enough to offset the GHGs associated	Alt 1, 2, 3, 4 – PS	Mitigation Measure 11-1: Develop and implement a GHG reduction policy (applies to Alts 1, 2, 3, and 4) Within 12 months of adoption of the Shoreline Plan, TRPA will coordinate the implementation of a GHG Emission Reduction Policy through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments addressing Best Construction Practices and ongoing operational efficiencies. Until that time, TRPA will continue its existing practice to require measures developed on a project-by-project basis. The policy will require implementation of measures for the reduction	Alt 1, 2, 3, 4 – SU

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with construction activity, the increase in on-road motor vehicle travel, and the projected increase in boating activity. The development and implementation of a GHG Reduction Policy, as required by Mitigation Measure 11-1, would reduce GHG emissions, but the extent of this reduction depends on participation rates, available funding, and available technology.		of GHG emissions generated by demolition and construction activity in the shorezone and in associated upland areas, by on-road motor vehicles trips directly associated with the operation of boating facilities, and by ongoing operation of recreational watercraft. Where local ordinances already require GHG emission reductions consistent with the policy, no further action is necessary. Where local government ordinances do not adequately address GHG reduction practices, those practices will be implemented through local government and/or TRPA permitting activities or implementation program. Such measures may include, but are not limited to, the following: <u>Minimize Construction-Related GHG Emissions</u> ◢ All diesel-powered construction equipment shall have engines that comply with Tier 4 emission standards or better. ◢ Require all construction contractors to use renewable diesel (RD) fuel for all diesel-powered construction equipment (off-road land- and water-based). Any RD product that is considered for use by the construction contractors shall comply with California's Low Carbon Fuel Standards and be certified by the California Air Resources Board Executive Officer. RD fuel must also meet the following criteria: ◤ Be hydrogenation-derived (reaction with hydrogen at high temperatures) from 100 percent biomass material (i.e., nonpetroleum sources), such as animal fats and vegetables; ◤ Contain no fatty acids or functionalized fatty acid esters; and ◤ Have a chemical structure that is identical to petroleum-based diesel which ensures RD will be compatible with all existing diesel engines; it must comply with American Society for Testing and Materials (ASTM) D975 requirements for diesel fuels. ◢ Use electric powered equipment instead of fossil fuel-based generators. ◢ Purchase mitigation credits from the Climate Action Reserve's GHG Mitigation Credit Program to offset construction-generated GHG emissions. <u>Minimize GHG Emissions Associated with On-Road Vehicle to Watercraft Facilities</u> ◢ Provide charging stations for electric vehicles and bike lockers at parking lots that serve public piers and marinas.	

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		Minimize GHG Emissions Generated by Recreational Watercraft ◢ Require or incentivize businesses that rent motorized watercraft to convert their rental fleet to watercraft with electric engines. ◢ Require or incentivize charging stations at marinas and public piers for electric-motor watercraft. ◢ Require or incentivize the installation of charging stations for electric-motor watercraft at private piers, boat houses, and boat lifts. ◢ Require solar panels on all marina buildings. This measure will apply to new construction occurring under the Shoreline Plan. TRPA will also initiate a funding program to apply these measures to existing facilities within the Tahoe Basin.	
12 Noise			
Impact 12-1: Construction noise impacts Construction activities would occur under all alternatives, including the No Project Alternative. Activities associated with construction of shorezone structures, including new piers, pier modifications, marinas, or new boat ramps would generate varying levels of noise. However, all activities would be carried out in a manner consistent with TRPA's standard permit conditions such that exposure of nearby receptors to construction-related noise is minimized and construction is limited to daytime hours. In addition, the types of activities associated with constructing new boating structures would be relatively minor, localized, temporary, and intermittent, and would not result in a substantial increase in temporary noise levels.	Alt 1, 2, 3, 4 – LTS	No mitigation required	No mitigation required
Impact 12-2: Construction vibration impacts Construction activates would occur under all alternatives. Construction activities associated with new shorezone structures, including new piers, pier modifications, marinas, and new boat ramps would generate varying levels of vibration. Pile driving would be required for pier construction/modification and marina construction, resulting in vibration levels that could potentially damage existing structures if located within 55 feet. In accordance with TRPA standard construction practices, all construction activity would take place during the day, minimizing the potential for disturbance during noise-sensitive evening and nighttime hours. However, because specific locations of pile driving activity is	Alt 1, 2, 3, 4 – S	Mitigation Measure 12-2: Vibration reduction measures (applies to Alts 1, 2, 3, and 4) To address potential vibration impacts associated with shorezone projects that involve pile driving activity, TRPA shall revise TRPA Permit Attachment S, "Standard Conditions of Approval for Shorezone Projects," to incorporate the following vibration reduction measures: ◢ All construction equipment, including vibration-inducing impact equipment, on construction sites shall be operated as far away from vibration-sensitive uses as reasonably possible.	Alt 1, 2, 3, 4 – LTS

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unknown, there is a potential that existing structures could be exposed to excessive vibration levels that could result in structural damage.		◢ Earthmoving and ground-disturbing operations shall be phased so as not to occur simultaneously in areas close to sensitive uses, to the extent feasible. The total vibration level produced could be significantly less if each vibration source is operated at separate times. ◢ To prevent structural damage, minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving) for the purpose of preventing damage to nearby structures shall be established based on the proposed pile driving activities and locations, once determined. Factors to be considered include the specific nature of the vibration producing activity (e.g., type and duration of pile driving), local soil conditions, and the fragility/resiliency of the nearby structures. Established setback requirements (i.e., 55 feet) can be breached if a project-specific, site specific analysis is conducted by a qualified geotechnical engineer or ground vibration specialist that indicates that no structural damage would occur at nearby buildings or structures or provides further recommendations (e.g., alternative pile driving methods, site monitoring requirements) to avoid damaging nearby structures.	
Impact 12-3: Increases in operation-related watercraft noise Alternatives 1, 2, and 3 would result in additional boating structures (e.g., slips, buoys, lifts, boat ramps) that would contribute to an overall increase in boating activity over time. Because boating is generally a daytime activity and increases in boating activity would be distributed across the lake, it would have a negligible effect on CNEL, which considers noise levels in a given location over a 24-hour period. Single-event noise levels are affected by individual boater behaviors (e.g., exceeding speed limits in the no-wake zone) and boat/engine type. Under Alternatives 1, 2, and 3, TRPA would increase enforcement of the no-wake zone through additional boat crews, signage, and increased boater education, which would reduce such boater behaviors that contribute to exceedances of single-event noise standards. Further, none of the alternatives would result in a substantial increase (i.e., 3 dBA) in CNEL from increases in boating activity. With Alternative 4, no increases in boating activity would occur.	Alt 1, 2, 3 – LTS Alt 4 - NI	No mitigation required	No mitigation required

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Impact 12-4: Increases in operational-related traffic noise Alternatives 1, 2, and 3 would result in additional boating structures (e.g., slips, buoys, lifts, boat ramps) that would lead to an overall increase in boating activity, and commensurate increases in roadway traffic as compared to existing conditions. With Alternative 4, no increases in boating activity or additional vehicle trips would occur.	Alt 1, 2, 3 – LTS Alt 4 - NI	No mitigation required	No mitigation required
13 Roadway Transportation and Circulation			
Impact 13-1: Roadway and intersection operations Under Shoreline Plan Alternatives 1, 2, and 3 future development of shorezone structures would result in additional vehicular trips being added to the transportation network in the Region. It is not known at this time where any of these structures would be developed; and therefore, the addition of vehicle trips associated with the development of these alternatives (Alternatives 1, 2, and 3) could result in an increase in delay and degradation of LOS at intersections and along roadway segments in the project area if concentrated in such a way that a large portion of the trips affect a single roadway segment or intersection. However, Chapter 3 of the TRPA Code of Ordinances requires that TRPA review any proposed project, including projects that could result in new trips such as a marina expansion or public boat ramp, to determine if it would result in a significant environmental effect. This project-level environmental review would include an evaluation of the project-generated trips and effects on LOS. Alternative 4 would not generate any new vehicle trips.	Alt 1, 2, 3 – LTS Alt 4 - NI	No mitigation required	No mitigation required
Impact 13-2: Vehicle miles traveled Each Shoreline Plan alternative would include ordinances that would affect the location and intensity of future shorezone structure development, which would affect travel patterns, the number of new vehicle trips generated, and VMT. Alternatives 1, 2, and 3 would result in an increase in VMT but would maintain VMT levels below the adopted TRPA threshold standard. Alternatives 1, 2, and 3. Alternative 4 would not increase VMT and would maintain summer daily VMT levels below the adopted TRPA VMT threshold.	Alt 1, 2, 3 – LTS Alt 4 - NI	No mitigation required	No mitigation required

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14 Terrestrial Biological Resources (Wildlife and Vegetation)			
Impact 14-1: Disturbances to osprey, bald eagle, and waterfowl from construction and recreational uses Osprey, bald eagle, and waterfowl are designated by TRPA as special interest species and use the shorezone and adjacent locations for breeding and foraging. Potential effects of the Shoreline Plan alternatives on osprey and bald eagle could include construction-related disturbances to nesting activities from new piers and boat ramps, long-term increased disturbance to osprey and bald eagle and suitable habitat from boating and other recreational uses, and habitat degradation within TRPA-designated osprey and bald eagle disturbance zones. Although suitable nesting habitat for waterfowl is limited in the shorezone where new projects would be permitted (e.g., outside of TRPA-designated waterfowl population sites), construction-related activities that may occur within suitable habitat could disturb nesting attempts of waterfowl. The types of potential impacts to osprey, bald eagle, and waterfowl would be similar for Alternatives 1, 2, 3, and 4, with some differences in magnitude based on the locations, amounts, and quality of habitats potentially affected.	Alt 1, 2, 3, 4 – S	Mitigation Measure 14-1a: Avoid construction disturbances to nesting osprey and bald eagle, install interpretive signage, and prepare and implement habitat enhancement plans or other compensatory measures for unavoidable activities within TRPA-designated disturbance zones (applies to Alts 1, 2, 3, and 4) ◢ Surveys for nesting osprey and bald eagle will be conducted prior to construction of new shorezone facilities, to identify active nests that could be disturbed during construction. No construction activities will occur within 0.25 mile of active osprey nests and 0.5 mile of bald eagle nests during the breeding season (approximately April to August), unless surveys confirm that the birds are not nesting. A qualified biologist can amend the start and end dates of this limited operating period (LOP) with concurrence from appropriate agencies if it can be determined that breeding has not started or that fledglings have left the nest. Additionally, with concurrence from appropriate agencies, the LOP could be waived in locations where construction disturbance is not expected to increase ambient levels or disturbance to an active nest through presence of visual screening or other factors. ◢ During project-specific planning, design, and environmental review of new shorezone facilities, avoid siting projects within TRPA-designated disturbance zones for osprey and bald eagle, to the extent feasible. ◢ For projects and uses that may result in unavoidable increased human intrusion into the terrestrial/upland portions of TRPA osprey or bald eagle disturbance zones, signage that describes the sensitivity of the area and discourages users to leave established trails or access routes or otherwise disturb nesting osprey or bald eagle will be designed and installed. ◢ For projects that could cause unavoidable long-term degradation of habitat within TRPA osprey or bald eagle disturbance zones, coordination with TRPA will occur to identify and implement appropriate compensatory measures that are effective and feasible for achieving TRPA's nondegradation standard for disturbance zones. Potential approaches to mitigating adverse effects and enhancing habitat within disturbance zones include preparation and implementation of a	Alt 1, 2, 3, 4 – LTS

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		habitat enhancement and management plan that includes objectives, measures, techniques, performance standards, and adaptive management to enhance osprey habitat. Habitat enhancement would be implemented within the affected TRPA osprey or bald eagle disturbance zones and/or other osprey or bald eagle disturbance zones in the Tahoe Basin where enhancement opportunities and benefits to the regional osprey or eagle population could be maximized. Coordination with TRPA would occur to determine whether more focused measures to achieve habitat enhancement as part of the project could be implemented, or whether the current project design may benefit osprey or bald eagle habitat, in lieu of a formal habitat enhancement and management plan. Mitigation Measure 14-1b: Conduct preconstruction surveys for waterfowl and implement a limited operating period, if necessary (applies to Alts 1, 2, 3, and 4) For construction activities that would occur in suitable habitat during the nesting season (generally April 1–August 31, depending on snowpack and other seasonal conditions), a qualified wildlife biologist shall conduct focused surveys for waterfowl nests no more than 14 days before construction activities are initiated each construction season. If an active nest is located during the preconstruction surveys, the biologist shall notify TRPA. If necessary, modifications to the project design to avoid removal of occupied habitat while still achieving project objectives shall be evaluated and implemented to the extent feasible. If avoidance is not feasible or conflicts with project objectives, a limited operating period shall apply to avoid disturbances during the sensitive nesting season. Construction shall be prohibited within a minimum of 500 feet (or at a distance directed by the appropriate regulatory agency) of the nest to avoid disturbance until the nest is no longer active. These recommended buffer areas may be reduced through consultation with TRPA.	
Impact 14-2: Disturbance or loss of Tahoe yellow cress Tahoe yellow cress (TYC) is a sensitive plant species found only on the sandy beaches of Lake Tahoe. This species is designated as a sensitive plant and threshold indicator species by TRPA, and is state-listed as critically endangered and endangered by the states of Nevada and California, respectively. Alternatives 1, 2, 3, and 4 would result in construction and operation of new	Alt 1, 2, 3, 4 – S	Mitigation Measure 14-2: Conduct preconstruction surveys, avoid potential construction impacts, and avoid potential recreation impacts to Tahoe yellow cress plants (applies to Alts 1, 2, 3, and 4)	Alt 1, 2, 3, 4 – LTS

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shorezone structures within beach habitats. Depending on the specific locations and size of individual projects in relation to TYC occurrences and suitable habitat, construction-related activities that may occur within or adjacent to beach habitat occupied by TYC could result in the direct removal of TYC plants, or other disturbances through inadvertent trampling, soil disturbance, and dust deposition. Over the long term, the additional recreation capacity for motorized watercraft, nonmotorized watercraft, anglers, swimmers, and beachgoers could increase the frequency of recreationists within occupied TYC habitat, which could result in additional trampling, degradation, or loss of existing TYC, and adversely affect current or future TYC habitat suitability. The types of potential impacts to TYC would be similar among Alternatives 1, 2, 3, and 4, with some differences in magnitude based on the amounts and locations of beach habitats potentially affected. Subsection 61.3.6 of the TRPA Code states that "all projects or activities that are likely to harm, destroy, or otherwise jeopardize sensitive plants or their habitat, shall fully mitigate their significant adverse effects. Those projects or activities that cannot fully mitigate their significant adverse effects are prohibited." Additionally, in California, because TYC is listed as endangered under CESA, any take of TYC would require authorization by CDFW through a California Fish and Game Code Section 2081 incidental take permit.		To avoid potential adverse effects on TYC plants resulting from construction activities and potential increased use of beaches that support TYC, the following actions shall be implemented: (A) During project-specific planning, design, and environmental review of new shorezone facilities, avoid siting projects within areas known to support TYC occurrences, to the extent feasible. (B) For any projects that could affect TYC, a qualified biologist familiar with the vegetation of the Tahoe Basin and identification of TYC shall conduct a focused preconstruction survey for TYC in all beach habitat where construction-related disturbance could occur in the vicinity of TYC populations during that year. Surveys shall be conducted between June 15 and September 30, when TYC is clearly identifiable, and shall follow *Survey Protocols for Tahoe Yellow Cress Annual Surveys* (Stanton and Pavlik 2009). Surveys shall be completed for each year that construction activities could occur in beach habitat. If no TYC stems are found during the survey, the results of the survey shall be documented in a letter report to TRPA and the TYC AMWG that shall become part of the project environmental record, and no further actions shall be required. (C) If TYC stems are documented during the survey in areas potentially disturbed by construction activities, the stems shall be clearly identified in the field and protected from impacts associated with construction activities. Protective measures shall include installing high-visibility fencing around known stem locations during construction. No construction-related activities shall be allowed in areas fenced for avoidance, and construction personnel shall be briefed about the presence of the stems and the need to avoid effects on the stems. (D) To protect TYC plants from potential long-term increased beach use and disturbance as an indirect result of increased recreation activity in the shorezone, protective fencing and educational signage about the need to avoid these areas shall be installed around all TYC clusters. In addition to beaches occupied by TYC where new shorezone facilities would be constructed and operated, other beach areas that support TYC that are likely to receive increased recreation uses as a result of the projects shall be identified and subject to these measures.	

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		(E) Long-term fencing and signage will be periodically monitored and maintained, as necessary, to ensure that they remain effective and in good working condition. Also, because locations and concentrations of TYC could shift over time, the locations and configurations of fencing relative to TYC distribution shall be evaluated periodically. If necessary, fencing shall be moved or added in response to changes in TYC distribution to ensure that TYC plants are protected over time. The locations of TYC plants and shifts in their locations relative to fencing can be determined by surveys as part of the ongoing AMWG TYC monitoring program. The installation and maintenance of long-term protective fencing and signage will be designed to not interfere with necessary operations and maintenance activities at facilities.	
Impact 14-3: Disturbance or loss of common terrestrial vegetation communities and wildlife habitats Common natural terrestrial habitats within the shorezone and adjacent areas consist primarily of beach and a mix of conifer forest, scattered conifer trees, and snags. Additionally, urban/developed and ruderal (disturbed) areas are distributed throughout the shorezone where existing facilities (e.g., boat ramps, marinas, buildings, trails) and lake access are present. These habitats support several common native wildlife species that use them for nesting, foraging, resting, or wintering. Alternatives 1, 2, 3, and 4 would result in construction and operation of new shorezone structures, and associated increases in recreation use, that could disturb common vegetation and wildlife. The types of potential impacts to common vegetation and wildlife communities would be similar among Alternatives 1, 2, 3, and 4, with some differences in magnitude based on the locations, amounts, and quality of habitats potentially affected. The potential disturbance or removal of terrestrial vegetation from future projects permitted under any of the Shoreline Plan alternatives would be relatively minor and not substantially reduce the quantity or quality of terrestrial vegetation communities and habitats in the region or cause a change in species distributions or diversity. Additionally, none of the alternatives are expected to increase construction-related or recreational disturbance levels in the shorezone above levels that would substantially affect most common species. Accordingly, the alternatives are not expected to substantially affect the distribution, breeding productivity, viability, or the regional population of any common wildlife species, or result in a change in species diversity.	Alt 1, 2, 3, 4 – LTS	No mitigation required	No mitigation required

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15 Public Health and Safety			
Impact 15-1: Increase in watercraft accidents due to increased boating and navigational hazards Alternatives 1, 2, and 3 would increase the number of annual and peak day boat trips on the lake, whereas Alternative 4 would retain boating levels consistent with existing conditions. Increased levels of boating activity would add to the factors that contribute to boating accidents, such as more watercraft, higher boating density at popular shoreline areas and lake access points, and greater potential for conflicts between motorized and nonmotorized recreation. While the additional boating activity resulting from Alternatives 1, 2, and 3 would aggravate the factors that contribute to boating accidents, the 600-foot no-wake zone, improved public boating safety education programs, and compliance with California and Nevada boating safety laws would reduce the risks and associated impacts. Alternative 4 would not contribute to such factors. Implementation of any of the four alternatives could lead to public piers extending beyond the 600-foot no-wake zone, which could create navigational hazards and conflicts between motorized and nonmotorized watercraft and swimmers. Additionally, Alternative 2 does not include location standards limiting the length of private multiple-use piers to within the no-wake zone.	Alt 1, 2, 3, 4 – PS	Mitigation Measure 15-1a: Maintain nonmotorized navigation within the no-wake zone (applies to Alts 1, 2, 3, and 4) TRPA will implement Mitigation Measures 8-1a and 8-1c as described in Chapter 8, "Recreation." These mitigation measures require that TRPA revise the pier design standards for piers that extend 600 feet or more from the highwater elevation to provide lateral nonmotorized recreation access within the 600-foot no-wake zone and provide for a 200-foot buffer between motorized watercraft in motion and nonmotorized recreationists in areas outside of no-wake zones. Mitigation Measure 15-1b: Implement Mitigation Measure 10-1 to limit the number of moorings and boat ramps (applies to Alt 2 only) TRPA will implement Mitigation Measure 10-1, as described in Chapter 10, "Air Quality," which would revise the Code of Ordinances to limit the total number of new moorings (i.e., buoys, slips, and lifts) and boat ramps to the number authorized under Alternative 1. This would allow a total of 2,116 new moorings and two new boat ramps.	Alt 1, 2, 3, 4 – LTS
Impact 15-2: Accidental release of hazardous substances Each of the Shoreline Plan alternatives would temporarily increase the regional transportation, use, storage and disposal of hazardous materials and petroleum products commonly used at construction sites (such as diesel fuel, lubricants, paints and solvents, and cement products containing strong basic or acidic chemicals), which could result in accidents or upset conditions that could create hazards to people and the environment. The replacement of older piers may require the disposal of wood treated with preservatives, which could contaminate surface water and groundwater if not properly handled and disposed. Temporary impacts could occur if construction were to affect sites of known contamination or inadvertently disturb hazardous materials or wastes in a manner that could release these materials into the environment, exposing construction workers or nearby sensitive receptors to hazardous conditions. Compliance with all local, state, and federal regulations is sufficient to ensure that any hazardous materials used during construction of future projects would	Alt 1, 2, 3, 4 – LTS	No mitigation required	No mitigation required

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not result in adverse effects. Specific projects implemented in accordance to the adopted Shoreline Plan would be subject to permit processes and conditions pursuant to TRPA regulations and, depending upon location and whether or not there is federal discretion, CEQA and NEPA statutes and implementing regulations. Such review could include site-specific impact analysis and adoption of feasible mitigation measures that must be implemented to assure that standards of the region are met. With the addition of access points to the lake and the increase in navigational hazards in the form of longer piers and additional structures in the water, the Shoreline Plan alternatives could result in a long-term increase in the risk of accidental discharge of fuel and other hazardous materials into the lake. Alternative 1 would require that TRPA consult with water purveyors when evaluating applications and development of permit conditions for any proposed shoreline structure within one quarter mile of a drinking water intake, while Alternatives 2, 3 and 4 would require consultation within 600 feet. Furthermore, as described in Chapter 6, "Hydrology and Water Quality," Impact 6-4, given the rapid rate of biodegradation of hydrocarbon compounds, the non-toxic levels monitored on the lake, and current TRPA regulations pertaining to control of discharges of contaminants from boating facilities using best management practices (BMPs).			
Impact 15-3: Shoreline emergency access Implementation of the Shoreline Plan Alternatives 1, 2, or 3 would increase boating activity. Increased boat use would aggravate many of the factors that contribute to boating accidents, leading to an increased need for emergency response services. Emergency responders' ability to access boaters and swimmers in the water could be hindered by the increase in activity in the nearshore, foreshore, and backshore. Furthermore, low water conditions during drought years and under future projected climate scenarios would present a challenge for emergency responders, as some existing lake access points are unavailable during low water conditions. Because most of the emergency responders' watercraft are located on the water, lake access is not an issue for a majority of first responders. Alternative 1 would incorporate low lake level adaptation strategies along with the provisions of TRPA Code Section 84.10.2, which establishes a framework to provide essential emergency access and egress to Lake Tahoe. Alternative 2	Alt 1& 2 – LTS Alt 3 & 4 –PS	Mitigation 15-3: Implement low lake level adaptation strategies (applies to Alts 3 and 4) TRPA will incorporate the following low lake level adaptation strategies to provide shoreline emergency access during low water conditions: ◢ Marina buoy fields would be able to include additional rows of lakeward anchors to accommodate low lake levels. Buoy floats could be relocated to the lakeward anchors during low lake levels without increasing the total number of buoys. ◢ Marinas would be allowed to use temporary floating pier extensions to provide access for boats when lake levels fall below 6,225 feet LTD. ◢ Public boat ramps could be expanded to extend farther into the lake, subject to permit conditions.	Alt 1& 2 – No mitigation required Alt 3 & 4 – LTS

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Impacts	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
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would allow for substantially greater levels of boating activity than Alternative 1. Alternative 2 would maintain existing development standards, focusing development around the natural lake rim elevation of 6,223 feet Lake Tahoe Datum (LTD). Buoy floats and anchors within buoy fields would be allowed to move farther lakeward during periods of low lake levels. Furthermore, TRPA Code Section 84.15.4 allows for temporary structures that extend beyond lake bottom elevation 6,219 feet or the pier headline during low water conditions. Alternatives 3 and 4 would result in different levels of boating activity—a small increase with Alternative 3, and no projected increase from existing levels with Alternative 4. Alternatives 3 and 4 would maintain existing development standards, focusing development around the natural lake rim elevation of 6,223 feet LTD. Buoy floats and anchors within buoy fields would be allowed to move farther lakeward during periods of low lake levels, but the alternatives contain no other provisions to allow modifications to facilities or structures to be useable during such conditions.		◢ New dredging could be allowed at marinas and public boat ramps, subject to permit conditions.	
<u>Impact 15-4: Increase demand for on-lake emergency response facilities</u> Implementation of each alternative would result in new shorezone structures, creating potential for an increase in boating accidents and the accidental release of hazardous materials. This would increase the demand for emergency response services. As discussed in Impact 15-1, the 600-foot no-wake zone, improved public boating safety education programs, expanded safety/enforcement patrols, and compliance with California and Nevada boating safety laws would reduce the risk of boating accidents due to increased boating. Impacts associated with increased navigational hazards would be reduced with implementation of Mitigation Measure 15-1a. As described in Impact 15-2, compliance with all local, state, and federal regulations is sufficient to ensure that any hazardous materials used throughout the project area during construction would not result in adverse effects. Thus, the increased demand for emergency services would likely be minor. Emergency response providers that act on lake-related emergencies indicate that they have adequate capacity to handle additional project-generated demand for emergency services. Furthermore, TRPA Code Section 84.10.2, which allows for the designation of up to one Essential Public Safety Facility within each county-jurisdiction plus the U.S. Coast Guard Lake Tahoe Station, would remain unchanged. In drought years, TRPA allows first responder	Alt 1, 2, 3, 4 – LTS	No mitigation required	No mitigation required

Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
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organizations to designate locations for temporary moorings for regional public safety purposes. This would ensure that emergency providers have adequate access points to the lake and reduce the need for construction of new lake-access facilities, the construction of which could result in adverse effects to the environment.			
16 Cultural Resources			
Impact 16-1: Cause the alteration of, or adversely affect a historical site, structure, object, or building Implementation of the four Shoreline Plan alternatives would result in development on properties that could contain known or unknown historic resources, are associated with historically-significant events or individuals, or result in adverse physical or aesthetic effects to a significant historical site, structure, object, or building. Because each alternative would result in some new construction, each has the potential to disturb, disrupt, or destroy historic resources through implementation.	Alt 1, 2, 3, 4 – PS	Mitigation 16-1: Avoid potential effects on historic resources (applies to Alts 1, 2, 3, and 4) Once the exact location of the new piers, boat ramps, and any other land-based development has been determined and before commencement of earth-disturbing activities for construction, applicants shall identify and evaluate all historic-age (over 45-years in age) buildings and structures that are proposed to be removed and/or modified as part of a historic determination application with TRPA or applicable local jurisdiction. This may include preparation of an historic resource assessment and evaluation of resources to determine their eligibility for recognition under state, federal, or local criteria. If required, the assessment shall be prepared by an architectural historian, or historical architect meeting the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, Professional Qualification Standards. If resources are eligible for inclusion in the NRHP, CRHR, or a local register are identified, an assessment of impacts on these resources shall be included in the report, as well as detailed mitigation measures to avoid impacts.	Alt 1, 2, 3, 4 – LTS
Impact 16-2: Cause the alteration of, or adversely affect an archaeological resource Implementation of the Shoreline Plan alternatives would result in development that could take place on properties that contain, be associated with, or result in adverse effects to known or unknown archaeological resources. Because each alternative would result in some new construction over the planning period, each has the potential to disturb, disrupt, or destroy archaeological resources through implementation of specific projects.	Alt 1, 2, 3, 4 – PS	Mitigation 16-2: Avoid potential effects on archaeological resources (applies to Alts 1, 2, 3, and 4) ◢ Once the exact location of the new piers, boat ramps, dredging, or any other ground-disturbing development (excluding buoys) has been determined and before commencement of earth-disturbing activities for construction, applicants shall retain a qualified archaeologist to conduct archaeological surveys of the site as part of a historic determination application with TRPA or applicable local jurisdiction. To ensure that new or expanded facilities and uses do not adversely affect potentially buried archaeological deposits, an underwater archaeological survey shall also be conducted to identify, evaluate,	Alt 1, 2, 3, 4 – LTS

Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
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		and protect significant submerged cultural resources prior to activities that would disturb the lakebed. ◢ The applicant shall follow recommendations identified in the survey, which may include activities such as subsurface testing, designing, and implementing a Worker Environmental Awareness Program, construction monitoring by a qualified archaeologist, avoidance of sites, or preservation in place. ◢ All projects shall include the following requirements as a condition of approval: If evidence of any prehistoric or historic-era subsurface archaeological features or deposits are discovered during construction-related earth-moving activities (e.g., ceramic shard, trash scatters, lithic scatters), all ground-disturbing activity in the area of the discovery shall be halted and the appropriate jurisdiction and TRPA shall be notified immediately. A qualified archaeologist shall be retained to assess the significance of the find. If the find is a prehistoric archeological site, the appropriate Native American group shall be notified. If the archaeologist determines that the find does not meet NRHP, NVSRHP, or CRHR standards of significance, as applicable, for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, a data recovery plan shall be prepared. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the project applicant to avoid disturbance to the resources, and if complete avoidance is not feasible in light of project design, economics, logistics, and other factors, follow accepted professional standards in recording any find including submittal of the recordation forms required by the applicable SHPO and location information to the appropriate information center.	
Impact 16-3: Degrade ethnic and cultural values Because the project could result in physical changes to historic and prehistoric sites, unique ethnic cultural values could be affected, and historic or prehistoric religious or sacred uses within the Plan area could be restricted. Consultation with the Washoe Tribe is required by TRPA regulations; however, project activities could still uncover or destroy historic or archaeological resources as identified in Impact 16-1 (historic) and Impact 16-2 (archaeological).	Alt 1, 2, 3, 4 – PS	Mitigation 16-3: Implement Mitigation Measures 16-1 and 16-2 (applies to Alts 1, 2, 3, and 4) TRPA will implement Mitigation Measure 16-1, "Avoid potential effects on historic resources," and 16-2, "Avoid potential effects on archaeological resources," as described above.	Alt 1, 2, 3, 4 – LTS

Table ES-1 Summary of Impacts and Mitigation Measures

Impacts	Significance without Mitigation	Mitigation Measures	Significance with Mitigation
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17 Cumulative Impacts			
The Shoreline Plan is a long-range plan developed to manage the amount and intensity of recreational use and development along Lake Tahoe's shore in a manner that attains and maintains the environmental thresholds. Together, the Shoreline Plan works with the other elements of the Regional Plan and the Regional Transportation Plan (RTP) to regulate the total amount and type of development within the Lake Tahoe Region. Consequently, this planning framework inherently represents the cumulative condition within the Region. Because the Shoreline Plan considers the cumulative buildout of the shoreline, the analyses contained in Chapters 4 through 16 of this EIS are cumulative in nature. Similarly, the Regional Plan regulates the buildout of portions of the Region that are outside of the shoreline, and the EIS prepared for adoption of the Regional Plan evaluated the cumulative conditions of those portions of the Region. The cumulative analysis identifies: whether an existing significant adverse cumulative condition exists with respect to each resource, whether implementation of the Shoreline Plan alternatives in the context of past, present, and reasonably foreseeable plans, programs and projects, would result in a significant cumulative impact, and whether the Shoreline Plan would represent a considerable contribution to the cumulative impact. In cases in which no existing significant cumulative condition is identified, the analysis addresses whether the incremental contribution of the Shoreline Plan alternatives, combined with those of related region-wide plans, programs, and projects, would create a significant cumulative impact. For each resource topic analyzed, the cumulative analysis presented in Chapter 17 determined that there would be no adverse cumulative condition, or that the Shoreline Plan alternatives would not make a considerable contribution to a significant cumulative impact.	Alt 1, 2, 3, 4 – LTS	No mitigation required	No mitigation required