



April 12, 2007

Mr. Andrew Strain, Chair
Ms. Terri Marceron, Designated Federal Official
Lake Tahoe Federal Advisory Committee
c/o U.S.D.A. Forest Service
Lake Tahoe Basin Management Unit
Forest Supervisor's Office
35 College Drive
South Lake Tahoe, CA 96150

Dear Andrew and Supervisor Marceron:

On behalf of the North Lake Tahoe Resort Association (NLTRA) Board of Directors, our members and many partners, I am writing to thank members of the Lake Tahoe Federal Advisory Committee (LTFAC) for their strong consensus support of the Preliminary Round 8 package of projects for the Tahoe Program of the Southern Nevada Public Land Management Act (SNPLMA).

In particular, as part of the public input process associated with the development of this package, the North Lake Tahoe Resort Association wants to register its strong support for the transportation projects that are part of the Committee's recommended package. The NLTRA is among the many organizations and agencies involved in two of the transportation projects - the Highway 28/Kings Beach Commercial Core Improvement Project and the Highway 89 Realignment Project.

We know that Steve Teshara, LTFAC's Transportation Representative, and Peter Kraatz, the California local government representative, are keenly aware of the facts concerning each of these projects, and have communicated these facts to the Committee. For your public hearing record, here is a summary of the status of each project, and why we believe each is appropriate for inclusion in the Round 8 package:

Highway 28-Kings Beach Commercial Core Improvement Project

This EIP project has been more than ten years in development, but the very good news is that the funding package is nearly complete and the project is scheduled to commence construction in 2009. The total cost estimate is approximately \$32 million. The project will provide significant stormwater management, erosion control and related water quality improvements along a densely urbanized stretch of highway that is very close to Lake Tahoe. Currently, there is virtually no water quality treatment along the highway in this area. Substantial untreated stormwater, sediment and nutrients flow directly from the highway into the waters of Lake Tahoe.

The project Environmental Report (EIR/EIS) is currently out for public review and comment, and a preferred alternative will be selected within the next few months. Placer County, through its Department of Public Works is the project lead agency. The County's Redevelopment Agency is preparing to issue bonds to expedite project construction. The NLTRA has committed more than \$3 million in Placer County Transient Occupancy Tax funds to this project. Caltrans is also a major funding partner.

Highway 89 Realignment Project

Highway 89 in the area of the Tahoe City "Wye" is the most congested point for traffic in the Lake Tahoe Basin. An average of 26,250 vehicles cross Fanny Bridge on Highway 89 during a peak summer day. Over the past ten years, peak daily volumes have been growing at a rate of approximately 3.6 percent per year, the highest rate of growth in the region. This congestion generates significant air pollution, which science tells us has a direct, negative impact on Tahoe's water clarity. Also, Highway 89 in this area has virtually no water quality treatment. As is the case in Kings Beach, this section of highway is very near to the waters of Lake Tahoe.

A series of public workshops was held and an initial planning document was prepared in 2002/2003 which analyzed the environmental and related problems associated with this stretch of Highway 89. The report developed a range of potential project alternatives. Consistent with Lake Tahoe's rigorous planning requirements, these alternatives must now be analyzed in a formal environmental report (EIR/EIS). Placer County, through its Department of Public Works, is prepared to take the role of lead agency, working with the TRPA, Caltrans, Tahoe Metropolitan Planning Organization (TMPO), and the U.S. Forest Service (the majority of the proposed alternative highway routes cross Forest Service property near the outlet of Lake Tahoe into the Truckee River). The NLTRA has set aside local matching funds to help support the EIR/EIS. One of the outcomes of this environmental planning process will be to formally identify the appropriate project partners for engineering, design and construction. Of course, the report will also identify the most environmentally sound alternative for this EIP project.

It is imperative that the EIR/EIS be funded and get underway as soon as possible. There must be a timely nexus between completion of the initial alternative study report (August 2003) and the EIR/EIS so that the formal environmental document can take advantage of the information in the earlier report.

Thank you again for the Committee's consensus support of funding for the Highway 28/Kings Beach Commercial Core Improvement Project and the Highway 89 Realignment Project in the Round 8 package for the Tahoe Program of the Southern Nevada Public Land Management Act.

Very sincerely yours,

A handwritten signature in black ink that reads "Ron Treabess". The signature is written in a cursive style with a large, sweeping initial "R".

Ron Treabess
Director, Community Partnerships and Planning
North Lake Tahoe Resort Association

cc: Members, NLTRA Board of Directors
Members, NLTRA Infrastructure and Transportation Committees
Mr. Ken Grehm, Director, Placer County Department of Public Works
Mr. Tom Miller, Placer County Executive Officer
Mr. Bruce Kranz, Placer County Supervisor, District 5