



north lake tahoe

Chamber | CVB | Resort Association

Agenda and Meeting Notice
THE NORTH LAKE TAHOE RESORT ASSOCIATION BOARD OF DIRECTORS
December 7, 2011 – 8:30 am – 11 a.m.
Tahoe City Public Utility District

NLTRA Mission

"To promote tourism and benefit business through efforts that enhance the economic, environmental, recreational and cultural climate of the area."

Meeting Ground Rules

Be Prepared, Engage in Active Listening, Be Respectful of Others, No Surprises, It is OK to Disagree, Acknowledge Comments, but Do Not Repeat Comments

ITEMS MAY NOT BE HEARD IN THE ORDER THEY ARE LISTED

A. CALL TO ORDER - ESTABLISH QUORUM

B. AGENDA AMENDMENTS AND APPROVAL (*Motion*)

1. Agenda Additions and/or Deletions
2. Approval of Agenda

C. PUBLIC FORUM

Any person wishing to address the Board of Directors on items of interest to the Resort Association not listed on the agenda may do so at this time. It is requested that comments be limited to three minutes, since no action may be taken by the Board on items addressed under Public Forum.

D. REPORTS & ACTION ITEMS

3. Northstar Entrance and Roundabout Improvement – Ron McIntyre **Motion** (10 minutes)
4. Squaw Valley Winter Pedestrian Trail Pilot Project - Ron McIntyre **Motion** (15 minutes)
5. Planning funds for North Lake Tahoe Water Shuttle – Ron McIntyre **Motion** (10 minutes)
6. RTIA Welcome Center Scope of Service Update – Ron Treabess (10 minutes)
7. Election – New Board Members/Officer and Committee Selection Process – Sandy Evans Hall (10 minutes)
8. Supplemental Operating Procedures and Policies Amendments – Conflict of Interest and Procurement (Local Preference) – Sandy Evans Hall **Motion** (10 minutes)
9. Conference Parity Proposal – Ron Parson/Lisa deRoulet **Motion** (20 minutes)
10. Final Audit Approval – Ron Parson **Motion** (5 minutes)

E. CONSENT CALENDAR – MOTIONS (5 min)

All items listed under the consent calendar-motions are considered to be routine and/or have been or will be reviewed by committee, and will be approved by one motion. There will be no separate discussion of these items unless a Board member or staff person requests a specific item be removed from the consent calendar for separate consideration. Any item removed will be considered after the motion and vote to approve the remainder of consent calendar-motions.

11. Board Meeting Minutes – November 2, 2011

12. Financial Statements – September and October, 2011

All committee meeting briefs are provided for informational purposes only. Minutes are available at www.nltra.org

13. Joint Infrastructure/Transportation Committee – November 28, 2011

14. Marketing Committee – November 28, 2011

15. Conference Sales Reports

16. Infrastructure/Transportation Activity Report – November 2011

17. Membership Advisory Committee – November 16, 2011

18. Chamber of Commerce Business Plan Progress Report – November

19. Group Sales Director Sub Committee – October 28, 2011

20. Lodging Committee – November 3, 2011

21. Finance Committee – November 1, 2011

F. CHAMBER OF COMMERCE REPORTS (5 min)

22. Chamber Activities and Events – Kym Fabel

G. DIRECTORS' COMMENTS –

H. MEETING REVIEW AND STAFF DIRECTION

I. CLOSED SESSION (If necessary)

23. Tahoe City Golf Course funding discussion – Phil GilanFarr **Motion** (30 minutes)

J. RECONVENE TO OPEN SESSION

K. ADJOURNMENT

This meeting site is wheelchair accessible.

Posted and e-mailed , 2011



north lake tahoe

Chamber | CVB | Resort Association

December 7, 2011

To: Board of Directors

Fr: Ron Treabess, Director of Community Partnerships and Planning

Re: Infrastructure Request to Provide Funding to Northstar Community Services District for the Northstar Drive Entrance and Roundabout Improvement Project

Background

This \$650,000 project to improve the entrance to Northstar is just about complete sans funding for some concrete work needed to improve the flow of transportation vehicles and autos at the entrance roundabout, landscaping, and directional wayfinding signage. With the completion of this improvement, all visitors to Northstar will experience a more aesthetic, smoother and safer passage into and out of the resort. The enhanced roundabout will accommodate better turning movements for larger buses and will direct surface runoff properly resulting in less ice formation and associated sanding/plowing operations resulting in a safer, smoother and higher functioning traffic management flow into and out of the resort. The addition of the directional wayfinding signage will help guests find their destinations.

Funding

The attached Infrastructure Funding Application prepared by the Northstar Community Services District (NCSD), and support letters, request \$105,000 toward the total \$650,000 project. The District is seeking \$8,000 for wayfinding signage, \$12,000 for landscaping, and \$85,000 for the just completed concrete work enabling better transit vehicle flow. Other funding sources have included Northstar Community Facilities District Bonds (\$100,000), Placer County (\$90,000), and NCSD General Fund (\$365,000). Additional funding may be available from Placer County, but would be to do further improvements to the roundabout beyond those requested in this application. The work being done with the funding requested would not be affected by future improvements.

NLTRA Master Plan and Funding Consistency

The project supports the *North Lake Tahoe Tourism and Community Investment Master Plan* and its reference to providing funds for facility improvements that allow and encourage better transportation options such as through traffic management, transportation hubs, more frequent day and evening bus services, all requiring less congested and smoother travel routes. The improvement of the entrance to Northstar and this roundabout is necessary to increase the flow of buses and autos, which enables the visitor to have a better overall experience.

In addition, the Master Plan states, as one of its goals, that "investments should be made in projects that improve the functionality and appearance of our community and visitor amenities and services".

This request is consistent with the funding capabilities of the 2011/12 NLTRA Infrastructure Budget, the current unallocated prior year's Infrastructure funds available held by Placer County, and the 2011-2016 Integrated Work Plan. This request does not have a negative impact on other future anticipated Infrastructure project funding needs as currently being estimated.

Recommendation by the Joint Committee

At its November 28th meeting, the Infrastructure/Transportation Committee voted unanimously (11-0-0) to recommend approval of \$105,000 for the Northstar Community Services District project at the Northstar Drive entrance and roundabout improvements.

Requested Action

That following any questions and discussion, staff requests that the NLTRA Board of Directors approve and recommend to the Placer County Board of Supervisors an allocation of up to \$105,000 to the Northstar Community Services District for the Northstar Drive Entrance and Roundabout Improvement Project.

**The North Lake Tahoe Resort Association
INFRASTRUCTURE COMMITTEE**

REQUEST FOR FUNDING

DEFINITION

"An infrastructure project is defined as a physical improvement that will directly enhance the tourism economy in North Lake Tahoe. Infrastructure projects also include programs that will stimulate the rehabilitation of the existing community. It is not our purpose to compete with, or replace, private enterprises."

APPLICATION CRITERIA

- Projects must improve overall economy.
- Projects that will stimulate weekday and off-season business.
- Demonstrated need for infrastructure program or project.
- Visitor draw and economic value for the community.
- Level of funding from other sources.
- Clear description of how public funds will be used and enough data provided for measurable results and benefits.
- Sound financial plan and managerial and fiscal competence.
- Quantifiable goals and objectives.
- Funding requirements for future maintenance or ongoing operating expenses.
- Measurable economic return on investment.
- Project should reflect a balance of funding throughout the North Lake community.
- Project is consistent with the goals of the North Lake Tahoe Tourism and Community Investment Master Plan.
- Importance of this project compared to other projects that are being considered.
- Availability of other funds for this project.
- Does a similar project already exist?
- Is it feasible under current regulations?

The North Lake Tahoe Resort Association
INFRASTRUCTURE PROJECT/PROGRAM
FUNDING APPLICATION

PROJECT INFORMATION

1. Project/program name Northstar Drive Roundabout Retrofit Project
2. Brief description of project/program Reconstruct and rehabilitate the existing roundabout at the entrance to the Northstar resort with improved surface and subsurface drainage, replacement of degraded asphalt curbs with concrete curb and gutter and splitter islands, concrete center apron, reconstruction and repaving of failing asphalt road section, directional signage and enhanced landscaping in the center island.

FINANCIAL INFORMATION

1. Total project cost \$650,000
2. Total TOT funds requested \$105,000
3. Other funding sources \$100,000 Northstar Community Facilities District Bonds, \$90,000 Placer County Proposition 1B funds, \$355,000 Northstar Community Services District General Fund
4. Will the project require future financial funding? No What is the source of the future financial support? NCSD will maintain roadway consistent with existing road care program.
5. Provide project proforma and implementation schedule. Project is essentially complete with the exception of center island landscaping and signage which will be performed in the spring of 2012. The District is seeking \$8,000 for signage, \$12,000 for landscaping and \$85,000 for the completed concrete work.
6. How will project cost overruns or operating cost shortfalls be funded? NCSD General Fund

QUALIFICATIONS OF PROJECT SPONSOR

1. Name/address Northstar Community Services District, 908 Northstar Drive Truckee, CA 96161
2. Financial Capability Existing cash reserves
3. Experience with projects of similar nature The District has been responsible for road maintenance including the reconstruction of roads and drainage installation for over three decades including the full pulverization and reconstruction of Northstar Drive west of the roundabout to the Village last year.

4. Objectives of project sponsor To reconstruct and replace the road section, curbing and islands, install surface and subsurface drainage, install directional signage and enhance landscaping to create a better functioning, safer, longer lasting, lower maintenance and more aesthetic infrastructure asset for the community and resort visitors.

ECONOMIC IMPACT OF PROJECT

1. Estimated number of users 800,000
2. Time of year Summer/Winter
 Weekends 25%
 Weekdays 75%
3. Number of visitors to be attracted as a result of project/program no increase anticipated but improved circulation and wayfinding for the resort
 % Local 40%
 % Out of area 60% primarily Bay Area, Reno, Sacramento and LA
 (Define location of visitor)
4. Projected expenditures by out of area attendees (per capita):
 Hotel \$250 + / Night
 Restaurant \$75 / head
 Other Resort/Retail \$250/visitor
5. How will the project improve or enhance service to the visitor? Help visitors find their way in the resort be it the Ritz or other destinations and an improved arrival sequence at the resort

COMMUNITY IMPACT

1. What geographic portion of North Lake Tahoe will benefit the greatest from this project?
The immediate benefit is to the Northstar community with further benefit to all visitors to the area from both the immediate vicinity of Truckee/Martis Valley and the North Tahoe region.
2. What region-wide benefits will be created? All visitors to the resort will experience a more aesthetic, smoother and safer passage into and out of the resort. The addition of the concrete curb and stained and stamped concrete splitter and center islands is aesthetically superior to the crumbling asphalt, is more visually distinctive for drivers, accommodates turning movements better for larger buses and will contain and direct surface runoff properly resulting in less ice formation and associated sanding/plowing operations resulting in a safer and higher functioning traffic flow into and out of the resort. The addition of directional signage will help quests find their destinations.

3. What types of businesses will receive the greatest economic impact? Resort operations and lodging businesses primarily related to the skier visits will see the greatest impact as the project will elevate the guest experience and enhance the overall resort image. Secondary impacts will undoubtedly be translated to the other various retail, restaurant and services that support the resort as well. Community residents will also benefit by reduced traffic congestion.

Are they supportive of this project? Yes, see attached letters

4. Will the project require the addition of governmental service? No, in fact the drainage improvements are anticipated to reduce the District's snow removal/de-icing ops and the concrete and reconstructed road will reduce related maintenance activities.

If yes, describe _____

How will these costs be funded _____

5. What is the importance of this project compared to other projects being considered within the community? This project is paramount to the community and needed to be completed prior to the coming winter as the road failures, lack of drainage and degraded asphalt dikes were contributing to unsafe driving conditions.

6. Document the community support for the project See attached letters.

NORTH LAKE TAHOE TOURISM AND COMMUNITY INVESTMENT MASTER PLAN

Describe how the project meets the goals of the Tourism Master Plan

The project is directly consistent with the Tourism and Community Investment Plan. The Northstar entrance and roundabout would be considered a Visitor and Community Facility. The Master Plan recommends funding support for this type of Visitor and Community Facilities:

1. Convenient Public Transportation System and Additional Transportation Solutions

The plan refers to providing funds for facility improvements that allow and encourage better transportation options such as through traffic management, transportation hubs, more frequent day and evening bus services, all requiring less congested and smoother travel routes. The improvement of the entrance to Northstar and this roundabout is necessary to increase the flow of buses and autos, which enables the visitor to have a better overall experience. The project is adding a mountable drive apron in the center of the roundabout which is intended in part to facilitate the turning movements of larger vehicles such as buses.

OTHER

List other benefits or elements that should be considered by the Resort Association in evaluating this request Northstar's recent acquisition by Vail Resorts and their subsequent investment of over \$30 million into the resort over the past year combined with the recent improvements including the new Village, Hyatt and Ritz Carlton have elevated Northstar to a true world class vacation destination. As virtually all of these visitors must pass into the resort via the roundabout, it is only fitting that the investment in this infrastructure asset be considered by the Resort Association. Creating a higher functioning, safer and aesthetically appealing entryway to the resort will only help elevate the guest experience commensurate with such a destination.

northstar property owners association

November 17, 2011

Mike Staudenmayer
Northstar Community Service District
Truckee, CA 96161

Dear Mike,

The Northstar Property Owners Association is fully supportive of securing financial contributions from the North Lake Tahoe Resort Association to improve the landscaping component of the "round about" to the entrance at Northstar California.


A professional landscape upgrade will certainly compliment the recent improvements to the "round about" your organization implemented this fall.

As you know the Northstar Property Owners Associations Recreation Center has over 40,000 visitors utilize the facility. Approximately 25,000 of these users are resort guests.

It is our belief that the landscape upgrade is a perfect project for the Resort Association to support in its commitment to tourism on the North Shore.

We look forward to working with NCSD and other community organizations to make this project a reality.

Sincerely,



Geoff Sullivan Stephens
General Manager



11/07/11

Mike Staudenmayer
General Manager
Northstar Community Services District

Mr. Staudenmayer,

Following up to your recent email and our conversation regarding the round about, Tahoe Mountain Resorts Lodging on behalf of the Northstar Mountain Association, the entity assigned the landscaping maintenance easement for the round about area, would be very supportive of financial contributions from the North Lake Tahoe Resort Association to improve the landscaping in the round about and adjacent areas.

We look forward to working on plans with the interested stakeholders through out the winter so that improved landscaping and irrigation can be installed spring 2012.

Regards,

A handwritten signature in black ink, appearing to read "Tim Fulton".

Tim Fulton
General Manager
Tahoe Mountain Resorts Lodging
PO Box 838
Truckee, CA 96160

cc: Kevin Graham, Tahoe Mountain Resorts Lodging Vice-President Hospitality
James Ross, Northstar Mountain Association President



November 15, 2011

Ms. Sandy Evans Hall
Chief Executive Officer / Executive Director
North Lake Tahoe Resort Association
P.O. Box 5459
Tahoe City, CA 96145

Dear Ms. Hall,

The Ritz-Carlton, Lake Tahoe fully supports the Northstar Community Services District in the funding request to the North Lake Tahoe Resort Association for expenses incurred by the District to rehabilitate and refurbish the Northstar Drive roundabout. The improvements installed this fall have made for a safer, better functioning and more aesthetic entryway to the resort. The planned landscaping and directional signage for the center of the roundabout will only further enhance this critical piece of infrastructure in a manner consistent with other world class resort destinations.

This type of investment brings with it very tangible and practical returns for The Ritz-Carlton's guests and the community as a whole. We encourage the NLTRA to pursue like projects and appreciate the Association's commitment to elevating the North Lake Tahoe region in this highly competitive market.

Warm Regards,

Allen Highfield
General Manager



3-9



north lake tahoe

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December 7, 2011

To: Board of Directors

Fr: Ron Treabess, Director of Community Partnerships and Planning

Re: Infrastructure Request to Provide Funding to Squaw Valley Public Service District for the Squaw Valley Winter Pedestrian Trail Snow Removal Pilot Program

Background

After two or three years of discussion to propose winter snow removal along the existing Squaw Valley bike trail, several businesses and groups in the Valley have come together under the leadership of Squaw Valley Public Service District (SVPSD) and assistance of Placer County Facilities to submit an Infrastructure Funding Application. The benefits of a separate pedestrian trail are many. Safety is major to visitors and residents who now must walk on the main Squaw Valley Road with no alternative. It is expected to attract additional overnight visitors in that the trail will provide a unique amenity for Squaw Valley of outdoor recreation for guests wanting a winter mountain experience without partaking in snow-based sports. Another benefit will be to the commercial businesses that can be accessed from various lodgings without a guest having to drive or catch a shuttle.

The Plan

The attached Infrastructure application is requesting up to \$140,000 (\$70,000/year), of this \$160,000 project, for SVPSD to provide a two-year pilot program of winter snow removal activities for this winter, 2011/12 and next, 2012/13. In addition to actual snow removal, the project includes litter and trail clean-up, signage, end-of-season repairs, contract administration, and a 15% contingency. If provided in its entirety, the 1.3 miles of maintained trail will provide a link between the Resort at Squaw Creek and The Village, with intermittent access along the route. At this time, it is believed that the portion of the trail between Victor and Squaw Creek Road will be included in the project, allowing the entire 1.3 miles to be cleared for the first year of the pilot program. Inclusion of that portion of the trail is subject to negotiations with the property owners, which are now ongoing. If negotiations to clear this portion of the bike trail cannot be completed for the first year of the pilot program, the proponents still believe the program should be initiated, as much of the information necessary to determine the level of project success can be evaluated within a shorter length of trail. Even if utilizing a shorter trail, the project may indicate a level of success after the first year, which would provide the incentive to increase the length of trail within the project during the second year. It is understood that any reduction to the project as described in the application would reduce the amount of funding provided accordingly.

The objectives of SVPSD are to provide a safe winter pedestrian walkway, separate from Squaw Valley Road that will serve the local and non-resident populations and potentially increase visitors to Squaw Valley by providing additional recreation opportunities; and provide an overall health wellness benefit to residents and visitors. It is understood that this two-year pilot program is to evaluate the potential benefits of winter maintenance on selective trails in Squaw and North Lake Tahoe. Specific criteria will be developed and agreed to in order to collect the necessary data for proper project evaluation at the conclusion of each season. The evaluation will include effectiveness from a visitor's point of view, business improvements, safety, and technical issues, such as ice on the trail and drainage. Any continuance of this program after two years will require other funding sources from those realizing benefit from the program.

Support

This proposed pilot program has the support of many groups in Squaw Valley, as well as others who frequent the Valley in the winter. In addition to SVPSD, Squaw Valley USA, Squaw Valley Business Association, Resort at Squaw Creek, Squaw Valley Municipal Advisory Council, and the Squaw Valley Property Owner's Association, all support this project and understand it is a two-year program. The Squaw Valley Business Association and Squaw Valley Resort have committed \$21,000 toward this winter trail program.

NLTRA Master Plan and Funding Consistency

The project supports the mission statement as stated in the *North Lake Tahoe Tourism and Community Investment Master Plan* by promoting tourism and benefiting businesses through enhancement of the economic and recreational climate. SVPSD further explains the support of the Master Plan goals in the Application.

This request is consistent with the funding capabilities of the 2011/12 NLTRA Infrastructure Budget, the current unallocated prior year's Infrastructure funds available held by Placer County, and the 2011-2016 Integrated Work Plan. This request does not have a negative impact on other future anticipated Infrastructure project funding needs as currently being estimated.

Recommendation of the Joint Committee

At its November 28th meeting, the Infrastructure/Transportation Committee voted (8-2-1) to recommend allocation of up to \$140,000 for the Squaw Valley Public Service District's Squaw Valley Winter Pedestrian Trail Snow Removal Two-Year Pilot Program. The allocation will be contingent upon clarification from the Squaw Valley Business Association on their commitment to fund \$21,000 for the program, and a report being prepared at the end of the first year on the effectiveness of the program from a visitor point of view, and feedback on the technical issues, including drainage and ice on the trail. Staff will report back to the Committee clarifying criteria to be used to evaluate the success of the program, and the specific scope of work, once SVPSD has completed contract negotiations.

Requested Action

Following any questions and discussion, staff requests that the NLTRA Board of Directors approve and recommend to the Placer County Board of Supervisors an allocation of up to \$140,000 (\$70,000/year) to the Squaw Valley Public Service District for the Squaw Valley Winter Pedestrian Trail Snow Removal Two-Year Pilot Program.

**The North Lake Tahoe Resort Association
INFRASTRUCTURE COMMITTEE**

REQUEST FOR FUNDING

DEFINITION

“An infrastructure project is defined as a physical improvement that will directly enhance the tourism economy in North Lake Tahoe. Infrastructure projects also include programs that will stimulate the rehabilitation of the existing community. It is not our purpose to compete with, or replace, private enterprises.”

APPLICATION CRITERIA

- Projects must improve overall economy.
- Projects that will stimulate weekday and off-season business.
- Demonstrated need for infrastructure program or project.
- Visitor draw and economic value for the community.
- Level of funding from other sources.
- Clear description of how public funds will be used and enough data provided for measurable results and benefits.
- Sound financial plan and managerial and fiscal competence.
- Quantifiable goals and objectives.
- Funding requirements for future maintenance or ongoing operating expenses.
- Measurable economic return on investment.
- Project should reflect a balance of funding throughout the North Lake community.
- Project is consistent with the goals of the North Lake Tahoe Tourism and Community Investment Master Plan.
- Importance of this project compared to other projects that are being considered.
- Availability of other funds for this project.
- Does a similar project already exist?
- Is it feasible under current regulations?

The North Lake Tahoe Resort Association
INFRASTRUCTURE PROJECT/PROGAM
FUNDING APPLICATION

PROJECT INFORMATION

1. Project/program name: Squaw Valley Bike Path Snow Removal and Trail Maintenance Project.
2. Brief description of project/program: The project scope includes wintertime maintenance and snow removal for the bike trail adjacent to Squaw Valley Road between Squaw Loop Rd. and Squaw Creek Rd. (see map) during the 2011-12 and 2012-13 winters. The scope also includes trail improvements and maintenance services. The trail improvements proposed are the procurement and installation of trash receptacles, dog waste bag dispensers, and signage. Maintenance services include sweeping, trash pick-up, and repair of the trail & fence as needed.

The benefits to the community and visitors to the valley include improved pedestrian safety along Squaw Valley Road, especially on busy days when SV Ski Corp. controls traffic for visitor ingress and egress using 3-lanes. There is an unquantifiable benefit in providing an additional and alternative recreational opportunity, as well as an overall health wellness benefit, to residents, local, and out-of-town visitors.

Keeping the trail clear in the winter is also expected to bring a commercial benefit to businesses in the Village. The project is expected to attract additional overnight visitors due to the fact that there will be an amenity unique to Squaw Valley; particularly that there is an outdoor-recreation opportunity for guests who do not enjoy snow-based sports or activities. This project will provide an inimitable option for guests who travel with their family, or in a group, but with outdoor recreation interests diverse than those they're with.

FINANCIAL INFORMATION

1. Total project cost: Not to exceed \$160,000.
2. Total TOT funds requested: Not to exceed \$140,000.
3. Other funding sources: The Squaw Valley Business Association is comitted to contributing \$21,000 to the two-year project.
4. Will the project require future financial funding? Yes, in the third year, if the project continues beyond this two-year pilot program.
5. Provide project pro forma and implementation schedule:
Project Pro Forma:

Item	Unit	Quantity	Unit Price	Total
Snow Removal Contract	year	2	\$45,000	\$90,000
Trail / Fence Repair	year	2	\$10,000	\$20,000
Administration	year	2	\$10,000	\$20,000
Legal review	LS	1	\$2,100	\$2,100
Dog-poop pick-up bag dispensers - installed	ea	2	\$750	\$1,500
Bear-proof garbage containers - installed	ea	2	\$1,800	\$3,600
Signage	ea	9	\$125	\$1,125
			Sub-Total	\$138,325
Contingency (15%)	LS	1	\$20,749	\$20,749
			Total	\$159,074

Snow Removal Contract may include:

Snow Removal for approximately 1.3 miles
Snow Pole Installation
Dog waste clean-up
Dog waste bag refilling
Garbage collection
Litter pick-up
Slip hazards - Sand application for traction
Sweeping
Emergency trail repair
Season-end trail repair and sweeping
Insurance - Bonding
Prevailing Wage

Administration includes:

Contract administration
Grant administration
Permit application & compliance
Project management
Telephone, service requests

Implementation Schedule:

The schedule to implement the project will be a function of the approval of this grant application, execution of the grant contract, issuance of an encroachment permit from Placer County, and award of a service contract to perform the work. The District expects to perform snow removal activities this winter (2011-12) and next (2012-13). However, due to the potential of a delayed start during the 2011-12 winter, plowing costs are expected to be reduced accordingly.

6. How will project cost overruns or operating cost shortfalls be funded? The project's estimate of cost includes a 15% contingency and unlike a construction contract, this service contract can be terminated if there is an operating cost shortfall.

QUALIFICATIONS OF PROJECT SPONSOR

1. Name/address: Squaw Valley Public Service District, P.O. Box 2026, Olympic Valley, CA 96146-2026.
2. Financial Capability: Squaw Valley PSD has a \$4.4 million Operating Budget and manages approximately \$1.5 million in capital projects annually. However, the District does not have any of its own funds available for this project and has included its anticipated expenses for administration services, listed above, in the cost estimate.
3. Experience with projects of similar nature: District staff clears snow from all of its facilities (public parking lots, fire station, well sites, pump houses, and community dumpster site) with multiple pieces of heavy equipment to allow for daily operations at each site.
4. Objectives of project sponsor: Provide a safe winter pedestrian walkway that will serve the local and non-resident populations and potentially increase visitors to Squaw Valley by providing an additional recreational opportunity; improve the safety of pedestrians on Squaw Valley Road; provide an overall health wellness benefit to residents as well as local and out-of-town visitors; fulfill its own Mission Statement and be responsive to its constituents.

ECONOMIC IMPACT OF PROJECT

1. Estimated number of users: During the six-month period of the proposed project, we anticipate this section of trail to serve approximately 25,000 users.
2. Time of year: November 1 through May 1.

Weekends: 65%.

Weekdays: 35%.

- 3 Number of visitors to be attracted as a result of project/program: 100,000.
- % Local: 33%.
- % Out of area: 67%. Visitors' origins are typical of guests visiting the greater North Lake Tahoe / Truckee region.
(Define location of visitor)
4. Projected expenditures by out of area attendees (per capita):
- Hotel: Standard North Tahoe visitor expenditures.
- Restaurant: Standard North Tahoe visitor expenditures.
- Other: Standard North Tahoe visitor expenditures.
5. How will the project improve or enhance service to the visitor? Improve pedestrian safety along Squaw Valley Road, especially on busy days when traffic is controlled with 3-lanes. Provide a recreational alternative to skiing and other snow sports. The District believes the trail will attract visitors to the valley to use the only plowed, walkable area that doesn't come with the inherent risk of being hit by a car driving on icy roads. Reduce traffic. Provide a link between the Resort at Squaw Creek and The Village at Squaw.

COMMUNITY IMPACT

1. What geographic portion of North Lake Tahoe will benefit the greatest from this project? Olympic Valley.
2. What region-wide benefits will be created? This project will further diversify the opportunities available to visitors as well as local residents and second homeowners for outdoor recreation during the winter months, when sunny days are common. The project will improve the walkability within Olympic Valley and reduce vehicular traffic, giving non-skiers an opportunity to explore the valley outside of the Village and without having to get in a car to do so. In consideration of the negative publicity associated with pedestrian/vehicle accidents, improved pedestrian safety and avoiding accidents benefits the whole community as well. Furthermore, this project will undeniably serve as a pilot program for the area's entire bike trail network, with success proving viability and benefit of snow removal operations on bike trails located on the west and north shores of Lake Tahoe.
3. What types of businesses will receive the greatest economic impact? Restaurants, retail shops, ski resorts, and lodging facilities all benefit from having non-skiers stay in the Valley and by the trail attracting additional patrons. It is expected that the project will attract additional overnight guests due to the increased diversity in outdoor recreational opportunities it will create. The primary reason people visit Squaw Valley and the North Lake Tahoe/Truckee area is for the multitude and diversity of recreational experiences.
- Are they supportive of this project? Yes, the Squaw Valley Business Association and Squaw Valley Ski Corp. has expressed considerable support for the project.
4. Will the project require the addition of governmental service? Yes; the project will spur the Squaw Valley PSD, a Special District and a governmental entity, to provide contract administration and project management activities. However, no additional staffing or significant capital will be necessary to deliver the project as the work will be performed by a third-party contractor.
- If yes, describe. Contract administration and project management.
- How will these costs be funded? Grant funding, if approved.

5. What is the importance of this project compared to other projects being considered within the community? This project is exceptional for several reasons. First, it leverages existing capital improvements (e.g., bike trail) by providing beneficial use during the winter months; a period when the improvements would otherwise go unused. Second, it allows local residents and guests the opportunity to be outside on a day with perfect winter weather if/when they do not have the opportunity or the time to gather, put-on, buy, or rent ski gear, and go skiing. Third, the project significantly improves pedestrian safety. Fourth, the project is expected to benefit local businesses by increasing pedestrian traffic.

6. Document the community support for the project: The Squaw Valley Municipal Advisory Council (MAC), Placer County, Squaw Valley Ski Corp., Resort at Squaw Creek, Squaw Valley Business Association, and the Squaw Valley Property Owner's Association all support the project. Results from an informal survey performed by members of the Squaw Valley Property Owner's Association are available upon request. Many members of the community came to the District's Board of Director's Meeting held on October 25, 2011 to voice support for the project as well.

NORTH LAKE TAHOE TOURISM AND COMMUNITY INVESTMENT MASTER PLAN

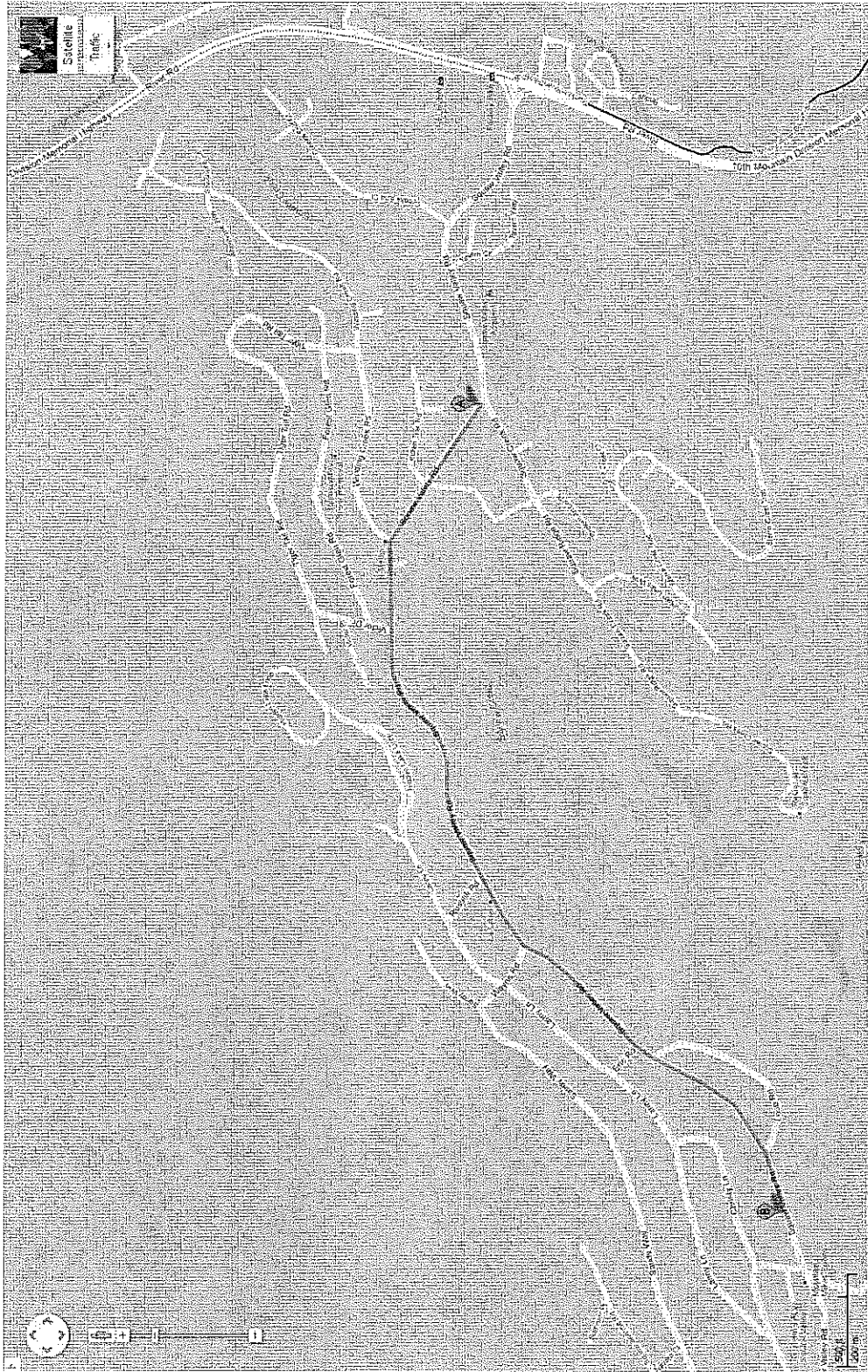
Describe how the project meets the goals of the Tourism Master Plan: The 2004 North Lake Tahoe's Tourism and Community Investment Master Plan reiterates the mission statement of the NLTRA: "a nonprofit corporation that promotes tourism and benefits businesses through efforts that enhance the economic, environmental, recreational and cultural climate of the area." This project promotes tourism and benefits businesses through enhancement of the economic and recreational climate. In addition, the Master Plan states, as one of its goals, that "investments should be made in projects that improve the functionality and appearance of our community and visitor amenities and services". This project will clearly improve and reinvent the functionality of one of its existing amenities (e.g., the mixed-use trail) by extending the period of its beneficial use.

OTHER

List other benefits or elements that should be considered by the Resort Association in evaluating this request: The NLTRA Board is requested to consider the extensive use of the Martis Dam Road during the winter. This is one of the only safe pedestrian areas within the Tahoe City, Truckee, Kings Beach triangle that provides a plowed surface, free of motorized traffic, for walking, jogging, baby-walking, and dog-walking. The District expects a similar use pattern here, which will be a clear benefit to local residents and visitors alike. There is currently little to do outdoors and off-snow in Tahoe and Truckee, while the weather on a day-to-day basis is generally exceptional.

In effort to leverage the investment in the project and the experience of delivering it, a report indicating the resolution of the many technical issues surrounding snow removal from bike trails adjacent to roadways will be provide to the Resort Association.

Squaw Valley Bike Path Snow Removal and Trail Maintenance Project





November 25, 2011

Ron Treabess
Director of Community Partnerships & Planning
North Lake Tahoe Chamber | CVB | Resort Association
P.O. Box 1757
Tahoe City, CA 96145

RE: Squaw Valley Bike Path Snow Removal and Trail Maintenance Project

Dear Ron;

The Squaw Valley Business Association (SVBA) is comprised of the following entities: Olympic Village Inn, PlumpJack Squaw Valley Inn, Red Wolf Lodge, Resort at Squaw Creek, Squaw Valley Lodge, Squaw Valley Resort, Squaw Village Neighbourhood Company and The Village at Squaw Valley.

The purpose of the corporation is to:

- (a) Promote Squaw Valley as a year round tourist destination resort, supporting programs that promote long duration visitation year-round.
- (b) Develop community support for activities in the Valley that enhance the quality of life for Squaw Valley visitors and residents.
- (c) Act as a clearinghouse for requests made by other entities to SVBA member properties for contributions to joint benefit special events.
- (d) Maintain existing funding sources and identify new ones.

In accordance with our purpose, the SVBA supports the project of wintertime maintenance and snow removal for the bike trail adjacent to Squaw Valley Road between Squaw Loop Road and Squaw Creek Road. We believe that providing an accessible link between the Resort at Squaw Creek, the neighborhood and The Village at Squaw Valley will benefit our community and visitors by improving pedestrian safety, reducing traffic, increasing commercial visitation and providing an alternative recreational opportunity.

Currently the SVBA maintains an annual operating budget of \$21,000. The funding is made up solely by contributions from the above properties to cover expenses associated with events, the signage and propane at the base of Route 89/Squaw Valley Rd and normal business expenses to operate a non-profit corporation.

To show our support of this project and our appreciation to the Infrastructure Committee and the Squaw Valley Public Service District, the SVBA is committed to contribute up to 21,000 dollars to assist with the financial impact of piloting the program. Each SVBA member will contribute funds, matching the existing dues structure.

Thank you for your consideration,

Caroline Ross

Squaw Valley Business Association Representative



SQUAW VALLEY USA

November 22, 2011

Mr. Ron Treabess
Director of Community Partnerships & Planning
North Lake Tahoe Chamber | CVB | Resort Association
P. O. Box 1757
Tahoe City, CA 96145

**RE: SQUAW VALLEY BIKE PATH SNOW REMOVAL
AND TRAIL MAINTENANCE PROJECT**

Dear Ron,

The Squaw Valley Resort supports the project of winter maintenance and snow removal for the bike trail adjacent to Squaw Valley Road. Residents and visitors enjoy the trail for access to businesses, surrounding neighborhoods, and restaurants, as well as walking pets, outdoor pleasure, and exercise.

Squaw Valley Resort staff has committed time and planning, and is prepared to provide a significant portion of the SVBA \$21,000 contribution to the Squaw Valley Bike Path Snow Removal and Trail Maintenance Project.

Thank you, in advance, for your time and interest.

Sincerely,

Michael J. Livak
Sr. Vice President

SQUAW VALLEY RESORT

MJL:db

Squaw Valley USA, P.O. Box 2007, Olympic Valley, California 96146
530.583.6985 | Fax 530.581.7106 | www.squaw.com



County of Placer
NORTH TAHOE REGIONAL ADVISORY COUNCIL
175 Fulweiler Avenue
Auburn, CA 95603
County Contact: Steve Kastan (530) 581-0345



November 7, 2011

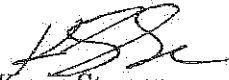
Ron Treabess
North Lake Tahoe Resort Association
P.O. Box 1757
Tahoe City, CA 96145

Re: Squaw Valley Winter Pedestrian Trail

Dear Mr. Treabess,

At a meeting on November 3, 2011, the Squaw Valley Municipal Advisory Council voted unanimously to support the Squaw Valley Public Service District request for the North Lake Tahoe Resort Association to fund a 2-year pilot program to remove snow on the Squaw Valley Bike Trail for winter pedestrian access.

Respectively submitted,


Kevin Strange
Chairman
Squaw Valley Municipal Advisory Council

Mike Geary

From: LangeCLP@aol.com
Sent: Tuesday, October 18, 2011 9:03 AM
To: mgeary@svpsd.org
Cc: russell.squaw@gmail.com; lizsdanel@sbcglobal.net; mlzjones@comcast.net; tuck@tuckwilson.com; sdbrew1@mindspring.com; gparker@cbnorcal.com
Subject: SVPOA Survey and Results
Attachments: BikePathWinterSurveyResultsX2.pdf

Dear Mike:

Attached as a pdf document is the survey sent to the about 200 SVPOA members for whom we have email addresses, and the 88 responses we received.

As described on the document, I noted negative responses with double underlining and the responses which, though generally positive, expressed reservations or included suggestions with a single underlining. If I noticed that the same household or person responded a second time I added the second one in the box where the first one was located and separated by *****.

A very high percentage of the responses were positive. If you need any more information from me let me know.

None of the directors expected this many responses, so this is clearly a matter which is important to a large number of Squaw Valley property owners.

The SVPOA board hopes that you, Mike, will move from a neutral presentation to the PSD board to a highly supportive presentation.

Very truly yours,

Andrew Lange, vice president, Squaw Valley Property Owners Association

Mike Geary

Subject: Comments on proposed winter use of the multipurpose Squaw Valley Trail

From: Sally Brew [mailto:sdbrew1@mindspring.com]

Sent: Saturday, October 15, 2011 11:47 AM

To: Squaw Valley Public Service District Board of Directors and Mike Geary

Subject: Comments on proposed winter use of the multipurpose Squaw Valley Trail

Message to the Board of the Squaw Valley Public Service District:

This message concerns the proposed winter use of the trail along Squaw Valley Road.

This trail was constructed by the Resort at Squaw Creek as a requirement in the settlements that preceded the construction of the Resort's golf course. It is referred to in the settlements as a "multipurpose trail". It is now commonly referred to as the bike trail or bike path, even though it has about as many walkers and runners as cyclists. I prefer to call it the Squaw Valley Trail, but so far I don't have many followers--

As you know, the trail is maintained by Placer County during spring when the final snow is cleared, and during the summer when it is swept mechanically every so often.

The current proposal is to have you, as a board, support an application to the North Tahoe Resort Association for TOT funds to maintain the trail for walking purposes during the winter. I urge you to support the application, and my main reasons and thoughts follow:

First of all, we live in a resort community. This is why almost all of us, whether we are first- or second-home owners, workers, tourists, or transient visitors, are here. We all want to, and expect to, enjoy a safe and pleasant place, whatever time of the year. The current proposal concerns itself with both of these aspects.

Briefly, the current proposal is intended to fund and execute a one- or two -year project to keep the trail open during the winter by having it plowed regularly. Access points to the trail would be available near side roads and at the ends. Plowing obviously would be weather dependent, and there would be times when the clearing would be delayed.

During the summer season, walkers, runners, and cyclists use the Squaw Valley Trail from when it first opens to when snow closes it down. The users come from residences, and from Squaw Valley Lodge, The Village at Squaw Valley, The Resort at Squaw Creek, Squaw Valley Academy, and from outside of the valley.

During the winter season, anyone who wishes to travel, other than by car, from one end of the valley to the other either ends up walking on the road, or, in a very few cases, snowshoeing or skiing in the meadow.

Walking on the road, especially at night, is dangerous, and I fear that there will be a serious pedestrian accident or fatality sooner or later. Having the trail available during the winter would greatly mitigate this risk. This is perhaps the most compelling reason for approving the project.

Also, as noted above, we are a resort community; and during the winter we attract visitors who do not ski or snowshoe. At the present, they have only very limited opportunity to walk in the valley and to enjoy its beauty. European ski resorts treat these visitors very seriously, and most provide extensive maintained winter walking trails. Having our trail available during the winter would help accommodate this use.

There certainly are some concerns that should be discussed thoroughly:

The first of these is cost; it appears that not everyone understands that this pilot program would be funded largely by TOT monies obtained from the North Tahoe Resort Association, and in part by local organizations.

Similarly, some individuals are unsure about snow disposal; this is, in my opinion, an operational and engineering question that can be solved relatively easily by those with expert knowledge.

Likewise, questions have been raised about the required easements and right-of-way aspects of the project; these are especially pertinent to the Placer County easement that allowed construction of the trail on the Poulsen property south of the Squaw Valley Road bridge. These aspects, too, either have been, or can be, clarified with the Board's legal counsel.

There have been some concerns expressed about the use of plowing equipment on the trail's surface; I understand that this was discussed last winter with Placer County and Squaw Valley Ski Corporation plowing personnel, and that no serious issues were identified.

Another concern is that of potential liability. This, too, is a question for legal counsel. I understand that, although we have had the summer trail for about 20 years, there have been no incidents that have raised liability questions. My understanding is that most of the trail is on Resort at Squaw Creek property, and that it is on an open-space easement that the Resort granted to Placer County.

Finally, I recall reading somewhere that the Public Service District had as one of its original goals the support of recreational opportunities in the valley. Whether that recollection is correct or not, your approval of the present proposal would effectively initiate public support for enhanced safety and enjoyment of the valley for all users.

Thanks for your attention!

Dave Brew
2011.10.15.1145

Form of Survey:

REMOVAL OF SNOW FROM BIKE PATH FOR WINTER USE
(Your comments requested)

Dear Squaw Valley Property Owners:

The SVPOA board believes that the bike path along Squaw Valley Road should be available for pedestrian use during the winter months. Having the bike path available during winter would be valuable as a safe (out of the roadway) and beautiful place for walking and jogging, both for residents and guests. More important, those who need to travel without a vehicle along Squaw Valley Road currently must walk in the roadway. We think this is dangerous for pedestrians during the winter months, especially during peak periods when the road is three-laned.

To this end members of the board have been working with Mike Livak, Senior Vice President of Ski Corp, and Maureen O'Keefe, MAC Board Member, and others to find the funds and implement clearing snow from the bike path. This group has asked the Squaw Valley Public Service District (PSD) to submit an application to obtain TOT (Transient Occupancy Tax) funds and manage the job of clearing the bike path for use in the winter. The PSD Board and the PSD's General Manager, Mike Geary, would like to hear from the community of Squaw Valley property owners, that there is support for the project beyond the 7 members of the SVPOA Board.

Thus, we are soliciting your opinion. Do you believe that clearing the bike path along Squaw Valley Road for winter use is:

- a. A good idea?
- b. A bad idea?
- c. You don't have an opinion or don't care.

****Please reply to this e-mail to let us know your opinion.****

Thank you for your participation in this endeavor. We will pass your comments on to the PSD.

Very truly yours,

Sally Brew, President

P.S. The matter is on the PSD's agenda at its Tuesday, October 25, 2011, (8:30 a.m.) regular meeting, and you may want to attend that meeting to address the PSD board on the issue.

RESPONSES (in the order received)

Double Underlined Comments are negative; single underline comments express cost concerns or other reservations:

1	Good idea! – Richie Goldman
2	a) a good idea. The main reason is safety. Walking along SVRoad in the winter is a truly risky proposition. This could also be a draw for non-skiing tourists that want to experience the winter wonderland. Dawn Vroegop
3	excellent idea, please plow the path so people can use it during the winter! Thanks! Bev Wilson
4	A. A very good idea -- Bill Tankersley
5	Good idea!! Sent from my iPad Marianne Salas
6	"A" A great notion I see folks walking on the "three lane road" from the parking lot. Forcing drivers into the middle lane and close escapes for the walkers and drivers. Not sure the cost... but, I am happy to sign up if it would save a life. – regards, Bob Mee
7	A good idea – Penny and Greg Gallo
8	I think this is a good idea that is needed for the safety of residents and visitors of the valley. I have personally needed to walk along the road and could not because of the danger of cars and the mess of snow and dirt on the route. My only question would be how feasible is it to keep the path clear when the county needs to plow Squaw Valley road of snow that seems to be thrown in the area of the bike path. – Cynthia Goguen
9	<u>What would it cost? I think clearing the path is a good idea if "the price is right". – Judie Stepner</u>
10	<u>Good idea - How much will it cost? How will it be funded? – Marjorie Burns</u>
11	A. It is a great idea! – Ron Gajar
12	A. A good idea. – Lynette Giannini
13	<u>I love the idea of a winter pedestrian path in Squaw out of the roadway. I am aghast at the cost of \$40,000 to fund one winter's clearing of the bike path. I am disappointed in the Poulsen restriction to only Victor Road to the Village. That \$40K expense is more than the entire operations and maintenance budget of the SV Park for one year. However, if you can find the funding, I think it would be a good experiment. I am disappointed that the County, especially the Parks Department, responsible for the bike path, has declined to make this happen. ~Ed</u>

	<u>Heneveld</u>
14	A good Idea. Thank you for asking. – Byrne Mathisen
15	Dear Sally, Great idea - not a good idea. Thanks for promoting the idea. For those on the South Side (Squaw Creek Resort Siide) of Squaw Valley, the bike path is an important means of safe pedestrian travel. The winter months are very difficult without clearing the path. We support this idea. – Jim Wulfsberg
16	I think it's a great idea. My only concern is that the County may squash it because they throw snow over there (when they plow or blow the road.) – Molly Kenney
17	This is an excellent idea. One problem. How to get over to the bike path, with snow buildup between the bike path and road in the winter? – John Moberly
18	<u>My answer is B. I think it is a bad idea as it is not cost effective.</u> <u>How will the bike path be kept clear if there is a week long snow storm? If people want to walk, the path from the resort to papoose is kept quite nicely for snowshoers, cross country, dog sleds and hikers.</u> <u>I would think that if you were to ask the homeowners in the valley and find how many would be using the bike path in the winter, you would be surprised how few that might be.</u> – Laurie McCarthy
19	Dear Sally, This is a good idea. We have a number of habitual runners in our family who would use the cleared bike trail during winter. This will be safer and let them avoid the sprayed slush. I would think there might be quite a few residents who would now walk to the ski slopes, decreasing the car congestion. It could be tried one year on a trial basis - to see how much it will be used. – H. Frost Prioleau
20	I think this is a good idea. – Jay Brown
21	We have been asking for winter clearance of the path along SVR for two decades. It is a no brainer for safety and quality of life issues. It is one more think necessary to make SV a user friendly place to live and visit. – Ed Stead
22	I think it is a good idea; I have walked the road many times and it is not safe let alone getting splashed by cars and all muddy. – Pat Frantz
23	It is a great idea and should be implemented. – Larry Lawrence
24	A good idea. -- Eric Magnuson
25	Great idea for everyone, locals and tourists alike. Thanks for taking up the cause. – Bev Ducey
26	<u>a good idea but not at the expense of having to physically 'remove' the snow to a different location like they do at the squaw parking lot. also for the safety of those on a cleared path, the berm can't be too high.</u> – Natalie Wilson
27	Great idea. – Robert DeLaurentis
28	<u>I vote "B".....measure the expense to the use and you will find that you</u>

	<p><u>are spending far too many dollars for just a few people.....it is easy to spend money if one doesn't have to fund and pay for the expense and transfer the funding to other tax payers.....charge a use fee and I would reconsider.....</u> – Cheers, Joe Legallet</p>
29	<p>Sally, We definitely agree that the bike path should be open throughout the winter. It's a proactive safety measure for bikers and pedestrians. The cost is far less than a lawsuit when someone falls or worse, is hit by a vehicle. We've all seen cars spin around on the icy road. Thank you for thinking ahead. -- Julie & Fred Nachtwey</p> <p>*****</p> <p><u>Another item to consider: trash cans along the path. Today my husband and I walked along the path to the Village. We picked up trash and looked for a container in which to put it. We found not a single trash container. We carried as much as we could all the way to the Village. We saw a lot of trash strewn on either side of the path. Wouldn't it make sense to have some bear box trash containers along the way, considering so many people use the path? If the Resort sponsors a shuttle, certainly they could coordinate trash pickup.</u> – Thanks again, Julie & Fred Nachtwey</p>
30	<p>a very good idea. We like to walk to the village from our house. – Suzanne Riessen</p>
31	<p>I will not be able to attend the 10/25 meeting but I would like to say that I think it is a very good idea to clear the bike path. Perhaps leaving a groomed section for snowshoeing could also be implemented. – Hazel Guaraglia</p>
32	<p>My Opinion - mostly c, but tending to a. – dwlwlw</p>
33	<p>We think it is a great idea! – The Robinson family</p>
34	<p>Sally, No opinion. – Gate DeMattei</p>
35	<p>Yes.. It is a good idea.. Howard and Renee Schlesinger</p>
36	<p>Thank you for considering this. When our children were small we lived on Victor Place and because of the two lanes in and one out on the weekend mornings, I couldn't walk with my infant to the mountain. It was way too dangerous. I requested this to be done 20 years ago, and while we are no longer at that end of the valley, I still think it should happen. I think it is a fabulous idea and should have been done long ago! – Barbara Tolman</p>
37	<p>We think this is an excellent idea! – Alice & Paul Arthur</p>
38	<p>I would love to have a safe place to walk my dog.....and me too!!! – Jackie Redmond</p>
39	<p>A. Good idea. – Carol Foster</p>
40	<p>Great idea! – Mark Mirviss</p>
41	<p>It is hard to imagine significant bike use, certainly not with ski gear, in the winter on days between snow storms, but what do I know, as I lease my unit from December to</p>

	<p>May, when I return. By copy of my reply I will write my lessee for his input. – Thanks, Rick Bradley ***** Hi Rick, Biking during winter months is not fun - it is cold and icy. However having a bike path open for walking would be nice. Walking on the road during winter months is dangerous so having a location for pedestrians would be nice. – Best regards, Linda (alpine rental group)</p>
42	I think this is a VERY good idea. – Annie Fountain
43	I think it is a good idea to have a path. Will nordic track skis be allowed on the path? – Thank you, Melissa Faye
44	We the Brazells 1223 Lanny Lane agree that this a* good idea* and would be beneficial for the residents and visitors. Thanks for your hard work to achieve this goal. – Joan & Rich Brazell
45	I think it is a good idea to clear the "bike path" in the winter -- but maybe you will get more support if you call it something other than "bike path" which makes it sound like it is just for bikes - instead of emphasis on walkers - joggers- runners, etc. Donn and Kathi Mall
46	Pam & Frank Klinger think it is a great idea!
47	absolutely a good idea!! do it!! *** The Luckhardt family supports the use of a walking path during winter, and supports your efforts to persuade the use of TOT funds for that purpose. – Charlie and Jean Anne Luckhardt
48	a good idea.. – Vi D'Oliva
49	a [a good idea] – Abigail Gorton
50	Dear SVPOA, My husband and I think it is a good idea to clear the bike path during winter. – Thank you, Loraine and Bert (Elroy) Fulmer
51	This is a great idea. – Dan Doles
52	Great idea. – Keith Fountain
53	I think clearing the bike path of snow is a good idea. – Doug Chance,
54	We vote A-- A good idea! – Wilkie and Becky Cheong
55	Hi Sally, I think the path is 'A good idea?' -- Vance and Donna Lura
56	<u>Although it sounds like a great idea, I am worried that it would be extremely costly.</u> – Su-Moon
57	A very good idea. – MarkPK
58	Great idea. It really is dangerous to walk along the main road during the winter. – Sharon Bingham

59	YES! for clearing the bike path during the winter..a very good idea. Lets start Now! Thank you Sally. It seems to me that Ski Corp. is a natural to do this. It will improve the Valley as well as improve safety. – Cecile Weaver
60	Sally, We think that this is a great idea!. Gordon and Evie Wozniak
61	Great and SAFE idea, but the recurring question is "who's gonna pay for it?" <u>My question: does the Resort shuttle pick up folks along the Road if flagged down? Good luck and thanks for taking a simple-to-respond-to survey. – Jerry Spolter</u>
62	<u>A good idea, as long as funds are available without hurting other potentially more valuable programs. Obviously, property owners should not foot the bill!</u> Thanks for your efforts! – Dick & Marcy Terry
63	Sally, I think that keeping the bike path clear during winter is a good idea. – Ricki Alpert
64	I think it is a great idea to clear the bike path in the winter. – Kathleen Cohen
65	Outstanding idea that should be implemented! – Debbie Macrorie
66	<u>bad idea....plowing all winter....with the wind blowing it could fill right back in....or get covered with ice....why not pack it so people can use it for cross country. – Frank Solinsky</u>
67	<u>We are owners of two properties in Squaw Valley and would consider it a good idea for the removal of snow from the bike path in the winter but we have questions:</u> <u>1. Who exactly will be paying for it?</u> <u>2. How will it be accessed with berms along the roadway?</u> Mike & Jacki Willette
68	Yes, i would be in favor of the path's being cleared for winter use. – Patty Heck
69	Debbie and I think this is a wonderful idea and one which will enhance the Squaw Valley experience for both residents and visitors. Walking paths are some thing you often see in European (especially) Austrian ski resorts. Thank you for working to make this happen! – Greg Dorland
70	GOOD IDEA, it's very scary as a driver coming around corners with snow banks to find people walking down the road many with small children in tow. At dusk and early night fall it's even worse. Good luck! – Mary Ellen and Tom Benninger
71	A GOOD IDEA! – Bill Downs
72	Clearing the path is a GREAT IDEA! Living on the main road we see so many walkers on the road during the winter months and it is dangerous. Many times we stayed in Vail, Colorado in December to ski. We stayed on the north side of hwy 70, had dinner in the village on the south side and walk back, over the hwy to our lodge, about three miles. So invigorating to walk in the cold air on safe walkways. Hope it happens in Squaw Valley. Deb and Bud Travaille

73	<u>We think it's a good idea, but not doable. Plowing (heard \$40k+/year) way too much money...who to pay? Resistance from Poulsen compound plus the freezing thawing area in the shadow of trees will create ice for certain.....liability?</u> <u>Resort at Squaw Creek runs shuttles and TART is available on schedule if folks need to get from one end of the valley to the other. If exercise is the goal, how about snowshoes or cross country....RSC spends lots of money on grooming trails in the meadow. Finally, having lived in Squaw for almost 50 years we fail to see the need.</u> <u>John & Jean Sproehle</u>
74	A VERY GOOD idea. Would love to see it happen. – Bobbie Head
75	<u>I would be greatly in favor of this proposal, but I don't think the home owners should carry more than 25% of the cost, because I think this is more of a tourist accommodation.</u> – Van Wilber
76	It is a great idea. We stopped walking the main road in the winter a long time ago. Thank you Public Service District for helping us out. Charlie and Mary Jones
77	A+, a VERY good idea, long overdue! Thank you! – Gordon Brown
78	I think that it is a great idea, I frequently want to visit some friends in the Valley and have to walk on the road not wanting always to drive half a mile or so , or just go for walk, I definitely support the idea. – M Spiro
79	Great idea, thanks for working on this. – Abbie Urban
80	I like the idea. It would make Squaw Valley more user friendly in the winter. Definitely worth a trial run. – Jean Lange
81	<u>I think it is a good idea, although I believe snow removal and ice maintenance will be very difficult and costly. I also have a concern that chemicals used to maintain ice melt could impact Squaw Creek and the valley in general.</u> – Dennis Meyer
82	A. A good idea. It isn't safe for pedestrians in the winter and cars can and do slide in the roadway. – Dan & Karen Kicly
83	I think it is a very good idea to pack the snow along the bike path. I have been at other ski areas where this was done and it was used by cross country skiers (for transportation, not exercise), dog walkers and pedestrians alike. The path from the Resort to Papoose is for tourists and hotel users and this path would be for most of the residents of Squaw who live across town from the Resort. In addition to providing a much needed service, it is a safety issue. I often walk in the street and I always feel unsafe. I think it will be used by many people and a wonderful addition to Squaw Valley. Meeting people while walking along the bike path provides a feeling of community. In my hometown in Marin groups of people regularly get together and walk along the bike path for exercise and socializing. – Elizabeth Danel
84	I think that keeping the bike path clear is a great idea. There should be somewhere to walk besides on the busy road. – Thanks, Katharine Lange Transue
85	Good idea. Also a good idea to maintain a cross country ski and snow shoe track on the meadow side of the path. – Stewart H. Foreman

86	a - A great idea. Reb Forte
87	a) better than good, great idea – drbob2sail
88	We think it would be wonderful to have a pedestrian-use path in the winter months--for both safety and convenience. Our guests and friends who visit (many of whom stay at the Resort or at the Lodge) are always asking why there is no plowed path to walk along the meadow. Perhaps even more importantly, we have been concerned about the pedestrians who are forced to walk on the main road, a dangerous undertaking to say the least. If there is a way to clear the bike path for winter use we would be in favor of it. – Bruce & Libby Hutchinson
89	
90	



December 7,, 2011

To: Board of Directors

Fr: Ron Treabess, Director of Community Partnerships and Planning

Re: Request Use of Research and Planning Funds for North Lake Tahoe Water Shuttle
Advanced Planning

Background

For many years, Lake Tahoe waterborne transportation has been a priority. The undertaking has been primarily to establish a cross-lake system connecting the North and South Shores, including the need for a distribution system for passengers arriving on a cross-lake service. With this in mind, the Tahoe Transportation District (TTD) undertook consideration of a North Lake Tahoe Waterborne Transit Pilot Project, which could be implemented rather quickly, with or without the cross-lake service. The *Lake Tahoe Waterborne Shuttle Service Concept Design and Feasibility Study* (Feasibility Study) that was completed and approved by the TTD, indicates that a pilot waterborne shuttle service is feasible and recommends proceeding with its development. It also finds that, among other things, a two-boat service would reduce vehicle miles traveled by 1,154 on a busy summer day. Staff has been working with TTD, TNT/TMA to determine advanced planning needs for initiation of a North Lake Tahoe Water Shuttle pilot project. In addition to providing immediate potential for reducing traffic congestion along the North and West Shores, the shuttle will add a unique recreational experience that would be marketed as another enhancement and attraction for people to visit North Lake Tahoe. Once established, this shuttle would also be in place and ready to serve the needs of the future cross-lake system. When this Feasibility Study was previously presented to the Committee and the Board of Directors, Committee direction to staff was to work with TTD to get this project implemented. Staff has attached the Study title page, table of contents, introduction, and the conclusions and recommendations for your reference.

The Need

Originally the intent was for the TTD to try to initiate this pilot project along Placer County's north and west shores for operation during summer of 2011, but other TTD workload priorities required a delay until now. To assist the TTD, staff is recommending the use of Research and Planning funds to do the advanced planning necessary for TTD to the project in place for this coming summer. The planning that is necessary is 3-fold: 1) determination of landside facilities, use agreements, and permits; 2) RFP preparation for shuttle service provider solicitation; 3) ticketing, marketing, and monitoring programs.

These will be three separate efforts that will each result in determination of direction, actions, and related funding needs to provide a successful shuttle service, Consultants have prepared scope of work proposals (Ogilvy Consulting; LSC Transportation Consultants) that will allow this advanced planning work to be completed by mid to later January. Specific funding needs will have then been identified for items such as selected piers, usable landside facilities, necessary improvements to landside facilities, permitting requirements, access and use agreement requirements, and initial negotiations with landing site owners (Ogilvy Consulting). The RFP would be ready for TTD to release for soliciting proposals from shuttle service providers (LSC Transportation Consultants). And we will know what funding will be necessary to set up a defined ticketing system (TMA), to design a marketing program and materials (TMA), and formulate a data collection and analysis monitoring program.

With the completion of this planning information, TTD can make the final decision to implement the water shuttle program and determine the Water Shuttle Program manager, possibly TMA, in January. TTD would release the RFP for solicitation of shuttle service proposals in late January. After the 30 day solicitation period, the proposals would be reviewed for recommendation to TTD for selection. TTD would then prepare to enter into a contract with the selected shuttle service provider and also submit any necessary Infrastructure request for the possible fore mentioned start-up funds.

Simultaneously, in February, the ticketing system/program will be designed, as will the marketing program and materials. Draft access and use agreements with landing site owners will be prepared in mid February, with finalization of the agreements occurring in March.

April will be when the schedule is finalized, the ticketing system is set up, and any necessary signage and landing site improvements installed. The marketing program will be initiated in April/May and all agreements will be in place. Operation of the service and the Water Shuttle Program manager's monitoring program will commence on Memorial weekend or in June, 2012. Monitoring will be continuous from June to October with recommendations for program changes as findings indicate.

NLTRA Master Plan and Budget Consistency

As stated in the 2004 North Lake Tahoe Tourism and Community Investment Master Plan on pages 68-69:

Water-Taxi Service. A key drawback of existing transit programs is that the transit passenger is subject to the same traffic delays as the auto driver. Provision of summer water-taxi service using a relatively small vessel could provide attractive alternative access to key lakeside activity centers, reducing traffic in key congested corridors while also reducing parking needs. The most promising service would connect the West Shore with Tahoe City, thereby providing a relatively frequent service with a single vessel that allows travelers to avoid the West Shore peak summer traffic delays. After this initial service proves its viability, service could potentially expand to other areas, such as Kings Beach and Tahoe

Vista. Once established, this service should not require an ongoing operation subsidy. However, NLTRA assistance may be necessary to help establish the service.

And on page 57:

Successful tourism marketing is entirely dependent on the competitiveness and sustainability of its vacation product, which must deliver on the marketing offer in order to be successful. Tourism marketing and sales efforts are dependent on the vacation product. The NLTRA should therefore be an active advocate, supporting other private and public sector entities, to ensure a sustainable tourism product, further development of destination tourism facilities, services and products (including lodging, transportation to and within the region) and those facilities and infrastructure that encourage and support the tourism industry and community.

The attached Scope of Work for Ogilvy Consulting in the amount of up to \$9250, and the Scope for LSC Transportation Consultants in the amount of up to \$9620, will both be funding with Research and Planning funds for advanced planning in the approved 2011/12 budget.

Recommendation of the Joint Committee

At its November 28th meeting, the Infrastructure/Transportation Committee voted unanimously (11-0-0) to recommend allocation of Research and Planning Funds from the 2011/12 budget in the amounts of \$9,250 for Ogilvy consulting and \$9,620 for LSC transportation Consultants to prepare advanced planning for North Lake Tahoe Water Shuttle project to be initiated by Tahoe Transportation District in summer, 2012.

Requested Action

Staff requests that the Board of Directors approve and recommend to the Placer County Board of Supervisors that Research and Planning funds available in the 2011/12 budget be used to have Ogilvy Consulting and LSC Consultants prepare the advanced planning for the North Lake Tahoe Water Shuttle as detailed in the scopes of work.

Lake Tahoe Waterborne Shuttle Service Conceptual Development/Feasibility Study

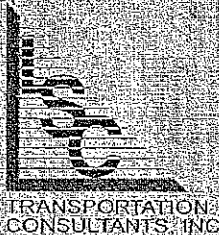


Prepared for the

Tahoe Transportation District

Prepared by

LSC Transportation Consultants, Inc.



Lake Tahoe Waterborne Shuttle Service Concept Development/Feasibility Study

Prepared for the:

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October 20, 2010

LSC Ref. 107250

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Section I Introduction

STUDY BACKGROUND

Transportation in the Lake Tahoe Region historically included waterborne passenger services. Until the outbreak of World War II, boats such as the *SS Tahoe* were instrumental in transporting passengers between the region's lakeside communities. After the completion of the roadway encircling the Lake in 1938, however, water services declined. The original *SS Tahoe* was sunk in 1940, while a subsequent diesel-propelled passenger service (also named the *Tahoe*) ceased operation in 1965.

Since the 1980s, there has been growing interest in reviving waterborne passenger transportation services as a means of avoiding increasingly congested roadways and expanding the potential "market" for public transportation beyond that served by bus transit programs. As discussed below, much of the planning work done regarding the issue (including a study currently being conducted by the Tahoe Transportation District) has focused on "cross-lake" services connecting the North Shore and South Shore, which by its nature would be a substantial effort to implement.

A different strategy to re-establish waterborne public transit services on Lake Tahoe is to "start small," using an adaptive management approach to learn from experience and expand the system over time. This study focuses on a potential initial water shuttle serve using relatively small boats on a confined portion of the lake. While the study considers this as a stand-alone service, it could also potentially serve as a "feeder" service to a future cross-lake passenger ferry service.

The general parameters of this study are as follows:

- The service would be a scheduled general public transit equivalent to a typical bus service. It would not be a taxi or charter service operating only on request, but instead would serve specific landing sites on a specified schedule.
- It would serve landings along the Placer County portion of Lake Tahoe's northwest shoreline. This portion of the shoreline has the advantage of including numerous communities within a relatively small area. The summer traffic delays entering Tahoe City from both the West Shore and the North Shore also increase the relative attractiveness of a water shuttle as compared to travel by private auto or bus.
- It would provide service to existing landing sites.
- It would operate only during those periods of the year with adequate ridership demand – specifically, it would not operate during winter.
- It would be designed to generate adequate passenger ("farebox") revenues so that the operations of the service would not require funding currently allocated for other public transit programs.

The remainder of this introductory section provides background on existing plans and previous studies referencing or considering waterborne transit services on Lake Tahoe over recent years, focusing on findings pertinent to the water shuttle concept.

Section II presents information on vessel options. Next, Section III discusses options for landing sites. Section IV focuses on regulatory issues, and Section V presents an evaluation of ridership potential. Finally, Section VI presents a conceptual plan, and Section VII discusses the impacts of that conceptual plan.

Existing Plans Relating to Water Shuttle Service

There are many individual plans that include water shuttle services, both region wide and for individual subareas of the Tahoe Region, as discussed below.

Tahoe Regional Planning Agency (TRPA) Regional Plan

The TRPA *Regional Plan* is a key guiding document for the Tahoe Region. Goal 2 of the Regional Plan is to "provide a fair share of the total basin capacity for outdoor recreation." Policy 10 under this goal is as follows:

"Transit operations, including shuttle-type boat service, should serve major recreation facilities and attractions. Vehicle trips related to the use of recreation areas or facilities can be mitigated by the use of transit systems. In some areas, the availability of parking is the limiting factor to recreational use of the area. Transit service could allow more people to utilize existing areas without the expansion of auto parking or increasing vehicle trips. Decreased auto use in many areas would enhance the recreational experience."

Article V of the *Regional Plan* also indicates that: "Where increases in capacity are required, the agency shall give preference to providing such capacity through public transportation and public programs and projects related to transportation."

Tahoe Regional Transportation Plan

The *Regional Transportation Plan* states, "Using innovative boating technology that is 'clean and green' compliments the values inherent in protecting Tahoe Clarity and provides a transportation option that is environmentally friendly and efficient, provides additional Lake access, and is enjoyable to the user." (*Lake Tahoe Waterborne Transit, Strategies & Actions*, 2008) That standard guides this project.

TRPA Environmental Improvement Program

The 2010 EIP Update includes the following:

- *The EIP air quality and transportation projects will be designed to mitigate the impacts of climate change by developing Basin wide bike trails and waterborne transit systems.*
- *Lake Tahoe Waterborne Transit: Waterborne transit would create a transit option that is an attractive alternative to the automobile and can be initiated in an efficient, environmentally, and cost-effective manner.*

- *Project 619: Kings Beach Recreation Area Public Pier – CTC, CA State Parks and NTPUD will relocate and improve the existing pier at Kings Beach State Recreation Area, a public access pier for day-use and interpretive opportunities, may serve water-borne transit.*

Individual Community Plans

Planning for Tahoe's community core areas is guided by a series of Community Plans. In the Placer County portion of the region, these plans are adopted jointly by the TRPA and by Placer County.

Westshore Community Plan

This document addresses water shuttle concerns in the following statements:

- *The marina facilities may be expanded and upgraded to accommodate increasing boating needs, and incentives for upgrading may be available through the marina master planning process.*
- *Special Policies: This area should be considered for a major waterborne transit stop.*

Tahoe City Community Plan

This Community Plan addresses provision of a water shuttle service in the following ways:

- *The Vision Map illustrates the concept of using community parking lots such as the Grove Street and Jack Pine lots. It further suggests that the lower portion of Grove Street be redeveloped to promote retail/restaurant and commercial uses. A key feature is to provide pedestrian access to Lake Tahoe and water borne transit via a pier at the end of Grove Street.*
- *The land uses identified for the shorezone area include the following primary uses: Water-oriented outdoor recreation concessions, beach recreation (intensive), tour boat, marinas, boat launching facilities, construction equipment storage, and waterborne transit.*
- *Opportunities for a water transit terminal are included in the area of the Tahoe City marina and the U.S. Forest Service Interpretive Center.*
- *The VMT reduction measures include a "Waterborne Point to Point (Region)" program, with a VMT reduction estimate of 11,400.*

Carnelian Bay Community Plan

The Carnelian Bay Community Plan includes the following statements regarding water shuttle service.

- *Policy: Provide the opportunity for water transit service.*

- *The primary uses allowed in the shorezone consist of: water oriented outdoor recreation concessions, beach recreation (intensive), tour boat, marinas, boat launching facilities, and waterborne transit.*
- *Key Implementation Strategies include "Construct the transit facilities. Provide assistance for increased TART service, transit coordination, and waterborne transit stops as listed in the Community Plan Transportation Element and the RTP.*
- *The VMT reduction measures include a "Waterborne Point to Point (Region)" program, with a VMT reduction estimate of 11,400.*

Kings Beach Community Plan

- *The "Vision For Transportation" includes "Water and Land Transit: Increased service from TART by increasing headway, by increasing the variety of vehicles, and by increasing the hours of operation. Opportunities for water transit are included in the State Park pier.*
- *The land uses identified for the shorezone area include the following primary uses: water oriented outdoor recreation concessions, beach recreation (intensive), waterborne transit, tour boat, marinas, boat launching facilities, and salvage.*
- *The Kings Beach Commercial Community Plan should encourage the use of public and private transit.*
- *Policy: Provide the opportunity for water transit service.*
- *Water Transit Terminals - Opportunities for water transit are included in the area of the State Park.*
- *The VMT reduction measures include a "Waterborne Point to Point (Region)" program, with a VMT reduction estimate of 11,400.*
- *A key strategy to achieving VMT targets is "Provide assistance for increased TART service, transit coordination, and waterborne transit stops as listed in the CP Transportation Element and the RTP"*

Tahoe Vista Community Plan

- *The "Vision for Transportation" includes the statement that "Opportunities for water transit are included in the area of the North Tahoe Marina and National Avenue."*
- *The land uses identified for the shorezone area include the following primary uses: Water oriented outdoor recreation concessions, beach recreation, salvage operators, boat launching facilities, tour boat operations, safety and navigation facilities, construction equipment storage, water borne transit, and marinas.*
- *Policy: Provide the opportunity for water transit service.*

- The VMT reduction measures include a "Waterborne Point to Point (Region)" program, with a VMT reduction estimate of 11,400.
- Provide assistance for increased TART service, transit coordination, and water borne transit stops

North Lake Tahoe Resort Association Master Plan

The guiding document for the North Lake Tahoe Resort Association is the *Tourism and Community Investment Master Plan* adopted in 2004. One of the Transportation Operating Elements of this plan is as follows:

"Water-Taxi Service. A key drawback of existing transit programs is that the transit passenger is subject to the same traffic delays as the auto driver. Provision of summer water-taxi service using a relatively small vessel (20 to 30 passengers, plus room for transporting bicycles) could provide attractive alternative access to key lakeside activity centers, reducing traffic in key congested corridors while also reducing parking needs. The most promising service would connect the West Shore (at Sunnyside and Homewood) with Tahoe City, thereby providing a relatively frequent service with a single vessel that allows travelers to avoid the West Shore peak summer traffic delays. After this initial service proves its viability, services could potentially expand to other areas, such as Kings Beach and Tahoe Vista. Once established, this service should not require an ongoing operating subsidy. However, NLTRA assistance may be necessary to help establish the service."

PREVIOUS WATERBORNE TRANSIT STUDIES

1987 Draft Waterborne Transportation Feasibility Study, JHK & Associates for the Tahoe Regional Planning Agency

This study focused on cross-Lake ferry service. The Executive Summary stated that, "[t]he purpose of this study is to assess the feasibility of a waterborne transit system to accommodate daily trips made for work or other purposes by either residents or visitors." Twenty-three years later, many of the goals of the proposed small ferry pilot project, principally Vehicle Miles Traveled (VMT) reduction, are the same. In that respect, this study concluded that, "a reduction of from 4.8% to 7.2% of the TRPA's goal to reduce summertime daily VMT by 170,000 miles could be accomplished by implementing a waterborne transit system."

Considerable analysis of varying vessels and hull configurations was included. One similarity to the water shuttle concept was the conclusion that, "For waterborne commuter ferry and excursion service over distances found at Lake Tahoe, high-performance (cruising speed over 25 knots or 30 miles per hour), good ride quality, environmental acceptability, and economy are priority requirements." Another similarity was the observation that, "It may be possible on an interim basis, to 'make do' with existing facilities to determine rider demand prior to investing in large capital improvements associated with terminal facilities." Likewise, the report noted that, "the TRPA has adopted a noise level threshold level for single events at 82 decibels (dB) measured at 50 feet from the noise source" and that "[t]he noise level guideline of 82 dB is not a problem for diesel propelled vessels." Finally, as is still true, there was concern expressed about wakes: "The critical areas of concern would be operating in shallow waters and near shore. The

vessels would need to control their speeds in these areas ... In open water conditions running at cruising speeds, vessel wakes will be less than two feet. ... The SES and SWATH vessels generate slightly larger wakes and the catamarans would generate the largest wakes at cruising speeds."

Unlike the smaller vessels under consideration for the water shuttle program, but consistent with later studies, the following types of vessels were considered:

- Catamarans of 111 feet, 104 feet and 100 feet in length, with drafts ranging from 3' 11" to 8' 3"
- Hydrofoils of 65 feet, 90 feet and 120 feet in length
- Surface Effect Ships (SES) of 78 feet and 110 feet in length
- Hovercrafts of 40 feet and 87 feet in length
- SWATH (small waterplane area, twin hull) of 118 feet in length

Also dissimilar was the conclusion that, "Displacement and planning hull vessels are unlikely candidates for ferry service on Lake Tahoe. Although attractively priced and performance proven, these vessels are too slow" Lighter hull materials and fuel efficient diesels have likely changed that perception.

Finally, the 1987 study acknowledged requirements not contemplated by the current project: (1) dredging may be necessary to accommodate some vessels at some terminal locations; and (2) assuming a fare of \$4.00 per trip (1987 dollars), subsidies would range from 70 percent to 82 percent of the operating costs.

1996 Lake Tahoe Waterborne Transit Analysis, Pacific Transit Management Corp. for the Tahoe Transportation District (Bruzzone, Anthony)

The 1996 study is foundational to much of the discussion and funding projections carried into more recent planning documents. Its key conclusions pertinent to the seasonal service contemplated here, are as follows:

- Tahoe City to South Lake Tahoe/Stateline waterborne transit service is proposed to operate hourly in summer with an 18 hour span of service.
- Connecting service on the North Shore would be provided by Tahoe Area Regional Transit (TART) buses and possibly a water taxi operation.
- Service would be provided by 149 passenger catamarans.

The proposed north-south route is supported with the statement that, the outputs clearly demonstrate that a Tahoe City to South Shore waterborne service is the most popular among the tested alternatives.

The tested alternatives were South Shore to Tahoe City, Kings Beach or Incline Village. The 1996 study also contemplated two South Shore stops. However, there was no suggestion of connecting multiple North Shore locales, notwithstanding that the earlier 1987 study forecast that daily one-way person trips between Tahoe City and Kings Beach equaled those between Tahoe City and South Lake Tahoe. (*Draft Waterborne Transportation Feasibility Study*, JHK & Associates, 1987)

The overall service plan would result in a low utilization of proposed capacity. If a 149 passenger vessel were to make 18 hourly runs per day, the daily capacity of the system is 2,682 passengers. Yet, the study projected that, in the peak summer season, patronage would average about 624 passengers daily, with between 1,200 and 1,500. If one takes the middle of that range, there is an expectation of 1,350 passengers per day on a summer weekend, leaving 1,332 seats empty, or 74 seats each run. On an "average" day, there would be 624 seats full and 2,058 empty.

Other studies have made different estimates, yet all it is really safe to say is that a 149 passenger ship is clearly too many, as a vessel of this size will unnecessarily increase costs and environmental impact. Operation of a pilot project promises to answer some long-standing questions about ridership demand.

Finally, despite its focus on a north to south shore service, the 1996 study did recognize that travel in and around Lake Tahoe predominately consists of many small, local trips, and that there is a realistic need to connect more of the North Shore to Tahoe City. Both bus and water taxi (shuttle) service are a part of the connecting mix. Interestingly, the 1996 study made the assumption that any such connecting waterborne transit service would be provided by a private commercial operator.

"Should a market develop, a water taxi service could operate from ... Tahoe City. The water taxi could serve areas from Sunnyside to Kings Beach ... [W]hile the TTD may wish to consider planning for such a service, at this point [1996] it would probably not be financially viable, as traffic on Highway 28 may not be congested enough to encourage alternate patronage."

Perhaps that time has come.

Those small, local trips which currently connect the communities of the North Shore are the trips sought to be abated by the pilot project. In sum, this project measures the extent to which some of those small, local trips can be shifted from the roadways to the waterways.

2007 Lake Tahoe Waterborne Transit Site Selection Study, Auerbach Engineering Corporation for the Tahoe Regional Planning Agency

This study proceeds from the assumptions of earlier studies with respect to the size and routes of the ferries contemplated. As stated:

"this study focuses on cross-lake ferry service only, and does not specifically consider water taxi service that could potentially serve as supporting elements in a regional waterborne network. It also focused on "four potential sites for cross-lake passenger ferry service: Lakeside Marina..., Ski Run Marina ..., the Tahoe City Marina, and the Kings Beach State Recreation Area." but did not consider other sites that could potentially be used as supplemental "water taxi" landings. Notwithstanding that "[w]ater taxi service could serve as an attractive travel mode for travel within the North Shore...."

Analysis of the four potential sites included consideration of ridership potential, site access, on-site facilities, site availability and the environment. Based on those criteria, the report concluded that Tahoe City Marina and Ski Run Marina were the preferred landing sites for the initial year-round ferry service to Tahoe City and noted that additional seasonal (summer) service would be provided to the new Kings Beach pier.

CONCLUSION

The pilot project under consideration arises under Work Element 3.2.2 of the TTD's 2010-2011 work plan:

This project is an evaluation of the feasibility and opportunity to provide a small scale scheduled passenger ferry service as a pilot in anticipation of larger scale boat services. The pilot is based on a proposal prepared by interests at the North Shore. Should it prove feasible, the pilot will be submitted to TRPA for approval and other logistical steps taken to target service in 2011.

It builds on but reverses the sequence of the foregoing waterborne transit studies by focusing on and encompassing the "water taxi" component of those and other studies. In contrast, the concept under evaluation articulates a small start pilot project within a specified geo-political sector of the Lake, with a view to expansion based on demand and experience.

Conclusions and Recommendations

This study considered a potential water shuttle service connecting the communities along the Placer County portion of Lake Tahoe's shoreline.

RECOMMENDED PLAN

- The service should operate as "public transportation on" a fixed schedule between fixed stops and for established fares. It should not be a water taxi or charter service.
- Two boats should be acquired through a RFP process. These boats should have a capacity of approximately 10-15 passengers, accommodate wheelchair users, and carry bicycles. They should be no more than approximately 35 feet in length.
- Final landing site selection will depend on more focused negotiations once a decision to implement the program is made. An optimal program would connect a single landing site in each of the following communities: Homewood, Sunnyside, Tahoe City, Carnelian Bay, Tahoe Vista, and Kings Beach.
- The service day should be from roughly 8:00 AM to 9:00 PM (during daylight hours only).
- In 2011, one boat should be operated from approximately May 23rd through Labor Day, as well as the following four weekends (until the first weekend in October).
- In 2012 and beyond, one boat should be operated from approximately May 23rd to June 12th and on the four weekends after Labor Day. Two boats should be operated from approximately June 13th through Labor Day. These dates may be modified based on observed ridership patterns.
- A base fare of \$7.50 per one-way trip is recommended. A separate fare should be required for service on the West Shore (south from Tahoe City) and service on the North Shore (east from Tahoe City). Tickets with a guaranteed reservation on a specific departure should be offered for \$10.00. Tickets should be sold via the internet, or in advance of each trip at an existing cashier or other commercial establishment near each landing site.
- A multifaceted and aggressive marketing program should be implemented, as outlined in this report.
- A strong monitoring program should be implemented (tracking ridership, passenger characteristics, operations, fuel use, emissions, and parking/traffic impacts) and used to manage future changes to the program to enhance benefits and address issues.

FINDINGS

Key findings of this study are as follows:

- A water shuttle connecting communities along the Placer County portion of Lake Tahoe's shoreline is consistent with many adopted plans, including the TRPA *Regional Plan*, regional transportation plans, and Community Plans. It could serve as a "feeder" service to a potential future cross-lake service.
- The program provides an opportunity to start with a modest waterborne public transportation program, monitor the ridership and impacts of the program, and use adaptive management techniques to tailor future expansions both in the study area and elsewhere around the lake to maximize the benefits of such a program.
- There are several examples of similar water shuttle services around the nation.
- Demand for service in the summer and early fall seasons will substantially exceed the capacity of a 1-Boat or 2-Boat program on busy summer days.
- There are at least four viable manufacturers of boats that could be used for a water shuttle service.
- Potential viable landing sites (at current lake levels) exist in Homewood, Sunnyside, Tahoe City, Carnelian Bay, and Tahoe Vista. A landing site at Kings Beach would be a strong benefit to the program, but would require a combination of higher lake levels and a new pier. Interest in participating in a program has been expressed by landing site owner/operators in Tahoe City, Carnelian Bay, and Tahoe Vista, and conditional interest has been expressed in Homewood and Sunnyside.
- Modifications to existing docks and piers to accommodate a water shuttle service are expected to be modest. The size of some landing locations would limit boat size to approximately 35 feet in length.
- The annual operating costs for the recommended two-boat program would range from approximately \$230,000 to \$262,000 per year.
- Passenger fare revenues are forecast to exceed operating costs by at least \$18,500 per year, avoiding the need for ongoing public subsidies.
- Estimated capital costs for the recommended 2-Boat program is \$1,344,000. There are several federal programs that could potentially provide these funds.
- The recommended 2-Boat service would reduce the number of vehicle-miles of travel on Tahoe roadways by 1,154 per busy summer day.
- The service would reduce overall peak parking demand in Tahoe City by 24, would increase parking demand in Tahoe Vista by 15 (assuming no landing site in Kings Beach) and would have a negligible impact on overall parking demand in other communities.
- Air emissions generated by a water shuttle service will roughly equal the emission reductions associated with auto trips eliminated.

- The service would attract a different element of Tahoe travelers from those currently using bus services. It would also result in a substantial number of persons making round trips by combining a one-way boat trip with a one-way bus or bicycle trip. The service would therefore increase both bus transit and bicycle use.

IMPLEMENTATION PLAN

The following implementation plan is recommended:

December 2010

- TTD Board makes final decision to implement the water shuttle project
- RFP released for purchase of one or two boats
- Focused negotiations with landing site owners
- Apply for federal capital funding

January 2011

- Review of boat proposals, and selection of one or two boats
- Recruitment of Water Shuttle Program Manager

February 2011

- Design of ticketing website
- Design of marketing program and materials

March 2011

- Finalization of agreements with land site owner/operators

April 2011

- Establishment of fueling and mooring arrangements
- Set up ticketing computers, signage, benches at landing sites

May 2011

- Delivery of first boat
- Initiation of marketing program
- Initiation of service using one boat
- Beginning of monitoring program

June – October 2011

- Operate service
- Continue monitoring

November 2011

- Prepare monitoring report, and make recommendations for changes in program adapting to monitoring findings

April 2012

- Delivery of second boat

May 2012

- Initiation of one boat service

June 2012

- Initiation of two boat service

Ogilvy Consulting
LAND USE & DEVELOPMENT STRATEGIES

Post Office Box 1636
Kings Beach, California 96143

November 14, 2011

Ron Treabess
Director of Community Partnerships and Planning
North Lake Tahoe Resort Association
VIA E-MAIL

**Subject: Lake Tahoe Water Shuttle Project Proposal
Initial Constraints Analysis, Regulatory Requirements and Schedule**

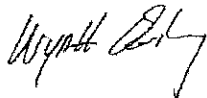
Dear Mr. Treabess,

Thank you for considering Ogilvy Consulting to assist in the effort to establish a North Lake Tahoe Water Shuttle. We are excited to work the North Lake Tahoe Resort Association and the Lake Tahoe Water Shuttle project team in pursuit of having an active program in place for the 2012 summer season.

We have prepared an initial scope of work based on the project team meeting held on November 4, 2011. The primary goals of this initial scope are to define the regulatory review process and requirements, establish a permitting schedule and define necessary components of agreements for establishment of landing sites. As stated in the attached scope of work and services agreement, we will work on this project in a consulting capacity. This initial scope is to be completed on or before December 31, 2011.

We look forward to working with you further on this meaningful project. Should you have any questions or wish to discuss this proposal in further detail, please feel free to contact me.

Sincerely,



Wyatt Ogilvy

WWO: Attachments

SCOPE OF WORK

Project Description:

Lake Tahoe Water Shuttle Project

Initial Constraints Analysis, Regulatory Requirements and Schedule

Complete an initial overview of regulatory and entitlement constraints related to development of the above referenced project to assist the North Lake Tahoe Resort Association towards project implementation. As supported by the attached and corresponding fee estimate, the following tasks are to be completed under this evaluation:

- Review property records (Tahoe Regional Planning Agency, Placer County and California State Lands) for seven (7) contemplated landing sites
- Review applicable TRPA Code and land use designations for the landing sites to define regulatory approval process for the water shuttle system
- Process a TRPA Pre-application meeting consultation request and attend meeting
- Meetings and correspondence with property owners of landing sites and establishment of key elements to secure use agreements
- Coordination with Client, project team, Placer County, TRPA, U.S. Coast Guard, California State Lands Commission and other professionals as required
- Prepare a preliminary project Gantt schedule for the regulatory approval process and project implementation
- Prepare a summary document of information compiled, regulatory process and requirements to inform the regulatory approval process required for project implementation

Upon selection of a formal project Ogilvy Consulting will submit to Client for approval a subsequent Scope of Work for the regulatory approval process.

Total Estimated Fees: \$9,250

Scope of Work
Page Two
Lake Tahoe Water Shuttle Project
Initial Constraints Analysis, Regulatory Requirements and Schedule

General Project Information:

Consulting services will be provided on a time and materials basis as requested by the Client, either in writing or verbally.

Due to the constantly shifting regulatory climate at Lake Tahoe, Ogilvy Consulting can make no assurances that all agency approvals can be obtained for the selected project and/or transfer of banking of entitlements. Ogilvy Consulting will however perform extensive research to identify constraints and consult with Client on these constraints.

Should revisions to the project be required, at the request of the client and/or agency, this will be considered additional work. This additional work will be performed on a time and material basis per the attached rate schedule. Client shall provide all requested information and Authorization for Representation as requested by Ogilvy Consulting.

Signed _____
Client Date

**North Lake Tahoe Resort Association
Lake Tahoe Water Shuttle Project**

Initial Constraints Analysis, Regulatory Requirements and Schedule

	Principal at \$145/hr	Scenic at \$125/hr	Associate at \$115/hr	Clerical at \$55/hr	Subtotal
Initial Constraints Analysis and Regulatory Requirements					
Review TRPA Code and use designations	2			3	\$635
Establish zoning summary and documentation of seven (7) identified landing sites		5		7	\$1,585
Obtain, review and summarize TRPA and State Lands site records of seven (7) identified landing sites	2.5			7	\$1,195
Compile, submit and process TRPA Pre-application consultation	3			1	\$578
Establish key components of landing site agreements	3			1	\$550
Subtotal	15.5			19	\$3,415

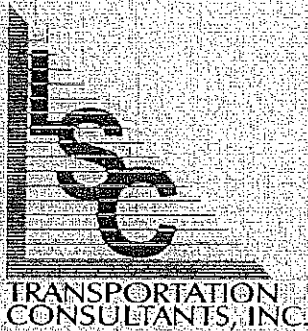
Agency and Stakeholder Coordination

TRPA meetings and correspondence	4			2	\$838
California State Lands Commission	1			2	\$403
US Coast Guard	1			2	\$403
Placer County	1			2	\$403
Meetings and coordination with property owners for seven (7) identified landing sites to define requirements of use agreements	10			4	\$2,020
Subtotal	17			12	\$4,065

Project Management and Coordination

Meetings and coordination with project team	6			2	\$1,155
Establish preliminary gantt schedule with dependencies	3			2	\$720
Prepare constraints and requirement summary document	2			4	\$750
Subtotal	9			4	\$1,875

Total	41.5			35	\$9,355
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LSC TRANSPORTATION CONSULTANTS, INC.

2690 Lake Forest Road, Suite C
P. O. Box 5875
Tahoe City, CA 96145
(530) 583 4053
FAX (530) 583 5966
E-mail: lsc@lsc Tahoe.com
Website: www.lsc Tahoe.com

November 21, 2011

Mr. Ron Treabess, Director of Community Partnerships and Planning
NLTRA
P.O. Box 5459
Tahoe City CA 96145

RE: Water Shuttle RFP Preparation and Procurement

Dear Mr. Treabess:

Per your request, LSC Transportation Consultants, Inc. would like to propose to prepare a Request For Proposal (RFP) for a summer 2012 North Shore / West Shore water shuttle service, and to assist the NLTRA in the procurement process.

We would propose to conduct this work through the following tasks:

1. **Preparation of Draft RFP** – We will use the NLTE RFP as a template, but modify it substantially to reflect the planned operating and capital characteristics of a water shuttle service. After preparation of an administrative draft document by the third week of January 2012, we will participate in a meeting with yourself, the TNT/TMA director, Wyatt Ogilvy and others at your discretion to review the document and ensure it is consistent with the overall program and the work of the other consultants. The admin draft RFP will then be sent to TTD for review and comment, after which a final version will be prepared.
2. **Assistance in Procurement Process** – LSC will attend a pre-proposal conference meeting. We will be available to respond to questions/comments from prospective bidders, and prepare a written response to questions. LSC will also participate in the review and scoring of proposal, and the overall selection of an operator. Also as part of this task, we will be available for up to two meetings (NLTRA or TTD) to present and discuss the project. Our schedule for this task will depend on TTD's schedule.
3. **Assistance in Preparation of Contract** – LSC will prepare a draft contract, using the NLTE contract as a template. The final version would be prepared by TTD legal staff. Schedule for this task would be determined by TTD.

As shown in Table A, we estimate that this work scope will require a total of \$9,620 to complete. Please note that the rates shown are lower than our standard 2011 rates, reflecting our longstanding relationship with the NLTRA.

LSC would be willing to undertake this work on a time-and-materials basis, with a total contract amount of \$9,620 that would not be exceeded without your prior written approval.




We would be happy to discuss any changes to the scope or contractual arrangements that you feel would be appropriate. Thank you for the opportunity to make this proposal. We look forward to working with the NLTRA in advancing this exciting project for the North Tahoe region.

Respectfully Submitted,

LSC Transportation Consultants, Inc.

by:



Gordon R. Shaw, P.E., AICP, Principal

NLTRA NLTE Performance Review Prop.wpd

TABLE A: Cost Estimate
Water Shuttle RFP /
Procurement Process

	Principal	Required Staff Hours			Total Staff Hours	Total Cost
		Planner	Graphic Technician	Support Staff		
Total Hourly Rate	\$180	\$85	\$60	\$55		
TASK 1 Preparation of Draft RFP	24	0	0	2	26	\$4,430
TASK 2 Assistance in Procurement Process	20	0	0	0	20	\$3,600
TASK 3 Assistance in Preparation of Contract	8	0	0	2	10	\$1,550
TOTAL	52	0	0	4	56	\$9,580
						ADDITIONAL EXPENSES
						Printing/Copy/Travel Costs \$40
						TOTAL PROJECT COSTS \$9,620



north lake tahoe

Chamber | CVB | Resort Association

December 7, 2011

To: Board of Directors

Fr: Ron Treabess, Director of Community Partnerships and Planning

Re: RTIA North Lake Tahoe Welcome Center Scope of Service for the Fabrication and Installation of Exhibitory for Phase One Improvements

The Status

At the July Board meeting, the Board, and subsequently the Placer County Board of Supervisors, approved \$40,000 for Phase I improvements to the Welcome Center now operating at a minimal level in the Reno Tahoe Airport baggage claim area. The goal is to have the entire space operable to inform visitors to "Explore North Lake Tahoe" and of the opportunity to ride the North Lake Tahoe Express. It is anticipated that additional visitor enhancements will be provided as the Welcome Center becomes more recognized. The date to complete this first phase is December 20th or before, which is parallel with the start of the winter transit service schedule.

Staff selected a highly recommended consulting firm which has the ability to take a project from concept through graphic design and architectural specs, and if need be, exhibit fabrication and installation. The Board approved BANG! Creative to prepare the necessary concept master plan for the Welcome Center, and all exhibit design, graphics, drawings and specifications. This completed contract has prepared the necessary work, including cost estimates, to initiate a separate contract to fabricate and install the exhibitry. After discussions with the County, it was agreed that that BANG! Creative could also be considered for the fabrication and installation of the exhibitry, if shown to be most efficient and time saving. Although not required, staff announced the bid opportunity for the fabrication and installation to the Chamber membership and to any qualified local contractors. Staff asked the Contractors Association of Truckee Tahoe (CATT) to recommend local firms to fabricate and install the proposed design, and although CATT did not provide any referrals, staff will continue to pursue that avenue for future projects, as has been done in the past. Staff also contacted three local design firms, none of whom could recommend any local contractor to do the fabrication. There was one response from the announcement in the Biz Bytes eblast, but the firm did not respond after staff forwarded the bid information. Consequently, BANG! Creative was the only respondent to bid, submitting a proposal for \$24,960 .

What's Next

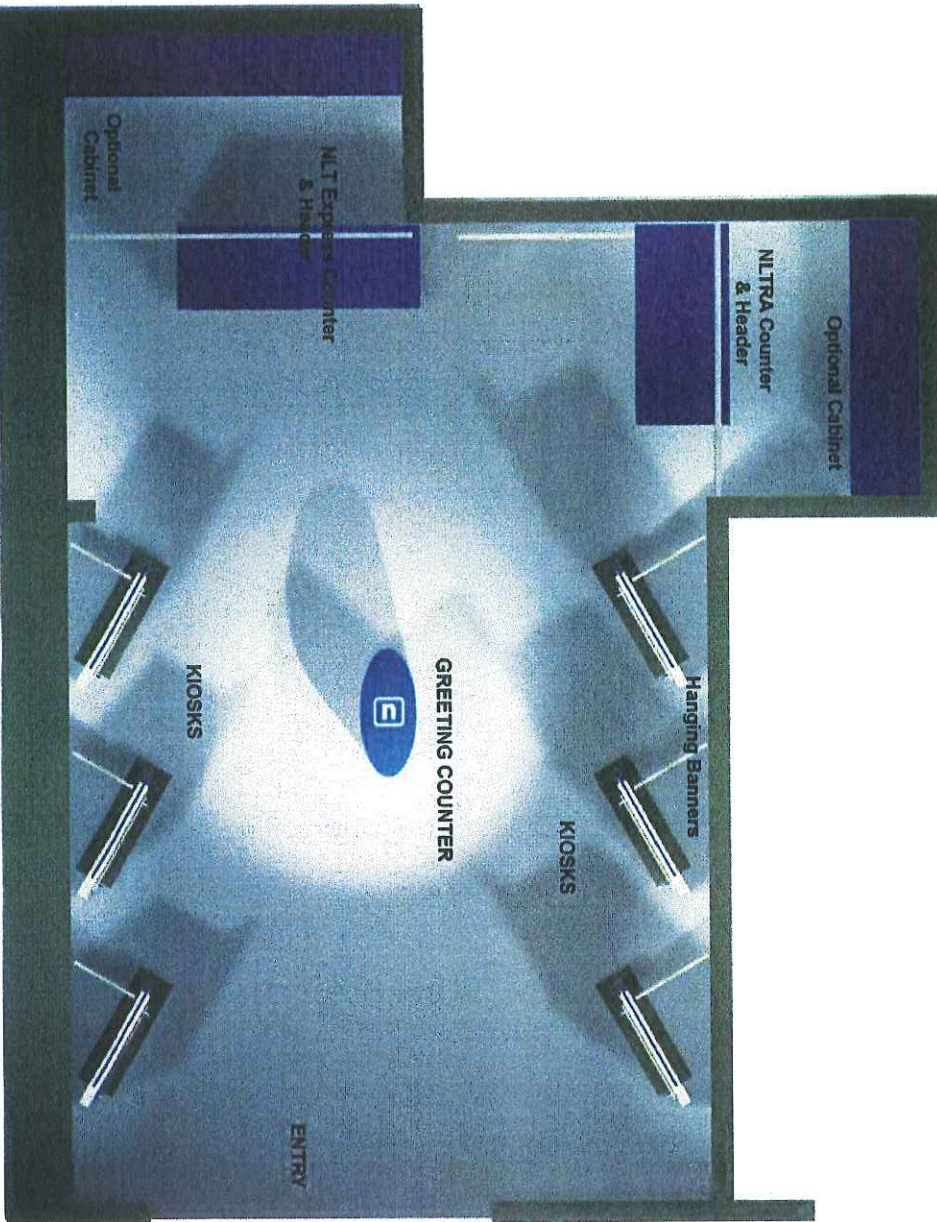
Attached are the exhibit design, graphics, drawings, and specifications to proceed with exhibit fabrication and installation. Also attached is BANG! Creative's proposal quote to perform the fabrication and installation. BANG's proposal, which is within the amount approved by the Joint Committee, the NLTRA Board, and the Placer County Board of Supervisors, also commits to the required completion date. Staff has entered into a contract letter of agreement with BANG! Creative to complete the fabrication and installation as required in the drawings and specs by December 20th, or before, pending approval of the Tenant Improvement Application by the Reno Tahoe Airport Authority. Staff has submitted this application and the Airport Authority is scheduled to review and approve on December 5th. The exhibitry will be installed and the Welcome Center ready for opening no later than December 20th.



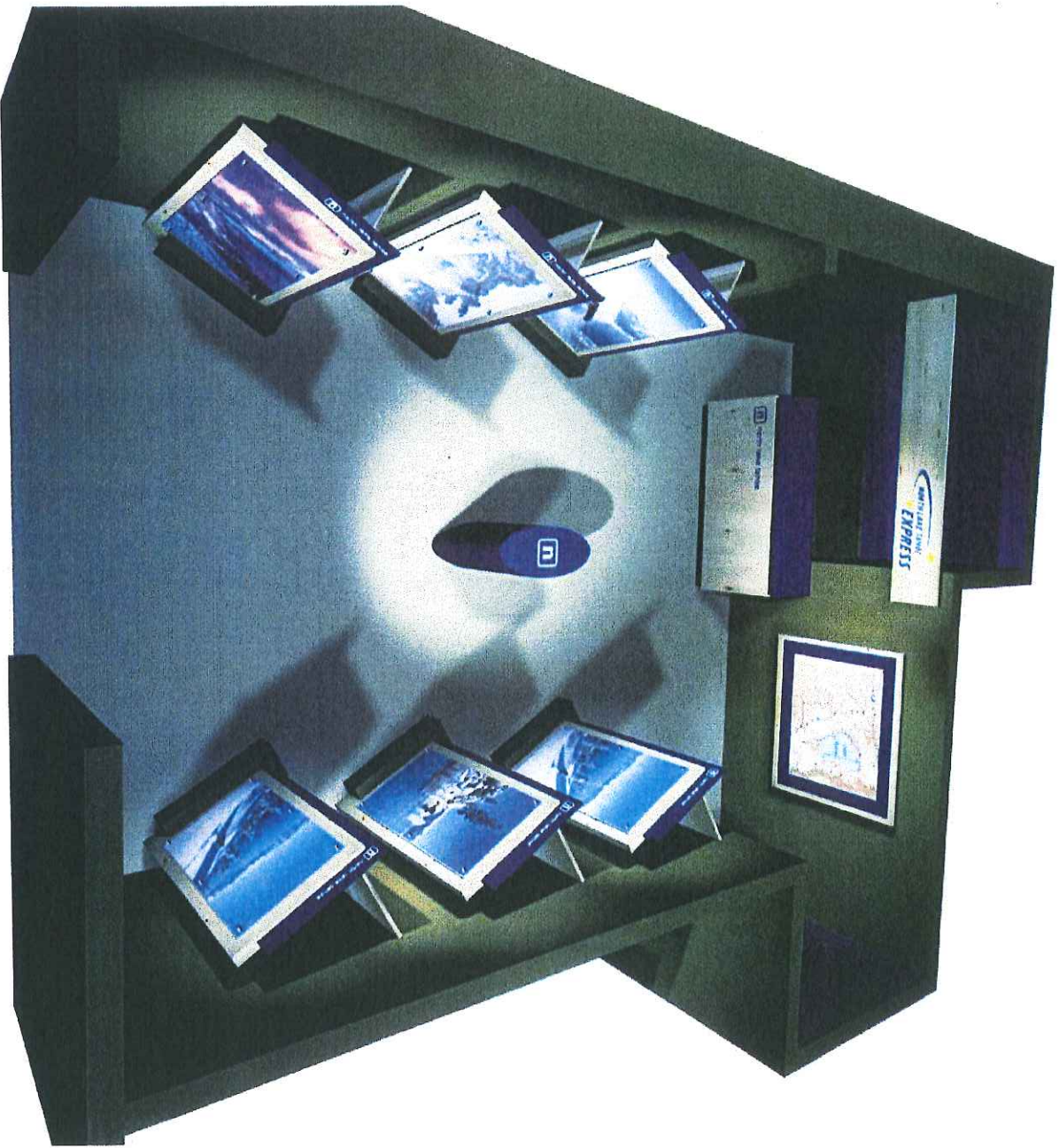
ENTRY VIEW

 BANG! CREATIVE	BANG! Creative, Inc. (760) 727-2004 www.bangcreative.com
	 NORTH LAKE TAHOE RESORT ASSOC. RENO AIRPORT VISITOR CENTER
north lake tahoe DATE 11.13.2011 SCALE PROJECT NUMBER # 11017 DRAWING DISCIPLINE ENTRY VIEW DRAWING NUMBER	

RENDERED FLOOR PLAN



 <p>BANG! CREATIVE</p>	<p>BANG! Creative, Inc. (760) 727-2004 www.bangcreative.com</p>
	<p>NORTH LAKE TAHOE RESORT ASSOC.</p> <p>RENO AIRPORT VISITOR CENTER</p>
 <p>north lake tahoe</p>	<p>DATE 11.13.2011</p> <p>SCALE # 1/017</p> <p>PROJECT NUMBER</p> <p>DRAWING DESCRIPTION RENDERED PLAN</p> <p>DRAWING NUMBER</p>



AERIAL VIEW

 <p>BANG! CREATIVE</p> <p>BANG! Creative, Inc. (760) 727-2004 www.bangcreative.com</p>	<p>NORTH LAKE TAHOE RESORT ASSOC.</p> <p>RENO AIRPORT VISITOR CENTER</p>	 <p>north lake tahoe</p>	<p>DATE 11.13.2011</p>
			<p>SCALE</p> <p>PROJECT NUMBER # 11017</p>
<p>DRAWING DISCIPLINE</p> <p>AERIAL VIEW</p> <p>DRAWING NUMBER</p>			



VIEW - NLTRA Host Counter Area



VIEW - North Lake Tahoe Express
Ticket Counter Area



BANG! Creative, Inc.
(760) 727-2004
www.bangcreative.com

**NORTH LAKE TAHOE
RESORT ASSOC.**

RENO AIRPORT VISITOR CENTER



north lake tahoe

DATE 11.13.2011

SCALE

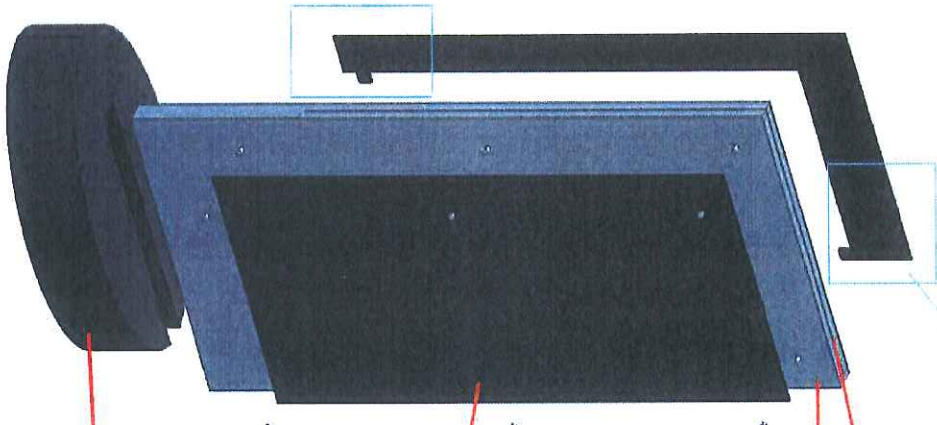
11017

PROJECT NUMBER

DRAWING DISCUSSION

VIEWS

DRAWING NUMBER



Notch Blade Panel in 2 locations (top & bottom) - secure through face with countersunk screw

Provide 1/4" shim and 1/2" slot for future second side

Natural Pine Veneer

1/4" plekglass panel w/ 2nd surface 2 Color vinyl graphic and 2" Dia roundover at corners. See graphics standards - confirm justification w/ NLT/RA.

1/4" plekglass panel w/ 2nd surface digital print graphic and 2" Dia roundover at corners w/ (6) aluminum 3/4" standoffs.

HPL base

KIOSK EXPLODED VIEW

KIOSK DESCRIPTION

- Center panel 36" w X 74" tall X 3" thick
Box frame construction 3/4" plywood framing with pine plywood faces stained or white washed. panel will have a pocketed slot to receive the graphic blade panel
- Oval support base 40" w X 8" tall X 23" d constructed of 3/4" plywood wrapped with a 3/8" bender board skin and laminate on the sides and top surfaces
- Large graphic panel 30" w X 60" tall. Digital print with a lexan overlain mounted to a 1/4" sub straight. Graphic will mount to pine panel using aluminum standoffs
- Graphic wing panel 30" w X 60" t. 1/4" clear plex with second surface vinyl. White vinyl logo graphic centered on the top on the blade panels. Wing panel will slide into a pocket in the pine panel on the top and 2 fasteners will hold the panel in place.

KIOSK ANGLE VIEW

BANG!
CREATIVE
Bang! Creative, Inc.
(760) 727-2004
www.bangcreative.com

**NORTH LAKE TAHOE
RESORT ASSOC.**
RENO AIRPORT VISITOR CENTER



north lake tahoe

DATE 11.13.2011

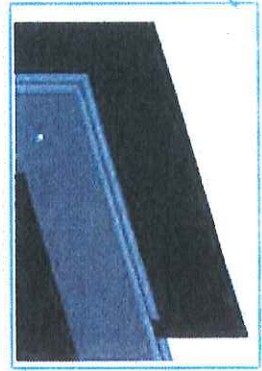
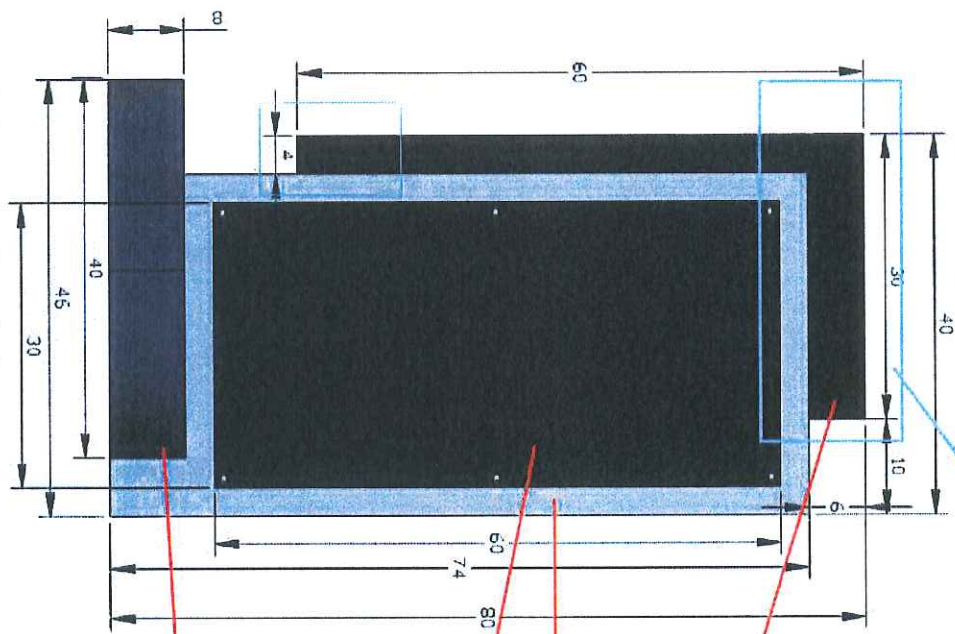
SCALE # 11017

PROJECT NUMBER

DRAWING DISCIPLINE
KIOSK DETAILS
DRAWING NUMBER

H-H

KIOSK ELEVATION

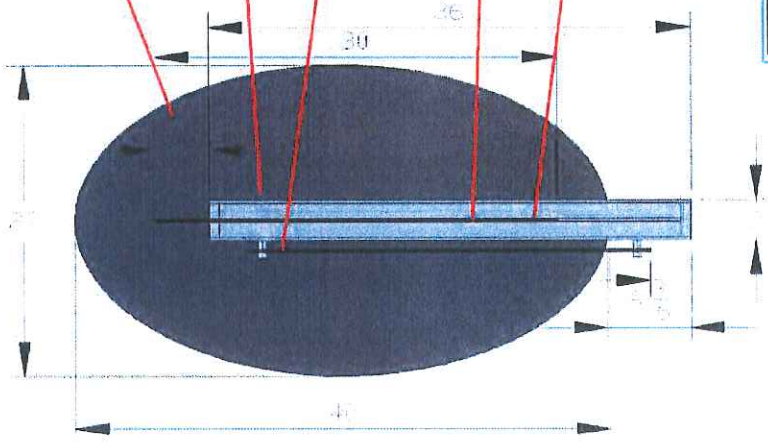


BLADE DETAIL

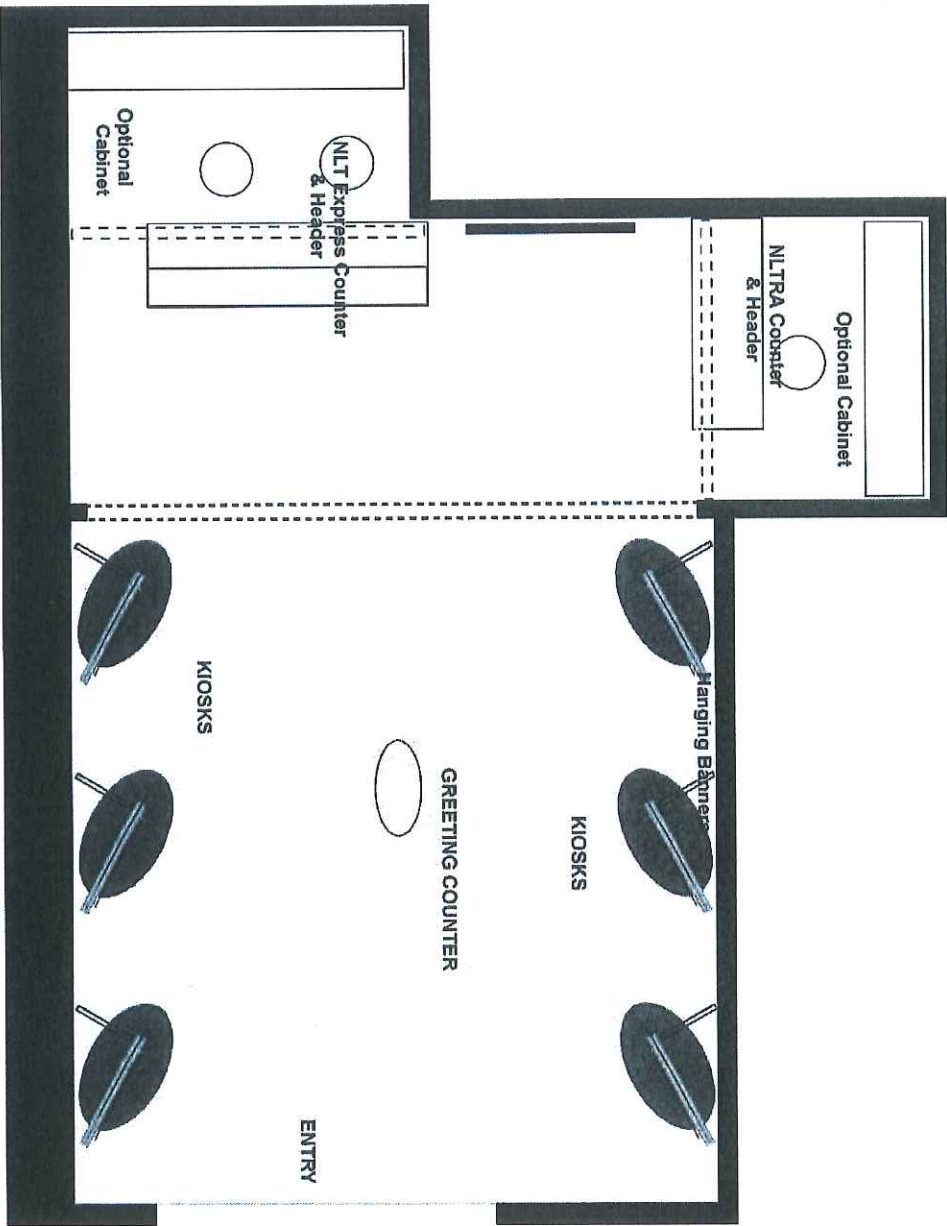
Notch Blade Panel in 2 locations (top & bottom) - secure through face with countersunk screw

- 1/4" plexiglas panel w/ 2nd surface 2 Color vinyl graphic and 2" Dia roundover at corners. See graphics standards - confirm justification w/ NLTRA.
- Provide 1/4" shim and 1/2" slot for future second side.
- Natural Pine Veneer
- 1/4" plexiglas panel w/ 2nd surface digital print graphic and 2" Dia roundover at corners w/ (6) aluminum 3/4" standoffs.
- Plan for future additional plex panel & standoffs for future.
- HPL base

KIOSK PLAN VIEW

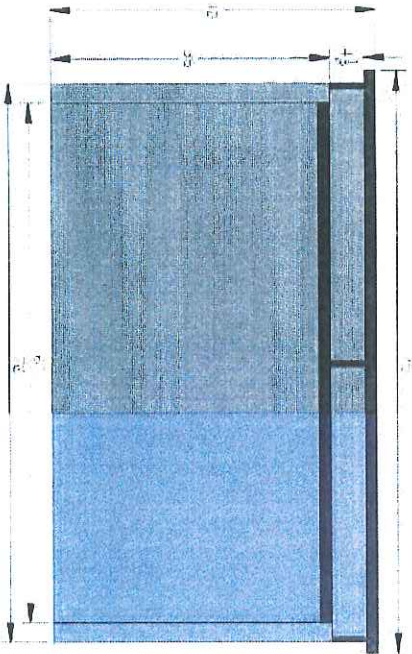
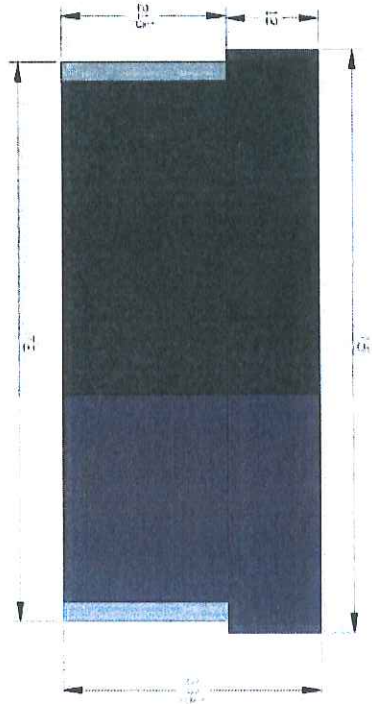
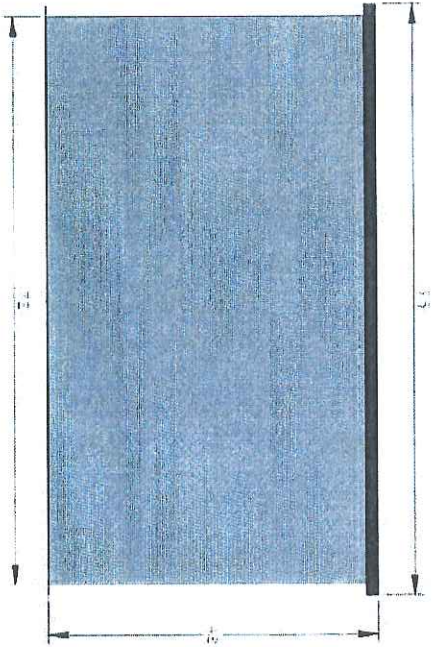
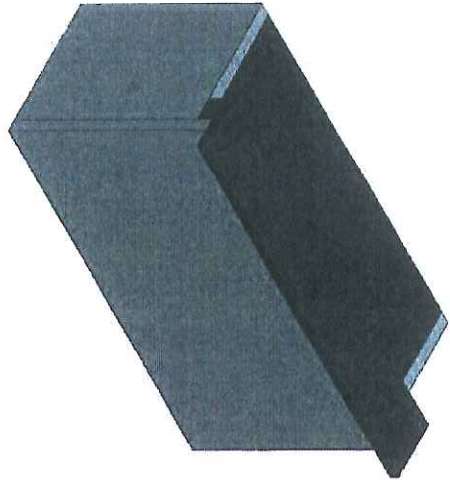


 <p>BANGI CREATIVE Bang Creative, Inc. (760) 727-2004 www.bangcreative.com</p>	<p>NORTH LAKE TAHOE RESORT ASSOC. RENO AIRPORT VISITOR CENTER</p>	
	 <p>north lake tahoe</p>	<p>DATE: 11.13.2011</p> <p>SCALE: #11017</p> <p>PROJECT NUMBER: KIOSK DETAILS</p> <p>DRAWING NUMBER:</p>



FLOOR PLAN

 BANGI CREATIVE	BANGI Creative, Inc. (760) 727-2004 www.bangcreative.com
	 north lake tahoe
DATE 11.13.2011	SCALE
PROJECT NUMBER # 11017	DRAWING DISCREPANCY
DRAWING NUMBER	FLOOR PLAN



BANGI Creative, Inc.
 (760) 727-2004
 www.bangicreative.com

**NORTH LAKE TAHOE
 RESORT ASSOC.**
 RENO AIRPORT VISITOR CENTER



north lake tahoe

DATE 11.13.2011

SCALE #11017

PROJECT NUMBER

DRAWING DESCRIPTION
 TYP. COUNTER

DRAWING NUMBER



**QUOTE
QTE11017.2**

DATE: 29-Nov-11

ATTN: Ron Treabess (858) 459.5335

Director of Community Planning

ADDRESS: **North Lake Tahoe V&CB**

100 North Lake Blvd, Second Floor

P.O.Box 5459

Tahoe City, CA 96145

PROJECT: **Airport Visitor Center**

DETAILS: EXHIBIT FABRICATION

1.1	Sided	6	See drawings	\$	11,869
1.2	A Ticket Counter w/ small logo	1	72"w X 30" d X 42" tall	\$	2,346
	B NCE Backwall Logo	1	30" x 48" - \$560		
	C Header Panel	1	96"w X 16" tall	\$	396
	D Storage Credenza	0			
1.4	Center Oval Display	1	16"wx24"dx40" tall	\$	1,264
1.5	Lake Tahoe Framed Map	1	40"wx72"tall	\$	1,440
1.6	Infill Hanging Graphics	6	(2 pole) 24"x60"	\$	1,404
1.7	A NLTRA Counter	1	60"w X 30" d X 42" tall	\$	2,346
	B NLTRA Wall Logo	0			
	C Header Panel	1	96"w X 16" tall	\$	396
	D Storage Credenza	1	77"w X 16" d X 30" tall	\$	1,229
	Shop O.H. & Production		3 Weeks Production	\$	2,250
				\$	-
				\$	-
TOTAL:				\$	24,940

TERMS: Signed Agreement & 50% Deposit to Iniate Project.

\$ 12,470 * 50% Design Deposit - Initiate Project

\$ 9,976 * 40% Payment - Prior to Shipping

\$ 2,494 * 10% Final Payment - Upon Completion

AGREED TO: **\$ 24,940 Total Project Payments**

Ron Treabess - Director of Community Planning

Date

11/30/2011

BANG! Creative, Inc.
2385 Camino Vista Noble, #157
Carlsbad, CA 92011-1509
(760) 727-2004