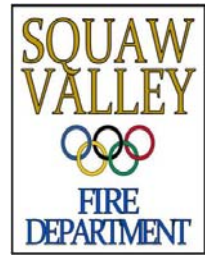




SQUAW VALLEY PUBLIC SERVICE DISTRICT



BIKE TRAIL SNOW REMOVAL – FUNDING CONTRACT

DATE: November 17, 2015

TO: District Board Members

FROM: Mike Geary, General Manager

SUBJECT: Bike Trail Snow Removal – Funding Contract with the North Lake Tahoe Resort Association

BACKGROUND: The District is providing snow removal services on 2.3 miles of bike trail using its own forces for the 2015/16 winter. Snow removal is performed as needed between Nov. 15 and April 30 on the 2.3 miles of trail shown on the attached map. Maintenance services also include trail inspection and maintenance, sanding for traction control, sweeping, installation & removal of snow poles and signage, litter pick-up, equipment maintenance, and springtime fence repair and trail resurfacing (e.g., patch paving). The program complies with provisions of a Placer County Encroachment Permit issued by the County's Department of Facilities Services.

During the 2013-14 winter season, the District implemented the following notable changes to the program to improve the level of service and reduce the costs necessary to deliver it:

1. We performed the work with District staff and leased equipment;
2. We increased the length of maintained trail by 1-mile (77% increase), with no additional funding;
3. We constructed three (3) paved pedestrian paths to access the trail at Victor Dr., Russell Rd. and Wayne Rd;
4. We financed the purchase of a Trackless MT6 snow blower for the program's sole use to reduce annual equipment expenses by \$336,000 over the next 15 years, or \$22,400 per year (compared to leasing).

The benefits to visitors and community include improved pedestrian safety along Squaw Valley Road, especially on busy days when Squaw Valley Resort controls traffic for automobile ingress and egress using 3-lanes. There is also an unquantifiable benefit in providing an additional, alternative, non-snow recreational opportunity, as well as an overall health wellness benefit, to locals,

tourists and the North Tahoe and Truckee community.

Grant funds are in the process of being committed to the 2015-16 program with the goal of collecting \$103,000, the estimated annual budget, from the following organizations:

- North Lake Tahoe Resort Association (NLTRA)
- Resort at Squaw Creek (RSC)
- Squaw Valley Business Association (SVBA)
- Squaw Valley Resort (SVR)
- Squaw Valley Property Owners Association (POA)

While this is the fifth winter providing snow removal services on the County's bike trail, it is the third winter the District will provide the service with its own forces and estimates the cost to be within budget, assuming average snowfall. The actual cost will depend largely on the amount and timing of the snowfall as many expenses are not fixed costs.

DISCUSSION: The NLTRA granted \$ 70,000 to the District for bike trail snow removal for the 2015/16 winter. The attached contract is between the District and the NLTRA and provides the terms of the agreement and describes how the grant funds will be administered.

- ALTERNATIVES:**
1. Authorize staff to execute the Memorandum of Agreement between the North Lake Tahoe Resort Association and the Squaw Valley Public Service District for Use of TOT Infrastructure Funds for the Bike Trail Snow Removal Program.
 2. Do not authorize staff to execute the Memorandum of Agreement.

FISCAL/RESOURCE IMPACTS: The source of funds is provided by the Placer County Transient Occupancy Tax via the North Lake Tahoe Resort Association.

Although the bike trail snow removal program is extremely popular and widely considered a success, the PSD remains unable to provide direct financial support and participate in its funding. The District is funded by property taxes and user fees for water, sewer, and garbage collection services. User fees, by law, can only be used to provide services for which they're collected. Use of the District's property tax revenues is restricted to fund Fire Department and utility operations only and is not available for park & recreation expenses. The restriction is based on the understanding that using property tax revenues for park & recreation services results in an equivalent increase in water, sewer, and/or garbage fees. From a business perspective, this is not a viable option.

Due to this financial constraint, the District considers the reductions in program costs and increase in the level of service that are attributable to the District's management and operations as the District's financial contribution towards the Bike Trail Snow Removal Program.

Some examples of cost-savings implemented by the District include:

- Delivering the service cheaper with District staff by avoiding prevailing wages requirements and contractor profit
- Financing the purchase of the snow blower
- Exercising a lease / purchase option to apply 2013-14 winter's lease payment to the purchase of the snow blower
- Fundraising to increase matching funds required of this grant

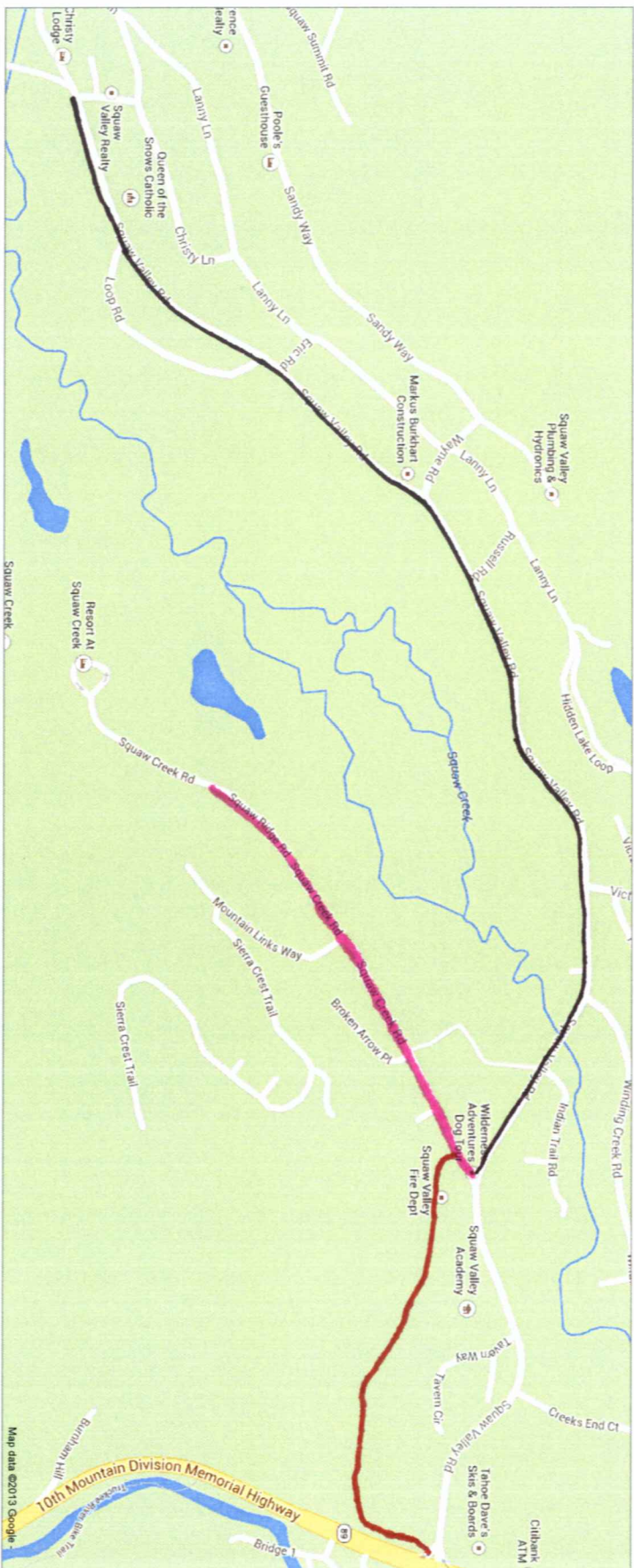
RECOMMENDATION: Authorize staff to execute the Memorandum of Agreement between the North Lake Tahoe Resort Association and the Squaw Valley Public Service District for use of TOT Infrastructure Funds for the Bike Trail Snow Removal Program.

ATTACHMENTS: Map of Bike Trail Snow Removal Program.

Memorandum of Agreement between the North Lake Tahoe Resort Association and the Squaw Valley Public Service District for use of TOT Infrastructure Funds.

DATE PREPARED: November 12, 2015

* VILLAGE



— Squaw Valley Road (1.3 mi)

— Resort at Squaw Creek Extension (0.5 mi)

— Squaw Valley Park Extension (0.5 mi)



**MEMORANDUM OF AGREEMENT
BETWEEN THE NORTH LAKE TAHOE RESORT ASSOCIATION AND THE SQUAW VALLEY
PUBLIC SERVICE DISTRICT FOR USE OF TOT INFRASTRUCTURE FUNDS**

This Memorandum of Agreement is entered into by and between the North Lake Tahoe Resort Association (NLTRA) and the Squaw Valley Public Service District (Grantee) regarding use of Placer County TOT monies to assist in funding of the 2015/16 Squaw Valley Winter Pedestrian Trail Snow Removal Program. The purpose of the program is to continue the program for one year and to continue identifying any shortcomings in the proposed snow removal concept that may affect long-term feasibility.

This Agreement confirms the Grantee's commitment to follow the project scope of work and time schedule, as defined in the Infrastructure Funding Application, report any necessary changes to the project scope or project schedule, provide documentation of all expenditures of TOT funds, provide periodic reports as requested, and provide a final report upon project completion each winter season, including the return, if applicable, of any unspent funds. The final report will include an evaluation of the program, including effectiveness from a visitor's point of view, business improvements, safety, and technical issues, such as drainage and ice on the trail and identification of all funding sources if program is to continue.

For and in consideration of the mutual promises herein exchanged, NLTRA and Grantee do hereby agree as follows:

1. The NLTRA and Grantee's desire to insure that certain actions are taken to insure completion of the 2015/16 program to remove snow on the Placer County-owned Squaw Valley multi-purpose trail. The program is outlined in the project scope of work and time schedule included in the Capital Investment/Transportation Funding Application (Attachment A) approved by the NLTRA Board of Directors and the Placer County CEO on October 7, 2015. This approval provides a TOT grant of up to \$70,000 to Grantee for this purpose.
2. The Grantee agrees to complete the project by June 30, 2015, (the "Completion Date"). Grantee shall report any necessary changes to the Completion Date, project scope or project schedule to the NLTRA prior to the expenditure of TOT funds for those changes. For good cause shown, the Completion Date, the scope of work, as well as any dates set forth in the project schedule, may be revised and/or extended by the NLTRA upon written request by the Grantee. Such revision and/or extension shall not be unreasonably denied.
3. The Grantee agrees that all contracts for, or related to, the Project involving the expenditure of \$25,000 or more of TOT awarded by it or any of its Contractors shall utilize a competitive bidding or procurement process, as described in this Agreement. This requirement to utilize a competitive bidding or procurement process applies to each consecutive or phased contract with the same entity when all such consecutive or phased

contracts combined involve the expenditure of \$25,000 or more of TOT funds. The Grantee must provide NLTRA with documentation that it and its Contractors have complied with the competitive bidding or procurement process described in this Agreement. Grantee and NLTRA acknowledge and agree that utilization of a competitive bidding or procurement process is intended to ensure that TOT funds are expended in an impartial manner, to the lowest responsible bidder or based on the demonstrated competence and qualifications of the bidder in the most cost-effective manner.

4. The Grantee and its Contractors shall utilize the competitive bidding or procurement process described in this Agreement, provided that if Grantee is obligated by law and its policies to comply with a different process that complies with or substantially complies with the requirements set forth in this Agreement, then Grantee may follow such process.
5. The competitive bidding or procurement to be utilized by the Grantee and its Contractors includes the following. A written scope of work and/or a description of the goods or materials to be purchased shall be prepared, provided to each bidder and included in or attached to the contract awarded for the services or goods or materials. For contracts involving the expenditure of less than \$100,000 of TOT, a minimum of two written quotes or bids shall be obtained by the Grantee or its Contractors. For contracts involving the expenditure of more than \$100,000 of TOT, three written quotes or bids shall be sought and a minimum of two shall be obtained by the Grantee or its Contractors. Contracts for construction work or the purchase of goods or materials shall be awarded to the lowest, responsible bidder that submits a responsive bid. Contracts for services or programs shall be awarded to the bidder who the Grantee or its Contractor reasonably believes will provide the best services or program for the Project, based on the bidder's demonstrated competence and qualifications and which will be provided in the most cost-effective manner. .
6. The Grantee shall request payment from the NLTRA on an invoice in a form acceptable to the NLTRA dependent on the type of payment requested, and which be either a sum for invoice(s) already paid by the Grantee for work that was approved in the Application or as a sum for an invoice(s) to be paid by the Grantee for work that was approved in the Application.
7. All invoices submitted by the Grantee shall include documentation acceptable to NLTRA clearly identifying all expenditures of TOT funds made or to be made.
8. Upon NLTRA's approval of Grantee's invoice(s), the invoice(s) will be forwarded to Placer County for direct payment to Grantee.
9. Depending on the time necessary to complete the Project, or the need for multiple payments to the Grantee, the NLTRA may require periodic reports from the Grantee as to the progress of the Project, as well as a final report that must submitted within 60 days of Project completion. The final report shall document Project completion, include before and after photographs of the Project where applicable, reconcile all expenditures, identify all unspent TOT funds and documentation establishing that all unspent TOT funds have been returned to Placer County.
10. Within 60 days of completion of the Project, the Grantee will return to Placer County all unexpended TOT funds which have been advanced by the NLTRA.

11. Prior to completion of the Project and/or implementation of Project improvements, the Grantee and NLTRA shall meet and confer in good faith in an effort to resolve any dispute arising from or related to this Agreement. If the dispute cannot be resolved, either party may terminate this Agreement by providing the other party with (60 days' notice in writing.
12. If this Agreement is terminated by either party, the Grantee agrees to take all reasonable measures to immediately cease the expenditure of TOT funds that had not been expended as of the date of the notice of termination. On or before the date that termination of this Agreement is effective, the Grantee shall return all unexpended TOT funds shall be returned to Placer County.
13. The Grantee and its Contractors shall maintain complete and detailed financial accounts, documents, and records relating to the Project and the expenditure of TOT funds. Such accounts, documents, and records shall be retained by the Grantee for three years following the date of completion of the Project and shall be subject to examination and audit by the NLTRA and by the Placer County Auditor-Controller.
14. All professional and technical information developed under this Agreement, including but not limited to all work sheets, reports, and related data, shall become the property of NLTRA upon to payment to Grantee, and Grantee agrees to deliver reproducible copies of such documents to NLTRA on or before completion of the Project. The NLTRA agrees to indemnify and hold Grantee harmless from any claim arising out of reuse of such information unrelated to this Project.
15. When, in accordance with final plans and/or requirements for the Project, the Grantee installs signs, including but not limited to interpretive signs, which identify the Project, the Grantee will ensure such signage identifies and acknowledges the roles of and funding assistance provided by both the NLTRA and Placer County.
16. The Grantee shall perform this Agreement as an independent contractor and its officers, agents and employees are not, and shall not be deemed, NLTRA or Placer County employees for any purpose. The Grantee shall determine, at its own risk and expense, the method and manner by which it will perform this Agreement; provided, however, that the NLTRA may monitor the work performed.
17. The Grantee hereby agrees to protect, defend, indemnify, and hold the NLTRA and Placer County free and harmless from any and all losses, claims, liens, demands, and causes of action of every kind and character including, but not limited to, the amounts of judgments, penalties, interest, court costs, legal fees, and all other expenses incurred by the NLTRA and Placer County arising in favor of any party including, claims, liens, debts, personal injuries, death, or damages to property (including employees or property of the NLTRA or Placer County) and without limitation by enumeration, all other claims or demands of every character occurring or in any way incident to, in connection with or arising directly or indirectly out of this Agreement. The Grantee agrees to investigate, handle, respond to, provide defense for, and defend any such claims, demands, or suits at its sole expense. The Grantee also agrees to bear all other costs and expenses related thereto, even if the claim or claims alleged are groundless, false, or fraudulent. This provision is not intended to create any cause of action in favor of any third party against the Grantee, the NLTRA, or Placer County, or to enlarge, in any way, the Grantee's



The North Lake Tahoe Resort Association
CAPITAL INVESTMENT PROJECT/PROGRAM
FUNDING APPLICATION

PROJECT INFORMATION

1. Project/program name: Squaw Valley Bike Trail Snow Removal – 2015-16
2. Brief description of project/program: This program provides snow removal services for Placer County's bike trails in Squaw Valley for the 2015-2016 winter season. This will be the fifth winter the PSD is delivering this service. The Resort Association and Placer County have funded the project, with matching funds, since its inception.

Snow removal is performed as needed between Nov. 15 and April 30 on the 2.3 miles of trail shown on the attached map. Maintenance services also include trail inspection and maintenance, sanding for traction control, sweeping, installation & removal of snow poles and signage, litter pick-up, equipment maintenance, and springtime fence repair and trail resurfacing (e.g., patch paving). The program complies with provisions of a Placer County Encroachment Permit issued by the County's Department of Facilities Services.

Over the last two winters (2013-14 and 2014-15), the District implemented the following notable changes to the program to improve the level of service and reduce the costs necessary to deliver it:

1. We performed the work with District staff and equipment;
2. We increased the length of maintained trail by 1-mile (77% increase), with no additional funding;
3. We constructed three (3) paved pedestrian paths to access the trail at Victor Dr., Russell Rd. and Wayne Rd;
4. We financed the purchase of a Trackless MT6 snow blower for the program's sole use to reduce annual equipment expenses by \$336,000 over the next 15 years, or \$22,400 per year (compared to leasing).

The benefits to visitors and community include improved pedestrian safety along Squaw Valley Road, especially on busy days when Squaw Valley Resort controls traffic for automobile ingress and egress using 3-lanes. There is also an unquantifiable benefit in providing an additional, alternative, non-snow recreational opportunity, as well as an overall health wellness benefit, to tourists and the North Tahoe and Truckee community.

Keeping the trail clear in the winter brings commercial benefit to businesses in the Village. The project is expected to attract additional overnight visitors and additional day-business to the Resort at Squaw Creek and the Village at Squaw because it's an amenity unique to Squaw Valley; particularly by providing an outdoor-recreation opportunity for visitors who don't participate in snow-based recreation, such as skiing and boarding. This project provides an unmatched option for guests who travel with their family or other group with outdoor recreation interests diverse than those they're with.

FINANCIAL INFORMATION

1. Total project cost: \$102,000.
2. Total TOT funds requested: \$70,000.
3. Identify other funding from secured sources: This year, the Squaw Valley Business Association (SVBA) is contributing \$10,500 to the program. Last year, the District received funding from the Resort at Squaw Creek, SVBA, Squaw Valley Resort, and the Squaw Valley Property Owners Association. District staff is currently coordinating with funders to determine contributions available for this winter's program.

Although the bike trail snow removal program is extremely popular and widely considered a success, the PSD remains unable to provide direct financial support and participate in its funding. The District is funded by property taxes and user fees for water, sewer, and garbage collection services. User fees, by law, can only be used to provide services for which they're collected. Use of the District's property tax revenues is restricted to fund Fire Department and utility operations only and is not available for park & recreation expenses. The restriction is based on the understanding that using property tax revenues for park & recreation services results in an equivalent increase in water, sewer, and/or garbage fees. From a business perspective, this is not a viable option.

Due to this financial constraint, the District respectfully requests the NLTRA and County consider the reductions in program costs and increase in the level of service that are attributable to the District's management and operations as the District's financial contribution towards the matching funds typical of this grant program.

Some examples of cost-savings implemented by the District include:

- Delivering the service cheaper with District staff by avoiding prevailing wages requirements and contractor profit
- Financing the purchase of the snow blower
- Exercising a lease / purchase option to apply lease payments to the purchase of the snow blower
- Fundraising to increase matching funds required of this grant

4. Will the project require future financial funding? Yes, annually.

What is the source of the future financial support? Similar to the current funding structure.

Will this include maintenance needs? No.

5. Provide project pro-forma and implementation schedule (timeline).

Pro-Forma:

Squaw Valley Bike Trail Snow Removal Program Cost Estimate – 2015-2016 Winter

Item	Unit	Quantity	Unit Cost	Total
Equipment - snowblower	month	5.5	\$ 4,436.36	\$ 24,400
Labor - snow removal & sanding - standard	hour	200	\$ 60	\$ 12,000
Labor - snow removal & sanding - OT	hour	30	\$ 70	\$ 2,100
Labor - inspection & weekly maintenance	hour	72	\$ 55	\$ 3,960
Labor - snow pole installation, replacements & removal	hour	70	\$ 55	\$ 3,850
Labor - sign installation & removal / puller / hammer rental	hour	5	\$ 55	\$ 275
Labor - safety training	hour	9	\$ 55	\$ 495
Labor - equipment maintenance	hour	8	\$ 55	\$ 440
Materials - fuel	LS	1	\$ 5,600	\$ 5,600
Materials - snow stakes / rebar / tape	LS	1	\$ 1,400	\$ 1,400
Materials - signs / poles	ea	6	\$ 500	\$ 3,000
Materials - equipment maintenance	ea	1	\$ 800	\$ 800
Materials - sand	LS	1	\$ 500	\$ 500
Spring clean-up broom rental / labor	LS	1	\$ 1,000	\$ 1,000
Repairs - trail / fence	LS	1	\$ 2,500	\$ 2,500
Management / Administration	LS	1	\$ 12,000	\$ 12,000
Legal review	LS	1	\$ 1,500	\$ 1,500
Sub-Total				\$ 75,820
Contingency (15%)	LS	1	\$ 11,373	\$ 11,373
Snow Hauling - Truck	hour	40	\$ 55	\$ 2,200
Snow Hauling - Loader	hour	40	\$ 55	\$ 2,200
Snow Hauling - Loading Chute	ea	1	\$ 1,522	\$ 1,522
Snow Hauling - equipment Traffic Control	hour	40	\$ 55	\$ 2,200
Snow Hauling - labor - standard	hour	120	\$ 55	\$ 6,600
Snow Hauling - contractor support	LS	1	\$ -	\$ -
Sub-Total				\$ 26,095
Annual Total				\$ 101,915

The Squaw Valley Bike Trail Snow Removal Program operates November 15, 2015 to April 30, 2016 and includes:

- Snow removal for 2.33 trail miles
- Trail inspection & maintenance
- Snow pole installation & removal
- Sign purchase, installation & removal
- Dog waste clean-up
- Litter pick-up
- Sanding for traction control
- Sweeping
- Season-end trail repair
- Equipment maintenance & repair
- Emergency trail repair
- Equipment financing administration
- Grant administration
- Permitting & compliance
- Project management
- Telephone, service requests
- Insurance

Implementation Schedule: Implementation of the program is expected to be on schedule for the 2015-16 winter but is contingent on the approval of this grant application, additional funding contributions, execution of the grant contract, and the issuance of an encroachment permit to perform the work.

6. How will project cost overruns or operating cost shortfalls be funded? The program's estimate of cost includes a contingency to absorb some additional costs associated with a big winter. However, the program is structured to be terminated if / when costs are anticipated to exceed available funds.

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 \$5.2 million operating budget and manages approximately \$1.24 million in capital projects annually.
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. The District has extensive experience with program management and public works projects.
4. Objectives of project sponsor: Provide a safe winter pedestrian walkway that serves visitor and local populations and increases tourism in Olympic Valley by providing an additional and truly alternative recreational opportunity; improve the safety of pedestrians on Squaw Valley Road; provide an overall health wellness opportunity to out-of-town and local visitors as well as residents; fulfill its own Mission Statement and be responsive to its constituents.

ECONOMIC IMPACT OF PROJECT

1. Estimated number of users: During the six-month program, we anticipate 25,000 people will use the trail (assume 15 users/hour for 9-hours/day).
2. Time of year: November 15 to May 1.
Weekends: 63%
Weekdays: 37%
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
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? Provide a recreational alternative to skiing and other snow sports. The trail attracts visitors to the valley to use the only plowed, walkable area that doesn't come with the fear and risk of being hit by a car driving on icy roads. Improve pedestrian safety along Squaw Valley Road, especially on busy days when traffic is controlled with 3-lanes. 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 tourism benefits will be created? This project further diversifies opportunities available to visitors for outdoor recreation during the winter months, when sunny days are common. The project improves the walkability within Olympic Valley and reduces vehicular traffic, giving non-skiers / riders opportunity to explore the valley outside of the Village and Resort and without getting in a car. The wintertime views of Squaw Valley provided from the bike trail are unique and stunning. This program undeniably highlights the importance of the area's bike / pedestrian trail network and leverages its capital investments. Its success suggests the program's financial and operational experience could be used to evaluate the feasibility of similar programs on other portions of the trail network. Although the program has multiple benefits, the improvement to pedestrian safety and the reduction in risk of a car vs. pedestrian accident on Squaw Valley Road during the ski season alone justifies the need to provide the service. Improving pedestrian safety clearly benefits the North Lake Tahoe tourism market.
3. Will local resources be used to create, design, and construct this project? Yes. Squaw Valley PSD personnel provide the labor for the program and local vendors are used for needed services, materials and equipment.
4. What types of businesses will receive the greatest economic impact? Squaw Valley restaurants, retail shops, the ski resort, and lodging facilities all benefit from having non-skiing patrons visit or stay in the Valley. Wintertime trail access increases visitation to Squaw Valley by attracting dog and baby walkers, bicyclists, families, and runners because there are few other options in the region to enjoy the safety provided by a plowed Class I bike trail. The improved walkability attracts additional guests due to the increased diversity in outdoor recreational opportunities it creates. The primary reason people visit Squaw Valley and the North Lake Tahoe/Truckee area is to enjoy the multitude of diverse recreational experiences.

Are they supportive of this project? Yes, the Resort at Squaw Creek, Squaw Valley Business Association, PlumpJack, Olympic Village Inn, Squaw Valley Lodge, Red Wolf Lodge, Squaw Valley Property Owners Association, Squaw Valley Resort, Village at Squaw Valley, and the Squaw Village Neighborhood Company vigorously support the project. All contribute financially to the program.
5. Will the project require the addition of governmental service? No.

How will these costs be funded? Grant funding, if approved.
6. Document the community support for the project: The Squaw Valley Municipal Advisory Council (MAC), Placer County, Squaw Valley Ski Holdings, Resort at Squaw Creek, Squaw Valley Business Association, PlumpJack, Olympic Village Inn, Squaw Valley Lodge, Red Wolf Lodge, and the Squaw Valley Property Owner's Association all support the project.

NORTH LAKE TAHOE TOURISM MASTER PLAN

Describe how the project meets the goals of the Tourism Master Plan and criteria of this application (Strategic Goals, Core Project Groupings, and Project Funding Strategy Guidelines).

On the bottom of page 59 in the Transportation Chapter, it explains that one of the “key findings” of the Tourism Master Plan was that “substantial investment in basic facilities and services is required to provide an infrastructure achieving contemporary resort standards” and “to remain competitive with peer areas and to address the serious shortfalls of the transportation network, it is crucial for North Lake Tahoe to develop a transit system that provides a high-quality visitor experience without the need for a private automobile.”

On page 64, it reveals that one of the Tourism Master Plan’s Action Elements with “Higher Priority” is:

Year-Round Maintenance of Key Trail Segments. *Winter traffic and parking problems could be reduced and visitor experience improved through maintenance of key, high-usage segments of the multipurpose trails throughout the year (including snow removal). Experience in competing mountain resort areas, some with even more severe winter conditions than in North Lake Tahoe, prove that trails can be maintained for winter pedestrian use. This strategy is effective where trails connect commercial centers with residential and lodging developments within a reasonable (1.0 to 1.5-mile) walking distance or where cleared trails could provide access to local streets that provide an adequate winter walking environment. In particular, winter maintenance of the West Shore Trail from Comstock Village (north) to Tahoe City and the North Shore Trail from Lake Forest Road (west) to Tahoe City would provide an attractive walking opportunity for the many visitors lodged in areas such as Granlibakken, Tahoe Tavern, Rocky Ridge, Star Harbor and St. Francis Lakeside, as well as the residents of these outlying areas. This plan element is in keeping with the village strategy discussed above. As the trails were not originally designed and constructed for winter maintenance, this plan element could require capital funding as well as ongoing operating funding.*

This project will enhance and reinvent the functionality of an existing bike trail and leverage the capital investment made by extending the period of its beneficial use.

Using Project Funding Strategy Guidelines, what is your project’s score and how was it determined?

This project scores the maximum **135 points** because it meets many “Criteria of High Importance”. Specifically, the *Squaw Valley Bike Trail Snow Removal Program*, for:

- 30 points, supports NLTRA key core function areas and strategic goals such as:
 - a. Human Powered Sports and Activities
 - b. Regional Transportation Vision
 - c. Advancement of Tourism Economy called for in Community Plans
- 30 points, is within highest priority Work Plan Project Groupings such as:
 - a. Trails (highest)
 - b. Recreation Amenities
 - c. Transportation Services
- 30 points, is trail related and requires maintenance/operation funding:
 - a. That TOT helped originate
 - b. That serve visitors
 - c. That have matching funding
- 15 points, supports other Work Plan Project Groupings such as:
 - a. Special Events/Regional
 - b. Parks
 - c. Transportation Infrastructure
- 15 points, supports environmental improvement by reducing vehicular traffic and improving pedestrian safety
- 15 points, has other funding sources in place

The program also meets “Other Criteria for Consideration” by leveraging additional funding with necessary TOT funding. The program also has a positive effect on geographic distribution of capital investment funds.

OTHER

List other benefits or elements that should be considered by the Resort Association in evaluating this request.

This project is exceptional for several reasons. First, it leverages existing capital improvements (bike trail) by providing beneficial use during the winter months; a period when the improvements would otherwise go unused. Second, it allows visitors the opportunity to be outside if/when they do not have the opportunity or the time to gather, put-on, buy, or rent ski/snowboard equipment, and go skiing/riding. Third, the project significantly improves pedestrian safety. Fourth, the project will continue to benefit local businesses by increasing pedestrian traffic and making shopping and dining more accessible.

The NLTRA Board should consider the extensive use of the Martis Dam Road during the winter. This is one of the only safe pedestrian areas within the North Lake Tahoe resort-triangle that provides a plowed surface, free of motorized traffic, for walking, jogging, baby-walking, and dog-walking. The District experiences a similar use pattern here, which benefits visitors and local residents alike. There are practically no options for off-snow outdoor recreation in Tahoe and Truckee, while the weather on a day-to-day basis is generally favorable to being outside.

In effort to leverage investment in the project and the experience of delivering it, the District provides reporting of the program's success and resolution of the operational challenges surrounding snow removal from bike trails adjacent to roadways to the Resort Association.

The project is consistent with several of the NLTRA's Strategic Goals 2011-2016 including:

- Develop across . . . core function areas in . . . biking
- Infrastructure/Transportation – Develop Infrastructure and Transportation projects that will lead to a higher quality experience.
- Complete trail system linking . . . areas within the North Lake Tahoe region resort triangle . . . to include bike path system including paved multi recreation trails, bike lanes.
- Provide Infrastructure capital for bike trail support.
- Implement action plans designed to stimulate overnight visitation and related Transient Occupancy Tax collections.
- Community Relations – build trust, confidence and leadership with key partners - be a recognized voice of community in all core function areas