

LINCOLN BOARD OF SELECTMEN'S

MEETING MINUTES

MONDAY, APRIL 22, 2024 – 5:30PM

LINCOLN TOWN HALL - 148 MAIN STREET, LINCOLN, NH

(THE RECORDING OF THIS MEETING CAN BE FOUND ON YOUTUBE)

APPROVED

Lincoln Board of Selectmen Present: Chairman, OJ Robinson, Vice Chair, Tamra Ham and Selectman Jack Daly

Staff Present: Town Manager, Carina Park and Executive Assistant, Jane Leslie

Public Present via Zoom: David Tomaso

Public Present: Wayne Baltzer

I. CALL TO ORDER

Chairman Robinson called the meeting to order at 5:36 p.m.

II. APPROVAL OF MEETING MINUTES FROM PREVIOUS MEETING

MOTION: "To approve the BOS meeting minutes of March 11, 2024 as amended."

Motion: Jack Daly **Second:** Tamra Ham **All in favor.**

MOTION: "To approve the BOS Non-Public meeting minutes of March 11, 2024 as presented."

Motion: Tamra Ham **Second:** Jack Daly **All in favor.**

MOTION: "To approve the BOS meeting minutes of March 18, 2024 as amended."

Motion: Tamra Ham **Second:** Jack Daly **All in favor.**

MOTION: "To approve the BOS meeting minutes of March 25, 2024 as presented."

Motion: Tamra Ham **Second:** Jack Daly **All in favor.**

MOTION: "To approve the BOS Non-Public meeting minutes of March 25, 2024 as presented."

Motion: Tamra Ham **Second:** Jack Daly **All in favor.**

III. BOARD OF SELECTMEN COMMITTEE APPOINTMENTS

The Board voted on the following Selectboard Committee appointments:

MOTION: "To appoint OJ Robinson as the BOS Chairman, and Tamra Ham as the Selectmen's Vice Chair."

Motion: Tamra Ham **Second:** OJ Robinson **All in favor.**

MOTION: "To appoint OJ Robinson as the Planning Board Selectmen's Rep; Tamra Ham as the Budget Committee Rep, Jack Daly as the Capital Investment Planning (CIP) Rep, Jack Daly as the North Country Council Rep (Housing Committee), Tamra Ham as the Joint Loss Management Committee (JLMC) Rep, the Selectmen will rotate for the Emergency Operations Planning (EOP) Rep, and OJ Robinson will be the Rep for the Pemigewasset River Local Advisory Committee (PRLAC)."

Motion: OJ Robinson **Second:** Tamra Ham **All in favor.**

IV. 2024 TOWN HEALTH ENROLLMENT OPTIONS (for Town Employees)

The Board reviewed and discussed medical and dental plan options for all full-time employees (New plan will go into effect July 1st, 2024). The following are key points regarding Access Blue New England Health Plan options (same network that employees currently have) that will be offered to employees on July 1st:

- Access Blue New England Plan has a \$1K deductible
- Access Blue New England Plan has a \$3K deductible

The Town contribution will remain the same for either plan, and the employee will be responsible for paying the difference for the \$1K or \$3K deductible plan (e.g., \$1K deductible: Single employee contribution = **\$62.68** per pay period; 2-Person Plan employee contribution = **\$125.36** per pay period, and, Family Plan employee contribution = **\$169.24** per pay period).

The Town will also offer a Health Reimbursement Account (HRA) which is an employer-funded group health plan from which employees are reimbursed tax-free for qualified medical expenses up to a fixed dollar amount per year (*the Town will pay 50% of the deductible for the \$3K plan, or 100% for the \$1K deductible plan). The Board discussed whether the Town would pay the deductible per person or per plan, and Tammy remarked that she is supportive of whichever plan is *most* beneficial to the employee, and does not want to run the risk of losing employees due to costly health insurance. Carina feels that it will be in the employees' best interest if the Town pays per plan versus per person. The Board agreed with paying the deductible *per plan*.

Carina noted that there are currently two (2) employees grandfathered (2-person plan) on the current health plan, and this will affect them because they currently do not have any deductibles. Carina further noted that this change in health insurance will now allow employees the opportunity to provide coverage to their spouses and dependents at zero cost with minimal copays and a minimal deductible.

MOTION: “To accept the two (2) plans outlined with the two (2) deductibles (\$1K & \$3K) offering full coverage to the Employees (single, 2-Person and/or Family) with a Health Reimbursement Account (HRA) of 50% of the deductible “per Plan” with the Town paying the first 50%, and to offer the \$1K deductible Plan that the Employee will pay the premium difference, and the Town paying 100% of the deductible.”

Motion: Tamra Ham

Second: Jack Daly

All in favor.

HealthTrust Representatives will be meeting with Employees next month to review the new plan and to answer questions.

*Plan(s) information will be available on the Town Website's Human Resource Department page (www.Lincolnnh.org/human-resources-department)

V. PROPERTY TAX CREDITS & EXEMPTIONS

Elderly and Veteran's Tax Credits/Exemptions

Elderly Exemption per Age Category: 65-74 years of age: \$65,000 *off of assessed value*; 75-79 years of age: \$85,000 & 80+ years of age: \$125,000. *Must be 65 years of age on or before April 1st of year for which exemption is claimed. Must be a NH Resident for three (3) consecutive years preceding April 1st in the year the exemption is claimed. (Per RSA 72:39-a)

Veterans Tax Credit: \$750.00 - NH Resident for one (1) year preceding April 1st in which the tax credit is claimed. (Per RSA 72:28- Standard and Optional Veteran's Tax Credit)

The Board reviewed the following Elderly Exemptions and Veterans Tax Credit requests:

MOTION: “To grant the Elderly Exemption request for Deborah Sharp, 70 Hanson Farm Road (M105, L015).”

Motion: OJ Robinson

Second: Tamra Ham

All in favor.

MOTION: “To grant the Elderly Exemption request for Stephen & Christine Bomba, 63 Hanson Farm Road (M105, L011).”

Motion: OJ Robinson

Second: Tamra Ham

All in favor.

MOTION: “To grant the Elderly Exemption request for Ralph Ciarleglio, 31 Liberty Road (M107, L065).”

Motion: OJ Robinson

Second: Tamra Ham

All in favor.

MOTION: “To grant the Elderly Exemption request for Antonio Colarusso, 5 Hummingbird Road, Unit #8 (M114, L027000-01-00072).”

Motion: OJ Robinson

Second: Tamra Ham

All in favor.

MOTION: “To grant the Elderly Exemption request for Deborah Celino, 255 Pollard Road (M113, L043).”

Motion: OJ Robinson

Second: Tamra Ham

All in favor.

MOTION: “To grant the Veterans Tax Credit for Jonathan McCoy, 5 Goldfinch Road, Unit #2 (M114-, L026000-0D-00026).”

Motion: OJ Robinson

Second: Tamra Ham

All in favor.

MOTION: “To grant the Veterans Tax Credit for Daniel Foley, 25 Woodsvlew Lane, Unit #3 (M115, L001000-01-00325).”

Motion: OJ Robinson

Second: Tamra Ham

All in favor.

MOTION: “To grant the Veterans Tax Credit for Jared Kittle, 9 Duck Pond Way, Unit #1 (M114, L026000-0H-00057).”

Motion: OJ Robinson

Second: Tamra Ham

All in favor.

VI. OLD/NEW BUSINESS

Town Manager’s Report

Vermont Rail – Recycle Road Access:

Carina and DPW Director, Nate Hadaway met with Jessie Richards from Vermont Rail and representatives from Milan Lumber to discuss the potential location of the road and access to the rail cars. Nate does not seem to think there will be any access issues. There was a discussion about Vermont Rail operations, and they do intend to run rail cars 12-months out of the year. Vermont Rail is a subcontractor of Patriot Rail Company, and Patriot Rail Company leases this section of tracks from the State of NH. Vermont Rail is unaware of any standing agreement with the snowmobile club; however, he plans on looking into it. Tammy commented that if these are their plans, she will only agree to granting access to the rails via Recycle Road from April 1st through December 1st. Carina directed Vermont Rail to reach out to the state because she did not think that the Selectmen would agree to this knowing it would interfere with the snowmobile corridor trail system.

Jack remarked that the town is accommodating Vermont Rail with no benefit to Lincoln, and they are going to need to accommodate the town as well. Jack also agreed with Tammy’s recommended time frame for Vermont Rail to use Recycle Road if they are unable to accommodate the snowmobile club (December 1st through April 1st). OJ noted that he believes that the Trails Bureau has a lease from around January 3rd to mid-March.

Colonial Power Community Choice Aggregation Plan (CCA):

The delay is due to prospective electricity suppliers’ unwillingness to bid on and sign contracts with

communities served by NH Electric Coop (NHEC) until NHEC first implements a purchase of receivables program (e.g., a credit insurance program). NHEC has filed such a program with the NH Public Utilities Commission (PUC) for approval. The PUC granted its approval within the last couple of months. It will take several more months for NHEC to implement the program, and it will then go out to the supplier community to bid.

Fire Station Improvements:

The town received the final truss plans from Dubois & King (Engineers). One quote has been received from Three Rivers Construction, and the town is expecting another quote from East Branch Builders.

The Pines Road Bonds:

Carina discussed the release of the Off-site Road Bond (\$10k On-site Road Construction - \$100k- Off-site Road Repair bonds) with Dave Larsen (Property Manager for Forest Ridge Master Association), and the Forest Ridge Board has no issues with the release of the Off-site Bond. Upon receipt of this information, Carina reached out to Michael Shephard (attorney) explaining that the town's intention is to "call" the On-site Road Bond, however, rather than the town having to go through the proceedings to call the bond, they are hoping that New Jefferson will agree to pay the \$10K directly to The Pines HOA, and in turn, the town will release both the On-site Bond and the Off-site Bond. Mr. Shephard originally stated that he would work with the new property owner, however, Carina received correspondence from the new property owner's legal counsel stating that they did not buy any pre-existing liabilities, they only purchased the two buildings and two foundations, and they are not the declarant nor the successor and do not have any responsibility in this. Michael Shepard is aware of this, and will be speaking with his partners and legal counsel and following up with the town.

Reach the Beach Race:

The Town received a request to host the "Reach the Beach Road Race" again this fall. This year's race will be held on September 13th which is the weekend prior to the Highland Games, and should alleviate many concerns regarding safety and traffic. This is a 200-mile-long distance running relay race proposed to start at Bretton Woods and end at Hampton Beach.

Camper's World Purchase Agreement Closing Timeline:

The Board reviewed a closing timeline drafted by Jay Polimeno (Polimeno Realty) as follows:

- Effective Date: March 28, 2024
- Deposit Due: N/A
- Due Diligence/Environmental Deadline: May 20, 2024
- Financing Contingency Deadline: May 31, 2024
- Closing Date: On/before June 28, 2024

Jack questioned whether or not they want to establish a timeframe for scheduling public hearings as required by state statute in an effort to not drag this process out with endless meetings. OJ explained that in order to do this, a proposal needs to be accepted by the Town (who the town is selling the land to; what the price is, the timeline, conditions of the sale etc.) Jack explained he is looking for a more finite plan, and would like more public input and to incorporate some of the great suggestions discussed during the last public input session.

Tammy remarked that they had previously agreed to invite a representative(s) from AHEAD to attend a public input session prior to making any decisions (OJ would like this to be the next step). Carina explained that she has reached out to Andrew Dorsett, Housing Finance Director for InvestNH to see if he could coordinate a meeting with AHEAD'S Executive Director, Harrison Kanzler to have a discussion regarding the Camper's World property, as well as inviting them to the next public input session. OJ mentioned that someone had suggested that the town reach out to Southern NH Services (Ray Burton Commons Senior Housing

in Woodstock) who is a branch of Community Action Partnership and has experience with housing and community services. Jack also suggested Carina reach out to Kaela Tavares (Planning Director, North Country Council) who has experience with housing initiatives and grants. The Board would like this meeting to be scheduled in May (sooner than later).

2023/2024 Skier-visits – Kanc Rec Area:

The Board reviewed the final visitors' numbers for the end of the Kanc Rec Area's winter season: 2,986 total visits.

OLD BUSINESS:

End of Year Traffic Meeting with Loon Mountain:

The Board would like to schedule a meeting with Loon Mountain to discuss the traffic situation, and the discussion will include the Police Chief and/or Deputy Police Chief.

Jeannine Wood Trial:

OJ updated the status of the Jeannine Wood Trial and explained that this trial had begun with the initial jury selection process which had previously been postponed (nothing to do with the Town of Lincoln), however, because they were unable to seat the jury (nothing to do with the Town of Lincoln), the trial would not be taking place at this time (trial was supposed to start April 22, 2024), and it is not on the courts calendar for the foreseeable future (possibly in 2025).

HB 1583 Amendment:

This amendment would have increased the SWEPT (Statewide Education Property Tax) money from \$29M to \$88.4M a year, and Lincoln's contribution would have gone from a little over \$1M to \$4.7M. This amendment had been at the sub-committee level, and Carina does not believe that it passed (Bill was tabled). This bill proposed changes to the funding of education in the state by increasing the base annual cost per pupil for providing an adequate education and establishing new forms of aid for municipalities.

NEW BUSINESS:

Intermunicipal Prosecutors Agreement (Amended)

The Board reviewed and signed the amended agreement for Prosecutorial Services (Town of Waterville Valley joined the Agreement).

MOTION: "To approve the amended Prosecutor's Agreement."

Motion: Jack Daly

Seconded: Tamra Ham

All in favor.

Capital Reserve Account Expenditures

The Board reviewed and signed the Capital Reserve Expenditures for the 1st Quarter in the amount of \$202,692.00.

MOTION: "To approve and sign the reimbursement request for \$202,692.00."

Motion: Jack Daly

Second: Tamra Ham

All in favor.

2023 Vachon Clukay Financial Audit:

The auditors were at Town Hall last week to conduct the Town's 2023 Financial Audit. Carina reported that the auditors were impressed how smooth the process went knowing that the town was without a Finance Director for 5-months, and transitioning a new employee into this position. Tammy noted that despite all of these changes, Carina held it all together and ensured that the work got done (The Board signed the contract for Vachon Clukay Auditing services for year ending December 31, 2023).

Town Crosswalk Painting:

Public Works Director, Nate Hadaway decided to *not* paint the crosswalks green this year due to complaints received regarding the low visibility of green crosswalks (white paint will be used).

Loon Mountain Sprung Structures:

Jack asked if the Public Works Dept. or the Recreation Dept. was interested in Loon Mountain's Sprung Structures that they're selling. Both Public Works and the Rec Dept. do not have a use for the structures.

Library Stair Reconstruction:

Jack questioned whether or not a second quote had been received for the stair reconstruction project at the Lincoln Library. Library Trustee, Wayne Baltzer responded that they have received a second quote which is much closer to the \$30K allocated for this project, and the contractor did not see any reason to disassemble the entire front entrance of the building (there is an alternative).

New Police Department - Emergency Vehicle Access (I-93):

Jack would like to see discussions begin with DOT for an emergency vehicle access onto I-93 if this is what the Police Department would like for the new building site. Chief Morris is working on this now and trying to connect with the District Four representative to begin this process (District One in Lancaster is experiencing staffing issues and work is being fielded out to other offices in the state).

Public Participation:

Email received from Stanley Scism:

Tamra Ham, Jack Daly, OJ Robinson,

I live in Linwood. I would like to see the bicycle trail that's in Franconia Notch and comes up TO Lincoln extended along the river as far as possible, maybe all the way to Concord. One problem bicyclist have is that if they bicycle along Hwy 3, some motorist can come tearing along and hit them. A helmet might prevent their skull from smashing, but not their neck or back from breaking, and not from bleeding to death from injuries sustained in the countryside by a hit-and-run driver who knocks them over the edge, but a dedicated bicycle path would eliminate that danger. It would also contribute to the environment and to public health because so many people have sedentary lives. And we have a good place for it. For instance, along the railway going from Lincoln south, a bike path could be started and begin to work its way through Lincoln and Woodstock, and then communities to the south could pick it up. It would bring another form of tourism, which might be helpful to local businesses if global warming is going to slowly shorten the skiing season. I would also like to see an annual state-length bicycle marathon, maybe starting at the Canadian border and ending in Nashua. If that's too long, at least we would start it at the notch and go down to the end of Woodstock, and then as other communities got interested and wanted to join, it could be lengthened.

I'm new. Perhaps a state-length bicycle marathon already exists? But the bike path extending the one in the park down through Linwood doesn't exist yet, so I ask if a feasibility study can be done on this. Thank you, Stanley Scism

Tammy remarked that Mr. Scism had some great points, however, she does not feel that this is something that the Town of Lincoln should invest its time, efforts or money into at this time, however, someone in the public may hear about this and wish to take on this initiative.

OJ recalls this matter being brought before the town in 1989. The sides of Route 3 were painted with "bicycle lanes" and the town did not want to appropriate the money to pay for the painting and striping (money was raised through another source).

Campers World Public Input Session:

Wayne Baltzer complimented the Board on the April 18th Camper's World public input session.

VII. NON-PUBLIC Session Pursuant to RSA 91-A:3:(III) ()

There was no non-public session.

VIII. ADJOURNMENT

With no further business to attend to, the Board made the following motion:

MOTION: "To adjourn."

Motion: Tamra Ham

Second: Jack Daly

All in favor.

The meeting adjourned at 7:15 p.m.


Respectfully Submitted,
Jane Leslie

Approval Date: May 6, 2024


Chairman O.J. Robinson


Tamra Ham


Jack Daly

April 22, 2024
Board of Selectmen's Meeting
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Please PRINT Legibly

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Special Event Information-Ragnar Road Reach The Beach

Event Information

The Ragnar Relay is a 200-mile-long distance running relay race proposed to start at Bretton Woods and end at Hampton Beach September 13-14, 2024. Runners will experience gorgeous New England in the fall during their 200-mile adventure!

We anticipate 250 teams of 6-12 individuals in 2 vehicles ("Ultra" teams have six participants and one vehicle), therefore we expect less than 2,900 participants with 250 or less runners spread over 30-50 miles of course at any given time. Teams take turns running relay style to complete the course, picking up a runner and dropping off the next runner at each of the 36 exchange points along the course.

Parking/Traffic Flow:

- Ragnar teams start in waves staggered from 5:00 am – 1:00 pm to spread participants along the course, allowing about an 8–10-hour time frame to pass through communities.
- Throughout most of the race, you can expect only 50-70 vehicles onsite. We anticipate less than 350 parking spots during our peak hours for Ragnar vehicles at major exchanges.
- Each team is responsible for providing two support vehicles, with six runners in each vehicle. The first vehicle will drop off the first runner at the start, and then proceed to the first exchange point. At the first exchange, the vehicle will drop off the second runner and pick up the first runner when that runner's leg is complete. Teams will repeat this pattern for six legs until they hand off to their second vehicle. This leapfrogging pattern will continue all the way to the finish line.

Race Personnel Onsite:

- Ragnar will have an exchange manager present during the entire race and 3-5 volunteers. Additionally, Ragnar staff will be present throughout the event to ensure everything is running smoothly.

Sanitation and Garbage Disposal:

- Ragnar will provide portable toilets and manage all trash clean up at exchanges.

Safety, Emergencies and First Aid

Runner safety is of foremost concern. Before a team can begin the race, they must go through a safety gear check and training. All runners sign waivers acknowledging that the course includes areas where there may be traffic congestion and that they must obey race rules, which require observance of all applicable traffic rules and regulations.

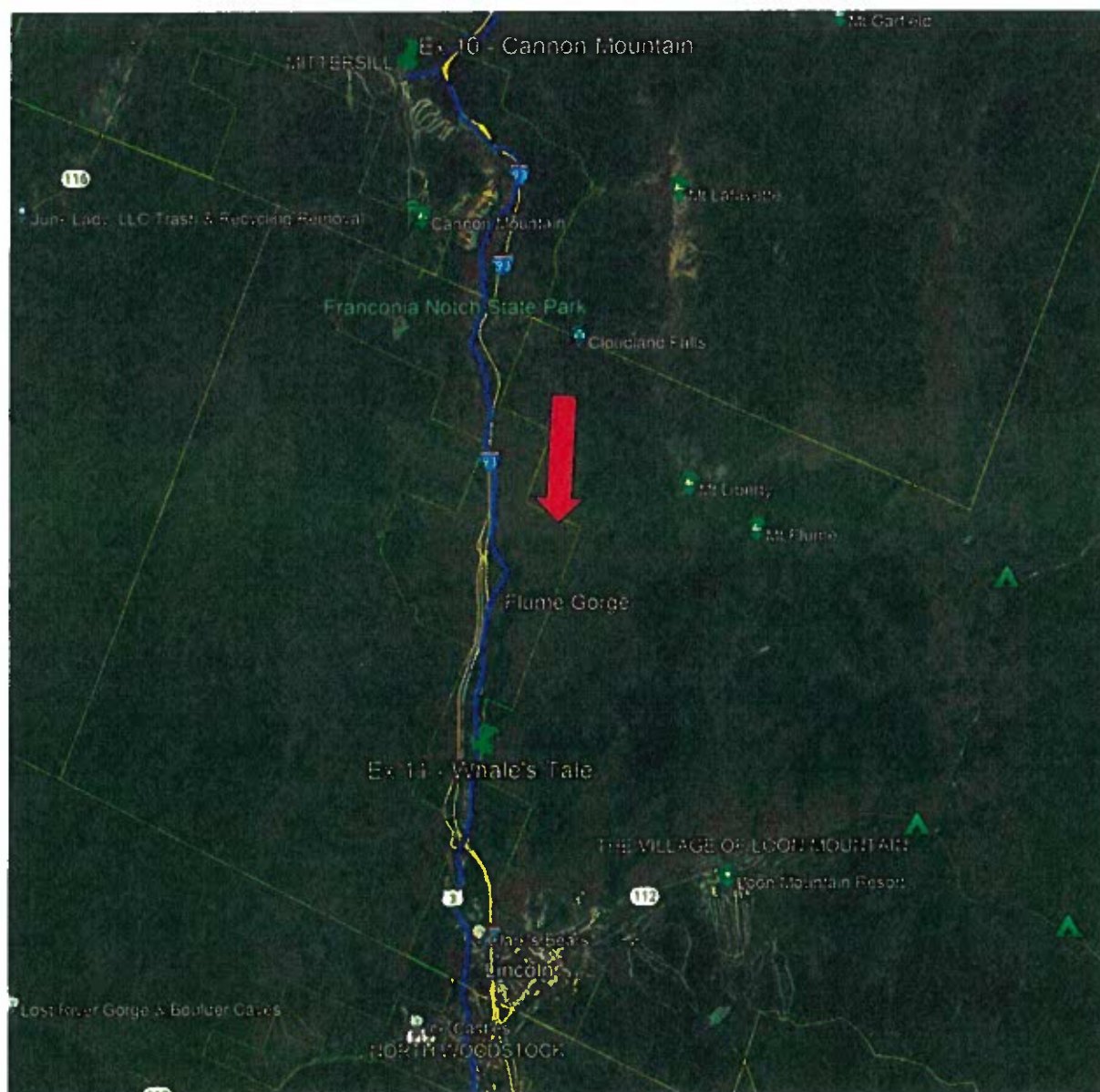
Runners and community residents can notify Ragnar through the Ragnar Race Command number, 661-RAGNAR-1 (661-724-6271) with any concerns of problems along the course. Medical personnel are provided at each Major Exchange point, or approximately every 25-35 miles of the course. If a runner encounters a first aid issue at a minor exchange, they are directed to proceed to the closest major exchange to be treated. In the event of an emergency, runners are directed to contact 911 and then notify Ragnar staff.

Ragnar is monitoring the COVID-19 situation in all our race locations. We will implement changes and precautions according to local authorities and CDC guidelines as necessary to keep participants, volunteers, and local communities healthy.

Ragnar Reach The Beach in the Town of Franconia

- Runners are anticipated between the hours of 2:00 pm and 9:00 pm September 13, 2024
- 250 active runners are anticipated to trickle through on road shoulders.
- Participants are required to wear headlights, tail lights, and reflective gear during nighttime hours.
- Race director will work directly with police on detail and safety in the area.
- No road closures are requested.
- Neighboring towns and exchange points are pending approval.

Route Overview



Signage Plan



- Along the course there will be course signs that communicate to the runners which direction to go, on what side of the road to run, which exchange they are at, etc.
- Directional signs are only placed at change of direction intersections.
- Signs are 42" High, 18" Wide, .25" Thick and are made of corrugated plastic. Each sign will be secured to a delineator post barricade.



Exchange 11 Location	Venue Contact	Nighttime Hours
Whales Tale Waterpark 481 Daniel Webster Hwy Rte 3,	TEXT ONLY: 661-RAGNAR-1 (661-724-6271)	7:00 pm - 6:00 am

Runner Times		Parking		Leg Distances	
First Runner Allowed	TBD	Parking Capacity		Incoming leg distance	4.6
Last Runner Allowed	TBD	Parking Need	66	Outgoing leg distance	3.8

EXCHANGE DETAIL:

 Runner Path	 Volunteer	 Parking
 Van Path	 Toilets	 Chute



SAFETY/PROPERTY CONCERNS	Respect residents by keeping noise to a minimum during nighttime hours,
CHUTE PLACEMENT	Across the street on the road shoulder pulled away from traffic.
PARKING	Park in the north lot as indicated.
TOILETS	North of the parking area, facing away from lot traffic.

Skier Visits to the Kanc. Ski Area

Year:	Lincoln:	Woodstock:	Out of Town:	Ski Teams:	Winter Carnivals:	Total Visits:	Days Open:	Ski Revenue:
1989 - 1990	1007 - 59%	695 - 41%	216			1918	45 Days	No record of \$
1993 - 1994	1405 - 61%	913 - 39%	326			2644	68 Days	\$ 4,419.25
1995- 1996	692 - 60%	466 - 40%	92			1250	34 Days	\$ 2,434.50
1996 - 1997	1153 - 54%	980 - 46%	267			2400	72 Days	\$ 3,529.50
1997 -1998	732 - 48%	800 - 52%	207			1739	48 Days	\$ 2,080.50
1998- 1999	1069 - 59%	737 - 41%	311			2117	56 Days	\$ 3,324.50
1999 - 2000	1621 - 49%	1161 - 35%	537 - 16%			3319	68 Days	\$ 5,508.00
2000 - 2001	1863 - 49%	1340 - 35%	589 - 16%			3792	68 Days	\$ 5,966.00
2001 - 2002	1443 - 44%	1290 - 40%	516 - 16%			3249	67 Days	\$ 6,678.00
2002-2003	2122 - 43%	2073 - 42%	718 - 15%			5013	74 Days	\$ 8,493.00
2003-2004	2039 - 47%	1506 - 35%	751 - 18%			4483	105 shifts	\$ 10,841.75
2004-2005	2440 - 44%	2222 - 40%	879 - 16%			5541	125 Shifts open	\$ 11,328.00
2005-2006	3058 - 53%	2019 - 36%	602 - 11%			5679	131 Shifts open	\$12,608.00
2006-2007	2384 = 53%	1665 = 38%	375 = 9%	576 - 25 days	420 - 3 carnivals	5420	132 Shifts open	\$13,866.09
2007-2008	2896 = 57%	1669 = 33%	530 = 10%	21 days	3 carnivals	5095*	131 shifts open*	\$ 14,155.00
2008-2009	2379 = 45%	1850 = 35%	1087 = 20%	25 days	3 carnivals	5316*	122 shifts open*	\$ 14,308.00
2009-2010	2218 = 41%	1902 = 35%	1288 = 24%	24 days	3 carnivals	5408*	123 shifts open*	\$ 15,564.00
2010-2011	2534 = 43%	2267 = 38%	1115 = 19%	32 days	3 carnivals	5916*	125 shifts open	\$15,541.00
2011-2012	2180 = 41%	2272 = 43%	866 = 16%	28 days	3 carnivals	5318*	115 shifts open	\$17,462.00
						* not including private rentals or winter carnival events		
2012-2013	2551 = 41%	2181 = 35%	1513 = 24%		3 school winter carnivals	6245		\$ 20,281.00
2013-2014	2137 = 45%	1595 = 33%	1064 = 22%		3 school winter carnivals	4796		\$ 19,103.00
2014-2015	1959 = 42%	1422 = 30%	1292 = 28%	18 days	3 school winter carnivals	4673	96 days	\$ 17,939.00
2015-2016	1489 = 41%	993 = 27%	1162 = 32%	23 days	3 school winter carnivals	3644	63 days	\$ 14,852.00
2016-2017	2139 = 45%	1393 = 29%	1272 = 26%	26 days	3 winter carnival events	4804	104 shifts	\$ 20,496.00
2017-2018	1447 = 50%	726 = 25%	719 = 25%	22 days	3 winter carnival events	2892	72 days	\$ 18,218.00
2018-2019	1518 = 50%	765 = 26%	735 = 24%	22 days	3 winter carnival events	3018	68 days	\$ 13,022.33
2019-2020	1556 = 46%	1148 = 33%	713 = 21%			3417	70 days	\$ 11,092.76
2020-2021	2193 = 51%	1523 = 36%	577 = 13%			4293	84 days	\$ 16,560.00
2021-2022	1683 = 47%	1320 = 37%	571 = 16%		1 MS Ski Rave & 2 HS ski races	3574	73 days	\$ 11,237.39
2022-2023	1745 = 45%	1371 = 36%	727 = 19%		1 winter carnival, 1 MS ski race & 2 HS ski races	3843	79 days	\$ 11,703.37

* Visit numbers are not broken down by town for special events (Lin-Wood Ski Team, Loon Ski Team, or Lin-Wood Winter Carnival Days).

Skier Visits to the Kanc. Ski Area

<u>Year:</u>	<u>Lincoln:</u>	<u>Woodstock:</u>	<u>Out of Town:</u>	<u>Ski Teams:</u>	<u>Events not included in numbers:</u>	<u>Total Visits:</u>	<u>Days Open:</u>	<u>Ski Revenue:</u>
2021-2022	1683 = 47%	1320 = 37%	571 = 16%	now included with open days	1 MS Ski Rave & 2 HS ski races	3574	73 days	\$ 11,237.39
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2023-2024	1460	1037	489	now included with open days	1 MS WC, 1 HS WC, 1 MS race; 2 HS races; 3 freestyle events	2986	65 days (closed 9 for rain, 2 for groomer fix)	\$22,937.97

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2005 - 2006	3058 - 53%	2019 - 36%	602 - 11%			5679	131 Shifts open	\$12,608.00
2006 - 2007	2384 = 53%	1665 = 38%	375 = 9%	576 - 25 days	420 - 3 carnivals	5420	132 Shifts open	\$13,866.09
2007 - 2008	2896 = 57%	1669 = 33%	530 = 10%	21 days	3 carnivals	5095*	131 shifts open*	\$ 14,155.00
2008 - 2009	2379 = 45%	1850 = 35%	1087 = 20%	25 days	3 carnivals	5316*	122 shifts open*	\$ 14,308.00
2009 - 2010	2218 = 41%	1902 = 35%	1288 = 24%	24 days	3 carnivals	5408*	123 shifts open*	\$ 15,564.00
2010 - 2011	2534 = 43%	2267 = 38%	1115 = 19%	32 days	3 carnivals	5916*	125 shifts open	\$15,541.00
2011 - 2012	2180 = 41%	2272 = 43%	866 = 16%	28 days	3 carnivals	5318*	115 shifts open	\$17,462.00
						* not including private rentals or winter carnival events		
2012 - 2013	2551 = 41%	2181 = 35%	1513 = 24%		3 school winter carnivals	6245		\$ 20,281.00
2013 - 2014	2137 = 45%	1595 = 33%	1064 = 22%		3 school winter carnivals	4796		\$ 19,103.00
2014 - 2015	1959 = 42%	1422 = 30%	1292 = 28%	18 days	3 school winter carnivals	4673	96 days	\$ 17,939.00
2015 - 2016	1489 = 41%	993 = 27%	1162 = 32%	23 days	3 school winter carnivals	3644	63 days	\$ 14,852.00
2016 - 2017	2139 = 45%	1393 = 29%	1272 = 26%	26 days	3 winter carnival events	4804	104 shifts	\$ 20,496.00
2017 - 2018	1447 = 50%	726 = 25%	719 = 25%	22 days	3 winter carnival events	2892	72 days	\$ 18,218.00
2018 - 2019	1518 = 50%	765 = 26%	735 = 24%	22 days	3 winter carnival events	3018	68 days	\$ 13,022.33
2019 - 2020	1556 = 46%	1148 = 33%	713 = 21%	now included with open days		3417	70 days	\$ 11,092.76
2020 - 2021	2193 = 51%	1523 = 36%	577 = 13%	now included with open days		4293	84 days	\$ 16,560.00

* Visit numbers are not broken down by town for special events (Lin-Wood Ski Team, Loon Ski Team, or Lin-Wood Winter Carnival Days).