



**north lake tahoe**

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**Serving our Members, our Community and Placer County  
Since 1996**

**Draft**

**Capital Investment and Transportation  
Work Plan  
and  
Long Range Funding Plan  
2015-2022**

**August 2015**

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# **Capital Investment and Transportation Work Plan And Long Range Funding Plan 2015-2022**

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**Draft  
Capital Investment and Transportation Work Plan  
and  
Long Range Funding Plan  
F. Y. 2015 – 2022**

**Introduction**

**Mission**

***Consistent with the NLTRA Master Plan, to Improve Visitor  
And Community Infrastructure Facilities & Transportation  
Services for the Benefit of North Lake Tahoe’s  
Tourism-based Economy***

The Capital Investment and Transportation Work Plan (WP) is prepared annually to support and update the *North Lake Tahoe Tourism Investment Master Plan*, insuring that the master plan remains current as the guiding document for infrastructure and transportation capital investment strategies. These investment strategies must continue to be designed to help achieve economic and environmental sustainability. The Master Plan states that “a healthy, well-balanced economy creates the financial mechanisms that pay for needed environmental restoration and ongoing protection”. Capital investment project design and program development that meets the current economic needs while minimizing impacts to the natural resources and environment will be encouraged.

This year’s Plan will focus primarily on the FY 2015-16 Work Plan elements, with the Long-Range Funding Plan 2015-2022 scheduled for preparation by June 30, 2016. The FY 2015-16 Work Plan is based on review, discussion, and updates of the FY 2014-15 WP. Input by the Capital investment/Transportation Committee, the NLTRA Board of Directors, community partners, and the public has provided guidance toward the development of the Draft of the Plan. This document or “action plan” summarizes the status of the capital investment and transportation projects that are ongoing and those projected for the 2015-2022 time period. While the North Lake Tahoe Tourism Master Plan is not yet finalized, many of the Capital Investment Infrastructure and Transportation needs recommended through the Master Plan outreach process will be considered in the Work Plan. The most important priorities being recommended are those advancing the North Tahoe Transit Vision and additional Class I trails; wayfinding signage, and new lake shore lodging units.

Each year there are greater demands on the ways that the Board of Supervisors authorize TOT funds for North Lake Tahoe. Originally, it was determined that 47% of total TOT funds would be used for capital investments (infrastructure), and 11% would go toward transportation services and programs. This was with the understanding that the Board could approve an additional amount of the 47% to be used to support appropriate increases for transportation services. The remaining 42% has been allocated to marketing the North Lake Tahoe area.

Through the years, transportation services have proven to be a high priority needing more funding each year. Transportation services are now receiving approximately the same funding amount that is directed to capital investment projects, and will continue to require additional funds, more so as the Transit Vision is brought to fruition

Also needing consideration is funding for maintenance and operation of infrastructure projects that TOT helped to create. Most notable are the many miles of trails that have been constructed that require funding to be kept in good repair. An increasing need is to keep certain trails open in the winter for safe and enjoyable alternatives for pedestrians now walking on roadways. Pedestrian crosswalks and radar speed signs require funding to stay operational. In the past, the limited funding necessary has been provided by others, but now that these visitor oriented facilities are in need of more support, the agencies that have been taking care of operation and maintenance are requesting assistance.

In addition to the above, funding to support regional special events should be considered, particularly those promoting human powered sports and activities. Many of these events, which bring economic sustainability to North Lake Tahoe, require infrastructure and/or transportation projects to allow for and provide for more efficient production of an event.

While TOT provides solid funding, it is limited and cannot provide the entire funding for all of the potential needs. NLTRA must have meaningful guidelines and criteria to help determine the appropriate allocation of TOT funds. This Work Plan provides those criteria and guidelines.

In Summary this Work Plan:

- Identifies Objectives of the Plan
- Identifies Strategic Goals & Implementation Tactics
- Identifies Quantifiable Metrics and Performance Measurements
- Establishes Areas Of Highest Priorities
- Provides Guidelines and Criteria for Project Consideration
- Provides Project Descriptions
- Identifies NLTRA Role: Leadership; Funding; Advocacy
- Identifies Project Partners
- Estimates Funding Requirements to Accomplish Plan Objectives
- Suggests Time Frames For Completion
- Helps Evaluate New Proposed Projects
- Shows Relationships Between NLTRA Projects And Programs
- Identifies Appropriate Level of NLTRA Funding Involvement
- Assists In Budgeting Of Anticipated Funding (5-year Cash Flow)

- Provides a Once-a-Year Funding Request Application Process

The work plan is developed as a “planning tool” to help assist in identifying and evaluating additional proposed projects, setting priorities, and for budgeting of anticipated funding. It is not all-inclusive, and does not preclude an agency or organization request for TOT funding for a new project during any annual application funding request time. In fact, the process is in place to encourage those requests and the work plan assists the Board’s decision making. For this Work Plan and Long Range Funding Plan to remain a useful tool, we must review it on a regular basis to insure it is up to date and providing the proper direction for implementation of the Master Plans and the NLTRA Strategic Goals 2015-2020.

Many of the projects listed are specifically stated in the NLTRA’s adopted *1995 North Lake Tahoe Tourism Development Master Plan* and its update, *The 2004 North Lake Tahoe Tourism and Community Investment Master Plan*, and, as previously referred to the Draft 2015 North Lake Tahoe Tourism Master Plan updates nearing finalization. Others, not specifically identified in the Master Plans, are included as necessary to achieve the objectives of those plans and are supportive of the following NLTRA 5-year Strategic Goals and current year Work Plan.

## **NLTRA Strategic Goals 2015--2020**

### **Core Function: Capital Investment/Transportation**

*By 2020, we will have taken a leadership role to Identify and Establish Funding and Implement the Transit Vision.*

*By 2020, we will have Improved Tourist – Serving Infrastructure to include New and/or Remodeled Lodging units at the Lake Shore (200), Wayfinding signs on all major roads systems (80), and Additional Miles of Class 1 Trails (10).*

**2015/16 Capital Investment Specific Tasks and Action Items** Achieve measurable progress in the implementation of approved infrastructure projects for which funds have been approved and budgeted in the FY 2015/16 CIT Work Plan.

- Continue to pursue new projects, as funding allows, that meet the goals, objectives, and criteria of the NLTRA Master Plans and 5-year Strategic Goals.\*
- Revise, as may be necessary, criteria and application for, and implement capital fund distribution and call for projects process by October, 2015.\*
- Based upon quantitative and qualitative research and analysis, develop a long-range (2015 – 2022) plan for the funding of necessary capital improvements that benefit North Lake Tahoe’s tourism-based economy by June, 2016.
- Complete an in-depth, comprehensive situational assessment and funding plan for bike trails in the North Lake Tahoe region by March, 2016. The plan shall include, at a minimum, the following components: an assessment of the condition of existing trails; an analysis of the need for additional trails; a recommendation

of amenities that should be added to existing trails and/or included when additional trails are constructed; and cost of routine maintenance and capital replacement of existing trails; cost of construction, routine maintenance and capital replacement of any recommended additional trails

- Carry out the annual Capital Improvements Call for Projects process, including: preparation and publication of the application materials; receive, review and forward eligible applications to the Resort Association Capital Investment/Transportation Committee for their evaluation and recommendations for funding; forward the funding recommendations of the Capital Investment/Transportation Committee to the Resort Association Board of Directors for their approval; forward the funding recommendations of the Board of Directors to the County Executive Office for submittal to the County Board of Supervisors for consideration; execute and manage a contract for each approved project.\*
- Coordinate acceptable wayfinding signage standards and provide funding for new signs.
- Support and fund progress of completion and rehab of regional trail system.
- Regularly monitor and report on the status of projects and programs approved for Capital Improvement and/or Capital Maintenance funding.
- Participate in community planning studies for capital improvement projects and programs that would benefit the tourism-based economy in North Lake Tahoe.
- Continue working with partners and stakeholders to identify grant funding.

#### ***2015/16 Transportation Tasks and Action Items***

- Conduct the fourth North Tahoe Transportation Summit for the purpose of updating the community on the current status of the Transit Vision and developing both short and long-term strategies to implement the Transit Vision.
- Collaborate with Placer County Department of Public Works, Placer County Transportation Planning Agency, Tahoe Transportation District, Truckee North Tahoe Transportation Management Agency and the Town of Truckee in identifying opportunities for expansion of North Lake Tahoe transit programs and services, as outlined in the Transit Vision.
- Participate with PCTPA, Placer County, and other transportation partners toward placement of a County-wide Sales Tax measure on the 2016 voter ballot to provide funding assistance for transportation related services and projects.
- Work with ski areas and other jurisdictions to determine levels of Transit Vision contributions and mechanisms to provide same.
- Based upon quantitative and qualitative research and analysis, provide, by March, 2016, a recommendation to Placer County on the transit and transportation services that are necessary for the benefit of the tourism-based economy in North Lake Tahoe for FY 2016-17 and beyond. The recommendation shall include the objectives for each service/program, a recommendation as to the schedule and routes for the various services and a recommendation on allocation of available TOT funding to each service.
- Execute and manage a contract with California Highway Patrol for peak season summer traffic management services in Tahoe City and Kings Beach.
- Collaborate with Placer County Department of Public Works in developing schedule and scope of work for FY 2015-16 winter traffic management services in Tahoe City.

- Conduct on-site monitoring of FY 2015-16 winter traffic management services in Tahoe City.
- Execute and manage a contract with Truckee North Tahoe Transportation Management Agency to provide management services for the operation of the 2015 Summer Night Rider shuttle service.
- Collaborate with the Truckee North Tahoe Transportation Management Agency and the Tahoe Transportation District to complete an updated business plan for the scheduled airport shuttle service program by October 31, 2015. Based upon the approved business plan for the scheduled airport shuttle service program, a competitive procurement process to solicit an operator for the service will be released by December 31, 2015. A contract to the service operator will be awarded with a start date no later than July 1, 2016.
- Conduct and report on the results of regular monitoring of all transit/transportation services contracted by the Resort Association (either directly or through a funding partnership).
- Increase passengers per vehicle service hour by 2% as compared to FY 14-15 for each Transit and Transportation service/program.

## **Key Project Criteria & Guidelines**

From these Strategic Goals, infrastructure/transportation core project groupings have been developed as key project criteria. The current project groupings include:

- Wayfinding Signage
- Trail Systems
- Visitor Centers
- Museums/Cultural Centers
- Parklands
- Recreation Amenities
- Tourism Based Redevelopment
- Transportation Infrastructure
- Services to Reduce Traffic Congestion
- Transit and Transportation Services

In addition to each project being attributable to a Strategic Goal core project grouping, TOT project funding strategy guidelines are also used to further determine appropriateness and priority of proposals. These guidelines include but are not limited to:

### **TOT Project Funding Strategy Guidelines** (weighting system-120 points max total)

**Criteria of Highest Importance: (highest weight) (Tier 1 in Tourism Master Plan)**

- Projects that support NLTRA key core values and strategic goals.
- 40 points max
  - Human Powered Sports and Activities
  - Regional Transportation Vision
  - Advancement of Tourism Economy called for in Community Plans

- **Projects that are within highest priority Work Plan Project Groupings.**
- **40 points max**
  - **Trails (highest)**
  - **Transportation Services**

**Criteria of High Importance: (high weight) (Tier 2 in Tourism Master Plan)**

- **Projects that support other Work Plan Project Groupings.**
- **25 points max**
  - **Wayfinding Signage**
  - **Recreation Amenities**
  - **Tourism-Based Redevelopment**
  - **Museums/Cultural Centers**
  - **Parks**
  - **Transportation Infrastructure**

**Other Criteria for Consideration (some weight)**

- **15 points max**
- **Projects that support environmental improvement. .**
- **Projects that have matching funds available.**
- **Projects that have all other funding sources in place.**
- **Percentage of TOT budget required by project request.**
- **Percentage of project budget to be provided by TOT.**
- **TOT request necessary for “gap” funding.**
- **TOT request necessary to leverage additional funding.**
- **Project request has effect on geographic distribution of capital investment funds.**

**Approval of the Work Plan and Long Range Funding Plan does not give approval to any NLTRA proposed budgets nor does it approve any individual project. Each capital investment project requires a specific Project Funding Application (FA) to be submitted to the NLTRA, recommended by the Capital Investment/Transportation Committee, approved and recommended by the NLTRA Board of Directors, and, lastly, receives final approval by the Placer County Board of Supervisors. One time capital investment requests for Special Event infrastructure or transit needs must utilize this same approval process to determine appropriateness of the request.**

**Annual transportation services and programs described in the WP are reviewed each year and receive one approval by the NLTRA Board and the Board of Supervisors as part of the annual budget approval process.**

**Funding requests for maintenance/operation needs of tourist-serving Capital Investment projects envisioned in the Master Plans and Strategic Goals require an FA submittal, with recommendation by the Committee and the NLTRA Board, and approval by Placer CEO. Initially, a maximum of \$150,000 of Capital Investment funds will continue to be considered for allocation each year to a maintenance reserve account. In order to assist the Committee and the Board in the review of an FA requesting maintenance/operation**

**funding, a working group was formed to further define this process and possible limitations. The working group consisted of NLTRA Committee representation and that of Agencies and Organizations that maintain and/or operate visitor facilities as previously defined. The recommendation of the working group was deferred pending the need for more information which will be provided in the preparation of the Comprehensive Bike Trail Assessment and Funding Plan to be prepared this F.Y.**

**The Work Plan and the Funding Summary, when completed each year, will determine whether there is potential funding for full accomplishment of the many projects that have a high priority in helping to meet the overall goals and visions of the NLTRA Master Plan.**

# **ON-GOING AND PROPOSED PROJECTS IN WORK PLAN**

## **North Lake Tahoe Resort Association**

### **Capital Investment and Transportation Work Plan 2015-2022**

**September 2015**

#### **CAPITAL INVESTMENT PROJECTS - INFRASTRUCTURE**

Projects Sorted by Strategic Goal Project Groupings

##### **A. Wayfinding Signage (Hwy, Class 1 Trails, Facility and Area Entrance)**

###### **A-3. Installation of Wayfinding Signage throughout Resort Triangle**

Lead Agency: NLTRA/DPW

Project Status: This project will take several years to install the wayfinding signage system. The initial group of signs to be produced and installed will include the previously referred to Pilot Sign Program. These up to 17 pilot signs will be used to further demonstrate and critique actual signage in place and the efficiency of the permitting approval process. Anticipated funding for this program is \$550,000. DPW Continues to work with Caltrans for its approval, but progress is very slow and time for completion keeps being extended. Now looking at summer, 2016.

NLTRA funds committed to date: \$150,000                      Funds expended to date: \$63,339

###### **A-6. Tahoe XC Multi-use Trails Wayfinding Signage**

Lead Agency: NLTRA/Tahoe Cross Country Ski Education Assoc.

Project Status: Tahoe XC non-profit has received permission from California State Parks and Tahoe City Public Utility District to provide a mountain trail system for hiking, running, and biking in Burton Creek State Park, Tahoe Conservancy Dollar Property, and the Highlands Community Center property.

Thirteen wayfinding signs have been placed on the trail system to orient and guide visitors while using these parklands. The signage follows the standards set forth in the North Lake Tahoe Wayfinding Signage Standards. The signage project will be completed in summer, 2016. Total anticipated funding is \$11,000.

NLTRA funds committed to date: \$11,000                      Funds expended to date: \$8,000

###### **A-8. North Tahoe Regional Park Trails and Wayfinding Signage**

Lead Agency: North Tahoe Public Utility District

Project Status: This project will provide trail improvements, wayfinding and interpretive signage leading to and within North Tahoe Regional Park in Tahoe Vista, as well as replacement of par course equipment in this popular, high utilized park. Completion date is scheduled for the end of 2016. Total anticipated funding is \$189,000.

NLTRA funds committed to date: \$135,000                      Funds expended to date: -0-

###### **A-9. Nordic Trail Signage**

Lead Agency: NLTRA/Others to be Determined

Project Status: In support of the 5-year strategic plan goal to increase awareness of Nordic skiing as a major recreation opportunity at North Lake Tahoe, ski area operators will be encouraged to provide signage throughout Nordic trail systems utilizing the Wayfinding Design Manual guidelines.

NLTRA potential funding: possibly

### **A-10. Tahoe City Field Station Wayfinding Signage**

Lead Agency: U.C. Davis Tahoe Environmental Research Center

Project Status: A wayfinding entrance sign will be fabrication and installed at the front of the Tahoe City Field Station/Interpretive Center in Lake Forest. The NLTRA Wayfinding Design Manual guidelines will be utilized. Completion date is the end of 2016. Total project cost is \$13,000.

NLTRA funds committed to date: \$6,500

Funds expended to date: -0-

## **B. Trail Systems (Pedestrian, Biking, Nordic, Multi-use)**

### **B-1. Lakeside Multi-purpose Trail**

Lead Agency: Tahoe City Public Utility District

Project Status: The entire Lakeside Trail project, with the exception of the Tahoe Marina Lodge, is now open for public use. The remaining work along the completed trail consists of interpretive signing which is now ready for installation. After final billing is received from TCPUD, the entire project will be complete.

NLTRA funds committed to date: \$1,384,663

Funds expended to date: \$1,322,956

### **B-2. Dollar Creek Shared Use Trail Construction**

Lead Agency: Placer County Department of Public Works

Project Status: Funding for construction of this 2 mile trail section has been secured by the Tahoe Transportation District as part of a \$25 million Federal Lands Access Program grant. NLTRA/Placer County has allocated \$265,000 in matching funds to help secure this grant. The trail should be completed in fall of 2016.

NLTRA funds committed to date: \$265,000

Funds expended to date: -0-

### **B-3. North Tahoe Shared-Use Trail Planning**

Lead Agency: Placer County Department of Public Works

Project Status: The Placer County DPW has become the lead agency for preparing a planning level analysis to extend the Dollar Creek Shared-Use Trail the six miles necessary to complete the overall North Tahoe Trail project. This will connect Tahoe City's existing trail system to the Regional Park in Tahoe Vista. The analysis will first study biological and scenic resources in order to establish a permissible trail alignment in partnership with United States Forest Service, which owns most of the on which the trail is expected to be constructed.

NLTRA funds committed to date: \$100,000

Funds expended to date: -0-

### **B-4. Northstar/Martis Valley Community Multi-Purpose Trail**

Lead Agency: Northstar Community Services District

Project Status: The Northstar Community Services District has initiated the project for planning and construction of this roughly seven mile paved recreation trail running through Martis Valley from the Placer County/Nevada County border near Highway 267, through the Northstar community up to the Basin rim at Four Corners. While this is a necessary trail for visitor

recreation and circulation within Northstar, it will also provide a future link in the Tahoe Vista-Northstar Bike Trail connecting Lake Tahoe with the Martis Valley and Truckee. The total project cost for all planning, environmental, permitting, and construction is expected to be approximately \$15 million. The NLTRA has previously committed \$1,000,000 in TOT funds to conduct planning and environmental work in advance of detailed project design. This work has led to the completion of Phase 1A at the north end of Martis Valley. NCS D has now moved forward with the construction of Phase 1B and the design and construction of Phase 3A. These two Phases will be complete during FY 16/17. NCS D has been granted \$250,000 for each of the Phases. Other funding will come from Placer County Park Dedication Fees and a grant from California Department of Housing and Community Development.

NLTRA funds committed to date: \$502,048

Funds expended to date: -0-

### **B-5. Squaw Valley-Truckee Bike Trail/Truckee River Corridor Access Plan**

Lead Agency: Placer County Planning Department

Project Status: This access plan will coordinate efforts for recreational access and environmental protection along the Truckee River Corridor to the Placer/Nevada County border. The Plan is to restore and enhance the ecological, water quality, recreation and non-motorized transportation values for the benefit visitors and residents. This is the necessary first step toward development of the bike trail linking the existing Lake to Squaw Valley trail with the Truckee trail segments continuing on to Martis Valley and Northstar. The benefits that the trail will provide are measured in terms of reducing auto use as well as providing a recreational amenity to visitors and residents. Extension of this trail for the 8 miles between Squaw Valley and the Nevada County line is very important toward the attainment of the Resort Triangle Class I trail system. The NLTRA has provided Placer County an infrastructure grant to complete the corridor plan and environmental documents, including more specific bike trail planning to occur. At this time DPW does not have a completion date for this segment of the project. Future requests of \$500,000 are anticipated.

NLTRA funds committed to date: \$265,000

Funds expended to date: \$153,877

### **B-6. Homewood Class 1 Bicycle Trail Environmental Design**

Lead Agency: Tahoe City PUD

Project Status: With advocacy support from the NLTRA, TCPUD is working with California Tahoe Conservancy, TRPA, and Caltrans to ensure that this section of Class I trail be incorporated into the planning and construction of a Caltrans highway/water quality improvement project on Highway 89 in Homewood. Caltrans has made some adjustments to their project to accommodate the trail, but recommends that the TCPUD do the design, any additional environment analysis, if necessary, and construction of the trail. NLTRA funding will be required to assist with this environmental work, design and construction. NLTRA and CTC have partnered to provide the initial \$330,000 necessary to complete the environmental work and design, which we be complete by end of 2015.

NLTRA funds committed to date: \$309,500

Funds expended to date: \$295,565

### **B-7. Homewood Class 1 Bicycle Trail Construction**

Lead Agency: Tahoe City PUD

In order to partner with Caltrans in efficiently constructing their road and drainage project with the bike trail project, TCPUD must have the \$1.560 million in place when Caltrans begins road work, which is anticipated for 2015/16. Completing this 1 mile section of the trail would provide visitors and residents uninhibited access to over 20 miles of trails connecting commercial

centers, public facilities and neighborhoods from Tahoma to Tahoe City and down the Truckee River corridor to Squaw Valley, and on to Truckee. The project dramatically improves public safety by providing a safe, off road alternative through the Homewood area. After many Caltrans delays, it is anticipated to complete this trail section by end of 2016/17

NLTRA funds committed to date: \$600,000

Funds expended to date: -0-

#### **B-8. Tahoe Vista Recreation Area Access and Bike Trail**

Lead Agency: North Tahoe Public Utility District

Project Status: The Tahoe Vista Recreation Area is a comprehensive recreational development area located within the North Tahoe Public Utility District (NTPUD). It consists of 800 feet of lakeshore frontage and 6.3 acres of property near the intersection of State Route 28 and National Avenue. When complete, the 2-phase project will include lake access recreation, boat launching, picnicking, parking, pedestrian circulation, bike trail, restrooms, transportation shelters, storm water treatment, and other amenities. The first phase was completed in 2007.

Phase II, has now, also been completed and provides recreational amenities and support facilities primarily on the 3.6 non-lakeside acres of the Tahoe Vista Recreation Area. The facilities include vehicle and boat trailer parking, bike trail, bus shelter, wayfinding signage, site preparation for concession/warming structure, and restrooms. Completion of the project is scheduled for the end of 2015. The remaining work is the installation of wayfinding signage.

NLTRA funds committed to date: \$500,000

Funds expended to date: \$450,000

#### **B-9. Tahoe Vista to Northstar Multi-Use Trail**

Lead Agency: To Be Determined

Project Status: This trail is proposed to begin at the Regional Park in Tahoe Vista, traverse the mountains and connect to the Northstar Community Multi-Purpose Trail, providing a link between Lake Tahoe and the trail systems of Northstar, Martis Valley and Truckee. While, preliminary route investigation may proceed, it is anticipated that the real effort to pursue this trail will begin during 2015-16. It is anticipated that the California Tahoe Conservancy will be the primary funding agency for project planning and construction within the Tahoe Basin, but at this time no funding is available.

NLTRA potential funding: \$1,000,000

#### **B-10. Bike Trail Restrooms (West Shore, Truckee River Access Park, Truckee River)**

Lead Agency: Tahoe City PUD

Project status: The bike trail system continues to become a more heavily used recreation opportunity for visitors to the North Lake Tahoe area. One reason visitors actually come to the Lake is to use this well-known system. These trails will be even more enjoyable for the user with the addition of strategically placed restrooms. The TCPUD has identified three locations for restrooms within the District's portion of the bike trail system.

NLTRA potential funding: \$800,000

#### **B-14. Lakeside Multi-Purpose Trail 2-C/Planning and Design**

Lead Agency: Tahoe City PUD, Placer County

Project Status: This remaining link in the Lakeside Trail through the Tahoe Marina Lodge area will require some difficult land use decisions and/or agreements to be made in order to complete this very necessary trail segment.

NLTRA potential funding: \$200,000

### **B-15. Truckee River Bike Trail Restoration**

Lead Agency: Tahoe City PUD

Project Status: The Truckee River Bicycle Trail, between Tahoe City and Squaw Valley, is the most popular trail segment in the entire North Tahoe – Truckee Region. It serves visitors staying within Squaw, Alpine, Truckee, Northstar and Tahoe. Over 300,000 visitors use the trail each year. Sections of this trail were completed in the 1970's and despite aggressive maintenance and repairs, the pavement continues to be compromised from root intrusion and drainage issues. Sections of the trail require a comprehensive restoration project including a combination of overlay, grinding, new pavement, installation of drainage facilities, installation of root barriers and shoulder upgrades. TOT funding of \$1,624,394 has been recommended to be funded over a 3 year period (\$433,859; \$576,413; & \$614,222). While all approved by NLTRA, the Placer County Board of Supervisors approves each increment annually. Total project cost is \$1,890,395.

County funds committed to date: \$433,859

Funds expended to date: -0-

### **B-16. West Shore Bike Trail Enhancement/ Restoration**

Lead Agency: Tahoe City PUD

Project Status: The trail is in need of pavement restoration consisting of overlays where the base is good condition and pavement rehabilitation (grinding and re-pavement) in other areas. The project will include: the installation of root barriers where necessary; manhole and vault raising; asphalt overlay; pavement restoration; and shoulder upgrades. This project will provide an improved facility for visitor use and safety. The estimated annual visitor usage is 268,000. Total anticipated funding is \$700,000.

NLTRA potential funding: \$350,000

### **B-18. Squaw Valley Bike Trail and Staging Area Rehabilitation**

Lead Agency: Placer County Parks Division

Project Status: This is a two year project for major rehabilitation of the asphalt surfaces of the Squaw Valley Bike Trail and the Trail staging Area located with Squaw Valley Park. Work will include crack sealing, structural stabilization and renewed wearing surfaces. TOT funding of \$493,000 has been recommended to be funded over a 2 year period (\$246,500 15/16, 16/17). While all was approved by NLTRA, the Placer County Board of Supervisors approves each increment annually. Total project cost is \$560,000.

County funds committed to date: \$246,500

Funds expended to date: -0-

### **B-19. West Shore Bike Trail Pocket Park**

Lead Agency: North Tahoe Fire Protection District

NLTRA potential funding: possibly

### **B-20. Pine Drop Trail Overlay**

Lead Agency: NTPUD

NLTRA potential funding: \$125,000

## **C. Visitor Centers (Providing Information and Interpretation Services)**

### **C-1. Squaw Valley Information Center**

Lead Agency: NLTRA/TBD

Project Status: With advancement of the Squaw Valley Olympic Museum, this Information Center development is on hold awaiting possible incorporation into the Museum facility.

NLTRA potential funding: \$250,000

## **D. Museums/Cultural Centers**

### **D-1. Olympic Museum**

Lead Agency: Squaw Valley Olympic Museum Board of Directors/NLTRA

Project Status: This project is to combine the existing Western Ski Museum, now located at Boreal, with a new world class Olympic Ski Museum to commemorate and preserve the heritage of the 1960 Olympic Winter Games. The new facility will be located in Squaw Valley. As this project has progressed, the NLTRA has partnered in the planning funding. The Olympic Museum Board is a 501 (c) 3 non-profit corporation with the assistance of an initial \$12,000 TOT grant. The Board was then granted \$200,000, which was approved by the Board of Supervisors, to complete the feasibility study and business plan. Consultants were retained to define the museum space and functions, select a site, and develop a capital campaign. The Board of Supervisors has recently given the Foundation Board permission to try to move the Museum forward in the Foundations belief that a site in the Squaw Valley Park is best. With a potential site now potentially available, The Foundation Board will be able to move forward with a capital fund raising campaign. The success of the campaign will determine the schedule for detailed planning and actual development. NLTRA will continue in the process by attending the Board meetings and participating in the planning discussions. Additional TOT funding requests can be anticipated as the project progresses, primarily for the Visitor Information facilities (see C.1.), but no new funding until the future site and Museum receives approval. \$212,000 committed and expended to date.

NLTRA potential funding: Possibly

### **D-2. Historic Walking Tour**

Lead Agency: North Lake Tahoe Historical Society/Tahoe City Downtown Association

Project Status: Tahoe City's history is now being interpreted in segments in several disconnected locations (Gatekeepers Museum, Truckee River Outlet, Commons Beach, Watson Cabin, and Heritage Plaza). A Historic Walking Tour will tie the area's events, places, and people together as it would connect the exiting interpretive features with many that, at this time, are not being interpreted at all. This self-guiding tour will require a place of beginning, a guide and map, directional aids, and interpretive stops throughout Tahoe City. Funding was approved for the first phase of planning and production of a self-guiding walking map, which has been completed. Additional funding will be requested to move ahead with future phases.

NLTRA potential funding: \$85,000

### **D-3. The Stages Performing Arts Center**

Lead Agency: Tahoe Regional Arts Foundation

Project Status: There has continued to be discussions by interested parties throughout the Resort Triangle to explore the scope of facilities needed to accommodate the cultural and performing arts. The NLTRA has participated as one of the lead agencies in this process to help determine the need for providing programs and facilities to support the performing arts and other arts and cultural enhancements. The NLTRA has partnered with the Arts & Cultural Council Truckee-Tahoe, and the Incline Vision Arts Cultural and Heritage Committee, and others to fund a strategic feasibility plan, completed in 2009. The main performing arts facility has been recommended at Northstar which will provide an indoor/outdoor year round theater. The Tahoe Regional Arts Foundation is now completing a two Phase process for *The Stages at Northstar* to determine the specific needs of this region-wide performing arts facility and the

feasibility of conducting a capital campaign to construct it. The Foundation has most of the agreements in place to pursue developing *The Stages* at the entrance to Northstar and is now ready to begin the Capital Funding Campaign. Total TOT funding provided to complete both phases has been \$250,000. The capital campaign is expected to raise \$30 million, the amount anticipated to design, plan, permit and implement the project. Additional TOT funding is possible but will not be determined until the capital campaign has shown success  
NLTRA funds committed to date: \$250,000 Funds expended to date: \$239,552

#### **D-4. Tahoe Public Art Program**

Lead Agency: North Tahoe Business Association/North Tahoe Arts

Project Status: This project will provide initial public art infrastructure to be associated with the Kings Beach Commercial Core Improvement Project. A direct allocation into the Tahoe Truckee Community Foundation Advisory Account to handle financial and auditing transactions to seed match funds for additional future art installations. The project funds will provide construction, installation, and marketing/promotion of public art in the two KBCCIP roundabouts. The total project cost will be \$350,000. NLTRA has provided two TOT grants for \$160,000. The remaining funding is to be raised by Tahoe Public Art through grants, donations, and/or other fundraising efforts. Disbursement of TOT funds will be conditioned upon Tahoe Public Art successfully raising the balance of the project funding. The project will be complete by end of 2016.

NLTRA funding committed to date: \$160,000 Funds expended to date: \$25,848

#### **D-5. Lake Tahoe Water Interactive Displays**

Lead Agency: UC Davis Tahoe Environmental Research Center (TERC)

Project Status: TOT funds requested and approved will help for design, fabrication, and installation of touchscreen interpretive displays in three high visitation facilities in Placer County portion of North Lake Tahoe. The location for the displays has not yet been determined but will be prior to TOT fund disbursement. The displays will use software that continuously measures near-shore Lake Tahoe water quality and conditions. The interpretive exhibits will educate visitors on the benefits and value of environmental stewardship, as well as allow visitors to better plan water-based activities by having real-time access to lake water conditions. The total cost of the overall project is \$1,515,000. The TOT grant is \$65,000 with TERC having raised the remaining funds from other various sources. Construction of the three funding facilities will take place by the end of FY 15/16.

NLTRA funding committed to date: \$65,000 Funds expended to date: -0-

### **E. Parks**

#### **E-1. Skylandia Park Enhancement & Improvements**

Lead Agency: Tahoe City PUD

Project Status: This ever popular lakeside park provides many recreational opportunities to visitors and residents alike. Included is a kids' summer day camp available to everyone. It is a popular swimming beach, and is used regularly for wedding parties. The park is in need of ADA beach access, an ADA pier, a panoramic gazebo area, playground construction, restroom enhancement with ADA improvements, and public parking areas overlays. Total anticipated funding is \$650,000.

NLTRA potential funding: \$320,000

### **E-2. North Tahoe Regional Park ADA Restrooms Upgrade**

Lead Agency: North Tahoe PUD

Project Status: There are two restrooms in the park that serve the purpose but are not ADA compliant and need to be updated and possibly expanded for increased usage that has been experienced in the past few years due to the addition of the new soccer field, new disc golf course tournaments and baseball and softball tournaments brought to the area by Triple Crown Sports. Total anticipated funding is \$100,000.

NLTRA potential funding: \$50,000

### **E-3. North Tahoe Regional Park Parking Areas Overlays**

Lead Agency: North Tahoe PUD

Project Status: The two parking levels are deteriorating and have experienced many small sink holes that are constantly being patched. Low spots need to be cut, excavated, compacted and resurfaced as well as an overlay being needed across the entire areas. Total anticipated funding is \$200,000.

NLTRA potential funding: \$100,000

### **E-4. Speedboat Beach Access Master Plan**

Lead Agency: Placer County Parks Division

Project Status: The study is to address public safety and access issues at Speedboat Beach. This is a small beach area, accessed from Lake Street in Brockway near the Nevada state line, popularity of the beach has created significant crowding within the limited existing roadside parking on the narrow residential streets, resulting in visitors parking off road and on private residential property. The study, which includes a public outreach component to facility users and the adjacent neighborhood, will consider potential pedestrian access improvements, informational and interpretive signage, parking solutions, and options for restroom facilities. The total planning project cost is \$57,000 with \$7,000 provided by the Parks Division. The Plan will be complete in fall, 2016.

NLTRA funding committed to date: \$50,000

Funds expended to date: -0-

### **E-6. Kilner Park Restroom Upgrade**

Lead Agency: TCPUD

NLTRA potential funding: \$40,000

## **F. Recreation Amenities**

### **F-2. Ice Skating Facility/Winter Sports Park**

Lead Agency: Tahoe City PUD, NLTRA

Project Status: The need and desire for ice skating at the lake has the planning process underway with the intent to install a facility in fall, 2016. The public purchase of the Tahoe City Golf Course and its winter expansion for sledding, snowshoeing, and cross country skiing, creates an ideal location to add ice skating to this visitor winter recreation complex in Tahoe City. Estimated annual visitor usage is 25,000. Total anticipated funding is \$500,000.

NLTRA potential funding: \$240,000

### **F-5. Conners Ball Field Lights Replacement**

Lead Agency: Tahoe City PUD

Project Status: Conners Field serves visitors and locals through league play and tournaments. The current ball field lighting is attached to wooden poles which are over 30 years old and deteriorating, posing a safety concern. This project will alleviate safety concerns by converting wood poles to steel poles as a as a long term solution. This will allow the continuation of tournaments and local league play. Estimated annual visitor usage is 5,500. Total anticipated funding is \$150,000.

NLTRA potential funding: \$75,000

#### **F-6. North Tahoe Regional Park Track and Field Complex**

Lead Agency: North Tahoe PUD

Project Status: The synthetic soccer field built in 2007 was designed to be surrounded by an all-weather track. At the time of construction of the soccer field funding was not available for the track and field amenities. The surrounding area was compacted and graded for the track and covered with chips until the track could be funded. This facility is very supportive of the NLTRA strategic goal to encourage and support North Lake Tahoe as a mecca for human powered sports. Both regional and national track events will be a presence in North Tahoe. Total anticipated funding is \$1,000,000.

NLTRA potential funding: \$250,000

#### **F-8. Human Powered Sports Equipment Facility Enhancements**

Lead Agency: NLTRA/Matching Funds

Project Status: May include trail signage (bike and water), bike racks, bicycle repair locations, canoe/kayak racks, storage lockers, etc.

NLTRA potential funding: \$60,000

### **G. Tourism-Based Redevelopment**

#### **G-1. Kings Beach Visitor Information Center**

Lead Agency: NLTRA/TBD

Project Status: The vision and potential location for this project, while still at the preliminary discussion stage, are once again being considered as the commercial core project moves forward. One opportunity is to combine this VIC with a transit/trolley stop and parking facility to form a Welcoming Center at the bottom of Brockway Hill. Another alternative is to incorporate the VIC near or within the North Tahoe Event Center. A request for Infrastructure funding is anticipated when the KBCCIP is nearing completion.

NLTRA anticipated funding: \$200,000

#### **G-2. Kings Beach Community House**

Lead Agency: Tahoe Truckee Community Foundation

Project Status: This project which will bring together the social services needed by the North Lake workforce and provide community assets for enhancing the visitor experience will be conveniently located in close approximation to the beach, the event center, and to public transportation. The total project funding is \$2,000,000.

NLTRA Funds committed to date: \$400,000                      Funds expended to date: -0-

#### **G-4. SR 89/Fanny Bridge Realignment**

Lead Agency: Tahoe Transportation District/Funding Partners

Project Status: The planning process for this project began with a study of the future of Fanny Bridge. That study concluded that there was an approximate ten year remaining life span for

the current Fanny Bridge and that the bridge would have to be replaced (or traffic over the bridge significantly reduced). This conclusion gave additional impetus to the need to study alternatives to Highway 89 linking Tahoe City and the West Shore. The NLTRA, Truckee-North Tahoe TMA, and other local stakeholders participated in a public process to help develop a range of project alternatives. TTD has been the lead agency coordinating development of a formal environment review of project alternatives. When alternative selection is complete, TTD will move ahead with the project development in partnership with Placer County DPW. TTD has secured a Federal Lands Access Program grant of \$25 million to proceed. The NLTRA and Placer County have approved monies to assist in providing the required matching funds for the FLAP grant. These TOT funds will be provided over three funding years (\$496,667 FY 15/16; 16/17; 17/18. The project is scheduled for completion at end of FY 17/18.

NLTRA funds committed to date: \$1,490,000

Funds expended to date: -0-

#### **G-5. Tahoe City Golf Course Vision Process**

Lead Agency: NLTRA, TCPUD, Placer County, Truckee Tahoe Airport District

Project Status: As a result of the public purchase of the Tahoe City Golf Course property, all parties have agreed to commence a visioning process for the golf course. As this process evolves, it may prove prudent to look at how this property relates to the surrounding lands of Tahoe City, for which a town-wide visioning process has been completed. This vision or concept process will provide an initial look at opportunities to address the land use relationships as a precursor for long term community plan development for Tahoe City with the inclusion of the golf course property. It is anticipated that this visionary process could cost about \$40,000.

NLTRA potential funding: \$15,000

#### **G-6. Tahoe City Golf Course Plan Development**

Lead Agency: TCPUD, NLTRA, Placer County, TTAD, Community

Project Status: After completion of the visioning process and the Placer County Community Planning is initiated, a more specific long range plan will be developed charting the course that the public believes best for the golf course as a special part of Tahoe City. This planning will carefully evaluate all alternatives.

NLTRA potential funding: possibly

#### **G-7. West Commons Beach Fire Station Redevelopment**

Lead Agency: Placer County, TCPUD, NLTRA, Community Plan Team

Project Status: The vision and potential for this project remain at the preliminary stage. The existing fire station is now relocating away from the Commons, and the current site will need to be redeveloped and restored to be an integral part of the existing Commons beach and plazas. A visionary plan was completed in fall, 2011. NLTRA contributed \$40,000 to this planning. Several concept alternatives were given cursory exploration. One alternative for this site may be as a location to include a multi-agency North Lake Tahoe Interpretive Center, Lake Tahoe interpretation/performance theater, and other visitor serving enhancements. Another is to expand the plazas and open space, and multi-use trails by removal of the existing building. These alternatives will be reviewed as part of the Tahoe City Mobility Study and a Golf Course Vision Process, which should give guidance to a more specific West Commons Redevelopment Plan. Possible construction funds may be necessary dependent on plan and potential other funding partners.

NLTRA potential funding: \$150,000 for planning and design

### **G-8. North Tahoe Parking Analysis & Options**

Lead Agency: Placer County

Project Status: As a result of the overall TCGC Plan Development, Placer County will be further analyzing the potential parking options that may lead to the development of additional parking and circulation improvements for downtown Tahoe City and the North Shore. TOT funding has been requested for participation in this next study.

NLTRA funds committed to date: \$66,000      Funds expended to date: \$51,202

### **G-9. Kings Beach State Recreation Area Pier Concept Plan**

Lead Agency: California Tahoe Conservancy, Placer County, State Parks, NLTRA

Project Status: The proposed environmental analysis and planning effort would likely lead to replacement of the existing pier at the Kings Beach State Recreation Area. Because of shallow shoreline topography, the existing pier does not provide consistent access to Lake Tahoe on a year to year basis. Once replaced, the pier will improve human powered and motorized access, including a potential landing area for the water shuttle and cross-lake ferry. The total project cost is \$250,000, with a majority of funds provided by lead agency California Tahoe Conservancy, and the California State Parks. The Concept Plan is scheduled to be complete by end of FY 15/16. Future possible TOT construction costs may be determined during the analysis process. Total anticipated funding is still to be determined.

NLTRA funding committed to date: \$25,000      Funds expended to date: -0-

### **G-11. Tahoe City Golf Course Required BMP Work**

Lead Agency: Tahoe City PUD and Golf Course Partners

Project Status: Install erosion control and drainage measures at Tahoe City Golf Course, including new paving of unpaved areas, repaving existing roadway and parking lot, and installation of storm water systems to reduce soil runoff into the Tahoe watershed. This work is a TRPA requirement and will reduce sediment thereby improving lake and river clarity. The parking lot pavement improvements will also improve aesthetics and safety, as well as vehicle flow and parking for public use. Estimated annual visitor usage is 25,000. Total anticipated funding is \$225,000.

NLTRA potential funding: \$130,000

### **G-12. North Tahoe Event Center**

Lead Agency: North Tahoe PUD

Project Status: Though the Event Center will be included in a "visioning plan" along with the Kings Beach State Park and Dept. of Boating and Waterways Boat Launch area the following improvements have been identified in order for the building to be safe and aesthetically pleasing for it to continue to be marketed as a wedding, conference, meeting and fine arts venue. Total anticipated funding is \$1,500,000.

NLTRA potential funding: Possibly

### **G-13. Kings Beach Gateway and Boardwalk Planning**

Lead Agency: Placer County DPW

Project Status: This project initiates planning stages for the northwest gateway to Kings Beach at SRs 267 and 28, as well as provide a pedestrian and multi-use boardwalk that would connect the western gateway along the lakefront side of SR 28, to existing recreation areas and neighborhoods. The current gateway area has a patchwork of public and private land holdings and this plan would recommend coordinated uses, as well as consider mobility and circulation

improvements. Trailhead access, stream zone restoration, public amenities, and formalized parking will also be considered. The total project cost will be determined during the planning phase, but would possibly be about \$1,500,000. Plan to be complete end of 2016.  
NLTRA funding committed to date: \$150,000    Funds expended to date: \$11,087

#### **G-14. Tahoe City Golf Course Parking Construction**

Lead Agency: Placer County DPW

Project Status: This parking area will probably be one of the first priorities to be recommended in the North Tahoe Parking Analysis and Options study.

NLTRA potential funding: \$500,000

#### **G-15. Tahoe City Mobility Improvement Plan**

Lead Agency: Placer County Department of Public Works

Project Status: DPW, with the assistance of a private consultant, is performing preliminary engineering services of facilities identified in mobility improvements planning for Tahoe City and to conduct related environmental analysis. Final products will include preliminary design plans, specifications and engineer's estimate as well as an environmental document. The project plan total cost is \$100,000. It will be complete by end of 2016.

NLTRA funding committed to date: \$85,000    Funds expended to date: -0-

#### **G-16. Tahoe City Parking Project Plan**

Lead Agency: Placer County Department of Public Works

Project Status: DPW, with the assistance of a private consultant, is performing preliminary engineering services of public parking facilities identified in the parking study currently underway for Tahoe City and to conduct related environmental analysis. Final products will include preliminary design plans, specifications, and engineer's estimate, as well as, an environmental document. Based upon preliminary results of the current parking study, it is likely that the proposed services would focus on preliminary design of an expanded Grove Street parking lot with vehicle access to pedestrian path connections to businesses and Highway 28 as appropriate. The total project cost is \$100,000.

NLTRA funding committed to this time: \$85,000    Funds expended to date: -0-

### **H. Maintenance/ Operational Project Needs**

Projects, primarily pedestrian and bike trails related, requiring a level of matching funds for necessary general maintenance so as to retain condition for quality experience. Project requests require a Capital Investment funding application submittal to the Committee with approval from the NLTRA Board and Placer CEO. Points of consideration, but not limited to, are identification of eligible project criteria, quantification and source of funds now being spent, percentage of TOT used for original capital funding of project needing assistance, and amount of maintenance reserve account available. Projects needing total rehabilitation or reconstruction will be reviewed as capital investment funding requests and not maintenance requests. Annual funding is \$150,000, but it is not always contributed to the reserve balance.

Current reserve balance available: \$286,397.    Required funding: TBD

#### **H-1. Signage - Roadside Mile Markers**

Lead Agency: NLTRA

Project Status: After the installation of the mile marker signs was completed, \$25,000 was approved to provide for ongoing maintenance of the markers located along Highways 28 and 89 within Placer County. Each year the markers are inspected and the necessary repairs are made.  
NLTRA funds committed to date: \$25,000      Funds expended to date: \$11,358

## **H-2. Tahoe Pedestrian Safety Program**

Lead Agency: Placer County DPW

Project Status: To improve safety and enjoyment of trail and walkability, pedestrian crossing markers have been installed as have radar speed warning signs to give notice to motorists in areas where bicyclist and pedestrian conflicts may occur with cars. There is a periodic need to maintain the markers and radar signs so as to function correctly. This cost varies but averages about \$10,000 per year. The program has been funded for four years and has operated successfully.

NLTRA funding committed to date: \$18,600      Funds expended to date: \$6,694

## **H-3. Squaw Valley Trail Snow Removal Project**

Lead Agency: Squaw Valley PSD

Project Status: A 2-year pilot program has been completed to provide an off road pedestrian trail to eliminate the need for visitors to walk on Squaw Valley Road with the multitude of auto traffic. The program is being monitored to provide information as to the pros and cons of this type of winter visitor/pedestrian service on appropriate trails in North Lake Tahoe. To date, it has been very successful, but the two winters have been light snow years. The program should continue on an annual basis until it can be shown as successful in a heavy winter.

NLTRA funds committed to date: \$70,000      Funds expended to date: \$38,443

## **H-4. Truckee River Outlet Winter Plaza Operation Maintenance**

Lead Agency: Tahoe City PUD

Project Status: The recent completion of the multi-purpose trail paralleling the Truckee River Dam and the plazas on both sides of the river has presented visitors with an outstanding initial view of Lake Tahoe upon their arrival. There are also many historic and natural features now being interpreted at this, the only outlet of Lake Tahoe. Many visitors have been stopping and walking this area each day, including during the winter. It is obvious that this will be a priority attraction for visitors year round. The TCPUD will provide winter, as well as summer, daily operational maintenance, but to keep this desired point of visitation open and operating in a safe manner will require the TOT funding partnership of the NLTRA. This funding will be part of the priorities discussion as described in B-14.

NLTRA anticipated annual funding: \$10,000

## **H-5. Winter Trail Snow Removal**

Lead Agency: NLTRA and Various

Project Status: Based on the results of the Squaw Valley pilot program and priority discussions of TOT expenditures, various trails could become desirable options for winter snow removal. This would enable visitors an safe and recreational alternative to driving or walking on roadways in high traffic and visitor serving facility areas.

NLTRA anticipated funding: Possibly

## **H-6. Gateway Holiday Lighting**

Lead Agency: NLTRA/Business Associations

Project Status: There is a need to provide welcoming/holiday lighting infrastructure at points of entrance to the North Lake Tahoe area. This could include Northstar, Kings Beach, Tahoe City, West Shore, and Squaw Valley. The project has been in effect for four years and will request four additional years of maintenance funding while Business Association build a funding reserve. For a total of \$60,000.

NLTRA potential funding: \$60,000 (\$15,000 annually)

#### **H-7. General Bike Trail Maintenance Support**

Lead Agency: Various

NLTRA potential funding: TBD

### **J. Transportation Infrastructure**

#### **J-2. Regional Transit System Branding**

Lead Agency: Placer County

Project Status: The project will devise a single, coordinated brand for the North Lake Tahoe-Truckee region transit systems. Identified through the year-long Transit Vision effort, this project will reduce brand "clutter" existing within various transit services provided in the region, creating a clear and identifiable brand that ties all systems together. The project will include work with stakeholders, including the Town of Truckee and others, to develop a logo which will then be utilized on all transit vehicles, bus stop signs, websites, schedules and other printed materials. A large share of the allocation will be dedicated to a new paint scheme on Placer County's TART buses. The Town of Truckee will fund all costs associated with updating its equipment and marketing materials.

NLTRA funding committed to date: \$100,000      Funds expended to date: \$11,500

#### **J-4. TART Bus Shelters Upgrades**

Lead Agency: TART, DPW, TTD

Project Status: Many of the DPW/TART bus shelters are in need of refurbishment or replacement. This project will be spread over several years. DPW/TART will continue seeking additional funding sources to supplement the TOT funds. An area-wide bus shelter improvement plan will be developed prior to additional TOT funding requests. The previous cost per shelter has been \$50,000-\$60,000.

NLTRA potential funding: \$180,000

#### **J-5. North Tahoe Transit Center**

Lead Agency: Not Yet Identified - Presumably Placer County DPW/TART

Project Status: The vision and potential location for this project remain at the "very preliminary discussion" stage. This project should be considered for incorporation with the Kings Beach Visitor Information Center project (C-2).

NLTRA anticipated funding: Possibly

#### **J-6. Public Transit Vision Plan Preparation and Economic Analysis**

Lead Agency: TMA, NLTRA, PCTPA, TTD

Project Status: A Transit Summit was held in October, 2012, to establish a visioning plan process to share transportation plans of the various agencies in and around the Lake Tahoe Basin to determine cooperative efforts for achieving future regional transportation opportunities and needs. As a result, the Resort Triangle Transportation Vision Coalition, consisting of members from all the transportation agencies and organizations, has now created a draft

common area-wide transportation vision with related costs, operational facilities, organizational plan, realistic funding opportunities and an economic analysis. The next steps will be to pursue an actual funding plan for the transit vision, and to start implementing the more reasonable elements of the vision. A fourth Transportation Summit will be scheduled for spring, FY 15/16. The various partners will need to contribute some levels of funding. To this time, the NLTRA has contributed \$19,500 of transportation research and planning funds.

NLTRA anticipated funding: \$45,500

Funds expended to date: -0-

## **CAPITAL INVESTMENT PROJECTS – TRANSPORTATION SERVICES**

### **T. Transit and Transportation Services**

#### **T-1. Enhanced Winter Skier Transit-TART HWY 89 and North Shore Runs**

Lead Agency: TART

Project Status: In partnership with TART, the Town of Truckee, Sugar Bowl and others, the NLTRA contributes funds to shuttles and enhanced bus service during the winter season. This provides a much needed service for skiers and employees. For clarity, these winter services have been separated into three project descriptions: T-1, T-2, and T-3. The T-1 component of the Enhanced Winter Transit Service increases TART service by allowing for additional runs between the hours of 6:30 am and 6:30 pm with 60 minute headways on the Highway 89 corridor connecting the North Shore, Alpine Meadows, Squaw Valley, and Truckee. The additional earlier and later runs also serve Highway 28 along the North Shore. Necessary funding for 2015-15 is \$48,700.

NLTRA funds committed for 15-16: -0- (see T-16)

#### **T-2. Enhanced Winter Transit Service- TART Hwy 267**

Lead Agency: TART

Project Status: This component of the Enhanced Winter Transit Service connects the North Shore, Northstar, the Truckee Tahoe Airport, and the Truckee Railway Depot along Highway 267. The service runs hourly between 7:00 am and 6:00 pm and interfaces with the Highway 89 and Sugar Bowl routes at the Depot. It is proposed that in summer, 2014, this service begins operating on a year round basis (T-12), or at least summer and winter. The added summer service will require an additional \$60,000 of which Town of Truckee must pay a share. The NLTRA funding to provide the existing winter service in 2015-16 will be \$-0-.

NLTRA funds committed for 15-16: \$-0- (see T-16)

#### **T-3. Enhanced Winter Skier Transit Service- Sugar Bowl/Truckee Depot**

Lead Agency: Town of Truckee, Sugar Bowl

Project Status: The third component of the Enhanced Winter Transit Service runs every two hours between the Truckee Depot and the Sugar Bowl/Donner Summit area. Hours of operation are from 7:00 am until 6:00 pm. This service is contracted by the Town of Truckee and is financially supported by the Town, Sugar Bowl and the NLTRA. With the initiation of the Coordinated Skier Shuttle pilot program, the schedules of the two shuttles enable skiers to easily transfer in Truckee and ride to any destination in North Lake Tahoe. The programs may become more integrated depending on the continuation of the Coordinated Skier Shuttle. NLTRA potential funding for 15-16: up to \$29,000

#### **T-4. Regional Coordinated Skier Shuttle Program**

Lead Agency: Placer County, TNT/ TMA, NLTRA

Project Status: The coordinated skier shuttle was modified in 2013-14 based on the results of the pilot 2012-13 program, focusing on more effective service elements and overall cost efficiency. The major change was that TART ran the shuttles on a reduced schedule at a reduced cost to the partners. The free ski shuttle program was enhanced by a lodging voucher program allowing lodging guests to ride to ski areas free, 7 days a week, on the regular TART service. TOT has contributed \$30,000 for the ski shuttle and the voucher program. The 2014-15 coordinated skier shuttle program experienced an abnormal winter with minimal snowfall and reduced skier days, having a direct impact on use and ridership. The 2015-16 coordinated skier shuttle program will mirror the 2014-15 program, with minor adjustments to dates of service. As a result of the 3-year pilot program that this shuttle will continue, the TOT funding source will shift to transportation funding instead of infrastructure funding that has been being used for the pilot. Revenues in addition to those provided by Placer County will be generated by two funding partners: Squaw Valley Ski Holdings, LLC (as operators of Squaw Valley and Alpine Meadows ski areas) and JMA Ventures, LLC (as operator of Homewood Mountain Resort) Potential funds for 15-16 will remain the same.

NLTRA funding committed for 15-16: \$30,000

Funds expended to date: \$-0-

#### **T-5. Winter Nighttime Transit Service-Squaw to Stateline, West Shore, Northstar**

Lead Agency: Tahoe Transportation District, TNT/TMA

Project Status: Nighttime transit service is provided during peak winter season by private contractor. The nighttime service includes 60 minute headways between Squaw Valley and Stateline, with routes serving the West Shore and Northstar. Ridership, which has increased each year, has been further supported by increasing the service until 2:00 a.m. each evening. The NLTRA provides funding support for this free nighttime program, in conjunction with private sector sponsorships, including contributions to marketing. Funds expended during 14-1 were \$247,420

NLTRA potential funding 15-16: \$275,720

#### **T-6. Winter, Summer Daytime Half-hour Transit-Squaw Valley to Tahoe City Service**

Lead Agency: TART

Project Status: Based on Master Plan recommendations, the goal is to provide 30 minute headways during both winter peak daytime and summer peak daytime from Squaw Valley to Tahoe City. This service would interface with the daytime hourly service between Truckee and Tahoe City, and the daytime half-hourly frequency that will be provided in the North Shore corridor. The first year this is provided would require half-year funding and then annual funding of \$145,000.

NLTRA potential first year proportional funding: -0- (see T-16)

#### **T-7. Winter, Summer Half-Hour Nighttime Squaw Valley to Stateline**

Lead Agency: Tahoe Transportation District, TNT/TMA

Project Status: This would be provided in summer and winter by inserting additional vehicles to the hourly nighttime service now in operation. Half-hourly service would be extended to Northstar. The West Shore would continue to be served with hourly service. These services would replace the nighttime services included in T-5 and T-10, which, ideally, will all be served by the same provider.

NLTRA potential annual funding: -0- (see T-16)

### **T-9. Summer Enhanced Daytime Transit Service**

Lead Agency: TART

Project Status: The additional bus along the North Shore, which facilitates more frequent summer service from Tahoe City to Stateline by providing half-hour headways, has been very effective. Another route that is enhanced by this funding recommendation is the Highway 89 summer daytime service between Tahoe City and Squaw Valley.

An addition to the summer enhanced transit service has been for TART to provide hourly daytime service between Northstar and Stateline. Northstar, with its new lodging, completion of its village, emphasis on summer activities, and increased number of employees, got to the point that hourly transit service to and from the North Shore is needed. While this service will eventually connect with the Truckee Tahoe Airport and the Truckee Depot, TOT funding would require partnerships with others and the Town of Truckee. At this time, the Town is not prepared to participate in funding the extension of this service. The proposed addition of this "first step" summer service will be a natural step toward the ultimate goal of connecting to Truckee.

Since 2009, TART has provided an hourly West Shore service to Tahoma, where a connection can be made to South Shore transportation provided by BlueGo, which has come as far north as Tahoma. A similar plan has been operated for the summer of 2013 using a trolley that connected the South Shore wye with the Tahoe City Transit Center. The Rideout Recreation Center is still being served on an on-call basis. Funding has been provided by the U S Forest Service and those federal funds are coming to an end. To this time, no TOT funds are being used or proposed to support this service, but it is an integrated part of the summer transit program, particularly serving Emerald Bay from Tahoe City, and could require some level of TOT funding as soon as 2016. Funds expended during summer 2014: \$164,800  
NLTRA potential funding for same service 2015: \$171,900,

### **T-10. Summer Hourly Nighttime Service-Squaw to Hyatt, West Shore, Northstar**

Lead Agency: TNT/TMA, Tahoe Transportation District (TTD)

Project Status: Nighttime transit service is provided during peak summer season by private contractor. The nighttime service includes 60 minute headways between Squaw Valley and Stateline, with routes serving the West Shore and Northstar. Ridership, which has increased each year, has been further supported by increasing the service until 2:00 a.m. each evening. The NLTRA provides funding support for this free nighttime program, in conjunction with private sector sponsorships, including contributions to marketing. Funding for summer 2015 will include the 2:00 a.m. extension. Funds expended in 2014 were \$155,000.

NLTRA Potential funding for same service in 2015: \$151,000

### **T-11. Year Round Hwy 89 Hourly Transit Service (Fall and Spring)**

Lead Agency: TART

Project Status: TART provides hourly service, year round between North Shore, Alpine Meadows, Squaw Valley, and Truckee by adding spring and fall service to their existing peak seasons transit program. Funding necessary for 2015-15 will be \$135,200.

NLTRA funds committed for 15-16: -0- (see T-16)

### **T-12. Year Round Highway 267/Hourly Transit Service (All Season)**

Lead Agency: TART

Project Status: The provision of hourly transit service on Highway 267 remains an unmet need and a very high priority. It is recommended that if necessary funding is available, TART can provide this necessary service in spring, 2014, and year round thereafter. Additional funding will be provided by NLTRA, the Town of Truckee, Truckee-Tahoe Airport, and private funding partners. Funding needed is estimated to be \$400,000 annually in addition to the funding now provided for T-2 and T-8. NLTRA anticipated share will be \$300,000. To initiate this service in spring, 2015, (4<sup>th</sup> Quarter), matching funds from other sources must become available

NLTRA potential proportional funding when initiated: -0- (see T-16)

### **T-13. Year Round Daytime Half-Hourly Transit Service Tahoe City to Stateline**

Lead Agency: TART

Project Status: Currently, half-hourly frequency is provided by TART between Tahoe City and the Hyatt only during the peak summer daytime period. This will be expanded to provide the half-hourly daytime service for the North Shore corridor year round. This funding is in addition to T-9.

NLTRA potential annual future funding: -0- (see T-16)

### **T-15. Year Round Reno/North Lake Tahoe Airport Shuttle Service (NLTE)**

Lead Agency: Tahoe Transportation District, TNT/TMA

Project Status: This long needed airport shuttle service began in the fall of 2006. 8 runs are provided on 2 hour headway between the Reno-Tahoe Airport and the North Shore. A private contractor is operating the service which is managed by the Tahoe Transportation District and the TNT/TMA. The NLTRA is the primary source of funding for this service, with additional funding provided by Washoe County, the Town of Truckee and some private sources. Ridership and revenues have continued to increase each year the service has been in operation allowing the subsidy to be reduced each year. Funding includes that necessary for marketing, route increase, and for the RTIA Welcome Center. More frequent service (addition runs) is a continuous request from the airport, lodging, conference groups, and individuals. The slow winter season has required service reductions for the remainder of 13/14, and more active involvement in service management by the contract operator. An overall evaluation will be reviewed before the start of 2015/16 to determine the most efficient service with reasonable subsidy to be provided next year. Funds expended in 2014-15 were \$110,000.

NLTRA potential funding of service in 2015-16: up to \$110,000

### **T-16. TART Baseline Transit Services**

Lead Agency: Placer County

Project Status: Starting in FY 15/16, TART is reorganizing many of the previously numbered transit service into one group identified as TART Baseline Services and is funding by one funding request. This is in difference to funding many individual services. The services consolidated are those previously referred to as T-1, T-2, T-6, T-7, T-11, T-12, T-13. Staff has

left all these transit service descriptions in the Work Plan to help you understand what services are all consolidated into T-16.

TOT funding committed to T-16 for FY 15/16: \$530,100

### **T-18. Winter Traffic Management**

Lead Agency: Placer County/NLTRA

Project Status: This ongoing program in Tahoe City and at the Hwy 89/West River Street intersection will continue at approximately the same level as 2011-12. In Tahoe City, flexibility of cone placement will remain a part of this program as agreed to by Placer County, Caltrans, and the contractor. The program will operate every day from 3 pm until 6 pm during the Christmas/New Years holiday period, and for the same hours on Saturdays and some Fridays through Easter, 2013. The program at the Hwy 89/West River Street intersection proved very successful in enabling traffic to exit the ski areas on Sunday and holiday afternoons. NLTRA funds committed for 2014-15 were \$30,000. Because of the light winter, expenditures will not exceed \$20,000.

NLTRA funds committed for 15-16: \$20,000

Funds expended to date:-0-

### **T-19. Summer Traffic Management**

Lead Agency: NLTRA/California Highway Patrol

Project Status: Caltrans has installed a self-actuated pedestrian signal on the south side of Fanny Bridge along with a signalization project at the Tahoe City "Y". The success of this new signal has allowed the transfer of CHP traffic management to the intersection of Bear St. and Hwy. 28 in Kings Beach on weekends and holidays. The CHP has continued the program on Thursday mornings for the Farmer's Market traffic in Tahoe City. With the relocation of the Farmer's Market to Tahoe Lake School during the high season, the CHP now provides this service at the intersection of Hwy 28 and Grove Street. Funds expended for summer 2014 were \$22,000.

NLTRA potential funding for 2015: \$22,000

### **T-20. Regional Traffic Management and Coordination**

Lead Agency: NLTRA/Others

Project Status: The NLTRA Master Plan identified the need for an organization or agency to coordinate the various individual traffic management programs operated in the region. Such an organization has not yet been identified, nor the funding to support a coordinated regional traffic management effort.

NLTRA potential funding: Possibly



**2015-2016 Project Funding Needs Status  
As of September 25, 2015**

<b>Approved Projects Expected Invoices</b>	<b>Project Code</b>	<b>Completion Date</b>	<b>15/16 inv</b>
Wayfinding Signage Installation	A-3	Summer 2016	\$86,661
Tahoe XC Trails Wayfinding Signage	A-6	End 15/16	\$3,000
North Tahoe Regional Park Trails and Wayfind	A-8*	End of 2016	\$135,000
Tahoe City Field Station Wayfinding Signage	A-10*	End of 2016	\$6,500
Lakeside Multipurpose Trail	B-1	fall of 2015	\$21,967
Dollar Creek Shared-use Construction	B-2	Fall 16-17	\$265,000
Northstar Community Multi-Purpose Trail	B-4*	phase 3 end of	\$502,048
Truckee River Corridor Access Plan	B-5	DPW has no date	\$111,123
Homewood Bike Trail Design	B-6	Design done 2015	\$13,935
Homewood Trail Construction	B-7	Construct in 16-17	\$200,000
Tahoe Vista Recreation Area	B-8	end of 15	\$50,000
Truckee River Trail Restoration	B-15*	End of 2018 3yr	\$433,859
Squaw Valley Bike Trail Rehabilitation	B-18*	End of 17 2yr	\$246,500
North Tahoe Shared-Use Trail	B-3*	Planning start 15-16	\$98,768
The Stages for Performing Arts Center	D-3	Complete end of 15	\$10,448
Tahoe Public Art Program	D-4	End of 2016	\$134,152
Lake Tahoe Water Interactive Displays	D-5*	Construct in 15-16	\$65,000
Speedboat Beach Access Master Plan	E-4*	Complete fall 16	\$50,000
Community House	G-2	Awaiting TAU trans	\$400,000
Fanny Bridge Hwy SR 89 Match	G-4	End of 2018 3yr	\$496,667
North Tahoe Parking Analysis	G-8	Fall 2015	\$14,798
King's Beach Pier Concept Plan	G-9	E.A. spring 2016	\$25,000
King's Beach Boardwalk & Gateway Plan	G-13	Plan comp 2016	\$138,013
Tahoe City Parking Project Plan	G-16*	Plan comp 2016	\$85,000
Tahoe City Mobility Improvement Plan	G-15*	Plan comp 2016	\$85,000
Signage-Mile Markers	H-1	Summer 2016	\$1,500
Tahoe Pedestrian Safety Program (Maintenance)	H-2	Maintain as necess	\$16,739
Regional Transit System Branding	J-2	summer 2016	\$88,500
<b>Approved Projects Totals:</b>			<b>\$3,785,178</b>

\*Projects to be Started During 15-16

<b>Potential Projects Request Approval 15-16</b>	<b>Project Code</b>		<b>15/16 inv</b>
Squaw Valley Winter Trail Snow Removal (Maint.)	H-5	Fall 15-16	\$70,000
Gateway Holiday Lighting (Maint)	G-3	Fall 15-16	\$20,000
North Tahoe Barge Repair (Maint)	H-7	Spring 15-16	\$10,075
<b>Potential Projects Totals:</b>			<b>\$100,075</b>

## FY 2015-16 TRANSIT AND TRANSPORTATION PROGRAMS AND SERVICES

Program #	Traffic Management	NLTRA Contract	County Tourism Services	Total
T-17	Winter Traffic Management*	\$ 20,000	\$ -	\$ 20,000
T-18	Summer Traffic Management**	\$ 22,000	\$ -	\$ 22,000
<b>Sub-Total Traffic Management Programs</b>		<b>\$ 42,000</b>	<b>\$ -</b>	<b>\$ 42,000</b>
<b>Transportation/Transit Programs</b>				
T-3	Enhanced Winter Skier/ Employee Shuttle Truckee/Sugar Bowl*	\$ 29,000	\$ -	\$ 29,000
T-4	Winter Regional Coordinated Ski Shuttle and Voucher Program*	\$ 8,800	\$ 21,200	\$ 30,000
T-5	Winter Hourly Nighttime Transit Service*	\$ 275,730	\$ -	\$ 275,730
T-9	Enhanced Summer Daytime Transit Service, Squaw Valley, Kings Beach, Tahoe City*		\$ 171,900	
T-11	Summer Hourly Nighttime Transit Service -Squaw, Hyatt, Tahoma**	\$ 151,000	\$ -	\$ 151,000
T-15	Reno/North Lake Tahoe Year Round Airport Shuttle-NLTE**	\$ 110,000	\$ -	\$ 110,000
T-16	TART Baseline Transit Services	\$ -	\$ 530,100	\$ 530,100
<b>Sub-Total Transit Programs</b>		<b>\$ 574,530</b>	<b>\$ 723,200</b>	<b>\$ 1,297,730</b>
<b>Transportation &amp; Transit/Traffic Management Total</b>		<b>\$ 616,530</b>	<b>\$ 723,200</b>	<b>\$ 1,339,730</b>

\*Service/Program to be provided by Placer County, either directly or through contract vendor(s).

\*\*Service/Program to be provided by Resort Association through contract vendor(s) until expiration/termination of current vendor contracts, at which time service is to be provided by Placer County, either directly or through contract vendor(s).

## FY 2015-16 LAKE TAHOE TOURISM RESEARCH AND PLANNING PROJECTS BUDGET

	MARKETING	TRANSIT AND TRANSPORTATION	CAPITAL IMPROVEMENTS	TOTAL
<b>Master Plan Revision/Work Plan</b>	\$10,000.00	\$8,000.00	\$13,000.00	<b>\$31,000</b>
Technical Editing				
Graphic Display				
Reproduction				
Community Outreach				
<b>Legislative Advocacy</b>		\$5,000.00	\$5,000.00	<b>\$10,000</b>
California - Houston Group				
<b>Advance Project Studies - Transit Vision</b>		\$7,000.00		<b>\$7,000</b>
Education/Outreach				
Community Funding Survey				
Technical Data				
<b>Advance Project Studies - Infrastructure</b>			\$17,000.00	<b>\$17,000</b>
Kings Beach Wayfinding				
Tahoe City Wayfinding				
Bike Trail Assessment Plan				
Human Powered Sports Facilities				
Transit Vision Infrastructure Data				
<b>North Tahoe Transportation Summit #4</b>		\$3,000.00		<b>\$3,000</b>
<b>Data Collection and Analysis for Transit/Transportation Programs and Services</b>		\$9,000.00		<b>\$9,000</b>
Skier Shuttle				
Airport Shuttle Service (North Lake Tahoe Express)				
<b>Data Collection and Analysis for Capital Improvement Projects</b>			\$10,500.00	<b>\$10,500</b>
<b>Participation in Community Planning Studies</b>			\$4,500.00	<b>\$4,500</b>
Kings Beach Promenade and Pier				
Mountain Biking Trails				
Water Trails				
Tahoe City Ped/Auto Improvement				
<b>Total:</b>	<b>\$10,000.00</b>	<b>\$32,000.00</b>	<b>\$50,000.00</b>	<b>\$92,000</b>

\*Transit Vision Education Outreach and Community Funding Survey efforts to be conducted in accordance with the Placer County Transportation Planning Agency's Countywide efforts.



**2015-16 Capital Investment/Transportation/Budget Summary  
September 25, 2015**

<b>Summary Budget</b>		<b>Total</b>	<b>Maint.Reserve</b>
2015-16	*Starting Funds from 2014-15	\$2,202,755	\$286,397
2015-16	Proposed Contract C.I. TOT Funds	\$2,327,310	
2015-16	Proposed Contract Transportation TOT Funds	\$616,530	
2015-16	*Fund Balance Carryover	\$320,000	
2015-16	Approved Contract C.I. Potential Invoices	(\$3,785,178)*	(\$11,907)
2015-16	Approved Contract Trans. Potential Invoices	(\$616,530)**	
2015-16	C.I. Potential Projects Requiring Application		(\$100,075)
2015-16	Undesignated Potential Funding for 2016-17	\$1,064,887	\$174,415

\*Final amount may be adjusted at year end

\*Amount includes projects approved during 2014-15 to be funded in 15-16, and projects still underway from previous years

\*\*Amount that has been approved by BOS for transportation services in 2015-16

**Other Capital Investment/Transportation Budget Items**

2015-16	Research and Planning Funds	\$82,000	
2015-16	Membership Advocacy	\$ 5,000	
2015-16	Personnel/Overhead Cap	<u>\$337,651</u>	
		\$424,651	(\$425,073 in 14-15)

**Capital Investment/Transportation Projects Draft 2015-2016 Budget 5-Year Cash Flow Summary  
SEPTEMBER 25, 2015**

		Total	Maintenance Reserve
2015-16	Starting Funds	\$2,202,755	\$286,397
2015-16	Proposed Contract C.I. TOT Funds	\$2,327,310	
2015-16	Proposed Contract Transportation TOT Funds	\$616,530	
2015-16	*Fund Balance Carryover	\$320,000	
2015-16	Approved Contract C.I. Potential Invoices	(\$3,785,178)	(\$11,907)
2015-16	Approved Contract Trans. Potential Invoices	(\$616,530)	
2015-16	C.I. Potential Projects Requiring Application		(\$100,075)
2015-16	Undesignated Potential Funding	\$1,064,887	\$174,415

		Total	Maintenance Reserve
2016-17	Starting Funds	\$1,064,887	\$174,415
2016-17	Contract C.I. TOT Funds	\$2,400,000	
2016-17	Contract Transportation TOT Funds	\$840,530	
2016-17	*Fund Balance Carryover	\$0	
2016-17	Approved Contract C.I. Probable Invoices	(\$1,719,580)	
2016-17	Contract Trans. Potential Invoices	(\$840,530)	
2016-17	Potential C.I. Projects Requiring Application		(\$70,000)
2016-17	Undesignated Potential Funding	\$1,745,307	\$104,415

		Total	Maintenance Reserve
2017-18	Starting Funds	\$1,745,307	\$104,415
2017-18	Contract C.I. TOT Funds	\$2,400,000	
2017-18	Contract Transportation TOT Funds	\$840,530	
2017-18	*Fund Balance Carryover	\$0	
2017-18	Approved Contract C.I. Probable Invoices	(\$1,110,789)	
2017-18	Contract Trans. Potential Invoices	(\$840,530)	
2017-18	Potential C.I. Projects Requiring Application		(\$70,000)
2017-18	Undesignated Potential Funding	\$3,034,518	\$34,415

		Total	Maintenance Reserve
2018-19	Starting Funds	\$3,034,518	\$34,415
2018-19	Contract C.I. TOT Funds	\$2,400,000	
2018-19	Contract Transportation TOT Funds	\$870,500	
2018-19	*Fund Balance Carryover	\$0	
2018-19	Approved Contract C.I. Probable Invoices		
2018-19	Contract Trans. Potential Invoices	(\$870,500)	
2018-19	Potential C.I. Projects Requiring Application		
2018-19	Undesignated Potential Funding	\$5,434,518	\$34,415

		Total	Maintenance Reserve
19-20/22-23	Starting Funds	\$5,434,518	\$34,415
19-20/22-23	Contract C.I. TOT Funds	\$9,600,000	
19-20/22-23	Contract Transportation TOT Funds	\$4,000,000	
19-20/22-23	*Fund Balance Carryover	\$0	
19-20/22-23	Approved Contract C.I. Possible Req.Applicat.		
19-20/22-23	Contract Trans. Potential Invoices	(\$4,000,000)	
19-20/22-23	Potential C.I. Projects Requiring Application		
19-20/22-23	Undesignated Potential Funding	\$15,034,518	\$34,415

\* total subject to adjustment of annual fund balance carryover

# CAPITAL INVESTMENT TOT FUNDING ACCOMPLISHED

September 2015

	Regional	Tahoe City West Shore	North Shore Kings Beach	Martis Valley Northstar	Squaw Valley	Total Project Cost
Area Signage/Mile Markers	\$90,000					\$90,000
Midway Bridge to Squaw Valley Bike Trail					\$200,000	\$2,400,000
64 Acre Transit Center	\$650,000					\$6,900,000
Tahoe City Beautification Project		\$1,700,000				\$14,400,000
Sunnyside Park and Ride		\$102,000				\$102,000
Kings Beach Commercial Core Imp. Project			\$6,750,000			\$45,000,000
Lakeside Bike Trail		\$1,791,500				\$10,550,000
Squaw Valley Park					\$900,000	\$3,800,000
Squaw Valley Transit Shelters					\$175,000	\$175,000
Squaw Valley Institute					\$125,000	\$225,000
Squaw Valley Signage					\$353,500	\$455,000
Squaw Valley Master Plan Improvements					\$263,000	\$305,000
Tahoe Vista Recreation Area Shoreline Imp.			\$500,000			\$10,100,000
Olympic Trail Restoration	\$15,000	\$10,000				\$160,000
Commons Beach		\$275,000				\$6,200,000
Trolley Purchase	\$570,000					\$1,650,000
Squaw Valley Tourism Development Plan					\$100,000	\$100,000
Boys & Girls Club			\$600,000			\$4,800,000
Alpenlight Festival	\$35,000					\$55,000
Friends of Squaw Creek					\$15,000	\$15,000
Heritage Plaza		\$441,500				\$2,400,000
Tahoe City Community Center Improvements		\$137,000				\$195,000
Master Plan	\$200,000					\$200,000
2003	\$53,000					\$53,000
North Tahoe Arts Center		\$19,000				\$30,000
NTEC Improvements			\$55,000			\$95,000
Regional Recreation Center	\$200,000					\$200,000
Marketing/CenRes Relocation	\$82,000					\$82,000
JARC Match	\$286,200					\$1,506,200
Reno/Tahoe Airport Shuttle	\$185,000					\$225,000
North Tahoe Regional Park Improvements			\$115,000			\$965,000
Northstar Community Trail				\$1,500,000		\$13,000,000
Squaw Valley Visitor Information					\$17,000	\$17,000
Sequoia Ave. Bike Trail		\$259,000				\$800,000
Squaw Valley Water Project					\$181,000	\$650,000
NTHS Auditorium/Theater		\$150,000				\$6,000,000
Redevelopment Concept Planning	\$50,000					\$100,000
WHATT Business Plan	\$50,000					\$50,000

# CAPITAL INVESTMENT TOT FUNDING ACCOMPLISHED

September 2015

	Regional	Tahoe City West Shore	North Shore Kings Beach	Martis Valley Northstar	Squaw Valley	Total Projected Cost
Regional Wayfinding Signage	\$251,255					\$550,255
Truckee and Auburn Welcome Center Exhibits	\$30,000					\$30,000
Kings Beach Information Center			\$5,000			\$5,000
Portable Stage Repairs		\$6,100				\$6,100
Community Portable Stage	\$126,000					\$126,000
Waterborne Transit Study	\$15,000					\$45,000
Tahoe Maritime Museum		\$250,000				\$3,900,000
Olympic Ski Museum Phase 1 & Phase 2					\$212,000	\$212,000
Tahoe City Historic Walking Tour		\$8,000				\$90,000
Kings Beach Speed Signs			\$17,000			\$17,000
Enhanced Snow Removal	\$200,000					\$200,000
Homewood Class I Bike Trail		\$909,500				\$3,600,000
Tahoe City Fish Hatchery Education Center		\$197,080				\$4,083,000
Master Plan Community Surveys 2008, 2013	\$49,000					\$70,500
Placer County Economic Analysis 2008	\$15,000					\$45,000
North Lake Tahoe Economic Analysis, 2008	\$10,500					\$24,000
Tahoe Vista Recreation Area Access, Bike Tr.			\$500,000			\$4,000,000
Tart Bus Shelters Upgrade	\$153,000					\$306,000
Dollar Creek Shared Use Trail			\$485,000			\$13,285,000
Visitor Bike Trail Wayfinding Map Signage		\$29,260				\$39,020
Truckee River Corridor Access Plan	\$265,000					\$360,000
Bus Shelter Bear Boxes	\$20,000					\$20,000
Traffic/Pedestrian Safety Devices	\$26,700					\$26,700
North Tahoe Playground Renovation			\$44,000			\$150,000
West Commons Conceptual Analysis		\$45,000				\$56,000
Reno Tahoe Welcome Center	\$40,000					\$59,000
North Lake Tahoe Visitor Center	\$82,000					\$82,000
Tahoe City Golf Course Property Purchase		\$2,495,000				\$4,700,000
Squaw Valley Trail Pilot Program					\$210,000	\$250,000
North Lake Tahoe Water Shuttle	\$520,000					\$520,000
Northstar Entrance Improvement				\$105,000		\$650,000
NLT Historical Societ Black Bear Exhibit		\$10,000				\$30,000
Truckee Welcome Center	\$15,000					\$15,000
Auburn Welcome Center	\$15,000					\$15,000
Wayfinding Signage Master Site Plan	\$55,000					\$55,000
Regional Coordinated Ski Shuttle	\$111,900					\$353,000
TC Transit Center Signage	\$68,000					\$68,000
Wayfinding Signage Installation	\$150,000					\$150,000
Lighthouse Center Bus Shelter		\$60,000				\$60,000
Lake Forest Boat Ramp Rehabilitation	\$35,000					\$900,000
Snow Creek Wayfinding Signage			\$12,000			\$20,000

# CAPITAL INVESTMENT TOT FUNDING ACCOMPLISHED

September 2015

		Tahoe City	North Shore	Martis Valley	Squaw	
	Regional	West Shore	Kings Beach	Northstar	Valley	Total Projected Cost
Regional Transportation Branding	\$100,000					\$100,000
North Tahoe Public Art Program			\$160,000			\$325,000
Public Transit Vision Economic Analysis	\$45,500					
North Tahoe Parking Analysis	\$66,000					\$85,000
North Tahoe Regional Park Trails and Wayfind			\$135,000			\$189,000
Tahoe City Field Station Wayfinding Signage		\$6,500				\$13,000
Truckee River Trail Restoration	\$1,624,394					\$1,890,385
Squaw Valley Bike Trail Rehabilitation					\$493,000	\$580,000
Lake Tahoe Water Interactive Displays	\$65,000					\$225,000
Speedboat Beach Access Master Plan			\$50,000			\$57,000
Kings Beach Pier Concept Plan			\$25,000			\$250,000
Kings Beach Boardwalk & Gateway Plan			\$50,000			\$180,000
Tahoe City Parking Project Plan		\$85,000				\$100,000
Tahoe City Mobility Improvement Plan		\$85,000				\$100,000
<b>Totals</b>	<b>\$6,620,449</b>	<b>\$9,071,440</b>	<b>\$9,503,000</b>	<b>\$1,605,000</b>	<b>\$3,244,500</b>	<b>\$177,318,160</b>
<b>Total NLTRA TOT Investment All Areas</b>						<b>\$30,044,389</b>



## **CAPITAL INVESTMENT/TRANSPORTATION PROCESS TO REQUEST TOT CAPITAL INVESTMENT FUNDING**

- **The Capital Investment/Transportation (CI/T) Committee will continue to maintain list identifying potential projects in the annual Work Plan.**
  - **The Work Plan list can be added to at any time with no project evaluation other than cursory review by staff for appropriateness.**
  - **No projects on the Work Plan list shall be considered approved until after completion of the formal application process.**
- **Applications requesting TOT funding for capital investment/infrastructure projects must be submitted once a year during the “call for projects” submittal period.**
  - **Requests submitted will be for FY15/16 TOT funding and, if awarded, be available at the start of the following fiscal year (16/17) or later.**
  - **Official notification of application due date will be announced no later than August 1<sup>st</sup> each year.**
  - **Applications are to be submitted electronically to Ron@GoTahoeNorth.com on or before October 10<sup>th</sup>.**
  - **Applicant presentations, as necessary, will be made at the October CI/T meeting.**
  - **CI/T Committee review and recommendation will be at October/November CI/T meetings dependent on number of applications.**
  - **NLTRA Board recommendation to be at December/January Board meeting.**
  - **Placer Board of Supervisor approval to be at its February/March meeting.**
  - **Actual available TOT funding will be known at that time.**
  - **A list of potential new transit services and TOT funding estimates will be available at the time of CI/T project consideration.**
  - **NLTRA and County have opportunity to compare all projects in one process.**
- **Application to provide more specific and definite information including:**
  - **Scope of Work/Service.**
  - **A time frame for completion.**
  - **Statement of anticipated payment schedule.**

- Identification of other funding and secured funding sources.
- Applicants evaluation of their project requests using NLTRA weighted criteria identified in the TOT Project Funding Strategy Guidelines.
- Applications requesting TOT funding for transportation funding (new and on-going services) will be submitted by March 15<sup>th</sup> each year for the following FY (16/17).
  - CI/T Committee review and recommendation in March period as annual transportation funding is approved at one time as part of the budget process.
  - NLTRA Board will recommend to Board of Supervisors as part of the budget process.
  - This timing is necessary to coordinate with other transportation funding partners' budget processes also occurring in the spring.
  - Board of Supervisors approves transportation services once a year as part of the budget process prior to July 1<sup>st</sup>.
- Requests for maintenance funding from maintenance reserve can be submitted at any time of year.
  - Requests for maintenance funding beyond the capabilities of the limited maintenance reserve will be considered during the annual grant cycle.
  - A clear definition of what is maintenance project and what is capital investment project will be prepared by Special Districts, Placer Facilities and DPW, and the Capital Investment/Transportation Committee.
  - At this time, applications for the limited maintenance funding will be primarily for trail related projects that TOT funding helped originate, or for others that substantially serve visitors, and that are supported by matching funds.
- CI/T Committee and NLTRA Board retain ability to separately review and recommend applications for opportunistic or emergency projects out of cycle.
  - The Committee and Board will consider the possibility of establishing a TOT reserve for these requests.

**CAPITAL INVESTMENT/TRANSPORTATION  
TOT FUNDING APPLICATION CRITERIA**

**DEFINITION**

“A capital investment infrastructure project is defined as a physical improvement that will directly enhance the visitor experience and the tourism economy in North Lake Tahoe. Infrastructure projects may also include programs that will stimulate the community rehabilitation, as well as those providing maintenance and operational needs of tourist-serving infrastructure projects envisioned in the NLTRA Master Plans and 5-year Strategic Goals. Funding requests for projects other than those specifically identified in the Master Plans, must achieve the objectives of the Plans and the Strategic Goals. It is our purpose to enhance and not compete with, or replace, private enterprises.”

**APPLICATION CRITERIA CONSIDERATIONS**

- **Project is consistent with the goals of the North Lake Tahoe Tourist Development Master Plan. ([www.nltra.org/documents](http://www.nltra.org/documents))**
- **Project is consistent with the NLTRA 5-year Strategic Goals. ([www.nltra.org/documents](http://www.nltra.org/documents)).**
- **Project is consistent with Capital Investment/Transportation key Project Groupings:**
  - **Wayfinding Signage**
  - **Trail Systems**
  - **Visitor Centers**
  - **Museums/Cultural Centers**
  - **Parklands**
  - **Recreation Amenities**
  - **Tourism Based Redevelopment**
  - **Transportation Infrastructure**
  - **Transit and Transportation Services**
- **Projects must strengthen overall tourism economy.**
- **Projects that will stimulate weekday and shoulder-season business.**
- **Increase in overnight stays in North Lake Tahoe.**
- **Demonstrated need for infrastructure program or project.**
- **Enhanced visitor experience and economic value for North Lake Tahoe.**
- **Support for overall of tourism core function areas of North Lake Tahoe-downhill skiing, boating, culinary arts, music, hiking, biking, non-motorized water sports, and Nordic skiing.**
- **Integration of capital investment projects, programs, events, and marketing.**
- **Level and availability of other secured funding.**
- **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.
- Support of 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.
- Importance of this project compared to other projects that are being considered.
- Feasibility under current regulations.
- Project does not directly compete with, or replace private enterprises.
- Project must be evaluated and scored using the following:

**TOT Project Funding Strategy Guidelines (weighting system)  
120 Points Maximum Score**

**Criteria of Highest Importance: (highest weight) (Tier 1 in Tourism Master Plan)**

- **Projects that support NLTRA key core values and strategic goals. 40 points max**
  - Human Powered Sports and Activities
  - Regional Transportation Vision
  - Advancement of Tourism Economy called for in Community Plans
- **Projects that are within highest priority Work Plan Project Groupings. 40 points max**
  - Trails (highest)
  - Transportation Services

**Criteria of High Importance: (high weight) (Tier 2 in Tourism Master Plan)**

- **Projects that support other Work Plan Project Groupings. 25 points max**
  - Wayfinding Signage
  - Recreation Amenities
  - Tourism-Based Redevelopment
  - Museums/Cultural Centers
  - Parks
  - Transportation Infrastructure
  -

**Other Criteria for Consideration (some weight) 15 points max**

- Projects that support environmental improvement. .
- Projects that have matching funds available.
- Projects that have all other funding sources in place.
- Percentage of TOT budget required by project request.
- Percentage of project budget to be provided by TOT.
- TOT request necessary for “gap” funding.
- TOT request necessary to leverage additional funding.
- Project request has effect on geographic distribution of capital investment funds.



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

**PROJECT INFORMATION**

1. Project/program name \_\_\_\_\_
2. Brief description of project/program \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
3. Attach Scope of Work/Service in as much detail as possible \_\_\_\_\_

**FINANCIAL INFORMATION**

1. Total project cost \_\_\_\_\_
2. Total TOT funds requested \_\_\_\_\_
3. Identify other funding from secured sources \_\_\_\_\_  
\_\_\_\_\_
4. Will the project require future financial funding? \_\_\_\_\_ What is the source of the future financial support? \_\_\_\_\_  
Will this include maintenance needs? \_\_\_\_\_  
What is the source of maintenance funding? \_\_\_\_\_
5. Provide project proforma and implementation schedule (timeline) \_\_\_\_\_.
6. Provide anticipated payment schedule \_\_\_\_\_
7. How will project cost overruns or operating cost shortfalls be funded? \_\_\_\_\_  
\_\_\_\_\_

**QUALIFICATIONS OF PROJECT SPONSOR**

1. Name/address \_\_\_\_\_  
\_\_\_\_\_

2. Financial Capability \_\_\_\_\_
3. Experience with projects of similar nature \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_
4. Objectives of project sponsor \_\_\_\_\_  
 \_\_\_\_\_
5. Is Project Sponsor willing and able to sign completed Memorandum of Agreement as successful Grantee?  
 (template attached) \_\_\_\_\_
6. Is Project Sponsor willing and able to commit to using a Procurement Policy and Competitive Bid Process?  
 \_\_\_\_\_

**ECONOMIC IMPACT OF PROJECT**

1. Estimated number of users \_\_\_\_\_
2. Time of year \_\_\_\_\_  
 Weekends \_\_\_\_\_  
 Weekdays \_\_\_\_\_
3. Number of visitors to be attracted as a result of project/program \_\_\_\_\_  
 % Local \_\_\_\_\_  
 % Out of area \_\_\_\_\_  
 (Define location of visitor)
4. Projected expenditures by out of area attendees (per capita):  
 Hotel \_\_\_\_\_  
 Restaurant \_\_\_\_\_  
 Other \_\_\_\_\_
5. How will the project improve or enhance service to the visitor? \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**COMMUNITY IMPACT**

1. What geographic portion of North Lake Tahoe will benefit the greatest from this project?  
 \_\_\_\_\_

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2. What region-wide tourism benefits will be created? \_\_\_\_\_

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3. Will local resources be used to create, design, construct this project? \_\_\_\_\_

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4. What types of businesses will receive the greatest economic impact? \_\_\_\_\_

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Are they supportive of this project? \_\_\_\_\_

5. Will the project require the addition of governmental service? \_\_\_\_\_

If yes, describe \_\_\_\_\_

How will these costs be funded? \_\_\_\_\_

6. Document the community support for the project \_\_\_\_\_

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**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)

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

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**OTHER**

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

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## north lake tahoe

Chamber | CVB | Resort Association

### MEMORANDUM OF AGREEMENT BETWEEN THE NORTH LAKE TAHOE RESORT ASSOCIATION AND THE \_\_\_\_\_ 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 \_\_\_\_\_ (Grantee) regarding use of Placer County TOT monies to assist in funding the \_\_\_\_\_.

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, including the return, if applicable, of any unspent funds.

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 improvements are made to complete \_\_\_\_\_. Those improvements are as started in the project scope of work and time schedule included in the attached Grantee's Infrastructure Funding Application approved by the NLTRA Board of Directors and the Placer County Board of Supervisors on \_\_\_\_\_. This approval provides an Infrastructure grant of up to \$\_\_\_\_\_ to Grantee for this purpose.
2. The Grantee agrees to complete the project improvements by \_\_\_\_\_, (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. In participating in this Memorandum of Agreement, to the extent Placer County TOT funding is expended by the NLTRA or by a third party Grantee for service or support in any amount greater than \$25,000, the NLTRA shall utilize and require any Grantee to utilize a competitive bidding process or procurement process. Documentation of each required process will be submitted and include method of award determination.
4. The process is intended to ensure that work is awarded in an impartial manner to the most responsive and best qualified contractor, making certain that the project or program is accomplished in the most cost-effective manner. The applicability of this process includes consecutive or phased projects and programs where services are provided by a single entity that, when totaled, exceed the \$25,000 threshold.
5. The NLTRA competitive bidding process requires a minimum of two quotes or bids in writing for a project, program, similar product, and/or service. On expenditures over

\$100,000, a minimum of three qualified bids should be sought if possible. In the case of third party bid process, the process must be thoroughly defined if criteria being used are different than that used by the NLTRA. All service and support in an amount greater than \$25,000 shall be accompanied by a scope of work and inserted in all contracts prepared by NLTRA and/or Grantee acting as a third party contractor.

6. The Grantee shall request payment from the NLTRA in a form acceptable to the NLTRA dependent on the type of payment requested: As a sum for invoice(s) already paid to consultant by the Grantee for work that was approved with the project application; or as a sum for an invoice(s) to be paid to consultant by the Grantee for work that was approved with the project application.
7. The Grantee shall provide the NLTRA with acceptable documentation of all expenditures of TOT funds in a manner dependent on the type of payment requested. This will be documentation of either paid invoice(s) or invoice(s) to be paid for work completed.
8. Upon approval of Grantee's invoice(s) request by NLTRA, 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 the required final report within 60 days of project completion. The final report will document project completion, include before and after photographs of project improvements, reconcile all expenditures, and identify all unspent funding including TOT funds.
10. Upon completion of the project, the Grantee will return all unexpended funds which have been advanced by the NLTRA within 60 days of project completion.
11. Prior to completion of construction and/or implementation of project improvements, any dispute arising from this Agreement will be addressed by the staff of the NLTRA and the Grantee to attempt to mediate the situation. If the situation cannot be resolved, either party may terminate this Agreement by providing the other party with sixty (60) days' notice in writing. In the event of termination, all unexpended NLTRA funds shall be returned to NLTRA forthwith.
12. In the event of termination by the NLTRA, the Grantee agrees to take all reasonable measures to prevent further costs to the NLTRA under this Agreement. The NLTRA shall be responsible for any reasonable and non-cancelable (binding) obligations incurred by the Grantee in the performance of this Agreement until the date of actual termination and will not exceed the undisbursed balance of funding as stated in this Agreement.
13. The Grantee shall maintain satisfactory financial accounts, documents, and records relating to the project. The accounts, documents, and records relating to construction of the project shall be retained by the Grantee for three years following the date of project completion and shall be subject to examination and audit by the NLTRA and by the Placer County Auditor-Controller.
14. When, in accordance with final plans and/or requirements, the Grantee installs interpretive signs, as well as other signs, which identify the project, the Grantee will insure such signage identifies the roles of the NLTRA and Placer County, and acknowledge the funding assistance from both.

15. The Grantee shall perform this Agreement as an independent contractor. Grantee and the officers, agents and employees of the Grantee 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 duties imposed on the Grantee by this Agreement shall be performed; provided, however, that the NLTRA may monitor the work performed.
  
16. 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 arising in favor of any party including claims, liens, debts, personal injuries, death, or damages to property (including employees of 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 contract or agreement. The Grantee agrees to investigate, handle, respond to, provide defense for, and defend any such claims, demand, or suit at the sole expense of the Grantee. 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 liability, but is intended solely to provide indemnification of the NLTRA and Placer County from Grantee's performance pursuant to this contract or agreement.
  
17. Prior to providing any services, the Grantee shall provide the NLTRA and Placer County with certificates of insurance, as may be appropriate, with original endorsements and copies of policies of the following insurance, with Best's Class A or better carriers:
  - 1) \_\_\_\_\_
  - 2) \_\_\_\_\_
  
18. The Grantee agrees that nothing in the contract documents shall create any contractual relationship between any third party contractor and the NLTRA.
  
19. This Agreement is to be interpreted in accordance with the laws of California. It, and the referenced Infrastructure Funding Application, constitutes the entire agreement between the NLTRA and the Grantee relating to the project and may not be modified except by an instrument in writing signed by both parties.

In witness whereof, this Memorandum of Agreement was executed by the parties hereto as of the date written.

\_\_\_\_\_  
 President/CEO  
 North Lake Tahoe Resort Association

\_\_\_\_\_  
 Date

\_\_\_\_\_  
 Project Manager  
 (Grantee)

\_\_\_\_\_  
 Date