CAPITAL PROJECTS ADVISORY COMMITTEE
FOR EASTERN PLACER COUNTY
775 N. Lake Blvd, Tahoe City, CA 96145
County Contact, Erin Casey, 530-546-1944

REGULAR MEETING AGENDA
Thursday, May 30, 2019
Tahoe City Public Utility District Board Room
221 Fairway Drive, Tahoe City, CA 96145
9:00 am– 4:30 pm

1. Call to Order

2. Pledge of Allegiance

3. Approval of May 30, 2019 meeting agenda

4. Approval of April 25, 2019 meeting minutes

5. Public Comment – Please share your comments on items not already on the agenda. We welcome your input and ask that your comments be limited to three minutes or fewer (or as determined by the Chair).

6. Information Items:
   a. Tourism Master Plan Grant Presentations – Grant applicants will present their proposals and answer committee member questions.

7. Action Items: No Action Items

8. Future Agenda Items

9. Adjournment
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<th>Interview Time</th>
<th>Applicant</th>
<th>Project Name</th>
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<td>9:05-9:20</td>
<td>Placer County Facilities</td>
<td>Tahoe City Firehouse Properties (TCFP) Develop-ability Studies</td>
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<td>9:30-9:45</td>
<td>Tahoe City Public Utility District</td>
<td>Skylandia Park - Stair and Retaining Wall Replacement</td>
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<td>9:55-10:10</td>
<td>Tahoe City Public Utility District</td>
<td>Commons Beach Power Upgrades</td>
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<td>10:20-10:35</td>
<td>Squaw Valley Business Association</td>
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<td>North Tahoe Public Utility District</td>
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<td>North Tahoe Public Utility District</td>
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<td>Tahoe Rim Trail Association</td>
<td>Watson Lake Area Trail Improvements</td>
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<td><strong>12:00-12:45</strong></td>
<td>Lunch</td>
<td>Lunch</td>
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<td>12:50-1:05</td>
<td>Tahoe Public Art</td>
<td>Ursa Mater (penny Bear) Heritage Plaza</td>
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<td>Placer County Parks Division</td>
<td>Squaw Valley Park - Winter Access and Wayfinding</td>
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<td>1:40-1:55</td>
<td>Donner Summit Association</td>
<td>Donner Summit Visitors' Center Stage 2</td>
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<td>2:05-2:20</td>
<td>Donner Summit Association</td>
<td>Public Use and Recreation Master Plan for Donner Summit</td>
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<td>2:30-2:45</td>
<td>Squaw Valley Public Service District &amp; Truckee Donner Land Trust</td>
<td>Olympic Meadow Preserve Acquisition</td>
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<td>2:55-3:10</td>
<td>Northstar Community Services District</td>
<td>Martis Valley Trail (MVT)</td>
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<td>3:20-3:35</td>
<td>Placer County Public Works</td>
<td>Fanny Bridge Project</td>
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<td>3:45-4:00</td>
<td>The Related Companies of California, LLC (&quot;Related&quot;)</td>
<td>Dollar Creek Crossing Trails and Traffic Planning</td>
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</table>
Firehouse Properties

Commons Beach:
County is owner of the Commons Beach Parcel
Firehouse Properties
Project Objectives

• Work with the local community to get their input and keep them informed

• Analyze the submitted concepts of Siren Arts and Commonwell and determine the highest and best use for the property.

• Negotiate a long term lease with an entity who is able to design, entitle, construct, fund, and operate a self-sustaining business that meets the needs of the community (This could be SA, CW or RFP)

• Work fairly with Siren Arts and Commonwell, who have submitted concepts for the property

• If the feasibility analysis shows it is not possible to have a successful self-sustaining business at this site, staff will seek direction from the Board of Supervisors regarding what to do with the property.
Timeline

• In June staff will see a copy of the Final Feasibility Report

• Staff will review the Report with County Leadership and individually with BOS Members

• Staff will review the Report in person with Siren Arts and Commonwell

• June 25 the BOS will review recommendations from the CAP Committee for the 2018/19 TMP Grant Funding

• Staff will seek approval for an addendum to Ogilvy Consulting’s agreement to add the scope of work for the geotech, architectural historian, and architect

• On July 11 HSP will present the Final Feasibility Report to NTRAC

• On July 23 HSP will present the Final Feasibility Report to the BOS at their Tahoe Meeting
Firehouse Properties
Budget Snapshot

Geotechnical Engineering Investigation and Soils Hydrology Study $16,500

Architectural Historian Investigation $ 9,900

Total TMP Grant Request $26,400

Grant Match for Architectural Services $ 7,700
Skylandia Park – Stair and Retaining Wall Replacement Project

Placer County Capital Projects Advisory Committee
May 30, 2019
Project Description

- Skylandia Park improvements will enhance public access at one of the few public beach access sites on Lake Tahoe’s north shore.

- The TCPUD proposes to reconstruct the existing earthen, wood-framed stair path and retaining wall (constructed over 40 years ago) to address safety hazards and promote an aesthetically pleasing environment.

- Drainage improvements will also be installed to minimize future erosion.
Budget and Schedule

Total Funds Requested: $20,000 (primarily contractor costs)

Match (13%): $2,975 (primarily administrative costs)

Total Project Cost: $22,975

Project Start: June 2019
Project Completion: September 2019
Community Need

• Tourism Master Plan – Tier 2 Visitor Amenities + Facilities

• Improving public beach access identified as a priority in the Placer County Tahoe Basin Area Plan and Draft Placer County Parks and Trails Master Plan

• The demand for public access to Lake Tahoe is growing among visitors and residents alike

• This project proposes to improve the existing public beach access at Skylandia Park

  ➢ 12,000 annual users
  ➢ 40% out of area visitors
Committee Questions

Location Map:
Approximately 3 miles east of Tahoe City within the Lake Forest neighborhood.
Committee Questions

Skylandia Park – Stair and Retaining Wall Replacement Project
Committee Questions

1. Can this project be completed this year with the high water?
   Yes, this project is not located within the high water zone of the shore zone.

2. What is CA Dept. of Parks and Rec involvement?
   They are the landowner and will provide support through approval and permitting.

3. Why has no other funding been pursued?
   Given the timing of this project on the TCPUD 2019 Capital Improvement Project list, there were no other sources identified that coincided with the implementation schedule.

4. This project may fall under Prop 68. Was this funding option pursued?
   This project could qualify for certain Prop 68 funding; however, it was not pursued because:
   - timing of funding announcements
   - effort of Prop 68 applications are more suitable for larger projects
   - this project is appropriate for local funding
Project Description

- Commons Beach power upgrades will improve a popular summer event that draws locals and visitors to downtown Tahoe City.

- The TCPUD proposes to correct the deficient power infrastructure by installing one (1) 50 amp dedicated circuit and two (2) additional 20 amp circuits.

- The enhanced power supply will better accommodate the summer concert series as well as events.
Budget and Schedule

Total Funds Requested: $10,660

Match (17%): $2,210

Total Project Cost: $12,870

Project Start: June 2019

Project Completion: June 2019*

*before first 2019 summer concert on June 15
Community Need

• Tourism Master Plan – Tier 2 Visitor Activities + Facilities
• Maintaining and improving public beach access and amenities identified as a priority in the Placer County Tahoe Basin Area Plan
• Supports economic health of Tahoe City

- 21,500 annual users
- 1,791 attendees each concert
- 40% out of area visitors
Committee Questions
Committee Questions

Current power source – runs under parking lot to restroom and back to parking lot

Existing and undersized power source – to be replaced with upgraded power pedestal

Existing breaker and vacant conduit
Committee Questions

1. Can the installation also serve as an EVC station (Electric Vehicle Charging)?
   
   No, this project is not equipped to provide for EVC. The pedestal will be located on a parking lot island and will be a different type of power supply than what is needed for an EVC.

2. Will TCPUD increase their agreement with Placer County for maintenance responsibilities or work within the budget they already receive?
   
   TCPUD does not anticipate significant maintenance needs and intend to work within the existing Maintenance Services Agreement (MSA) to maintain this power supply.

3. How does the maintenance agreement work? Is it reimbursed on T&M or a yearly flat fee?
   
   TCPUD is reimbursed on T&M up to a ‘not to exceed’ amount budgeted in the MSA. The budget is an estimate based on services requested.
The Squaw Valley Business Association contributes close to $3 million TOT annually. Squaw Valley has benefitted from the IKON Pass:
- destination mix increase
- longer length of stay
- increased mid-week stays
- increased spring visitation
- strong regional ancillary spend

Significant increases in Net Promoter Score and Likelihood to Return ratings.
The SVBA has worked collaboratively on:
- events
- wayfinding signage
- solar messaging boards
- shoulder season marketing campaigns funded by NLTRA grants
- landscaping and maintenance of the current structure
- winter bike trail maintenance
The Current Situation: South Side

Hwy 89/ Squaw Valley Road Gateway Destination Wayfinding Signage Plan

- No historical elements
- Torch is not functional
- Heavily damaged
- "International Mountain Resort" disconnect
- Undertook a temporary repair to logo box in April, 2019
- Removed the green “activity panels” for safety reasons in April, 2019
The Current Situation: North Side

Hwy 89/ Squaw Valley Road Gateway Destination Wayfinding Signage Plan

- Original Olympic tower and torch
- In need of restoration
- "International Mountain Resort" disconnect
Project Objectives

- Work with our community toward a gateway plan that is current, cohesive and that we can be proud of

Final design to:
- Create a sense of arrival worthy of the resort and region
- Honor a rich history that includes being one of only three U.S. sites to host a Winter Olympics
- Promote Squaw Valley as a year round destination and drive visitation
- Comply with the NLT Community Wayfinding Signage Plan and Tourism Master Plan
- Take into consideration snow removal and it’s impacts
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<td>Public meetings w key stakeholders/residents</td>
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<td>July 8, 2019</td>
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<td>Preliminary Design</td>
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<tr>
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**Estimated Project Cost:** $110,000

- **SVBA:** $11,000
- **CAP Funding:** $99,000

**Stage 1: Conceptual Planning and Design**

- Civil Engineering
- Structural Engineering
- Landscape Architecture

**Stage 2: Design**

- $20,000
- $90,000
1. Explain why this project cannot be part of the Squaw Valley Park project?

2. Explain why the south sign has become such an issue? It was funded to be placed several years ago. Why was the South sign not maintained consistently?

3. Provide better detail on the projects wayfinding component.
Provide better detail on the projects wayfinding component.
A sincere thank you to the Capital Projects Advisory Committee for your thoughtful consideration of this project.
North Tahoe Regional Park
Snowcat Replacement

Tourism Master Plan Tier 1 Priority –
Visitor Activities & Facilities (Nordic Trails)
&
Tier 2 Priority –
Visitor Activities & Facilities (public gathering & use spaces)

Replace the District’s 1998 LMC 1800 snowcat (12,800 hours) with a well maintained 2008 PistenBully 400 (9,100 hours).

This project would also purchase the parts and equipment necessary to narrow the tracks and the accessory tiller for grooming on District trails.
The snowcat isn’t just a piece of equipment, it allows the District to provide a wide variety of services, facilities, and fun!
North Tahoe Regional Park
Snowcat Replacement

Trail Grooming for XC skiing, skate skiing, snowshoeing and walking.

Sled Hill Preparation

Synthetic Field Clearing
Timeline

July 1, 2019 (or upon confirmation of funding)  Finalize Purchase Contract

September 1 – November 30, 2019  Modifications completed by PistenBully

December 1, 2019  Delivery
Total Project Cost: $80,000

- Used PistenBully 400: $30,000
- Accessory Equipment to Narrow: $50,000

Other Funding Sources:
- North Tahoe Public Utility District: $10,000

District will also provide the ongoing maintenance and continue operations of the snowcat and the maintenance of the trail system.

Total CAP Funds Requested: $70,000
1) What is the Disposal Plan for the old equipment and parts?

As a government agency, the District has a surplus disposal policy which will be followed for disposal of the old LMC 1800.

2) What were the maintenance costs for the old machine vs. what it will be for the new machine?

The District is currently spending ~$7,500 in annual maintenance on the LMC 1800 (~550 annual operating hours). Based on IVGID’s maintenance records, NTPUD anticipates ~$13,000 in annual maintenance for the PistenBully 400.

3) Is there a possibility for grooming more trails in the future?

In order to groom additional trails, designated trails would need to be cleared in order to not damage the snowcat and the tiller. The surrounding land is owned by the USFS and the California Tahoe Conservancy (CTC). When the new North Tahoe Trail reaches the Park, grooming along that alignment could be discussed.
4) Why is IVGID selling this piece of equipment for so cheap when it has so much life left on it?

While the equipment has been owned and operated by IVGID, it is being traded into PistenBully as a component of IVGID’s purchase of a new snowcat. The price quoted to NTPUD comes from PistenBully.

5) What is the plan when this piece of equipment needs to be replaced in about 12 years?

The District will evaluate community expectations as it relates to the services provided by the snowcat, will evaluate equipment replacement options and costs, and will assess available funding alternatives.
6) Is there a plan to increase the $5 fee for using the trails.

The North Tahoe Regional Park only has a parking fee, not a trail use fee. For those that choose to walk or use alternative transportation, entry is free. The District has been exploring with our Commission the opportunity to implement peak pricing of that fee during higher use periods. The District is looking to trial the new pricing model in the winter of 2019/2020.

Additionally, there is a box for trail users to donate toward maintenance, but it is not required to utilize the trails.
Thank You!

[Image of four people standing on a snow vehicle with their arms raised in celebration.]
Wayfinding & Destination Signage Project

Tourism Master Plan Tier 1 & 2 Priorities – Provide Information & Wayfinding to Visitors

Partnership between North Tahoe Business Association, Placer County, and North Tahoe Public Utility District.

• Installation of Destination Signage at the North Tahoe Event Center

• Wayfinding Signage at the corner of National Avenue and Donner Road for the North Tahoe Regional Park

• Wayfinding Signage for Placer County parking lots in the Kings Beach Grid.
Destination Signage at Donner Road/National Avenue for the North Tahoe Regional Park

**SIGN TYPE B**

Vehicular Movement Direction

To identify routes of parking destinations and inform users of the facilities, services, and activities available at each facility. This Type B sign provides the direction to the parking area and serves as an indicator of the facilities available. It is recommended for use in parking areas and facilities where the provision of clear, legible signage is essential.

- **Features:**
  - Directional arrows to indicate the parking area's location.
  - Clear, bold lettering for easy readability.
  - Color-coded signs for quick identification.

- **Materials:**
  - Metal or aluminum signage substrates
  - Reflective or non-reflective materials

- **Maintenance:**
  - Regular cleaning to maintain visibility.
  - Periodic replacement of damaged or faded signs.

**Design Guidelines:**

- **Location:** Place signs at strategic points along the route leading to the parking area.
- **Visibility:** Ensure signs are visible from a distance to allow early detection.
- **Accessibility:** Consider accessibility requirements for visually impaired users.

**Installation:**

- **Height:** Typically 8 to 10 feet above ground level.
- **Placement:** Along the route leading to the parking area, ensuring visibility from both directions.

**Usage:**

- **Traffic Flow:** Align with traffic flow to minimize confusion and ensure clear navigation.
- **Additional Information:** Consider adding additional information such as facility names or descriptions to enhance user understanding.

**Maintenance:**

- Regular inspection for wear and tear.
- Replacement of damaged or missing signs promptly.

**Safety:**

- Ensure signs are securely mounted to withstand weather conditions and vandalism.
- Use materials that are durable and weather-resistant.

**Environmental Considerations:**

- Choose materials that are environmentally friendly and sustainable.
- Incorporate local design elements to blend with the natural environment.

**Additional Considerations:**

- Compatibility with local signage standards and guidelines.
- Integration with other directional signs in the area.
- Consult with local authorities for approval and guidelines.

**Conclusion:**

Effective signage is crucial for guiding visitors and enhancing the user experience in parking areas. By adhering to these guidelines, you can ensure that the signage is clear, informative, and well-maintained, contributing to a positive and safe visitors' experience at the North Tahoe Regional Park.
Destination Signage at the North Tahoe Event Center

North Tahoe Event Center
Smyrna Produce Market begins Sat., May 7
8:00 a.m. until noon

North Tahoe Event Center

Specifications:
1. Whiteboard, 1.5mm blind-stamped aluminum sign with 1/4" white letters, painted in black and blue colors.
2. Aluminum frame, 1.5mm blind-stamped aluminum sign with 1/4" black letters, painted in white and blue colors.
3. Steel frame, painted in black and blue colors.
4. Steel frame, painted in white and blue colors.
5. Steel frame, painted in black and blue colors.
6. Steel frame, painted in white and blue colors.
7. Steel frame, painted in black and blue colors.
8. Steel frame, painted in white and blue colors.
9. Steel frame, painted in black and blue colors.
10. Steel frame, painted in white and blue colors.

North Lake Tahoe State Park Destination
Wayfinding Signage
Placer County Parking Lots in Kings Beach

Once visitors enter the Kings Beach grid, there is limited directional signage to locate the public parking lots.

This project will install directional signage within the Kings Beach Grid.

“Provide information and wayfinding to visitors” - Tier 1 & 3 priority in the Tourism Master Plan.

Identified as a need by the North Tahoe Business Association’s Economic Vitality Committee.
Project Timelines

North Tahoe Regional Park & North Tahoe Event Center Signs

July 1, 2019 or upon confirmation of funding  Prepare design
July 1, 2019  Begin Permitting
Upon Permit Approval  Finalize Design &
May 1, 2020  Put out to Bid

Construction

Kings Beach Commercial Core

July 1, 2019 or upon confirmation of funding  Begin Permitting
Upon Permit Approval  Order & Install Signage
Project Funding Estimates

Total Project Cost: $90,000
North Tahoe Regional Park - $25,000
North Tahoe Event Center - $55,000
Kings Beach Commercial Core - $10,000

Other Funding Sources:
North Tahoe Public Utility District $12,000
Permitting and other administrative costs also to be covered by NTPUD

Total CAP Funds Requested: $78,000
1) Please provide drawing of sign at the corner of National and Donner.

Slide number 3 included an example of the proposed sign at National Avenue and Donner Road.

2) Why did the Commercial Core project not provide signage for the satellite parking lots during that project?

Wayfinding signs were not installed as part of the KBCCIP as the Tahoe Basin Area Plan had not finalized during the design and construction of the Project. The County determined that any project signage should be part of that plan. The KBCCIP did install Public Parking signs for several of the lots that are located a block away from the highway and can be seen on Deer Street, Bear Street, and at the Minnow Avenue parking lot driveway.
3) Why will it take almost two (2) years to install signs?

The District is being conservative with its estimate for timing. It is anticipated that the North Tahoe Event Center sign could take two years to complete Tahoe Regional Planning Agency, Placer County, and Caltrans permitting and construction. The Kings Beach signs could be installed within 6 months. The North Tahoe Regional Park sign could be installed within a year from receiving funding.
Thank You!
Watson Lake Area Trail Improvements Project

Tahoe Rim Trail Association Background

- TRTA formed in 1981, construction began in 1984
- Initial loop completed in 2001 with over 15,000 volunteers and 300,000 volunteer hours.
- ~200 miles in system, nearly 50 miles in Placer Co
- Diverse user types, abilities, ages, etc.
- Average over 350 volunteers donating 17,000 hours annually
- Permanent staff of 6, 5 are full-time
Project Summary

The TRTA proposes to re-align and rebuild a portion of trail near Watson Lake, constructing about 2,500’ of sustainable new single-track, removing the TRT from a forest road and road prism, and improving wayfinding for trail users.
Watson Lake Area Trail Improvements Project

**Project Objectives**

- Improve trail connectivity
- Install wayfinding signs
- Reduce or eliminate sedimentation of Watson Lake from shoreline trails
- Improve user safety
- Enhance user experience
- Eliminate a road walk/user conflict
Watson Lake Area Trail Improvements Project

Project Timeline

- Hazard Tree Mitigation
- 2019 Project Work Days
- 2020 Project Planning
- 2020 Project Workdays
- 2021 Project Workdays (as needed)
- Ongoing evaluation, assessment, and maintenance
Watson Lake Area Trail Improvements Project

Grant Request - $9,000

- TRTA Staff Salaries and Benefits
  $4,450/49.4%
- Construction Equipment
  $2,220/24.6%
- Materials and Supplies
  $1,339/14.9%
- Outreach and Marketing
  $325/3.6%
- Indirect Costs
  $666/7.5%
Watson Lake Area Trail Improvements Project

Grant Match - $5,200 (capped)

- TRTA Staff Salaries and Benefits
  $2,310/44.4%
- Construction Equipment
  $900/17.3%
- Materials and Supplies
  $200/3.8%
- USFS Tree Removal
  $1,000/19.2%
- Volunteer Labor (in-kind, capped)
  $790/15.2%
Alignment with Master Plan

- Tier 1 Priority: ✓ Provide connected trail systems
- Tier 2 Priority: ✓ Implement wayfinding signage pointing to recreation sites
PENNIES FOR PENNY BEAR
ACTUALLY DOLLARS NEEDED!

Help Save OUR Bear.
Ursa Mater is a temporary installation due to be removed in July 2019! We are raising money to keep her here permanently!

Show your support on our Donor Appreciation plaque
- Mama Bear Level - $5000.00
- Cub Level - $1,000.00

DONATE TODAY!
At TahoePublicArt.com

URSA MATER

Artists: Robert and Lisa Ferguson
Timeline

Originally planned as a temporary art installation from August 2018 – July 2019.
History

- Construction began in May 2017 and later completed in August of 2017
- Carved Styrofoam body, stucco-concrete skin, with U.S. and Canadian pennies embedded as fur
- Blacksmith formed, steel noses and claws
- Custom glass eyes created for the project by Bee Kingdom Glass of Calgary Canada
History
Financial – Temporary

- Original Budget for one year was 48K
- 24K for artist stipend at 2K per month
- 15K for installation and deinstallation
- 9K for administration
Cost to keep Ursa Mater 95K

24K for artists stipend will be applied as part of purchase price

Community funds raised to date, $20K
Questions?
PENNIES FOR PENNY BEAR
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History
Financial – Temporary

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- 24K for artist stipend at 2K per month
- 15K for installation and deinstallation
- 9K for administration
Financial – Permanent

- Cost to keep Ursa Mater 95K
- 24K for artists stipend will be applied as part of purchase price
- Community funds raised to date, $20K
Questions?
Squaw Valley Park
Winter Access & Wayfinding
FY 2018-19 TMP Grant Presentation
Winter Use Timeline

- August 1997 – Squaw Valley Park EIR/EIS
- December 1999- Property deeded to County from USFS
- October 2000 – Use Permit
- August 2004 – Park Opens
- Winter 2015 – SVPSD begins plowing trail
- January 2017 – Winter opening presented to SV MAC
- Winter 2017/18 – Squaw Valley Park opens for winter
- August 2019 – Phase 1 Construction – Upper parking overlay
- August 2020 – Phase 2 Construction – Lower parking overlay
Winter Use
Benefits

- Access to Squaw Valley trail
- Access to Backcountry
- Snow play area without fee
- Consistent with Master Plan survey results
- Opens other opportunities (i.e., covered or plowed turf)
- Wayfinding Signage will have a year-round benefit
- Safer alternate than parking along HWY 89
- Access to public restrooms
# Budget

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The Transcontinental Railroad's 1867 Donner Summit

TUNNEL 6
The Most Interesting Unknown Historical Spot in California
A Marvel of 19th Century Engineering
Last Year Phase I – Feasibility Study

Orient visitors
Provide Information
Educational Center
Public Restrooms

Questions Posed

Is a visitors’ center feasible?
Will it bring more visitors?
Will visitors stay longer?
What shape should a visitors center take?
Should we construct something new?
How much would a visitors’ center cost?
Where should a visitors center be placed?
This report found that developing a visitor center on Donner Summit would help address a gap in visitor services in the area. And elevate a marking or branding campaign focused on promoting Donner Summit’s year-round tourist attractions. A visitor center could also offer additional benefits to residents and local businesses like blight remediation and serving as a community meeting space for current residents.
2019 Grant Request – Stage II

Develop design and renovation plans
Enable substantive talks with owner (the owner is amenable)
Develop probable M&O costs
Obtain County approvals for renovation

Funds requested: $115,000
Matching funds $11,500
Total Stage II project cost: $126,500
We should note too that the Nevada County Area Plan identifies a visitor center as a critical need and the County provided the match for our Phase I grant. Nevada County will participate in the Purchase and renovation.
The Nevada County Area Plan for Soda Springs notes that the area is dependent on tourism and the community should “develop and provide gateway-style information” so that people can “maximize utilization of local resources.”

The idea of a visitors’ center is also consistent with the Placer County Tourism Master Plan Priorities.
Capital Projects Advisory Committee

Grant Presentation:
Public Use and Recreation Master Plan

May 30, 2019
• Project Objectives

What Are We Solving For?

Donner Summit is magnificent and has amazing experiences to offer visitors.

- World class recreational opportunities
- Wonderful scenery
- Great biological diversity and it’s the most
- Historically significant area in California
• **Project Objectives**

**What Are We Solving For?**

Donner Summit is magnificent and has amazing experiences to offer visitors.

- World class recreational opportunities
- Wonderful scenery
- Great biological diversity and it’s the most
- Historically significant area in California

...visitors want to participate in and engage with the rich resources that Donner Summit has to offer, but the lack of basic visitor infrastructure providing guidance, establishing public parking, providing public facilities, etc. pose a challenge to visitor satisfaction...
• **Project Objectives**

*Produce a comprehensive planning document* to guide the DSA, community members, stakeholders and agencies in implementing coordinated community development efforts. The *Public Use and Recreation Master Plan* will capture planning and project concepts in various stages of development by a diverse group of stakeholders and land managers that include but are not limited to:

- The Donner Summit Association (DSA)
- Truckee Donner Land Trust (TDLT)
- USDA Forest Service – Truckee Ranger District, TNF (USFS)
- Nevada County
- Placer County Parks & Recreation
- South Yuba River Citizens League (SYRCL)
- Serene Lakes Property Owners Association (SLPOA)
- Truckee Trails Foundation (TTF)
- Local Ski Areas
- Local Business Owners
• Project Objectives

**Produce a comprehensive planning document** to guide the DSA, community members, stakeholders and agencies in implementing **coordinated community development** efforts. The *Public Use and Recreation Master Plan* will capture planning and project concepts in various stages of development by a diverse group of stakeholders and land managers that include but are not limited to:

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- Local Business Owners

**The deliverables** comprising the plan will be used for public engagement, agency and organization meetings, and will be an a foundational accompanying document used to help guide conversation, facilitate project planning and form the basis of future public-facing documentation guiding visitors through trails mapping, local/regional wayfinding and web-based visitor information.
### Project Objectives

Mapping will take the form of multiple layers to define:

#### Constraints and opportunities:
- Limits of Mapping
- Base Mapping & Constraints Identification
- LIDAR w/topo overlay
- Forested
- Granitic
- Riparian
- Slope
- Ownership
- County Lines
- Zoning
- General Plan

#### Existing Inventory of Development:
- Existing Businesses
- Residential Areas
- Roads
- (E) Trails (“systemized” vs. “User-Generated”)
- (E) Trailheads
  - Parking
  - Port-a-potties
  - Monuments / wayfinding
  - Picnic
- Visitor Commercial Facilities
- Areas of Blight (elimination)
- Sidewalks / Safe Pedestrian Routes
- Snowplay
  - Commercial
  - Public non-commercial
- Van Norden Dam

#### Planned and/or Proposed Projects and Development:
- Trails
  - Pines-to-Mines (TTF, BONC, BYLT)
  - Placer County Overland Emigrant Trail
  - TDLT – Donner Lake Rim Trail
  - Lake Van Norden Meadow (USFS, SYRCL)
- Other
  - Wayfinding (Maintenance)
  - Class I and II trails
  - Trail Maintenance
- Trailheads
  - Parking
  - Restrooms
  - Monuments / wayfinding
  - Picnic
  - Maintenance Programs
• Project Objectives

Define a comprehensive aesthetic language that unifies public information opportunities, wayfinding, trailheads, monuments, and interpretive centers:

“Donner Summit is Not Precious” – unknown-
The Public Use and Recreation Master Plan provides broader context for and coalesces existing projects in various stages of planning and project development:
• **Timeline**
  - Q3 2019
    - RFP, B&N, Award Contract
  - Q4 2019 – Q2 2020
    - Asset Inventory
    - Constraints Mapping
    - Technical Assessment & Analysis
    - Public & Stakeholder Outreach
    - Planning Concepts
    - Detailed Draft Master Plan

• **Budget Snapshot**
  - TOT Requested: $107,511
  - Matching Funds: $11,945
  - In-Kind: $15,544
  - Total: $135,000
Olympic Meadow Preserve
CAP Committee
May 30, 2019
30 acres
Eastern end of the meadow
Project Objectives

**History**
Founding Family’s Original Campsite

**Vision**
Preserve Meadow for Public Benefit
Voter Survey Results

• Conducted March 25th – April 10th, 2019
• 157 surveys, weighted by demographics to reflect likely election results
• Voters perceive that preserving natural open space areas is the most important issues facing the community by a large margin
• Strong natural support for a measure to acquire the Poulsen Property (77%)
• Voters were supportive of up to a $300 tax per residential property
Budget includes funding for construction and maintenance of:

- Restoration of the site
- Access to Squaw Creek
- An open, covered pavilion
- A bathroom building
- Trails and boardwalks
- Signage and kiosks
- Picnic tables,
- Park benches
- Bike racks
- Parking
<table>
<thead>
<tr>
<th>Budget</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Acquisition Costs - $ 12,500,000</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Land Acquisition</strong></td>
<td>$ 12,500,000 Appraised Value of Land</td>
</tr>
<tr>
<td><strong>Initial Costs - $ 2,245,000</strong></td>
<td></td>
</tr>
<tr>
<td>Acquisition Costs</td>
<td>$ 326,000 Consultant Expenses, Staff Time</td>
</tr>
<tr>
<td>Capital Improvements</td>
<td>$ 1,668,000 Park Amenities (Benches, Picnic Tables, Trails, Boardwalks, Signage, Kiosks); Bathroom, Pavilion, Storage/Site Improvements; Master Plan</td>
</tr>
<tr>
<td>Capital Replacements – Year 1</td>
<td>$ 251,000 Irrigation, Fencing, O&amp;M Equipment</td>
</tr>
<tr>
<td><strong>Annual Costs - $406,000</strong></td>
<td></td>
</tr>
<tr>
<td>Capital Replacement Plan</td>
<td>$ 41,000 Replacement of Park Amenities and Structures</td>
</tr>
<tr>
<td>Operations and Maintenance</td>
<td>$ 395,000 Park Maintenance and Associated Labor, Utilities, CFD Administration, Administrative Expenses</td>
</tr>
</tbody>
</table>
“Mello-Roos Act” authorizes public entities to create a special financing district to finance:
(1) Construction and/or acquisition of public facilities;
(2) Public services.

This CFD would the SVPSD to:
• Provide the public a park with related amenities and maintenance;
• Create a parks department;
• Issue bonds; and
• Generate revenue by authorizing levy of a special tax on parcels in the CFD.

<table>
<thead>
<tr>
<th>Property Type</th>
<th>Maximum Special Tax Rate</th>
<th>Per</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hotel</td>
<td>$128</td>
<td>Room</td>
</tr>
<tr>
<td>Non-Residential</td>
<td>$128</td>
<td>Acre</td>
</tr>
<tr>
<td>Ski Property</td>
<td>$128</td>
<td>Acre</td>
</tr>
<tr>
<td>Residential</td>
<td>$284</td>
<td>Unit</td>
</tr>
<tr>
<td>Timeshare</td>
<td>$71</td>
<td>Timeshare</td>
</tr>
</tbody>
</table>
Development of trails throughout the property, connected to the adjacent paved bike path.
Access to the creek, meadow and dense Aspen groves.
Educational and interpretive signage.
Public access to a new gathering space in Olympic Valley.
Unparalleled vistas.
Opportunity for public art and amenities showcasing Olympic Valley’s history and culture.
Potential access for events (birthdays, reunions, weddings, etc.)
Committee Questions

How does the developable portion of the property fit within SVPSD’s Mission Statement?
SVPSD’s mission is to provide leadership in advocating for needed, high-quality and financially sound community services for the Valley. The District has often been asked to provide park services and thus adopted a Parks and Recreation Mission Statement in 2018. The District hopes to have the opportunity to provide parks services with the acquisition of this property.

“The Parks and Recreation Committee of the Squaw Valley Public Service District participates in and facilitates as appropriate an ongoing collaborative effort among diverse Valley stakeholders to advocate for use of land, projects, and facilities in the Valley with the objective to enrich the quality of life for our community by providing and maintaining parks, open space, trails and facilities that promote social connectivity, health and wellness, learning and fun.”

How does the developable portion of the project relate to the preservation portion in a public funding scenario?
There are no financial or operational distinctions between the three zoning classifications within the property. The entire property will be owned and operated by the PSD. The property will be purchased and maintained with public funds from a special tax.

Concern that the letters of support did not understand/address the developable part of this project. Development of the land is contingent on a master planning process that will commence if acquisition is successful.
MARTIS VALLEY TRAIL

The Martis Valley Regional Trail provides a convenient, safe and accessible non-motorized route between the Town of Truckee and the North Shore of Lake Tahoe. The route has the utmost respect and care for the natural and cultural resources in the area, and maximizes the community, recreational and transportation opportunities available.”
Newly constructed portion of Segment 3A

Trail Amenities include picnic/rest areas, interpretive exhibits and wildlife viewing areas.

Newly Paved Section of Segment 1B-1

Segment 1B-1 with sweeping turns as it approaches the Town of Truckee
# Martis Valley Trail

## Project Cost Estimate - Remaining Trail Segments

**April 2, 2019**

<table>
<thead>
<tr>
<th>Trail Segment</th>
<th>Construction</th>
<th>Soft Costs (20%)</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1B (Part 2) - Corps Boundary to Wildlife Viewing Area</td>
<td>$708,420</td>
<td>$72,000</td>
<td>$780,420</td>
</tr>
<tr>
<td>3A - Wildlife Viewing Area to East Side of Northstar Golf Course</td>
<td>$1,317,218</td>
<td>$263,444</td>
<td>$1,580,662</td>
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<tr>
<td>3B - East Side of Northstar Golf Course to Northstar Drive Roundabout</td>
<td>$3,190,269</td>
<td>$286,370</td>
<td>$3,476,639</td>
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<tr>
<td>3F - Northstar Drive Roundabout to the Village</td>
<td>$2,213,833</td>
<td>$442,763</td>
<td>$2,656,596</td>
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<tr>
<td>3E and 4 - The Village to Four Corners</td>
<td>$2,373,544</td>
<td>$854,709</td>
<td>$3,228,253</td>
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**Total Project Costs:** $11,703,264  
**Total Project Costs (Excluding Segment 3B):** $8,512,995

### Funding Summary

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Total</th>
<th>Spent</th>
<th>Remaining Funding</th>
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</thead>
<tbody>
<tr>
<td>NSCD Bond Funding</td>
<td>$1,100,000</td>
<td>$1,100,000</td>
<td>$0</td>
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<tr>
<td>TOT - Original Grant Funding (Env Rev/Plan)</td>
<td>$1,000,000</td>
<td>$1,000,000</td>
<td>$0</td>
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<tr>
<td>TOT - FY 2015/16 Grant</td>
<td>$250,000</td>
<td>$206,249</td>
<td>$43,751</td>
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<tr>
<td>TOT - FY 2017/18 Grant</td>
<td>$250,000</td>
<td>$0</td>
<td>$250,000</td>
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<tr>
<td>TOT - FY 2018/19 Grant</td>
<td>$250,000</td>
<td>$0</td>
<td>$250,000</td>
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<tr>
<td>TOT - FY 2019/20 Grant</td>
<td>$500,000</td>
<td>$0</td>
<td>$500,000</td>
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<tr>
<td>Area #1 Park Dedication Fees (Reserved)</td>
<td>$2,250,000</td>
<td>$570,000</td>
<td>$1,680,000</td>
</tr>
<tr>
<td>Area #1 Park Dedication Fees (Unreserved)</td>
<td>$300,000</td>
<td>$0</td>
<td>$300,000</td>
</tr>
<tr>
<td>Zone of Benefit #194 Reserves (Unreserved)</td>
<td>$165,757</td>
<td>$0</td>
<td>$165,757</td>
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<tr>
<td>Housing Grant</td>
<td>$254,150</td>
<td>$254,150</td>
<td>$0</td>
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<tr>
<td>CMAQ (Original Grant)</td>
<td>$1,400,000</td>
<td>$0</td>
<td>$1,400,000</td>
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<tr>
<td>CMAQ (Additional Funding)</td>
<td>$830,128</td>
<td>$0</td>
<td>$830,128</td>
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<tr>
<td>Tahoe Mountain Resorts Foundation 2015 Grant</td>
<td>$50,000</td>
<td>$0</td>
<td>$50,000</td>
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</table>

**Total**: $8,600,035  
**Spent**: $3,130,399  
**Remaining Funding**: $5,469,636

**Total Available Funding**: $5,469,636  
**Total CMAQ (Reserved for Segment 3B)**: $2,230,128  
**Remaining 3B Costs (After CMAQ is Exhausted)**: $1,248,511  
**Remaining Funding for All Segments other than 3B**: $1,990,997
SR 89/Fanny Bridge Community Revitalization Project
CAP Committee Presentation by Placer County DPW
Request for TOT Funding
May 30, 2019
3 CA Federal Lands Access Program Tahoe Projects

1. Truckee River Bridge
2. Dollar Creek Trail
3. Meeks Bay Trail

Budget Snapshot
$52 Million for 3 projects comprised as:
- 78.5% Federal Funds (FLAP)
- 21.5% Local Match
  ($4.325M from County TOT, TIF, PDF for TR and DC projs.)

Estimated construction completion:
Late Fall 2021
Truckee River Bridge Project - Objectives

- Realigns SR 89 in Tahoe City with construction of a new bridge over the Truckee river adding an additional connection with the West Shore utilizing two new roundabouts
- Enhances bike, pedestrian, transit connections within Tahoe City
- Replaces Fanny Bridge (85+ years old)
- Upgrades “wye” intersection to a Roundabout
- Converts FB/89 portion to county facility
Truckee River Bridge Project – Scope

Construction Began in 2017
Completion in October 2021

Major Components:
- 3 new roundabouts
- 2 new bridges
- Retaining walls
- Sewer replacement
- Safety enhancements for pedestrians and cyclists
- “Old SR 89” becomes a “complete street”
Truckee River Bridge - Timeline

Construction in 2019:
- New SR 89 roadway and bridge
- 2 new roundabouts
- Drainage Improvements
- Utilities
- Bike/ped paths
- Sidewalks
- Lighting

Construction in 2021:
- “Old SR 89”–complete street
- 1 new roundabout (wye)
- Replace Fanny Bridge
- Bike/ped paths
- Sidewalks
- Lighting
Truckee River Bridge Project – Items of Note

Primary reasons for construction delay and contract termination:
- Protest and delayed contract award in 2016
- Multiple unresolved contractor claims
- 2017 and 2019 above average precipitation producing unanticipated river flows and groundwater levels and subsequent construction schedule
- Utility relocation challenges
- Contractor unwilling to continue remainder of contract without resolution of various claims
Truckee River Bridge Project – Items of Note

Placer County DPW response to delay:
- Working closely with team partners for solutions:
  - FHWA-CFL
  - TTD
  - Caltrans
  - TCPUD
  - TRPA
  - TCDA
- Pursuit of other grant funding:
  - HMG – Cal OES
Truckee River Bridge Project – Request/CAP Questions

Summary request, add’l items of note and response to CAP:
- $500,000 in TOT for 2019 to match $1,826,000 in new federal funding for increased construction costs
- TOT funding to target future engineering/construction (i.e., contract prep/bidding, Fanny Bridge replacement)
- An additional $2.8M in local funding needed beyond this request to complete project (that will match additional $9M+ in federal funds)
- Continue to pursue other funding sources outside TOT
- River diversion/dam issues still to be resolved
Truckee River Bridge Project
May 30, 2019

Tourism Master Plan
Grant Proposal

Capital Projects Advisory Committee
Project Objectives

1. Investment in trails pathways and plaza facilities enhancing visitor experience.

1. Thoughtful redesign of North Lake Boulevard and Dollar Drive enhancing safety and connections.
## Estimated Timeline

<table>
<thead>
<tr>
<th>TASK</th>
<th>DESCRIPTION</th>
<th>START</th>
<th>COMPLETE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
<td>Community Outreach and Traffic Analysis</td>
<td>March 2019</td>
<td>July 2019</td>
</tr>
<tr>
<td>Design and Engineering</td>
<td>Landscape Design Trails, Pathways and Plaza, Design Traffic Solutions</td>
<td>July 2019</td>
<td>Sept 2019</td>
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<tr>
<td>Environmental</td>
<td>Prepare New Studies and CEQA Documents</td>
<td>June 2019</td>
<td>Sept 2019</td>
</tr>
<tr>
<td>Land Use Approval</td>
<td>TRPA and Placer County</td>
<td>Sept 2019</td>
<td>Jan 2020*</td>
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<tr>
<td>Financing</td>
<td>Secure Phase 1 Commitments</td>
<td>July 2019</td>
<td>Aug 2020*</td>
</tr>
<tr>
<td>Construction</td>
<td>Start Phase 1 including Housing, Trails, Pathways and Plaza</td>
<td>Dec 2020*</td>
<td>August 2021*</td>
</tr>
</tbody>
</table>

* Subject to change
Budget Snapshot

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>TOT FUNDING</th>
<th>MATCHING FUNDS</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning &amp; Design</td>
<td>$77,000</td>
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<td>$77,000</td>
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<tr>
<td>Permitting</td>
<td>$55,000</td>
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<td>$148,000</td>
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<tr>
<td>Environmental</td>
<td>$110,000</td>
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<tr>
<td>Construction</td>
<td>$451,000</td>
<td>$27,060</td>
<td>$478,060</td>
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<tr>
<td>Equipment</td>
<td>$57,000</td>
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<td>$57,000</td>
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<tr>
<td>Outreach and Marketing</td>
<td>$7,500</td>
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<tr>
<td>Consultant</td>
<td>$10,000</td>
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<td>$10,000</td>
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<tr>
<td><strong>TOTAL COSTS</strong></td>
<td><strong>$767,500</strong></td>
<td><strong>$120,060</strong></td>
<td><strong>$887,560</strong></td>
</tr>
</tbody>
</table>
Existing Conditions Dollar Hill Area

- Inadequate Way Finding
- Unsafe Conditions for Pedestrian and Bicyclists
- Heavy Traffic Conditions in Summer and Winter Peak Seasons
What will the TOT grant pay for?

A. Design, permit and construct a new 8’-10’ FT pathway through the housing site that connect with trails and gathering spaces

B. Design, permit and construct a new Dollar Creek bike trail connector to Hwy 28

C. Design, permit and construct a new 2,000 FT Public Plaza with bike repair station, water fountain, pet area, benches and map of the trails

D. To study and design traffic calming solutions, new shared bus stop and improved crossings
Tahoe City- 2.8 Miles
5 minutes by car
13 minutes by TART
20 minutes by bike
Source: Google Maps, normal road conditions

Promotes **Active Transportation**
Adjacent to a TART stop and the Dollar Creek Multi Use Trail connects to Burton Creek State Park and Tahoe City.
1. Design and Planning – Deliverables:
   - Traffic Study and Design Drawings for traffic calming on Hwy 28 between Dollar Drive and Fabian
   - Design Drawings of pathways and plaza with public amenities
   - Design Drawings of reconfigured trail connector to Dollar Creek Trail

2. Construction:
   - New trail connector to Dollar Creek Trail
   - Public Pathways and Plaza with amenities

Can the Project be Separated from the Housing?

YES
“Visitors and locals will enjoy the connectivity these improvements provide for active transportation. 

The trail amenities will help provide multi-modal transit along the Highway and will help connect Dollar Hill area to the Dollar Creek Village Center and Tahoe City.”

Key Supporters: