Appendix B-8

ROUND 8 LAKE TAHOE RESTORATION PROJECTS
ESTIMATED NECESSARY EXPENSES & KEY MILESTONE DATES

Project Name: Upper Truckee River Restoration Project, Reaches 3&4 Agency: USBR
Prepared by: Myrnie Mayville Phone: 775-589-5240 EIP#: 556
SNPLMA Project#: _____

Identify estimated costs of eligible reimbursement expenses:

1. Planning, Environmental Assessment and Research Costs (specialist surveys, reports, monitoring, data collection, analysis, NEPA, etc.)	$	0	%
2. FWS Consultation – Endangered Species Act		2,000	0.1 %
3. Direct Labor (Payroll) to Perform the Project	$	0	%
4. Project Equipment (tools, software, specialized equipment, etc.)	$	0	%
5. Travel (including per diem where official travel status required to carry out project, such as serve as COR, experts to review reports, etc.)	$	1,000	0.05 %
6. Official Vehicle Use (pro rata cost for use of Official Vehicles when required to carry out project)	$	0	%
7. Cost of Contracts, Grants and/or Agreements to Perform the Project	$	2,000,000	97.9 %
8. Other Direct and Contracted Labor: Agency payroll for the Contracting Officer to do project procurement, COR, Project Inspector, Sec. 106 Consultation if required, NEPA Lead, Project Manager, Project Supervisor, and subject experts to review contracted surveys, designs/drawings, plans, reports, etc.; Also covered is the cost to contract for a Project Manager and/or Project Supervisor if contracted separately from other project contracts)	$	25,000	1.22 %
9. Other Necessary Expenses (See Appendix B-9)		15,000	0.73 %
TOTAL:	$	2,000,000	100 %

Estimated Milestone Dates:

Milestones/Deliverables	Date:
Final Contract Documents	**March 2008**
Environmental Document Certification	**January 2008**
Permits	**May 2008**
Final Completion Date:	**October 2011**

COMMENTS:

APPENDIX I

ROUND 8 LAKE TAHOE CAPITAL PROJECT PROPOSAL

Project Name:
Upper Truckee River Restoration Project, Reaches 3 &4

Capital Focus Area: WSEZR & HIP

EIP # 556

Lead Agency: U.S.B.R.

Contact: Myrnie Mayville

Threshold: Water Quality, Soil Conservation, Vegetation, Fish, Wildlife

Phone Number: (775)589-5240

Email Address:

mmayville@mp.usbr.gov

Threshold Standard: 556, Upper Truckee-Airport SEZ Restoration

Is this a multi-year Project? yes

Total Project Cost: $5,350,000.00

(see attached Engineer's Estimate and Construction Cost & Funding Summary)

Funding Request in this Round: $2,000,000.00

Project Summary (maximum 200 words):

Funds would partially support construction scheduled in 2008-11, with planning and design ($1,399,500.00) currently funded through California Tahoe Conservancy (CTC); and construction funding from CTC requested ($2,950,000.00). City intends to seek other implementation funds to fund implementation ($5,350,000.00) should either entity fund less than requested.

Located parallel and east of the Lake Tahoe Airport, upstream of the Highway 50 bridge in South Lake Tahoe, the project area includes all of the river and City owned adjacent land within Reaches 3 and 4, as well as a portion of City owned land in Reach 2. The southern boundary (upstream extent) of the reaches is approximately at the midway point of the airport runway; the northern boundary is roughly a half-mile northeast of the airport's northern runway limit at approximate River Station (RS) 5050. The total length of Reaches 3 and 4 is approximately 4,000 ft.

Detailed Project Description:

Concept Alternative #1–Existing Channel with Habitat Improvements

The strategy for Alternative 1 is to construct multiple in-channel habitat structures and bank stabilization features within the existing channel to enhance ecosystem function and alleviate bank erosion. The low-flow channel would be locally narrowed at locations

where constructed in-channel structures (e.g., large wood or rock toe with backfill) would constrict channel width and create a more sinuous flow path. A new floodplain would be constructed in the project reach by excavating the fill and lowering the meadow surface. Channel capacity would be reduced in the project reach from approximately 1,000 CFS to 450 CFS through excavation of the left bank airport fill and addition of channel roughness features (e.g., large wood). No new channel would be constructed as part of Alternative 1, thus the sinuosity would remain the same as the existing condition (average sinuosity is 1.11). No modifications to the STPUD pipelines or the airport runway and safety area would be made.

Concept Alternative #2–New Channel East of Airport

The strategy for Alternative 2 is to construct approximately 4,000 feet of new sinuous channel (average sinuosity is 1.24) in the airport fill that would improve ecosystem processes, create a more natural channel and floodplain form, and alleviate bank erosion. A new floodplain would be constructed in the project reach by excavating the fill east of the airport fence line. A portion of the right hill slope between RS 8300 through RS 9300 would also be excavated to increase flood conveyance capacity between the valley wall and northern end of the airport. No modifications to the STPUD pipelines or the airport runway and safety area would be made.

Concept Alternative #3–Partial Airport Removal and Channel Realignment

The strategy for Alternative 3 is to remove approximately 1,500 feet of the north airport runway and construct approximately 4,800 feet of new sinuous channel (average sinuosity is 1.25) in the airport fill and existing meadow to improve ecosystem processes, create a more natural channel and floodplain form, and alleviate bank erosion. A new floodplain would be constructed in the project reach by excavating the fill east and north of the airport fence line. Sections of the STPUD pipelines would have to be relocated to accommodate the new channel and floodplain. It should be noted the proposed length of runway to be removed could be modified based on the results of the ongoing FAA feasibility study.

With Alternative 2 providing important environmental benefits and most likely feasible both economically and physically as no modification of the utility and transportation infrastructure that surrounds the river channel is required; it is the preferred recommended alternative. Alternative 3 would produce the greatest ecological benefit however given the current funding timeline and excessive costs, it is infeasible to implement at this time.

Describe the goals and objectives of the project:

The project is a restoration and enhancement project which intends increase over-bank flow, distribute sediment onto the floodplain more frequently, and add channel complexity. Reducing channel capacity to enable more frequent over-banking onto an active floodplain where fine suspended sediment and nutrients can be deposited, and alleviating sediment delivered to the channel from unnaturally high eroding stream banks, would provide water quality and habitat benefits. The Project also aims to improve riparian and meadow vegetation, raise the groundwater table, enhance fisheries, and increase macro-invertebrate populations The main goals of the project are to:

1. Restore natural and self sustaining river and floodplain processes and functions.
2. Restore and enhance aquatic and wildlife habitat quality.

Describe the anticipated project accomplishments:

Desired outcomes were developed for each of the Project objectives above to assist in determining whether an objective was achieved under a particular alternative:

1. Restore natural and self-sustaining river and floodplain processes and functions
    - 1.1 Restore natural channel planform and dynamics to the extent that adjacent existing constraints allow.
    - 1.2 Increased frequency of over-bank flow (2-year, 760 CFS event) and floodplain deposition of suspended sediment during small magnitude events.
    - 1.3 Increase floodplain retention time during the 2-year event.
2. Restore and enhance fish and wildlife habitat quality
    - 2.1 Enhance the terrestrial and aquatic habitat values of the river and site for supporting native wildlife, invertebrates, amphibians, and fish passage to upstream spawning areas.
3. Improve water quality through enhancement of natural physical and biological processes
    - 3.1 Reduce nutrients and fine sediment transport to downstream reaches of the Upper Truckee River.
    - 3.2 Reduce nutrient and fine sediment input from adjacent upland areas to the Upper Truckee River.
    - 3.3 Minimize generation of fine sediment from in-channel sources.
4. Develop a cost effective, implementable design
    - 4.1 Provide cost effective restoration project.
    - 4.2 Minimize the need for regular maintenance.
    - 4.3 Minimize time to project maturity or benefit.

Describe the "readiness" of this project to move forward (urgency, capacity, capability, Environmental documentation etc.):

The project area has had many land uses, both historically and currently, which inhibit the natural function of the river and surrounding meadow. Prior to manmade modifications, the meadow and river were in completely different areas and functioned more effectively. Urbanization within the Tahoe Basin is associated with the decline of Lake Tahoe's clarity. The Upper Truckee River is Lake Tahoe's largest tributary and most urbanized corridor.

Given that the project area has been modified through various activities in the past and is no longer functioning as a natural river, and as the project area has already been identified through the Environmental Improvement Program, as a priority project, the City anticipates a continued high level of cooperation in this river/stream restoration project; which addresses a wide array of problems and provides many potential benefits.

Environmental Documents for the project included preparation of an Initial Study (IS), Environmental Assessment (EA), and TRPA Initial Environmental Checklist (IEC), anticipated to result in a Mitigated Negative Declaration/Mitigated Finding of No Significant Impact (FONSI) for the Project. However due to comments received on a recently distributed informal Notice of Project, it is likely that mitigation of some impacts may prove unfeasible during and after construction (specifically water quality effluent limits of 20 NTU for Turbidity, and potentially construction within the Object Free Zone adjacent to the airport). Preliminary 50% plans are complete with initial draft

Environmental Documents to follow during 2007. Final Contract Documents and permits are anticipated during 2007 and early 2008 with construction scheduled for 2008.

Describe partnerships for this project. (Include documentation):**

Through a collaborative effort facilitated through a Technical Advisory Committee (TAC) involving multiple funding and regulatory agencies (Tahoe Regional Planning Agency ---TRPA, Lahontan Water Quality Control Board ---Lahontan, and CTC, among others) the City accepted recommendations to initiate design of Alternative 2. In addition, concurrent restoration projects through various entities (California Department of Parks and Recreation, the CTC and the Tahoe Resource Conservation District---TRCD), at various stages of planning are ongoing upstream and downstream of the Project Area. To ensure future Project compatibility and success USBR and the City would continue to coordinate with the adjacent project managers from these entities; as well as related funding and regulatory agencies through the TAC. As documentation of this partnership, included herein is the Draft TAC charter.

Describe the project monitoring that would be implemented as part of this project including:

A monitoring plan is a required as part of the standard CTC planning guidelines. Through a previous study funded and developed by the TRCD, three monitoring sites (TR1- Hwy 50/SLT, TR2 – Mosher Bridge, TR-3 Hwy 50/Elks Club) were established upstream and downstream of the Project. The field monitoring (2002-2005) followed guidance from Lake Tahoe Interagency Monitoring Program (LTIMP). Results of the effort are summarized in the CSLT Upper Truckee River Sediment Monitoring: Middle Reach (2002-2005) – Final Report, (CITY 2006). Should a more extensive data analysis of the 2002-2005 data occur, this effort will focus on the sediment transport dynamics and inter-site variability during specific runoff events. The available event nutrient sampling and continuous temperature and conductivity data would also be evaluated with any new data from ongoing monitoring efforts included as appropriate.

During 2006, the CTC re-established one of the three sites (TR-3) from the City/USBR/TRCD study ending in 2005. During 2006 the City added another site at the upstream end of the Project (TR 2a) with similar effort (level, conductivity and temperature) continuing at the second established site (TR 2) since 2002. The USGS is proposing similar automated monitoring downstream at the third site pending funding in 2007 (TR1).

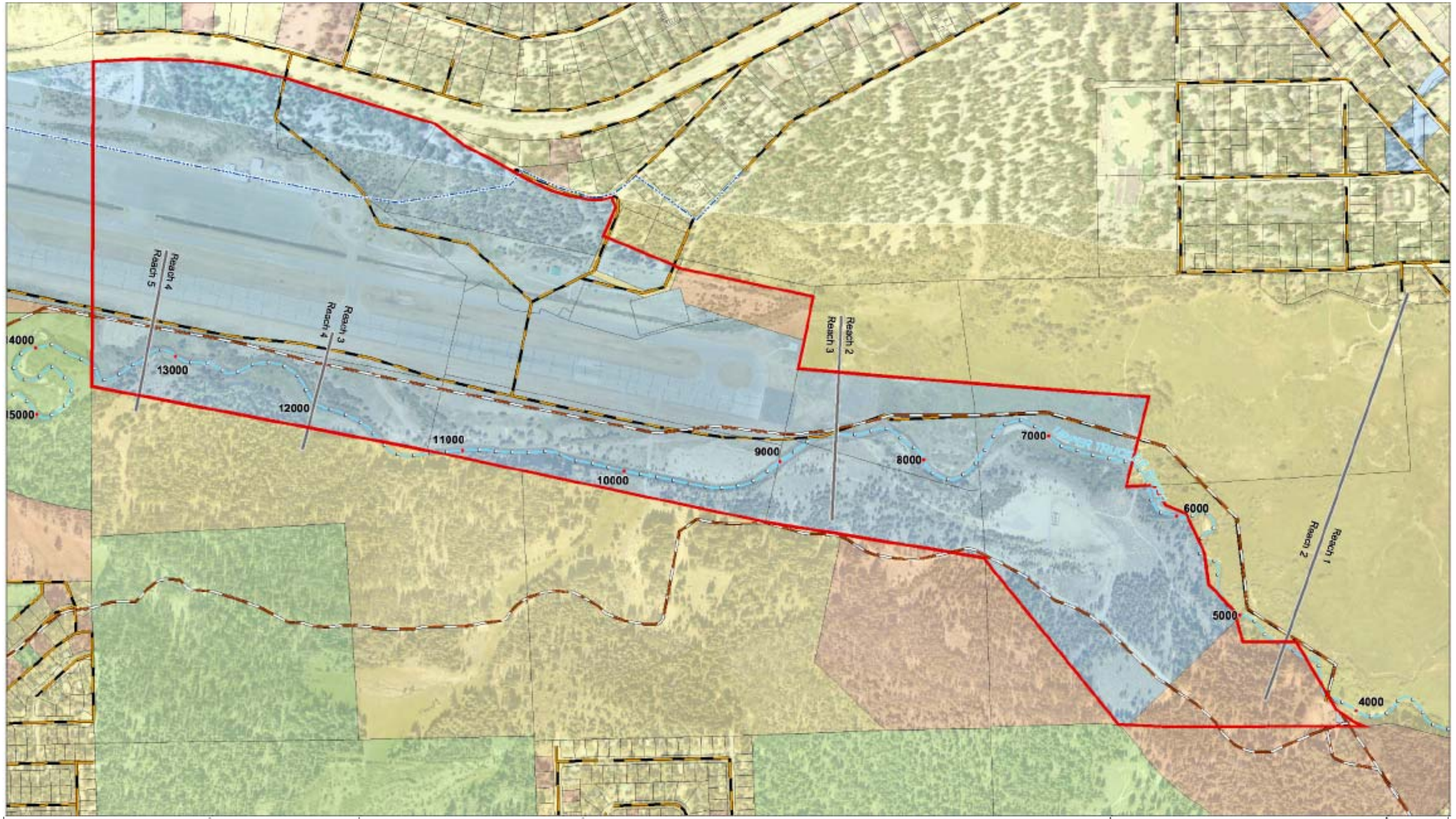
Further development of specific monitoring goals and data quality objectives, as well as additional locations of various monitoring will be developed during 2007 in conjunction with other adjacent projects on the Upper Truckee River. In consideration of the upcoming Total Maximum Daily Load (TMDL) allocations in 2008, coordination efforts are underway to collaborate with the Lahontan Regional Water Quality Control Board on monitoring the Upper Truckee River.

Describe how the project results would be communicated and made-available to the public.

City Council meetings are televised and open to the public, and the City anticipates briefing the Council on the progress of the project through such meetings. All public records (including as-builts) would be available for the public through the City Services Center at 1052 Tata Lane, South Lake Tahoe, CA. Monitoring information would be

made available through the Tahoe Integrated Information Management System (TIIMS) website: http://www.tiims.org/.

Included herein is an 8 ½ X 11 map depicting the project (Figure 1 – Project Base Map)



Rev	Date	Description	By

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Designed BO. Pelly
Checked ByiA. Rudd
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Feet
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1 inch equals 550 feet

Project Area
Property Lines
Reach Breaks
100-Foot River Station •
1000-Foot River Station

Existing Features - - -
Water Line
STPUD Export Line
STPUD Gravity Line
Upper Truckee River

Land Ownership
Private Lands
City of SLT
State of CA
US

Upper Truckee River Middle Reach Restoration Project

Base Map

ENTRIX
ENVIRONMENTAL CONSULTANTS

Figure

1

YEAR 1

BID ITEM	BID ITEM DESCRIPTION	UNITS	QUANTITY	UNIT COST	VALUE
1A	Mobilization and Demobilization	LS	1	$ 35,000.00	$ 35,000.00
1B	Tree Protection and Construction Limit Fence	LF	9,000	$ 3.00	$ 27,000.00
1C	Temporary Erosion Control (silt fence)	LF	3,500	$ 10.00	$ 35,000.00
1D	Traffic Control (within Airport Areas)	LS	1	$ 25,000.00	$ 25,000.00
1E	Clearing and Grubbing (& stump removal)	AC	18	$ 5,500.00	$ 96,250.00
1F	Removal of Existing Structures (upstream in channel structur	LS	1	$ 100,000.00	$ 100,000.00
1G	Tree Removal	EA	600	$ 150.00	$ 90,000.00
1H	Temporary Access Road	LF	2,500	$ 5.00	$ 12,500.00
1I	Temporary Access Road - SEZ	LF	4,500	$ 15.00	$ 67,500.00
1J	Construction Survey	LS	1	$ 20,000.00	$ 20,000.00
1K	Water Filled Berm	LF	3,500	$ 100.00	$ 350,000.00
1L	Maintenance/Inspection of water filled berm (2 years)	LS	1	$ 50,000.00	$ 50,000.00
1M	Earthwork - Channel Excavation/Grading/Soil Stockpiling*	CY	60,000	$ 12.00	$ 720,000.00
1N	Revegetation of Disturbed Areas	SF	675,000	$ 0.15	$ 101,250.00
1O	Willow Staking	EA	875	$ 10.00	$ 8,750.00
1P	Revegetation Maintenance/Inspection (1 year)	LS	1	$ 15,000.00	$ 15,000.00
1Q	Project Signage	LS	1	$ 7,000.00	$ 7,000.00
				Subtotal:	$ 1,760,250.00
				Contingency (20%):	$ 352,050.00
				Year 1 Total:	$ 2,112,300.00

YEAR 2

BID ITEM	BID ITEM DESCRIPTION	UNITS	QUANTITY	UNIT COST	VALUE
2A	Mobilization	LS	1	$ 10,000.00	$ 10,000.00
2B	Temporary Erosion Control, Additional effort and maintenanc	LS	1	$ 15,000.00	$ 15,000.00
2C	Irrigation	LS	1	$ 35,000.00	$ 35,000.00
2D	Irrigation System Winterization	LS	1	$ 5,000.00	$ 5,000.00
2E	Re - Revegetation (10% of total area Revegatated in year 1)	SF	67500	$ 0.25	$ 16,875.00
2F	Temporary Access Road	LF	500	$ 5.00	$ 2,500.00
2G	Temporary Access Road - SEZ	LF	1,500	$ 15.00	$ 22,500.00
2H	Bank Stabilization and Enhancements	EA	5	$ 25,000.00	$ 125,000.00
2I	Wildlife Enhancement Areas	EA	5	$ 15,000.00	$ 75,000.00
				Subtotal:	$ 306,875.00
				Contingency (20%):	$ 61,375.00
				Year 2 Total:	$ 368,250.00
				Project Total year 1	$ 2,480,550.00

*Does not include cost of excess material placement on Airport Property at this stage/year of work

YEAR 3

BID ITEM	BID ITEM DESCRIPTION	UNITS	QUANTITY	UNIT COST	COST
3A	Mobilization	LS	1	$ 10,000.00	$ 10,000.00
3B	Temporary Erosion Control, Additional effort and maintenanc	LS	1	$ 15,000.00	$ 15,000.00
3C	Operation and maintenance of Irrigation system	LS	1	$ 25,000.00	$ 25,000.00
3D	Winterization of Irrigation System	LS	1	$ 5,000.00	$ 5,000.00
3E	Vegetation Inspection	EA	7	$ 6,300.00	$ 44,100.00
3F	Temporary Dam of Upper Truckee River	LS	1	$ 10,000.00	$ 10,000.00
3G	Temporary By-Pass Piping	LF	3,000	$ 150.00	$ 450,000.00
3H	Remove and Dispose of Temporary by-pass piping and dam	LS	1	$ 75,000.00	$ 75,000.00
3I	Engineered Protection of Sanitary Sewer Mains (west bank)	LF	3,000	$ 100.00	$ 300,000.00
3J	In channel grade Control structure (boulders)	EA	2	$ 15,000.00	$ 30,000.00
3K	Earthwork - Old Channel Backfill and Grading/Compaction	CY	40,000	$ 12.00	$ 480,000.00
3L	Remove and salvage Water Filled Berm	LF	3,500	$ 5.00	$ 17,500.00
3M	Revegetation of Abandoned Channel and Water Filled Berm	SF	195,000	$ 0.20	$ 39,000.00
3N	Low Water Crossing Enhancements	LS	1	$ 30,000.00	$ 30,000.00
3O	Water Filled Berm (second location)	LF	3,500	$ 35.00	$ 122,500.00
3P	Maintenance/Inspection of water filled berm (1 year)	LS	1	$ 25,000.00	$ 25,000.00
3Q	Construction Survey	LS	1	$ 10,000.00	$ 10,000.00
				Subtotal:	$ 1,688,100.00
				Contingency (20%):	$ 337,620.00
				Year 3 Total:	$ 2,025,720.00
				Project Total year 1, 2 & 3:	$ 4,506,270.00

YEAR 4

BID ITEM	BID ITEM DESCRIPTION	UNITS	QUANTITY	UNIT COST	COST
4A	Mobilization	LS	1	$ 10,000.00	$ 10,000.00
4B	Temporary Erosion Control, Additional effort and maintenanc	LS	1	$ 15,000.00	$ 15,000.00
4C	Revegetation Maintenance (1 year)	LS	1	$ 15,000.00	$ 15,000.00
4D	Operation, Maintenance, Removal and Disposal of Irrigation	LS	1	$ 15,000.00	$ 15,000.00
4E	Water Filled Dam removal and disposal	LF	3,500	$ 5.00	$ 17,500.00
4F	Site Demobilization and Site Clean-up	LS	1	$ 20,000.00	$ 20,000.00
				Subtotal:	$ 92,500.00
				Contingency (20%):	$ 18,500.00
				Year 4 Total:	$ 111,000.00
				ProjectTotal :	$ 4,617,270.00

CONSTRUCTION COST & FUNDING SUMMARY (YEARS 1-4)

ITEM	DESCRIPTION	TOTAL COSTS	USBOR SPLMA 08 FUNDS	CTC FUNDS	BOR/TRCD FUNDS[1]	TOTAL FUNDING
1	Engineer's Bid Estimate	$ 4,617,270.00	$ 2,000,000.00	$ 2,717,270.00		$ 4,717,270.00
2	Construction Admin/Engineering (City Staff)	$ 232,730.00		$ 232,730.00		$ 232,730.00
3	Post Project Monitoring	$ 100,000.00				$ -
4	Construction Admin/Engineering (Consultant Services)	$ 400,000.00			$ 400,000.00	$ 400,000.00
	Subtotal:	$ 5,350,000.00	$ 2,000,000.00	$ 2,950,000.00	$ 400,000.00	$ 5,350,000.00
	TOTAL PROJECT COST:	$ 5,350,000.00		TOTAL PROJEC FUNDING:		$ 5,350,000.00

NOTES: 1.) The City anticipates funding through remaining USBOR/TRCD de-obligation of funds from Upper Truckee River Restoration Project, Reaches 1 & 2. See attached Scope of Work which would utilize re-obligated funding for construction oversight (Admin/Engineering and other related Consultant Services).

DESIGN PROCESS

STORM WATER QUALITY IMPROVEMENT COMMITTEE (SWQIC) MODEL

Agencies throughout the Tahoe Basin are placing a high priority on continuing efforts to improve the design and effectiveness of stormwater quality improvement projects. During 2004, the *Storm Water Quality Improvement Committee* (SWQIC) was formed to provide a means to effectively respond to expanding funding from the programs, to facilitate the implementation of the programs, to identify cross program issues and solutions, and to bring forward recommendations to the Basin Executives. The SWQIC formulated protocols and processes for Water Quality Improvement Projects, which include: Collaborative Storm Water Quality Project Delivery for the Tahoe Basin (SWQIC 2004), and Formulating and Evaluation Alternatives for Water Quality Improvement Projects (SWQIC 2004).

While this project is an SEZ Restoration Project, to facilitate concensus and a streamlined planning process, the project scope includes a modified SWQIC project delivery process for water quality improvement projects. A Technical Advisory Committee (TAC) was formed for the project. The purpose of the TAC is to build consensus during the planning phase of the project, thus streamlining design efforts and review. Roughly the SWQIC Formulation and Evaluation of Alternatives Process consists of four steps in which the City solicits TAC review: (1) Existing Conditions Analysis, (2) Alternatives Formulation, (3) Alternatives Evaluation, and (4) Selecting a Recommended Alternative. At the completion of step four, the project may be considered to be at the 20% design level. The conceptual design is then developed further and presented in the environmental document for consideration and comment. Upon completion of environmental documents the final design plans are prepared for permit review and subsequent site improvement implementation. TAC consensus during the planning stages should streamline permit review and provide opportunity for agency input during the conceptual plan development prior to initialization of the more intensive preparation of environmental documents and final design plans.

TAC CHARTER

A representative from the City, or a combined Consultant of the City and City staff effort will provide meeting support to include facilitation, minutes, scheduling of meetings and production of documents. The TAC shall be comprised of staff directly involved with the implementation, funding or review of the project, and are appointed by senior level staff from the following entities (at a minimum):

1. City of South Lake Tahoe (City)
2. California Regional Water Quality Control Board, Lahontan Region (Lahontan)
3. Tahoe Regional Planning Agency (TRPA)
4. California Tahoe Conservancy (CTC)
5. United States Forest Service (USFS – Lake Tahoe Basin Management Unit)
6. Tahoe Resource Conservation District (TRCD)
7. Natural Resource Conservation Service (NRCS)

A member, or members, of the TAC will serve as liaisons of each respective agency. The participating entities will attempt to provide in-kind support (staff, consultants, facilities etc.). Participating entities will make a good faith effort to provide resources to assist in this support to the project. The City/Consultant will provide materials to the TAC and allow a minimum two-week review period for comment prior to finalization of each step. Per the SWQIC protocols, which were signed by the Basin Executives, projects will move forward with or without members that may be absent from meetings or have missed a comment deadline. The TAC will meet and review materials according the project schedule identified herein, or the most recently proposed version.

Many entities are involved with restoration efforts and monitoring of the Upper Truckee River, and coordination efforts are currently ongoing. In facilitating organization of the parties the following format is suggested, and is planned on being proposed to the TAC:

- Project proponent, contact
- Project sponsor, contact
- Status of project (30% design, planning stage, construction stage, etc.)
- Consultants working on the project, contact
- Most recent study, report, and or project plan for the project
- Summarization of impact the project may have on the middle Reach.
- List and summarization of potential constraints for implementation/construction of the project.

During 2006 the City created a new Technical Advisory Committee (TAC) comprised of many members from the previous TAC formed in 2004, and those new members replacing past representative vacancies (refer to Table 1.1. included herein).

TABLE 1.1 – TAC CHARTER (2006 UPDATE)

AGENCY REPRESENTATIVE	AGENCY	RELATION TO THE PROJECT
Jennifer Quickel	City	Project Implementer
Michael Rudd	Entrix, Inc.	City Consultant - Design
Stefan Shuster	CDM	City Consultant – Environmental Docs
Kevin Roukey	Army Corps of Engineers	Permit (Wetland Delineation, NEPA Review)
Stafford Lehr	CA Dept. Fish and Game	Permit (CEQA Review)
Kerry Wicker	CA Dept. Fish and Game	Permit
Bob Larsen	Lahontan	Permit
Keith Norburg	TRPA	Permit
Scott Carroll	CTC	Funder, Adjacent Restoration Project UTR 5 & 6
Tim Oliver	TRCD	Funder (potential), Adjacent Project UTR 1 & 2
Jere Harper	USFS - LTBMU	Funder (potential), CA EC Grant Program Manager
Jim Hoggatt	South Tahoe PUD	Adjacent Sewer Lines
Steve Kooyman	EDC	Adjacent Erosion Control Project
Stefanie Heller	USFS - LTBMU	Adjacent Property, Ecosystem Conservation
Chuck Taylor	NRCS	Adjacent Project UTR 1 & 2
Cynthia Walck	CA Dept of Parks & Rec	Adjacent Project UTR 7 & 8
Bob Kingman	CTC	Public Access and Recreation
Tim Tolley	USFS – LTBMU	UTR Watershed Advisory Committee