

SUMMARY: Joint Fact Finding Meeting #7

Held January 31, 2017

Meeting in Brief

Blue Boating

The Committee discussed the Blue Boating program that was developed in the 2008 Plan, the status of some of the program elements today and what components would be useful to carry over in the Shoreline Plan. The planning team agreed to return to the JFF Committee with a proposal for mitigation options. The JFF will concur on mitigation options and then seek direction from the steering committee on whether mitigation should be to address the impacts of the shoreline program (difference between existing conditions and recommended program) or address all boating impacts on the lake.

Boat Use Assumptions-Revised Memo

Adam Lewandowski from Ascent Environmental presented the latest data and calculations for the boat use assumptions for the shoreline plan environmental analysis. North Tahoe Marina operators provided actual engine-use hours for boats serviced at their facilities, which will be very helpful for the air quality analysis. Ascent is working with the other marinas to get rental fleet engine hours, to present to the JFF Committee at its next meeting where the boat-use assumptions will be finalized.

Action Item

| Date | Responsible | Item |
|-------------|---------------------|---|
| | Adam L. | Work with marinas to compile data and incorporate rental fleet engine hours into boat use assumptions |
| | Brandy/Rebecca/Adam | Prepare blue boating proposal |
| | Adam/Ken | Revisit boat use data from boat occupancy survey |
| | Steering Committee | Provide direction on mitigation for boating impacts associated with program or pollutant of concern |

Discussion Summary

Updates and Follow Up on Action Items from Meeting 6

Brandy gave the Committee an update on the Steering Committee's progress on policy issues, upcoming meetings, and the Shoreline Plan schedule. Dan Segan is preparing a memo for the Steering Committee that summarizes key recommendations thus far from the

JFF Committee. Adam Lewandowski has been working with North Tahoe Marina to compile engine use data, which is discussed below.

Blue Boating

The Blue Boating program was an environmental mitigation program required under the 2008 Shorezone Plan. Its primary focus was on best practices, education and mitigation measures to protect water quality. It included a monitoring component which resulted in the first and only Shorezone Program Report completed in 2010. The Committee was tasked with evaluating which components of this program would be applicable or useful to incorporate into this Shoreline Plan.

Ken Kasman provided context, background and an update on the status of the program components. The only element of the Blue Boating Program that was carried forward after the 2008 Shorezone regulations that the court vacated in September 2010 is the collection of boating data at AIS inspection stations. The boat use data that is collected through the program is useful, and TRPA staff would like to make sure this is still collected with the new application software being developed for AIS inspections. The Committee agreed that a future Blue Boating Program would need to be coordinated with the existing AIS inspection program and that the Committee should coordinate needed monitoring with existing monitoring efforts, if feasible.

There was discussion about the timing of developing a boating "best practices" or mitigation program. Because understanding exists on the type of impacts boats generate, TRPA should include the program components as policy in the Shoreline Plan. The League staff are concerned that any program that focuses only on "best practices" and education would not serve as sufficient mitigation for boating impacts associated with the "project" or shoreline plan. The group discussed that the tendency is to discuss mitigation of boating impacts in terms of addressing all impacts of boating on the lake. However, the purpose here is to mitigate the impacts of the project / shoreline plan, the increment of change between the baseline and the program. The group is not sure what the impacts are without the analysis, but agreed to move forward with identifying potential mitigation components in the near term.

The planning team agreed to come up with a proposal that includes the range of potential impacts and proposed mitigation to be reviewed by the Committee at its next meeting.

Committee members also noted two significant changes that have occurred since the 2008 Shorezone regulations were developed:

- 1) Boats are much cleaner because the U.S. Environmental Protection Agency and California Air Resource Board have adopted STAR engine ratings for boats;
- 2) The Lake Tahoe Total Maximum Daily Load (TMDL) did not identify boats as having a significant contribution to lake clarity loss.

The JFF Committee also acknowledged that if an impact from boats is identified it could be mitigated on the lake or elsewhere within the basin.

The Steering Committee needs to identify sidebords to mitigation. For example, particulate matter could be a potential impact of boating, but addressed much more effectively through stormwater protection. However, justifying the connection between street sweepers, for example, and particulate matter for boats can be difficult. The Steering Committee needs to provide direction on what types of mitigation would be advisable and helpful, should mitigation address boating directly or tie to the pollutant of concern.

Next Steps

Planning Team to develop mitigation options, identifying elements of a program to address potential impacts tied to source or pollutant of concern. The goal is to align with existing TRPA programs (in the shorezone) as much as possible.

Boat Use Assumptions-Revised Memo

Marina -boat engine hours

Adam Lewandowski from Ascent presented the latest data and calculations for the boat use assumptions that will be used in the environmental analysis. North Tahoe Marina operators provided actual engine use hours for boats serviced at their facilities, which will be very helpful for the air quality analysis. In addition to this, the other marinas that operate rental fleets will be providing engine hour data, which will further inform the analysis and create a more robust and defensible analysis of boat use across impact areas.

Boat use occupancy survey data

There was discussion and some concerns raised by the Committee regarding the boat use occupancy survey that was conducted in 2014 and 2016. Adam and Ken explained some of the constraints of the survey and agreed to revisit some of the data used to represent peak use days. Because there was no survey conducted in the off-season, the assumption was low to no use during that time of the year. This may also need to be revisited prior to finalizing the assumptions.

Boat launch data

Ascent used boat launch data collected from the AIS inspections and from a California Tahoe Conservancy survey to come up with estimates of the number of launches. The two data sources resulted in drastically different results, which raised concerns from the JFF Committee. Adam agreed to check with the CTC to find out more information as to how that data was collected. He also agreed to work with Ken to ensure that they are incorporating all of the sources of launching data available at TRPA or elsewhere.

Other considerations/concerns

Inputs used to estimate individual moorings include the boat use occupancy survey, engine hours from maintenance records at the marinas, launch and AIS inspection data. While this is the best information we have, Jan raised concerns that the hours assumed for individual moorings lake wide may still be too high. She agreed that we will have a more robust data source once the rental fleet engine hours are collected from the marinas and this would be a more solid baseline from which to inform the Steering Committee.

Next Meeting

TBD

Participants

Lahontan RWQCB: Mary Fiore-Wagner

California Tahoe Conservancy: Penny Stewart (via phone)

California State Lands Commission: Jason Ramos (via phone)

Tahoe Lakefront Owners' Association: Jan Brisco

TRPA: Brandy McMahon, Dan Segan, Tiffany Good, Ken Kasman, John Marshall

Tahoe City Marina: Jim Phelan

League to Save Lake Tahoe: Marissa Fox

North Tahoe Marina: Cathy Walsh

Consultant:

Ascent Environmental: Adam Lewandowski

The Watershed Company: Dan Nickel

Note Taker: Rebecca Cremeen

Facilitator Gina Bartlett, Consensus Building Institute, gina@cbuilding.org | 415-271-0049