

SENATE JOINT RESOLUTION NO. 12—COMMITTEE  
ON GROWTH AND INFRASTRUCTURE

(ON BEHALF OF THE LEGISLATIVE COMMITTEE  
FOR THE REVIEW AND OVERSIGHT OF THE  
TAHOE REGIONAL PLANNING AGENCY AND  
THE MARLETTE LAKE WATER SYSTEM)

MARCH 26, 2021

Referred to Committee on Growth and Infrastructure

SUMMARY—Expresses the priority of the timely completion of the Tahoe East Shore Trail extension project and urges Congress to provide federal funding for completion of the project. (BDR R-363)

FISCAL NOTE: Effect on Local Government: No.  
Effect on the State: No.

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EXPLANATION – Matter in *bolded italics* is new; matter between brackets ~~omitted material~~ is material to be omitted.

SENATE JOINT RESOLUTION—Expressing the priority of the timely completion of the Tahoe East Shore Trail extension project and urging Congress to provide federal funding for completion of the project.

1 WHEREAS, The Lake Tahoe Basin is an area of unique and  
2 irreplaceable beauty that attracts visitors from around the world,  
3 supporting a \$5 billion tourism and outdoor recreation economy;  
4 and

5 WHEREAS, The State Route 28 National Scenic Byway  
6 connecting Incline Village with Spooner Summit on the Nevada side  
7 of the Lake Tahoe Basin is one of the most popular summer  
8 recreation and beach areas in the entire Lake Tahoe Basin due, in  
9 part, to this area having the longest stretch of undeveloped shoreline  
10 at approximately 11 miles; and

11 WHEREAS, The majority of lands adjacent to the State Route 28  
12 National Scenic Byway are managed by the Division of State Parks  
13 of the Nevada State Department of Conservation and Natural



Resources and the United States Forest Service and contain some of the most popular beaches in the Lake Tahoe Basin, including Sand Harbor, Hidden Beach and Chimney Beach; and

WHEREAS, Increased visitation has created environmental and public safety pressures such as traffic congestion, increased emissions from motor vehicles, erosion and unsafe conditions for visitors as a result of the lack of parking and safe alternative transportation options; and

WHEREAS, Population growth in urban areas adjacent to Lake Tahoe, such as the Reno/Sparks and Sacramento metropolitan areas, will contribute to increased visitation pressures in the future; and

WHEREAS, Climate change and warming temperatures could also lead to increased pressures in the Lake Tahoe Basin as visitors seek cooler temperatures at higher elevations during warmer summer months; and

WHEREAS, Thirteen local, state and federal agencies, including the Tahoe Regional Planning Agency and the Tahoe Transportation District collaborated and completed a State Route 28 National Scenic Byway Corridor Management Plan in 2013 that is the blueprint for needed transportation infrastructure and transit along the Corridor; and

WHEREAS, All 13 partners committed to carry out the projects identified in the Corridor Management Plan, including multi-use paths, parking facilities, erosion control and the elimination of parking on the shoulder along the highway; and

WHEREAS, Elements of the Corridor Management Plan have been implemented including a summer transit service between Incline Village and Sand Harbor, the first 3 miles of the Tahoe East Shore Trail, and trailhead parking for the Trail, which have all significantly reduced parking on the shoulder of the road and improved public safety along this stretch of the highway; and

WHEREAS, Nevada's State Climate Strategy provides a framework for reducing greenhouse gas emissions consistent with the targets for reduction of greenhouse gas emissions set by the Nevada Legislature in 2019 and has identified transportation improvements as one of the primary means to achieve such targets; and

WHEREAS, Full and continuous environmental, social and safety benefits cannot be achieved in the Lake Tahoe Basin until the full completion of the State Route 28 National Scenic Byway Corridor Management Plan, including the next phase of the Tahoe East Shore Trail, most of which will be on federally managed land; now, therefore, be it



1       RESOLVED BY THE SENATE AND ASSEMBLY OF THE STATE OF  
2 NEVADA, JOINTLY, That the members of the 81st Session of the  
3 Nevada Legislature do hereby recognize and express the priority of  
4 the timely completion of the Tahoe East Shore Trail extension  
5 project, along with all associated safety improvements, parking,  
6 transit stops, emergency pullouts, visitor amenities and  
7 environmental improvements identified in the State Route 28  
8 National Scenic Byway Corridor Management Plan; and be it  
9 further

10       RESOLVED, That the members of the 81st Session of the Nevada  
11 Legislature do hereby urge the United States Congress to provide  
12 the federal funding necessary for implementing the remaining  
13 elements of the State Route 28 National Scenic Byway Corridor  
14 Management Plan; and be it further

15       RESOLVED, That the Secretary of the Senate prepare and  
16 transmit a copy of this resolution to the Executive Director of the  
17 Tahoe Regional Planning Agency, the District Manager of the  
18 Tahoe Transportation District, the Director of the Nevada State  
19 Department of Conservation and Natural Resources, the Director of  
20 the Nevada Department of Transportation, the Forest Supervisor of  
21 the Lake Tahoe Basin Management Unit of the United States Forest  
22 Service and each member of the Nevada Congressional Delegation;  
23 and be it further

24       RESOLVED, That this resolution becomes effective upon  
25 passage.

