



Lake County Forest Preserves

General Offices
1899 West Winchester Road
Libertyville, Illinois 60048
847-367-6640 • Fax: 847-367-6649
www.LCFPD.org

DATE: December 4, 2023

TO: Jessica Vealitzek, Chair
Operations Committee

FROM: Daniel E. Stearns
Director of Facilities

Agenda Item # 9.3

RECOMMENDATION: Recommend approval of a Resolution awarding a Contract to the National Auto Fleet Group for the Purchase of two Ford electric cargo vans in the amount of \$113,180.00.

STRATEGIC DIRECTION SUPPORTED: Organizational Sustainability.

FINANCIAL DATA: The replacement of two work vans was approved as part of the FY2024 adopted Vehicle Replacement Fund budget (90104100-804000) in the total amount of \$140,000.00. The total actual cost of the two vehicles to be purchased will be \$113,180.00 (\$56,590.00 each). An additional amount of approximately \$10,000.00 (\$5,000.00 each vehicle) will be spent to outfit each work van for the specific work tasks it will support.

BACKGROUND: In accordance with the District's vehicle replacement guidelines, staff determined previously that two work vans are due for replacement, specifically a 2012 Chevy Cutaway Utility Van (Unit 119) and a 2014 Chevrolet Cargo Van Express (Unit 136).

As part of staff's continual evaluation of vehicle replacements in accordance with the District's Green Fleet Policy, staff determined that each work van can be replaced with the all-electric 2024 Ford E-Transit. Pursuant to the Illinois Governmental Joint Purchasing Act, 30 ILCS 525/1, et seq., any governmental unit may purchase personal property, supplies, and services jointly with one or with one or more other governmental units in certain circumstances. Staff determined that 2024 Ford E-Transit vans are available under Sourcwell Contract 091521-NAF with National Auto Fleet Group.

These vehicles will be used by the Painting Crew and the HVAC/Electrical/Plumbing Crew, so each work van will be outfitted for its specific duties. Both vans will be based primarily at the Operations and Public Safety Facility, where they will be parked in the temperature-controlled garage and can be charged overnight each day with new Level 2 charging stations to be installed by staff. With a projected range of 236 miles on a full charge, the vehicles are expected to make it through an entire workday traveling to various preserves to accomplish work tasks.

The new vehicles are expected to be in service for ten (10) years or 100,000 miles of usage per the District's vehicle replacement guidelines.

REVIEW BY OTHERS: Chief Operations Officer, Director of Finance, Manager of Board Operations, Corporate Counsel.

STATE OF ILLINOIS)
) SS
COUNTY OF LAKE)

**BOARD OF COMMISSIONERS
LAKE COUNTY FOREST PRESERVE DISTRICT
REGULAR DECEMBER MEETING
DECEMBER 13, 2023**

MISTER PRESIDENT AND MEMBERS OF THE BOARD OF COMMISSIONERS:

Your **OPERATIONS COMMITTEE** presents herewith “A Resolution Awarding a Contract to National Auto Fleet Group for the Purchase of Two Electric Cargo Vans” and requests its approval.

OPERATIONS COMMITTEE:

Date: 12/4/2023 Roll Call Vote: Ayes: _____ Nays: _____
 Voice Vote Majority Ayes; Nays: 0

**LAKE COUNTY FOREST PRESERVE DISTRICT
LAKE COUNTY, ILLINOIS**

**A RESOLUTION AWARDING A CONTRACT TO NATIONAL AUTO FLEET GROUP
FOR THE PURCHASE OF TWO ELECTRIC CARGO VANS**

WHEREAS, the Lake County Forest Preserve District (the "District") desires to purchase two Ford E-Transit Electric Cargo Vans, or approved equivalents (the "Vehicles"); and

WHEREAS, pursuant to the Illinois Governmental Joint Purchasing Act, 30 ILCS 525/1, et seq., any governmental unit may purchase personal property, supplies, and services jointly with one or more other governmental units if one of the governmental units has publicly advertised for, and received, competitive, sealed bids or proposals, and has awarded a contract for such personal property, supplies, and services to the lowest responsible bidder or the highest ranking proposer, all in accordance with such Act; and

WHEREAS, Sourcewell has publicly advertised for, and received, competitive proposals for the Equipment, including a proposal by National Auto Fleet Group for the Vehicles; and

WHEREAS, Sourcewell has awarded contract # 091521-NAF to National Auto Fleet Group as the highest-ranking proposer for the Equipment (the "Sourcewell Contract") and the Sourcewell Contract provides that other units of local government may also enter into contracts with National Auto Fleet Group on the same terms as provided in the Sourcewell Contract; and

WHEREAS, it is in the best interest of the District to award a contract for the Vehicles to National Auto Fleet Group the same terms as provided in the Sourcewell Contract (the "Contract") in a total price equal to \$113,180.00 (the "Contract Price");

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the Lake County Forest Preserve District, Lake County, Illinois, **THAT**:

Section 1. Recitals. The recitals set forth above are incorporated as a part of this Resolution by this reference.

Section 2. Award of Contract. The proposal submitted by National Auto Fleet Group in the total amount of the Contract Price is hereby accepted and the Contract is hereby awarded to National Auto Fleet Group.

Section 3. Execution of Contract. The Executive Director of the District is hereby authorized and directed to execute the Contract with National Auto Fleet Group, in the amount of the Contract Price.

Section 4. Payments. The District Treasurer shall make payments under the Contract only pursuant to and in accordance with the Contract terms.

Section 5. Effective Date. This Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

PASSED this _____ day of _____, 2023

AYES:

NAYS:

APPROVED this _____ day of _____, 2023

Angelo D. Kyle, President
Lake County Forest Preserve District

ATTEST:

Julie Gragnani, Secretary
Lake County Forest Preserve District

Exhibit No. _____



National Auto Fleet Group

A Division of Chevrolet of Watsonville
480 Auto Center Drive, Watsonville, CA 95078
(855) 288-6572 • (831) 480-8497 Fax
Fleet@NationalAutoFleetGroup.com

10/20/2023

Quote ID: 36093

Order Cut Off Date: TBA

Brian Wing
Lake County Forest Preserve
Fleet

OPERATIONS & PUBLIC SAFETY
FOURTH LAKE FOREST PRESERVE

LINDENHURST, Illinois, 60046

Dear Brian Wing,

National Auto Fleet Group is pleased to quote the following vehicle(s) for your consideration.

Two (2) New/Unused (2024 Ford E-Transit Cargo Van (W1X) T-350 148" HI Rf 9500 GVWR RWD,) and delivered to your specified location, each for

	One Unit (MSRP)	One Unit	Total % Savings	Extended Unit's (2)	Total Savings
Contract Price	\$57,090.00	\$56,590.00	0.876 %	\$113,180.00	\$1,000.00
Tax (0.0000 %)		\$0.00		\$0.00	
Tire fee		\$0.00		\$0.00	
Total		\$56,590.00		\$113,180.00	

- per the attached specifications.

This vehicle(s) is available under the **Sourcewell Contract 091521-NAF** . Please reference this Contract number on all purchase orders to National Auto Fleet Group. Payment terms are Net 20 days after receipt of vehicle.

Thank you in advance for your consideration. Should you have any questions, please do not hesitate to call.

Sincerely,

Jesse Cooper
Account Manager
Email: Fleet@NationalAutoFleetGroup.com
Office: (855) 289-6572
Fax: (831) 480-8497



GMC

Purchase Order Instructions & Resources

In order to finalize your purchase please submit this purchase packet to your governing body for a purchase order approval and submit your purchase order in the following way:

Email: Fleet@NationalAutoFleetGroup.com

Fax: (831) 480-8497

Mail: National Auto Fleet Group

490 Auto Center Drive

Watsonville, CA 95076

We will send a courtesy confirmation for your order and a W-9 if needed.

Additional Resources

Learn how to track your vehicle:

www.NAFGETA.com

Use the upfitter of your choice:

www.NAFGpartner.com

Vehicle Status:

ETA@NationalAutoFleetGroup.com

General Inquiries:

Fleet@NationalAutoFleetGroup.com

For general questions or assistance please contact our main office at:

1-855-289-6572

Vehicle Configuration Options

ENGINE	
Code	Description
99K	Engine: Electric Motor, (STD)
TRANSMISSION	
Code	Description
44A	Transmission: Single-Speed, (STD)
WHEELS	
Code	Description
64H	Wheels: 16" Steel w/Full Silver Cover, (STD)
PRIMARY PAINT	
Code	Description
YZ	Oxford White
SEAT TYPE	
Code	Description
CK	Dark Palazzo Gray, Cloth Front Bucket Seats
SEATING ARRANGEMENT	
Code	Description
21L	Dark Palazzo Gray Cloth Bucket Seats w/Armrests, (STD)
OPTION PACKAGE	
Code	Description
101A	Order Code 101A

2024 Fleet/Non-Retail Ford E-Transit Cargo Van T-350 148" Hi Rf 9500 GVWR RWD

WINDOW STICKER

2024 Ford E-Transit Cargo Van T-350 148" Hi Rf 9500 GVWR RWD		
CODE	MODEL	MSRP
W1X	2024 Ford E-Transit Cargo Van T-350 148" Hi Rf 9500 GVWR RWD	\$54,995.00
OPTIONS		
99K	Engine: Electric Motor, (STD)	\$0.00
44A	Transmission: Single-Speed, (STD)	\$0.00
64H	Wheels: 16" Steel w/Full Silver Cover, (STD)	\$0.00
YZ	Oxford White	\$0.00
CK	Dark Palazzo Gray, Cloth Front Bucket Seats	\$0.00
21L	Dark Palazzo Gray Cloth Bucket Seats w/Armrests, (STD)	\$0.00
101A	Order Code 101A	\$0.00
Please note selected options override standard equipment		
SUBTOTAL		\$54,995.00
Advert/ Adjustments		\$0.00
Manufacturer Destination Charge		\$2,095.00
TOTAL PRICE		\$57,090.00
Est City: N/A MPG Est Highway: N/A MPG Est Highway Cruising Range: N/A mi		

Any performance-related calculations are offered solely as guidelines. Actual unit performance will depend on your operating conditions.

Notes

Standard Equipment

MECHANICAL

Engine: Electric Motor (STD) With 68kWh standard range high-voltage battery.
Transmission: Single-Speed (STD)

EXTERIOR

Wheels: 16" Steel w/Full Silver Cover (STD)

INTERIOR

Dark Palazzo Gray Cloth Bucket Seats w/Armrests -inc: 2-way manual driver seat w/lumbar and 2-way manual passenger seat (STD)

ADDITIONAL EQUIPMENT

Zero Evaporated Emissions System
Rear-Wheel Drive
Electric Axle
70-Amp/Hr Maintenance-Free Battery w/Run Down Protection
3450# Maximum Payload
GVWR: 9,500 lbs
Front And Rear Anti-Roll Bars
Electric Power-Assist Steering
Strut Front Suspension w/Coil Springs
Trailing Arm Rear Suspension w/Coil Springs
Regenerative 4-Wheel Disc Brakes w/4-Wheel ABS, Front Vented Discs, Hill Hold Control and Electric Parking Brake
Lithium Ion Traction Battery w/10.5 kW Onboard Charger, 12 Hrs Charge Time @ 220/240V and 68 kWh Capacity
Tires: 235/65R16C 121/119 R AS BSW
Steel Spare Wheel
Full-Size Spare Tire Stored Underbody w/Crankdown
Clearcoat Paint
Black Front Bumper
Black Rear Bumper w/1 Tow Hook
Black Bodyside Cladding and Black Wheel Well Trim
Black Side Windows Trim and Black Front Windshield Trim
Black Door Handles
Black Power Side Mirrors w/Convex Spotter and Manual Folding
Light Tinted Glass
Rain Detecting Variable Intermittent Wipers
Fully Galvanized Steel Panels
Colored Grille w/Chrome Surround
Front License Plate Bracket
Sliding Rear Passenger Side Door
Split Swing-Out Rear Cargo Access
Tailgate/Rear Door Lock Included w/Power Door Locks
Ford Co-Pilot360 - Autolamp Auto On/Off Aero-Composite Halogen Auto High-Beam Headlamps w/Delay-Off
Headlights-Automatic Highbeams
Laminated Glass
Radio w/Seek-Scan, Clock and Steering Wheel Controls
Radio: AM/FM Stereo w/SYNC 4 -inc: 12" multi-function display, Bluetooth, dual USB ports, embedded voice recognition, connected navigation w/1 year of service available through Ford Pro Intelligence, 4 speakers (front), Ford commercial solutions energy management

and vehicle insight tools (access to the Ford charge network, public charging account setup and management, driver public charging tools, home charging reimbursement, Ford E-Telematics dashboard and connected navigation) included for commercial and business customers complimentary for 1 year

Streaming Audio
Fixed Antenna
Bluetooth Wireless Phone Connectivity
1 LCD Monitor In The Front
4-Way Driver Seat
4-Way Passenger Seat
Manual Tilt/Telescoping Steering Column
Gauges -inc: Speedometer, Odometer, Traction Battery Level, Power/Regen and Trip Odometer
FordPass Connect 4G Mobile Hotspot Internet Access
Front Cupholder
Proximity Key For Doors And Push Button Start
Remote Keyless Entry w/Integrated Key Transmitter, Illuminated Entry and Panic Button
Cruise Control w/Steering Wheel Controls
Electronic Air Temperature Control
Locking Glove Box
Driver Foot Rest
Interior Trim -inc: Metal-Look Instrument Panel Insert
Front Cloth Headliner
Piano Black/Metal-Look Gear Shifter Material
Cloth Front Bucket Seats
Partial Floor Console w/Storage and 3 12V DC Power Outlets
Front Map Lights
Fade-To-Off Interior Lighting
Front Only Vinyl/Rubber Floor Covering
Cargo Space Lights
Smart Device Integration
Driver Alert
Pre-Collision Assist w/Automatic Emergency Braking
Instrument Panel Bin, Driver And Passenger Door Bins
Power 1st Row Windows w/Driver 1-Touch Down
Power Door Locks w/Autolock Feature
Driver Information Center
Analog Appearance
Seats w/Cloth Back Material
Manual Adjustable Front Head Restraints
Driver And Front Passenger Armrests
Securilock Anti-Theft Ignition (pats) Immobilizer
3 12V DC Power Outlets
Ford Co-Pilot360 w/Side Wind Stabilization Electronic Stability Control (ESC) And Roll Stability Control (RSC)
ABS And Driveline Traction Control
Side Impact Beams
Dual Stage Driver And Passenger Seat-Mounted Side Airbags
911 Assist Emergency Sps
Lane-Keeping System Lane Departure Warning
Low Tire Pressure Warning
Dual Stage Driver And Passenger Front Airbags w/Passenger Off Switch
Safety Canopy System Curtain 1st Row Airbags
Airbag Occupancy Sensor

Outboard Front Lap And Shoulder Safety Belts -inc: Height Adjusters and Pretensioners

High Resolution Digital Camera Back-Up Camera

COMMENTARY

Big 12 can forge future without duo

Expanded football playoff one big reason

Jennl Carlson
The Oklahoman
USA TODAY Network

OKLAHOMA CITY, Okla. — Oklahoma and Texas are leaving the Big 12. So, where does that leave the conference?

News that would've been surprising a week ago but that became expected in recent days was made official Monday morning — Oklahoma and Texas gave notice to the Big 12 they would not extend their grant of rights when the league's current agreement expires in 2025. A few hours later, the conference issued a statement acknowledging as much.

"Although our eight members are disappointed with the decisions of these two institutions, we recognize that intercollegiate athletics is experiencing rapid change and will most likely look much different in 2025 than it does currently," Big 12 Commissioner Bob Bowlsby said in the statement. "The Big 12 Conference will continue to support our member institutions' efforts to graduate student-athletes and compete for Big 12 and NCAA championships."

"Like many others, we will use the next four years to fully assess what the landscape will look like in 2025 and beyond. The remaining eight institutions will work together in a collaborative manner to thoughtfully and strategically position the Big 12 Conference for continued success, both athletically and academically, long into the future."

For all those words, there aren't many specifics. I assume that's partially because the Big 12 doesn't have a lot of answers right now — the notion of the con-



Big 12 Commissioner Bob Bowlsby is optimistic about the conference's future. KEVIN JAIRA/USA TODAY SPORTS

ference going forward without Oklahoma and Texas wasn't on anyone's radar this time last week — but even if conference leaders had more time to prepare and plan, answers would still be tough to come by.

What is the right thing to do? What should the remaining schools do?

This is important in our neck of the woods, of course, because it will have a huge impact on Oklahoma State. The Cowboys zoom to the head of the class without the Sooners and Longhorns, who formally applied to the Southeastern Conference for membership Tuesday. Oklahoma State has one of the most successful football programs in the country over the past 15 years, and with quality facilities and strong programs all across the athletic department, it has a leg up on the other seven schools.

What that ultimately means for Oklahoma State remains to be seen. Will it use that cachet to find a soft landing spot in another conference? Or will it become a leader — maybe even the leader — in the Big 12?

That depends on whether the remaining eight institutions are as committed to working together as Bowlsby's statement makes it sound. I have no doubt the schools have said they are going to stick together, but I also have no doubt each of them is actively looking out for themselves, talking with other conferences, figuring out what happens if the whole thing falls apart.

But there are good reasons why the Big 12's remaining schools should want to make a go of it — and ways they could make it happen.

Prime among the reasons to stay together is the promise of an expanded

College Football Playoff. If the Big 12 holds itself together, it would almost certainly get its champion in the expanded playoff virtually every year. Under the proposed expansion to a dozen teams, the six highest-ranked conference champions would get automatic bids.

If the Big 12 maintained its standing as a Power Five league, an automatic bid would be, well, automatic, but even if the league fell back into the Group of Five range, it would be the strongest of that bunch.

Would expanding strengthen the Big 12? Would adding the likes of Houston and Cincinnati, BYU and Central Florida draw more TV viewers, satisfy the broadcast partners and solidify the league's standing?

Frankly, those schools might also look better to one of the Big 12's broadcast partners. The league has deals with ESPN and Fox. Fox might be interested in helping the Big 12 survive in order to bolster the network's portfolio. The Big 12 might even be able to use its survival as leverage with Fox.

The Big 12 staying together might keep the market from skyrocketing on the networks, and Fox might well want that outcome. But will the Big 12 hang on?

It certainly can. There are ways the conference can survive the gut punch of losing Oklahoma and Texas, locking arms and forging a future. There are lots of reasons all of that makes sense for Oklahoma State and Iowa State, Kansas State and Kansas, TCU and West Virginia, Baylor and Texas Tech.

But will the schools stay together and be as committed to each other as they have vowed to be?

Of the answers that are tough to come by right now in the Big 12, that is toughest of all.

THE MONEY

Expanded SEC could match NCAA intake in revenue

Steve Berkowitz
USA TODAY

A 16-team Southeastern Conference that includes Texas and Oklahoma would be such a financial powerhouse that its revenue quickly would become equivalent to the NCAA's, a USA TODAY Sports analysis of conference and association financial records shows.

The figures and timing would depend on the speed at which various developments occur, beginning with when the schools depart the Big 12 after taking the initial step Monday of notifying the conference that they will not be renewing their grants of media rights following expiration in 2025 and then applying to the SEC for membership on Tuesday. There also are questions related to TV entities' reaction to the expected moves and the College Football Playoff's proposed expansion to 12 teams.

However, based on the documents and interviews with industry experts familiar with the finances and revenue capabilities of Power Five conference schools, a partial answer to a 16-team SEC with Texas and Oklahoma having close to \$1.3 billion in revenue for its 2024-25 fiscal year. That's likely where the NCAA will be, assuming it remains on schedule for the payout from its multimedia and marketing rights agreement with CBS and Turner for the Division I men's basketball tournament to increase to \$990 million in what would be the first year of an extension made in March 2016.

Yes, Texas and Oklahoma's grant of media rights to the Big 12 runs through

2024-25, but if the schools and the SEC want to get together, it seems likely that will happen sooner. Similarly, while the CFP's current set of agreements for a four-team event run through the 2025-26 season, the management committee already is formally discussing the expansion to 12. Based on those assumptions, here's how the SEC reaches NCAA-level revenue.

NCAA

The association's most recent audited financial statement showed it had \$1.2 billion in revenue for the 2018-19 fiscal year, which was before the pandemic. Of that amount, \$867.5 million was attributed to TV and marketing rights fees, nearly all of which come from the CBS/Turner agreement. The notes to the statement say that the NCAA is scheduled to get \$990 million from the CBS/Turner deal in 2024-25.

If the association's other revenue sources — a combined \$259 million before the pandemic — grow at a rate of 3% annually, that would give the NCAA about \$1.28 billion in revenue for 2024-25. (While inflation is currently running at around 5%, it was at 3% or less for nearly all of the previous decade, according to the U.S. Bureau of Labor Statistics.) This figure could be impacted by changes in ticket revenue from championships, investment income and other sources.

SEC

Setting the most recently available

baseline: The conference's federal tax records for its 2019-20 fiscal year — which may use a slightly different accounting procedure than an audited financial statement — show that the conference had \$497 million in revenue from what it called "TV/radio rights fees" out of \$729 million in total revenue.

Where Saturday afternoon football TV revenue is heading: The SEC announced in December that, beginning with the 2024-25 season, ESPN/ABC will be taking over the Saturday afternoon football TV package that CBS currently holds. ESPN/ABC will pay the SEC "in the low \$300 million range" annually, according to Sports Business Journal, a significant increase on the \$55 million the league makes per year from its contract with CBS. So, without Texas and Oklahoma, the SEC already is headed toward an incremental revenue increase of about \$245 million in 2024-25. That would put its total revenue at \$974 million.

Where other TV revenue is heading: Based on the conference's reported \$497 million TV/radio for 2019-20 and the \$55 million attributed to the CBS football package, there was \$442 million in other TV/radio revenue. If that amount increases by 3% annually, it becomes \$512 million in 2024-25. That's an incremental increase of \$70 million and puts the SEC at \$1.044 billion.

Where non-TV revenue is heading: The NCAA reported \$231 million in revenue not related to TV/radio in 2019-20. Again using a 3% annual growth rate, that would give the SEC an incremental

increase in this revenue of about \$37 million — and that figure likely is low because of the pandemic. That puts the SEC at \$1.081 billion.

The impact of an expanded CFP: In June, USA TODAY Sports reported that an expansion from four teams to 12 could increase the average annual value of the event from about \$600 million to more than \$2 billion, according to a projection provided by Navigate, a firm specializing in college and professional sports rights valuations. For the 2019-20 season, the Power Five conferences each received base amounts of about \$67 million, according to figures on the CFP's website. A conservative view would have the Power Five conferences' base amounts increasing by a multiple of 2.5, assuming there are still five leagues, putting the payout at about \$167 million and putting the SEC at \$1.181 billion.

The impact of adding Texas and Oklahoma: Recapping the amounts mentioned earlier, a projection of the SEC's overall TV/radio revenue for 2024-25 without adding any schools is around \$812 million. That's based on the \$300 million from ESPN/ABC for Saturday afternoon football and \$512 million for the rest of its TV/radio revenue. At \$812 million, that would mean the SEC and its partners seeing these deals being worth \$58 million per school. If the respective values of Texas and Oklahoma are negotiated by the SEC and its partners as adding just slightly above average value — say \$60 million apiece — it would add \$120 million. That puts the conference's total at \$1.301 billion.

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NOTICES

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The University of Maine is seeking qualified firms for the following project: **ASCC CAMP RESEARCH FACILITY OF THE FUTURE**

Estimate for the project: \$1,000,000.00 (or thereabouts)

Information regarding the Request for Qualification may be obtained at: <http://www.usatoday.com/usat>

UNIVERSITY OF MAINE
Joanna Tymbark, Interim Vice President, and Chief Business Officer, at University of Maine System Board of Trustees

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Sourwell Participating Entities include thousands of governmental, higher education, K-12 education, nonprofit, total government, and other public agencies located in the United States and Canada.

A full copy of the Request for Proposals can be found on the Sourwell Procurement Portal: <http://www.sourwell.org>

Only proposals submitted through the Sourwell Procurement Portal will be considered.

Proposals are due no later than September 15, 2021, at 4:30 p.m. Central Time, and late proposals will not be considered.

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Bozeman, MT 59707
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