

**NOTICE OF PUBLIC MEETING OF THE
CARSON AREA METROPOLITAN PLANNING ORGANIZATION
WEDNESDAY, OCTOBER 13, 2010 4:30 P.M.
COMMUNITY CENTER- SIERRA ROOM
851 EAST WILLIAM STREET
CARSON CITY, NEVADA**

NOTE: The Carson Area Metropolitan Planning Organization is pleased to make reasonable accommodations for members of the public who are disabled and wish to attend the meeting. If special arrangements for the meeting are necessary, please notify Carson Area Metropolitan Planning Organization staff in writing at 3505 Butti Way, Carson City, Nevada, 89701, or ppittenger@carson.org, or call Patrick Pittenger at (775) 887-2355 as soon as possible (requests are required prior to 12:00 p.m. on October 11, 2010).

For more information regarding any of the items listed on the agenda, please contact the Metropolitan Planning Organization staff at (775) 887-2355. Additionally, the agenda with all supporting material is posted on the CAMPO website at www.carsonareampo.com.

AGENDA

A. ROLL CALL AND DETERMINATION OF A QUORUM

B. APPROVAL OF MINUTES:

B-1 Action to approve the minutes of the September 8, 2010 meeting

C. MODIFICATION OF AGENDA: This is the tentative schedule for the meeting. CAMPO reserves the right to take items in a different order to accomplish business in the most efficient manner.

D. PUBLIC COMMENT: Members of the public who wish to address the Metropolitan Planning Organization may approach the podium and speak on matters related to the Metropolitan Planning Organization. Comments are limited to three minutes per person or topic. If your item requires extended discussion, please request the Chair to calendar the matter for a future Metropolitan Planning Organization meeting. No action may be taken upon a matter raised under this item of the agenda until the matter itself has been specifically included on an Agenda as an item upon which action may be taken.

E. DISCLOSURES: Any member of the Metropolitan Planning Organization that may wish to explain any contact with the public regarding an item on the agenda or business of the Metropolitan Planning Organization.

F. PUBLIC MEETING ITEMS:

F-1 Information regarding a proposed amendment to the CAMPO Fiscal Year 2011 – 2014 Transportation Improvement Program (TIP).

Staff Summary: Staff is proposing an amendment to the TIP to add projects to be funded with Transportation Enhancement and Safe Routes to School funds.

F-2 Information regarding a proposed amendment to the CAMPO Fiscal Year 2011 Unified Planning Work Program (UPWP).

Staff Summary: Recently, it has come to staff's attention that there are more federal planning (PL) funds available than originally thought to be when the FY 2011 UPWP was developed. As staff has begun to undertake some of the tasks in the UPWP, it has become apparent that additional funding will be necessary to complete these tasks at a satisfactory level. As such, staff is proposing an amendment to augment some of the work tasks in the current UPWP, by increasing the programmed budget.

F-3 Information regarding the proposed "Triangle" Transit Service connecting Carson City, South Lake Tahoe and Minden/Gardnerville.

Staff Summary: A draft service plan has been developed and distributed to planning and funding partners, including Tahoe Transportation District, Tahoe Regional Planning Agency, Transit Resource Center (contract operator of BlueGO), Douglas County, LSC Transportation Consultants, Inc. and NDOT, for review and comments.

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS (Non-Action Items)

G-1 Future Agenda Items

H. ADJOURNMENT

The next meeting is tentatively scheduled for 4:30 p.m., Wednesday, November 10, 2010, at the Sierra Room - Community Center, 851 East William Street.

This agenda has been posted at the following locations
on Thursday, October 7, 2010, before 5:00 p.m.:

- CITY HALL, 201 North Carson Street
- CARSON CITY LIBRARY, 900 North Roop Street
- COMMUNITY CENTER, SIERRA ROOM, 851 East William Street
- CARSON CITY PUBLIC WORKS, 3505 Butti Way
- CARSON CITY PLANNING DIVISION, 108 E. Proctor Street
- DOUGLAS COUNTY EXECUTIVE OFFICES, 1594 Esmeralda Avenue, Minden
- LYON COUNTY MANAGER'S OFFICE, 27 South Main Street, Yerington
- NEVADA DEPARTMENT OF TRANSPORTATION, 1263 S. Stewart Street, Carson City

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A regular meeting of the Carson Area Metropolitan Planning Organization was scheduled for 4:30 p.m. on Wednesday, September 8, 2010 in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

PRESENT: Chairperson James Mallery
Vice Chairperson Paul Esswein
Member Shelly Aldean
Member Russell Carpenter
Member Robert Crowell
Member Charles Des Jardins
Member Jeff Foltz
Ex-Officio Member Jason VanHavel

STAFF: Patrick Pittenger, Transportation Manager
Dan Doenges, Senior Transportation Planner
Joel Benton, Senior Deputy District Attorney
Kathleen King, Recording Secretary

NOTE: A recording of these proceedings, the CAMPO's agenda materials, and any written comments or documentation provided to the recording secretary during the meeting are part of the public record. These materials are available for review, in the Clerk's Office, during regular business hours.

A. CALL TO ORDER AND DETERMINATION OF A QUORUM (4:30:15) - Chairperson Mallery called the meeting to order at 4:30 p.m. Roll was called; a quorum was present.

B. ACTION ON APPROVAL OF MINUTES - August 11, 2010 (4:31:27) - Member Aldean moved to approve the minutes, as presented. Member Des Jardins seconded the motion. Motion carried 7-0.

C. MODIFICATION OF AGENDA (4:31:53) - None.

D. PUBLIC COMMENT (4:31:58) - None.

E. DISCLOSURES (4:32:34) - None.

F. PUBLIC MEETING ITEMS:

F-1. ACTION TO APPROVE THE CAMPO FEDERAL FISCAL YEAR 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM ("TIP") (4:32:42) - Chairperson Mallery introduced this item. Mr. Doenges reviewed the agenda report and proposed revisions to the Transportation Improvement Program, copies of which were included in the agenda materials. He responded to questions of clarification regarding the match requirement for bus stop improvements. In response to a question, Mr. Pittenger discussed the benefits of rehabilitating rather than replacing buses in certain circumstances. In response to a further question, he advised that the majority of American Recovery and Reinvestment Act ("ARRA") funding apportioned to the CAMPO area has already been expended and reimbursed. He reviewed the funds remaining for Carson City to acquire scheduling software and "a little bit of capital which we will use up in the next several months. The remainder is Douglas County ..."

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Member Carpenter referred to a recent newspaper article regarding NDOT's proposed safety improvements along Highway 50 in Moundhouse, and inquired as to whether Carson City will be involved. Mr. Pittenger advised of a public meeting scheduled for September 21st. Ex-Officio Member Van Havel acknowledged that the improvement project is not yet programmed, "but we're working to change that." Mr. Pittenger advised that the City "will follow the lead of our partner, NDOT." If the project is programmed, NDOT will request Carson City to amend the Transportation Improvement Program accordingly. Ex-Officio Member Van Havel reviewed information regarding previously allocated ARRA funding and the proposed new stimulus package.

Chairperson Mallery entertained additional CAMPO member questions or comments and public comments. When none were forthcoming, he pointed out necessary clerical corrections to the TIP. Mr. Pittenger responded to questions of clarification. Chairperson Mallery entertained additional questions or comments and, when none were forthcoming, a motion. **Member Aldean moved to approve the CAMPO FFY 2011 - 2014 Transportation Improvement Program, as amended. Member Des Jardins seconded the motion. Motion carried 7-0.**

F-2. INFORMATIONAL UPDATE ON THE CAMPO BOUNDARY ADJUSTMENT AND ACTION TO APPROVE THE PROPOSED CAMPO MEMBER CONTRIBUTION DISTRIBUTION FOR FISCAL YEAR 2011 (4:42:17) - Chairperson Mallery introduced this item, and Mr. Pittenger reviewed the agenda materials. Chairperson Mallery entertained CAMPO member questions or comments and public comments. When none were forthcoming, he entertained a motion. **Member Carpenter moved to approve the proposed CAMPO member contribution distribution for FY 2011. The motion was seconded and carried 7-0.**

G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS

G-1. FUTURE AGENDA ITEMS (4:44:23) - Mr. Pittenger reviewed the tentative agenda for the October CAMPO meeting.

H. ACTION ON ADJOURNMENT (4:45:00) - Member Aldean moved to adjourn the meeting at 4:45 p.m. The motion was seconded and carried 7-0.

The Minutes of the September 8, 2010 Carson Area Metropolitan Planning Organization meeting are so approved this _____ day of October, 2010.

JAMES MALLERY, Chair

Item F-1

CARSON AREA METROPOLITAN PLANNING ORGANIZATION REQUEST FOR BOARD ACTION

Date Submitted: October 4, 2010

Meeting Date: October 13, 2010

To: Carson Area Metropolitan Planning Organization

From: Dan Doenges, Senior Transportation Planner

Subject Title: Information regarding a proposed amendment to the CAMPO Fiscal Year 2011 – 2014 Transportation Improvement Program (TIP).

Staff Summary: Staff is proposing an amendment to the TIP to add projects to be funded with Transportation Enhancement and Safe Routes to School funds.

Type of Action Requested: (check one)

() None – Information Only

() Formal Action/Motion

Recommended Commission Action: N/A

Explanation for Recommended Action: In an effort to better inform the public and to better track and manage projects, staff is proposing adding several projects to the TIP. All of the projects are to be listed under the Bicycle and Pedestrian Improvements category and will primarily be funded with Transportation Enhancement or Safe Routes to School funds.

As required, a 30-day public comment period was noticed and initiated on October 3. A public informational meeting regarding the proposed amendment to the TIP will be held in the Bonanza Room from 4:00 p.m. to 6:00 p.m. on October 27. Any comments received by staff at the meeting or otherwise will be recorded and presented to CAMPO when staff will seek formal action for approval of the TIP amendment at the November meeting.

Applicable Statute, Code, Rule or Policy: N/A

Fiscal Impact: N/A

Explanation of Impact: N/A

Funding Source: N/A

Alternatives: N/A

Supporting Material: Proposed draft amendment table for the CAMPO FY 2011 – 2014 TIP.

Prepared By: Dan Doenges, Senior Transportation Planner

Motion: _____ 1) _____ Aye/Nay
2) _____ _____

(Vote Recorded By)

**Table 3
Carson Area Metropolitan Planning Organization (CAMPO) Transportation Improvement Program
FFY 2011 to FFY 2014 - Proposed Amendment 10/13/10**

Project Number	Implementing Agency	Project Description	Limits	Improvements	Phase	Project Contributions (\$000's)										TOTAL	
						2011	2012	2013	2014	Total	Federal	Fund Type	State	Fund Type	Local		Fund Type
Roadway Improvements																	
NDOT001	NDOT	US 395/Carson Freeway Construct a Controlled Access Facility	South Carson Street SR 529 to East William Street SR 530 (Phase 2)	Design, ROW, and Construct for Phase 2 of the US 395/ Carson city Freeway	E, A, C	3,750	3,750	3,750		11,250	11,250	Bond				11,250	
NDOT002	NDOT	US 395/Carson Freeway Construct a Controlled Access Facility	South Carson Street to Fairview Drive (Phase 2B)	Construct a controlled access facility	C				120,000	120,000	120,000	Bond				120,000	
NDOT003	NDOT	US 50 Storm Drain Project, Phase 1	US 395 to Clear Creek	Water quality basin, detention basin, storm drain trunk lines, outfall pipe to Clear Creek, and a flow spreader structure at Clear Creek	C			6,200		6,200	6,200	NHS				6,200	
NDOT004	NDOT	US 395/50 Carson Freeway Landscape Improvements	Fifth St grade separation to Fairview Dr interchange	Landscape improvements along the Carson Freeway	PE, C	1,500				1,500	1,500	ARRA				1,500	
CC001	CCRTC	US 395 Carson Freeway Phase 2 (Northern Leg) Freeway Landscape Improvements	N. Carson St. to Carmine St. Grade Separation	Landscape interchanges and grade separation along the Carson Freeway	C	2,887				2,887	1,961	SAFETEA-LU Earmark/ Enhancements	763	Community Match	163	CCRTC	2,887
Roadway Totals						8,137	3,750	9,950	120,000	141,837	140,911		763		163	141,837	
Public Transit Improvements																	
CC002	CCRTC	Vehicle Purchase for Public Transit Service - Carson City	For Jump Around Carson (JAC) Operations	One (1) Bus for Carson City JAC service	CA	186				186	154	5309			32	CCRTC	186
CC003	CCRTC	Vehicle Purchase for Public Transit Service - Carson City	For Jump Around Carson (JAC) Operations	Three (3) 25' Buses for Carson City JAC Assist service	CA		300			300	240	5307			60	CCRTC	300
CC004	CCRTC	Vehicle Purchase for Public Transit Service - Carson City	For Jump Around Carson (JAC) Operations	One (1) 35' Bus for Carson City JAC service	CA			200		200	160	5307			40	CCRTC	200
CC005	CCRTC	Vehicle Purchase for Public Transit Service - Carson City	For Jump Around Carson (JAC) Operations	Three (3) 25' Buses for Carson City JAC Assist service	CA				300	300	240	5307			60	CCRTC	300
CC006	CCRTC	Preventive Maintenance	For Jump Around Carson (JAC) Operations	Capital Cost of Preventive Maintenance	CA	90	93	97	101	381	305	5307			76	CCRTC	381
CC007	CCRTC	Jump Around Carson (JAC) Transit Service	Carson City	Continued Operations of Fixed Route & Paratransit Services	O	851	883	917	952	3,603	1,812	5307			1,791	CCRTC	3,603
CC008	CCRTC	RTC Intercity Transit Service: Reno to Carson City	Operations within the CAMPO Boundary	RTC Intercity Operations within CAMPO Boundary, Commuter Service - M-F	O	20	20	20	20	80	40	5307			40	CCRTC	80
CC009	CCRTC	Transit service from Carson City to South Lake Tahoe via Spooner Summit	Operations within the CAMPO Boundary	STATA Operations within CAMPO Boundary	O	60				60	30	5307			30	BlueGo	60
CC010	CCRTC	Transit service from Carson City to South Lake Tahoe via Spooner Summit	Operations within the CAMPO Boundary	STATA Operations within CAMPO Boundary	O	49				49	25	5316			25	BlueGo	49
CC011	CCRTC	Preventive Maintenance	For Jump Around Carson (JAC) Operations	Capital Cost of Preventive Maintenance	CA	24				24	24	ARRA					24
CC012	CCRTC	Acquire Scheduling Software/Hardware	For Jump Around Carson (JAC) Operations	Implement paratransit scheduling software for Carson City JAC and procure hardware and related equipment	CA	31				31	31	ARRA					31
CC013	CCRTC	Acquire Scheduling Software/Hardware	For Jump Around Carson (JAC) Operations	Implement paratransit scheduling software for Carson City JAC and procure hardware and related equipment	CA	19				19	15	5309			4	CCRTC	19
CC014	CCRTC	Bus stop improvements	At transit stop locations of the Jump Around Carson transit system and Intercity service	Bus stop improvements, including acquisition of shelters and related amenities	C, CA	114				114	91	5309			23	CCRTC	114
CC015	CCRTC	Bus Lifts	Improvement to the Jump Around Carson bus maintenance facility	Improvement to bus maintenance facility to provide vehicle lifts	C, CA	75				75	60	5309			15	CCRTC	75
DC001	DC	Douglas Area Rural Transit (DART)	Northern Douglas County within CAMPO Boundary	DART Operations within CAMPO Boundary	O	40	42	44	46	172	86	5307			86	DC Senior Services	172
DC002	DC	Preventive Maintenance	For Douglas Area Rural Transit (DART)	Capital Cost of Preventive Maintenance	CA	8	8	8	8	32	32	ARRA					32
DC003	DC	Rehab/Rebuild <30-Ft Bus	Northern Douglas County within CAMPO Boundary	Rehabilitation of existing buses for Douglas County	CA	22				22	22	ARRA					22
DC004	DC	Facility Improvements - Douglas County	For operations within Douglas County	Bus stop improvements and power facilities at vehicle storage facility for bus plug-ins	C, CA	10				10	8	5309	2	Transit Capital Match			10
DC005	DC	Acquisition of vehicle related equipment	For operations within Douglas County	Vehicle related equipment	CA	44				44	35	5309			9	DC Senior Services	44
DC006	DC	Transit computer system	For operations within Douglas County	Purchase of computer equipment and related software	CA	30				30	24	5309	6	Transit Capital Match			30
MPO001	CAMPO	Responsibilities as Grantee	CAMPO	Provide certifications & assurances, apply for and manage FTA funds	CA	30	32	34	36	132	106	5307			26	CAMPO	132
Public Transit Totals						1,703	1,379	1,320	1,462	5,864	3,540		8		2,316	5,864	

**Table 3
Carson Area Metropolitan Planning Organization (CAMPO) Transportation Improvement Program
FFY 2011 to FFY 2014 - Proposed Amendment 10/13/10**

Project Number	Implementing Agency	Project Description	Limits	Improvements	Phase	Project Contributions (\$000's)					TOTAL						
						2011	2012	2013	2014	Total		Federal	Fund Type	State	Fund Type	Local	Fund Type
Bicycle and Pedestrian Improvements																	
CC016	CCRTC	Roop St Pedestrian Path	Roop St between Winnie Ln and Northridge Dr & a portion of Northridge Dr from Roop St to approx. 500 ft. east of Roop St	Construct a multiuse path on the east side of Roop St and a portion of Northridge Dr	E, C	421				421	400	STP Enhancement			21	CCRTC	421
CC017	CCRTC	Moffat Open Space Connection	Approx. Hells Bells Rd/Parkhill Dr to Lepire Dr	Construct a 12 ft multiuse path	E, C	187				187	187	SRTS				CCRTC	187
CC018	CCRTC	Carson City Safe Routes to School Project	Various elementary and middle schools	Purchase & install street signs, radar signs, paint crosswalks & curbs	CA	88				88	88	SRTS				CCRTC	88
CC020	CCRTC	Bordewich Bray Elementary, Eagle Valley, Carson Middle Schools Pedestrian Improvements	Vicinity of Bordewich Bray Elementary, Eagle Valley, Carson Middle Schools	Pedestrian improvements	E, C	314				314	314	SRTS				CCRTC	314
Bicycle and Pedestrian Totals						1,010	0	0	0	1,010	989			0	21		1,010
Other Improvements																	
NSRM001	NSRM	Nevada Dept. of Cultural Affairs - Division of Museums and History - New permanent exhibits	Nevada State Railroad Museum 2180 South Carson Street	New Permanent Exhibits and Building Improvements	E, C	40				40	40	STP Enhancement					40
NSRM002	NSRM	Nevada Dept. of Cultural Affairs - Division of Museums and History - Storage facility	Nevada State Railroad Museum 2180 South Carson Street	McKeen Motorcar Facility	E, C	250	1,450			1,700	382	STP Enhancement	1,318	Nevada Public Works Board			1,700
VT001	Nevada Commission for Reconstruction of the V&T Railway	Phase 3B, 3C & 4 Construction of the V&T Railroad	From Eureka Siding through the Carson River Canyon to Proposed Terminal at Drako Way (4.6 Mainline Miles) or Alternate Terminal near Detroit Way (4.9 Mainline Miles)	Reconstruction of approx. 4.6 - 4.9 miles of mainline railroad track on new/existing railroad grade; Eastgate Interim Depot Improvements off Flint Drive; Siding @ Merrimac; Terminal Yard and Depot Building near Drako Way or Detroit Way	A, E, C	500	500	125	125	1,250	475	FY 09 Appropriation			775	Commission Local Funds	1,250
Other Totals						790	1,950	125	125	2,990	897		1,318		775		2,990
GRAND TOTALS						11,640	7,079	11,395	121,587	151,701	146,337		2,089		3,275		151,701

Implementing Agency: NDOT, Nevada Department of Transportation; CCRTC, Carson City Regional Transportation Commission; DC, Douglas County; NSRM, Nevada State Railroad Museum
Phase: E, Engineering; A, Property Acquisition; C, Construction; M, Maintenance; O, Operations; CA, Capital Acquisition; P, Planning

Funding Sources:	
FHWA	Surface Transportation Program (STP) (Can be either Statewide, Safety, or Enhancement)
FHWA	SAFETEA-LU High Priority Project (HPP)
FHWA	Safe Routes to School (SRTS)
FTA	Urbanized Formula Grant (49USC5307)
FTA	Bus and Bus-Related Facilities (49USC5309)
FTA	Elderly and Persons with Disabilities Grants (49USC5310)
FTA	American Recovery and Reinvestment Act (ARRA)
FTA	Job Access and Reverse Commute (49USC5316)

Item F-2

CARSON AREA METROPOLITAN PLANNING ORGANIZATION REQUEST FOR BOARD ACTION

Date Submitted: October 4, 2010

Meeting Date: October 13, 2010

To: Carson Area Metropolitan Planning Organization

From: Patrick Pittenger, Transportation Manager

Subject Title: Information regarding a proposed amendment to the CAMPO Fiscal Year 2011 Unified Planning Work Program (UPWP).

Staff Summary: Recently, it has come to staff's attention that there are more federal planning (PL) funds available than originally thought to be when the FY 2011 UPWP was developed. As staff has begun to undertake some of the tasks in the UPWP, it has become apparent that additional funding will be necessary to complete these tasks at a satisfactory level. As such, staff is proposing an amendment to augment some of the work tasks in the current UPWP, by increasing the programmed budget.

Type of Action Requested: (check one)

() None – Information Only

() Formal Action/Motion

Recommended Commission Action: N/A

Explanation for Recommended Action: Due to federal rescissions in the past fiscal year, the Nevada Department of Transportation (NDOT) rescinded PL funds set aside for all Nevada MPOs, and later restored these funds at varying amounts. The end result is that CAMPO currently has more PL funds available than was stated at the time that the current UPWP was being developed. As such, staff is proposing to amend the UPWP to increase the available budget of some of the work tasks.

Specifically, staff is proposing to increase the budgets for Tasks 1.1 General Administration and Work Program Oversight by \$20,000, 2.1 Update Regional Transportation Plan (RTP) – including travel demand model by \$20,000, and 3.3 Arterial/Urban Collector Traffic Signal Optimization Study by \$40,000. In addition, staff is proposing to add a new task (3.5) to purchase traffic counters for use in the CAMPO area to collect traffic volume data for updating the RTP and any potential studies in the future. The proposed budget for this new task is \$30,000. The proposed net increase of the UPWP budget is \$110,000.

Though the proposed budget increase will primarily be funded by available PL funds, a local match will be required. The following table demonstrates the effect of the increase on the local contribution for each member. Please note, per an agreement approved

through CAMPO action at the September 8, 2010 meeting, Lyon County's contribution will remain capped at \$5,000. In addition, both the Carson City and Douglas County contributions will be less than the previously approved budget after a credit is applied from the remaining balance of the Fiscal Year 2010 UPWP.

Current and Proposed Local Member Contribution

CAMPO Member	Contribution Approved 9/10	Proposed Contribution w/Amend.	FY 10 Credit	Final Amount Due
Carson City*	\$35,365	\$39,352	\$9,941	\$30,426
Douglas Co.	4,485	5,080	1,471	3,609
Lyon Co.*	5,000	6,368	353	5,000
Total	\$44,850	\$50,800	\$11,765	\$39,035

*Lyon County's contribution has been capped at \$5,000 for FY 2011 and Carson City has agreed to pay the remainder of their share.

As required, a 30-day public comment period was noticed and initiated on October 3. A public informational meeting regarding the proposed amendment to the UPWP will be held in the Bonanza Room from 4:00 p.m. to 6:00 p.m. on October 27. Any comments received by staff at the meeting or otherwise will be recorded and presented to CAMPO when staff will seek formal action for approval of the UPWP amendment at the November meeting.

Applicable Statute, Code, Rule or Policy: N/A

Fiscal Impact: The FY 2011 UPWP will increase by \$110,000.

Explanation of Impact: The increase in the UPWP budget of \$110,000 would be comprised as follows: \$101,650 in PL funds, \$2,400 in FTA 5303 funds, and \$5,950 in member local funds; however, the increase in the local cost will be completely offset by the credit received from the Fiscal Year 2010 balance.

Funding Source: Federal PL and 5303 funds, and member local funds.

Alternatives: Do not approve amendment, or propose an alternate amendment.

Supporting Material: Proposed draft amendment of the CAMPO FY 2011 UPWP.

Prepared By: Dan Doenges, Senior Transportation Planner

Motion: _____ 1) _____ Aye/Nay
2) _____ _____

(Vote Recorded By)

CARSON AREA METROPOLITAN PLANNING ORGANIZATION



Fiscal Year 2011: July 1, 2010 – June 30, 2011

UNIFIED PLANNING WORK PROGRAM

Proposed Draft Amendment 9/29/10

This report was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the Carson Area Metropolitan Planning Organization expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

Carson Area Metropolitan Planning Organization (CAMPO)
Policy Board Membership

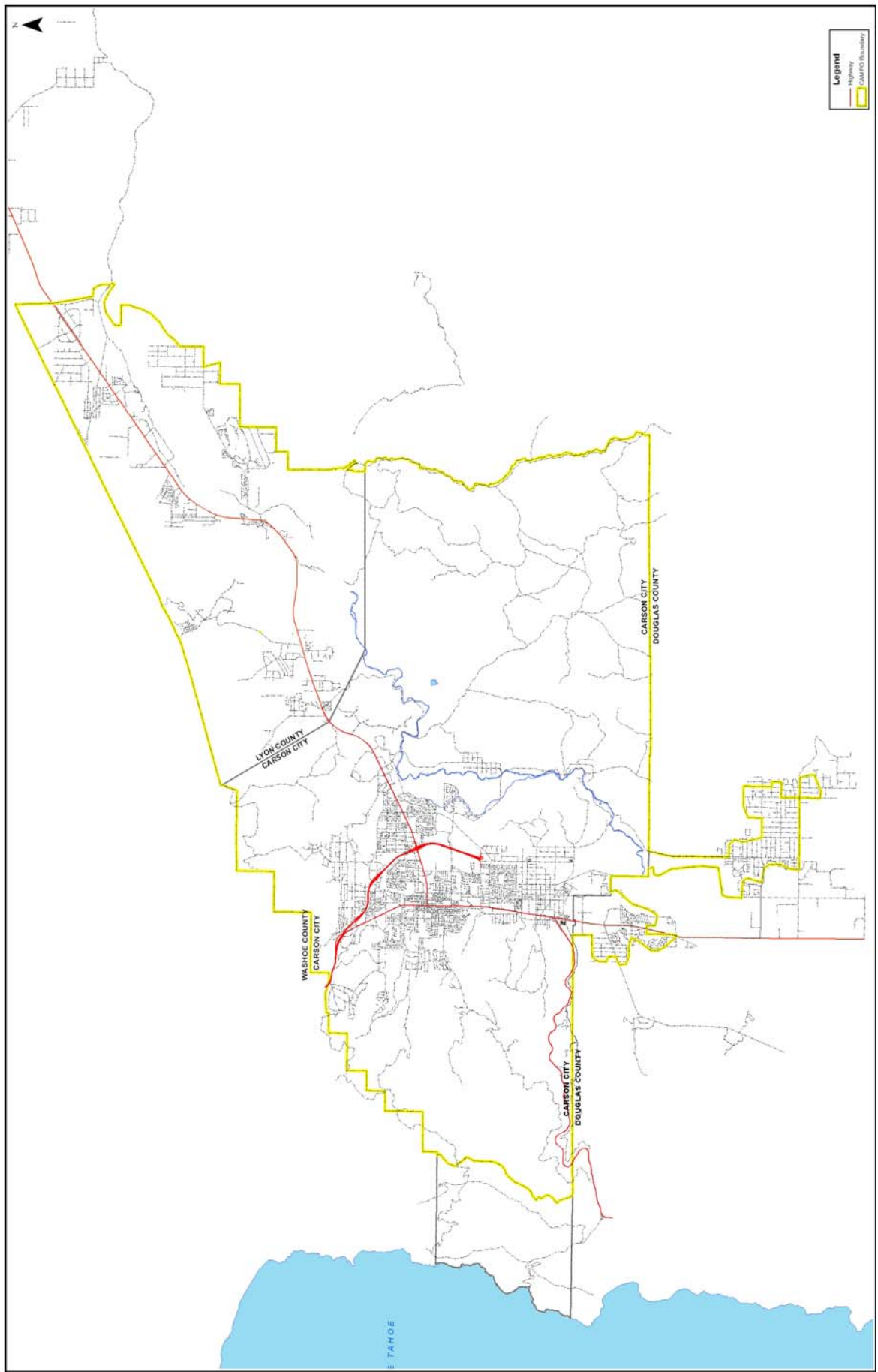
Member	Governmental Body Represented
Mr. Jim Mallery, Chairperson	Carson City
Mr. Jeff Page, Vice-Chairperson	Lyon County
Ms. Shelly Aldean	Carson City
Mr. Russell Carpenter	Carson City
Mr. Bob Crowell	Carson City
Mr. Charles Des Jardins	Carson City
Mr. Greg Lynn	Douglas County
Mr. Dennis Taylor, Non-Voting, Ex-Officio	Nevada Department of Transportation

CAMPO Staff

Title	FTE
Public Works Director/Deputy Public Works Director	0.1
Transportation Manager	0.6
Senior Transportation Planner	0.9
Transit Coordinator	0.3
Accountant	0.5
Total	2.4

* Other support staff, such as GIS staff, used occasionally.

CAMPO Metropolitan Planning Area



INTRODUCTION

What is a Metropolitan Planning Organization?

A Metropolitan Planning Organization is an organization of local governments in areas with a collective population of 50,000 or over, termed an Urbanized Area. As a condition for receiving Federal transportation dollars, MPOs must have a *continuing, cooperative, and comprehensive* transportation planning process in cooperation with the State. The MPOs are to cooperate with the State in developing transportation plans and programs for urbanized areas. This transportation planning process results in plans and programs consistent with the area's locally adopted comprehensive plans.

What is the Carson Area Metropolitan Planning Organization?

In 2002, the US Bureau of Census declared that the population of the Carson Urbanized Area, according to the 2000 Census, had surpassed the population threshold of 50,000. The urbanized area consists of Carson City, as well as the abutting, relatively densely inhabited portions of Douglas and Lyon Counties. As of the year 2000 Census approximately 84.5% of the urbanized area population was in Carson City, 12.5% in Douglas County, and about 3.0% in Lyon County. As a result of surpassing the population criteria of 50,000, the area was required to form a Metropolitan Planning Organization for its transportation planning and programming activities. The Nevada Governor, in accordance with Federal regulations, designated the Carson Area Metropolitan Planning Organization (CAMPO) as a newly formed MPO in the State of Nevada. CAMPO is governed by a seven-member Policy Board consisting of representatives of Carson City, Douglas County, Lyon County, and the Nevada Department of Transportation. Carson City and Douglas County operate transit systems that operate in the CAMPO planning area. Additionally, Carson City cooperates in intercity transportation service that operates within the CAMPO planning area from the RTC Washoe (Reno). The representation on the MPO Policy Board from Carson City and Douglas County also represents the interests of the transit systems.

What is the Purpose of this Document?

The purpose of this document is to outline the transportation planning and programming activities of the Carson Area Metropolitan Planning Organization for fiscal year 2011 (July 1, 2010 to June 30, 2011). Funding for the MPO activities are made possible through the US Department of Transportation – both the Federal Highway Administration and the Federal Transit Administration – and through the three local entities – Carson City, Douglas County, and Lyon County. The work efforts to be undertaken and their associated costs and funding are described in this document.

Budget Assumptions

CAMPO receives annual apportionment of FHWA and FTA funds that may be used for transportation planning activities. The FHWA funds are from the planning (PL) program and may be used to reimburse up to 95% of eligible expenses. The FTA funds are intended for transit planning activities and are from the 5303 program. The FTA funds may be used to reimburse up to 80% of eligible transit planning expenses. In total, Federal funds are expected to cover almost 90% of the total budget. See the individual work efforts described later in this report and the summary budget table at the end of this report for further information on the MPO's revenue and expenses.

SUMMARY OF FY 2010 WORK EFFORTS

The following are the primary tasks that were undertaken during FY 2010.

- The Regional Transportation Plan (RTP) was amended to include projects that were funded through the American Reinvestment and Recovery Act (ARRA). It was intended that the RTP be updated, but due to the timing of the opening of Phase 2A of the Carson City Freeway, there was not an opportune time to perform traffic counts for an updated travel demand model.
- The Transportation Improvement Program (TIP) was updated for federal fiscal years 2010-2013. Though the TIP is to be updated at least every four years, CAMPO is committed to updating it on an annual basis to better track project development and funding. Due to the (at times) unpredictable nature of ARRA funding, the TIP was amended or was subject to an administrative modification on several occasions during the previous fiscal year.
- At the request of Lyon County, CAMPO began an evaluation of the possible expansion of the Metropolitan Planning Area (MPA) boundaries further into Lyon County to incorporate the Dayton Valley area. Work under this task included data collection of demographic and socio-economic indicators in Lyon County; coordination with CAMPO member entities, NDOT, and the FHWA; and documentation/justification for the Governor of Nevada. It is anticipated that this project will be completed by the end of fiscal year 2010.
- A short-range transit system development and financial plan was completed. This plan included an evaluation of the current system and an analysis of the estimated budget over the next five-year period.
- A Pedestrian Safety Guidelines document for the CAMPO area was developed with input from the Federal Highway Administration (FHWA), Nevada Department of Public Safety, Office of Traffic Safety (OTS), Nevada Department of Transportation (NDOT), CAMPO member counties, and local stakeholders. This document was created as a resource to assist local governments implementing pedestrian safety improvements.
- Staff participated in several on-going studies and represented CAMPO as members of several committees/boards. An example of these groups include representation on the Statewide Transportation Technical Advisory Committee (STTAC), US 50 Corridor Study, Connecting Nevada Working Group (NDOT 50-Year Plan), and the Tahoe Transportation District/Commission. In addition, staff worked with the Carson City School District in an ongoing effort to support the Safe Routes to School program.

OVERVIEW OF FY 2011 WORK EFFORTS

The following are the primary tasks to be undertaken during FY 2011.

- Many tasks listed in previous years' programs are considered to be ongoing and will be included in this program as well. These tasks include general administration, UPWP development, MPO representation, training, public participation efforts, and Federal regulation compliance.
- CAMPO will update the existing travel demand model and test various scenarios based upon current and projected population and employment data. The RTP will also be updated to reflect the newly defined geography and any transportation improvement projects that may have previously existed outside of the

boundaries, if applicable. This will include an evaluation of the current base year, the incorporation of any network changes, and the projection of a new planning horizon year. At a minimum, the RTP will be updated to incorporate the most current information from the travel demand model.

- In an effort to remain current and consistent with proposed transportation projects, CAMPO staff will update the TIP on an annual basis. This will also prevent having to commit a large amount of time and resources spent “catching up” with proposed projects and will help to avoid a situation where the TIP may lapse.
- CAMPO will assist the local transit providers with a bus stop amenities study to determine existing locations (in the CAMPO area) that would best benefit from improvements such as shelters, benches, and other amenities. This study will also examine connectivity issues at existing bus stops and provide a needs assessment for locations that would benefit from infrastructure improvements such as sidewalks and ADA accessible curb ramps.
- CAMPO will assist the Jump Around Carson (JAC) transit system in a transit rider preference survey to monitor ridership trends and identify the needs and concerns of the existing ridership base.
- CAMPO will also assist the JAC, Douglas Area Rural Transit (DART), and BlueGo transit systems in a study to evaluate a potential triangle transit service between Carson City, Gardnerville/Minden, and Stateline. This potential service would enhance the regional transit system by providing area residents greater mobility.
- CAMPO will assist in a corridor study to develop a multi-use path along the Carson City Freeway from Northridge Drive to Fuji Park. The proposed study would analyze and evaluate the alignment alternatives along this section of the freeway.
- New to the UPWP this year, CAMPO will undertake an Arterial and Urban Collector Traffic Signal Optimization Study for Carson City. The study will provide information and guidance on traffic signal optimization tools, traffic signal coordination strategies, and communication strategies for traffic signal interconnects. The study will focus on the principal and minor arterial and urban collector street networks within Carson City. The effort is intended to reduce vehicle delay due to ill-sequenced traffic signals with an additional potential benefit of reducing vehicle emissions (thereby improving air quality) and realizing energy savings. Use of a consultant for this project is anticipated.
- Another task new to the UPWP is a Pavement Management System (PMS) inventory for Carson City. The goal of this study will be to inventory and prioritize roadways for maintenance and construction within Carson City based on a pavement quality index, and to develop a life-cycle cost analysis for proposed improvements. This task will include procurement of a PMS software and time allotted for staff training on the new software. A consultant may be retained for this project.

FY 2011 UNIFIED PLANNING WORK PROGRAM

A summary table that outlines the estimated cost and funding sources for all work elements is attached to this document. Except where noted below for each task, work will be completed by CAMPO staff listed previously on page two.

WORK ELEMENT 1.0 - Administration

Tasks

- 1.1 General Administration and Work Program Oversight - This task will be undertaken by staff, and include the following:
- 1.1.1 Preparation of required MPO reports and memoranda supporting the activities of the Carson Area Metropolitan Planning Organization (CAMPO)
 - 1.1.2 Budget and task/activity summaries
 - 1.1.3 Preparation of billings and reimbursement requests and other related activities.
 - 1.1.4 Application and management of FHWA planning (PL) funds, and FTA funds for CAMPO operations (5303 program).
 - 1.1.5 Memberships in related professional organizations and subscriptions to related professional periodicals.
 - 1.1.6 Obtaining and maintaining professional certifications.
 - 1.1.7 MPO Board Support –providing special reports, researching MPO issues, preparation of staff agendas, and attendance at MPO regular and special meetings.
 - 1.1.8 Federal Regulation Compliance – strategies will be adopted to implement new requirements and communicated to the applicable local agencies.

Product: Reports, budget, task summaries, funding for CAMPO and local transit operators, and UPWP amendments as needed.

Funding:	FHWA PL	\$114,000
	<u>Local</u>	<u>\$6,000</u>
	Total	\$120,000

- 1.2 Unified Planning Work Program Development – Staff will prepare for adoption the FY 2012 UPWP and coordinate UPWP activities with other local, regional and statewide agencies. This task also includes UPWP amendments as needed.

Product: An adopted FY 2012 UPWP and amendments to the FY 2011 UPWP as needed.

Funding:	FHWA PL	\$7,600
	<u>Local</u>	<u>\$400</u>
	Total	\$8,000

- 1.3 MPO Representation – Staff will represent the MPO at events and meetings not related to specific other UPWP tasks. This task also includes coordination with other regional MPOs, NDOT, Carson City, Douglas County, Lyon County, and other agencies and organizations to ensure development of transportation related projects that serve the best interests of the region.

Product: A well-represented MPO and appropriate coordination.

Funding:	FHWA PL	\$23,750
	<u>Local</u>	<u>\$1,250</u>
	Total	\$25,000

- 1.4 Training (not transit-specific) – Provide appropriate training to CAMPO staff and CAMPO Board members. This work program will focus on training to enhance the capabilities of staff and Board members in exercising the responsibilities of the MPO. This task will include the acquisition of materials for in-house training when appropriate.

Product: Enhanced staff capabilities.

Funding:	FHWA PL	\$15,200
	<u>Local</u>	<u>\$800</u>
	Total	\$16,000

- 1.5 Public Participation – Under this activity, continuing CAMPO public participation efforts will be conducted. Public participation efforts will be conducted by staff throughout the program period related to numerous work tasks, including the update of the regional plan, the update of the TIP, the development of a short-range transit plan, and other activities. Included in this task is the maintenance of the CAMPO website, as the website is a very useful tool to inform constituents of CAMPO’s purpose and current activities.

Product: Public participation activities, including an operating website for public information.

Funding:	FHWA PL	\$7,600
	FTA Section 5303	\$1,600
	<u>Local</u>	<u>\$800</u>
	Total	\$10,000

WORK ELEMENT 2 - Regional Transportation Plan

- 2.1 Update the Regional Transportation Plan (RTP) including the CAMPO travel demand model – CAMPO staff will need to update the existing and projected population and employment data and incorporate that into the existing RTP. In addition, several scenarios will be run in the CAMPO travel demand model and those results will need to be included in the RTP as well. This will include an evaluation of the current base year, the incorporation of any network changes, and the projection of a new planning horizon year. If applicable, newly defined geography and any associated planned transportation improvements will need to be identified. Use of a consultant is expected for a portion of this task.

Product: Updated and extended RTP and travel demand model

Funding:	FHWA PL	\$96,900
	FTA Section 5303	\$14,400
	<u>Local</u>	<u>\$8,700</u>
	Total	\$120,000

- 2.2 Update the Regional Transportation Improvement Program (RTIP) – The RTIP will be revised and extended. It will include a four-year list of projects and be consistent with all Federal planning regulations. Administrative modifications and/or formal amendments will be made as necessary throughout the period. Staff will perform all activities under this task.

Product: Updated RTIP

Funding:	FHWA PL	\$14,250
	<u>Local</u>	<u>\$750</u>
	Total	\$15,000

- 2.3 Regional Consistency Review – Projects proposed within the CAMPO boundaries will be subjected to a review by staff to determine consistency with the RTP and RTIP. Reviews will examine the effectiveness of proposed projects as they relate to energy conservation, ability to relieve and prevent congestion from occurring where it does not yet occur, consideration of likely impacts of transportation policy on land use and development decisions, preservation and efficient utilization of existing transportation facilities, and other matters required by federal regulation. This effort will not duplicate routine development reviews of proposed developments that are conducted by constituent units of government.

Product: Periodic transportation system review and reports. Input on proposed developments of regional significance. Annual growth management reviews will be conducted.

Funding:	FHWA PL	\$2,850
	<u>Local</u>	<u>\$150</u>
	Total	\$3,000

WORK ELEMENT 3 - Street and Highway Planning

- 3.1 Travel Demand Model Maintenance and Support Activity – This task consists of on-demand travel demand modeling services through consultant service. There are periodic needs to provide information to other agencies both within and outside the CAMPO area that is derived from, or is an input to, the modeling process. The majority of the cost of this project will be associated with consultant costs, with a minority of cost used to reimburse staff project management.

Product: Provision of information from the modeling process as requested

Funding:	FHWA PL	\$19,000
	<u>Local</u>	<u>\$1,000</u>
	Total	\$20,000

- 3.2 Carson City Freeway Multi-Use Path Corridor Study – The study will analyze and evaluate the alignment alternatives along the, approximately, six-mile section of the Carson City Freeway between Northridge Drive and Fuji Park. Work associated with this task will include basemapping and development of preliminary alignment alternatives. This task will also support the bike and pedestrian element of the RTP under Task 2.1. This study will provide the basis for the development of a multi-use path, which will ultimately enhance the connectivity of the transportation network by providing access to a safe alternative for non-motorized users. Use of the path will promote energy conservation and improve the quality of life for the residents of the CAMPO area. The majority of the cost of this project will be associated with consultant costs, with a minority of cost used to reimburse staff project management.

Product: Carson City Freeway Multi-Use Path Corridor Study

Funding:	FHWA PL	\$47,500
	<u>Local</u>	<u>\$2,500</u>
	Total	\$50,000

- 3.3 Arterial and Urban Collector Traffic Signal Optimization Study – This study will provide information and guidance on traffic signal optimization tools, traffic signal coordination strategies, and communication strategies for traffic signal interconnects. The study will focus on the principal and minor arterial and urban collector street networks within the CAMPO area. Use of a consultant for this project is anticipated.

Product: A report containing recommendations on traffic signal optimization tools, traffic signal coordination strategies, and communication strategies for traffic signal interconnects for the arterial and collector network within the CAMPO area.

Funding:	FHWA PL	\$133,000
	<u>Local</u>	<u>\$7,000</u>

Total	\$140,000
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3.4 Pavement Management System (PMS) Inventory – The goal of this study will be to inventory and prioritize roadways for maintenance and construction within the CAMPO area based on a pavement quality index, and to develop a life-cycle cost analysis for proposed improvements. This task will include procurement of a PMS software and time allotted for staff training on the new software. Use of a consultant for this project is anticipated.

Product: A database containing a quantified pavement quality index for roadways within the CAMPO area.

Funding:	FHWA PL	\$71,250
	<u>Local</u>	<u>\$3,750</u>
	Total	\$75,000

3.5 Purchase of Traffic Counting Equipment – Traffic counting equipment will be purchased to improve CAMPO’s ability to store, retrieve, and analyze traffic data. The equipment will allow CAMPO to determine the types and volumes of vehicles using roadways within the CAMPO planning area, which will assist in transportation planning and travel demand modeling activities.

Product: A database containing quantified traffic volume data for roadways within the CAMPO area.

Funding:	FHWA PL	\$28,500
	<u>Local</u>	<u>\$1,500</u>
	Total	\$30,000

4.0 WORK ELEMENT 4 - Public Transit

4.1 Bus Stop Amenity Study – A study to be undertaken by staff that will assist the local transit providers in determining existing locations that would benefit from improvements such as shelters, benches, and other amenities. This study will also examine connectivity issues at existing bus stops and provide a needs assessment for locations that would benefit from infrastructure improvements such as sidewalks and ADA accessible curb ramps.

Product: A prioritized list of recommendations for improvements to existing bus stops locations in the CAMPO area.

Funding:	FTA Section 5303	\$4,000
	<u>Local</u>	<u>\$1,000</u>
	Total	\$5,000

4.2 Responsibilities as Federal Designated Recipient – CAMPO is an official designated grant recipient of Federal Transit Administration (FTA) funds. The designated recipient is authorized to receive and apportion FTA funds within the urbanized area. CAMPO staff will fulfill the responsibilities of the designated grant recipient, administer distribution of FTA funds in the region among transit operators, and ensure that all regulatory requirements are met. Effort under this task will include training, acquisition of necessary publications, and staff time to work with NDOT, FTA, and transit operators.

Product: Duties necessary to serve as the Federal designated grant recipient.

Funding:	FTA Section 5303	\$16,000
	<u>Local</u>	<u>\$4,000</u>
	Total	\$20,000

4.3 Regional Transit Coordination – There are four transit services operating within the CAMPO planning area (JAC, DART, RTC Intercity, and BlueGo) that are subsidized by member counties. CAMPO staff will fill the role of coordinating the services from a regional perspective and of facilitating the development of new services.

Product: Coordination and communication among transit operators.

Funding:	FTA Section 5303	\$12,000
	<u>Local</u>	<u>\$3,000</u>
	Total	\$15,000

4.4 Transit Rider Preference Survey – CAMPO staff will assist the Jump Around Carson (JAC) transit system in a transit rider preference survey to monitor ridership trends and identify the needs and concerns of the existing ridership base.

Product: Report containing selected information and an analysis of the transit survey.

Funding:	FTA Section 5303	\$2,400
	<u>Local</u>	<u>\$600</u>
	Total	\$3,000

4.5 Transit “Triangle Service” Study – CAMPO staff will assist the Jump Around Carson (JAC), Douglas Area Rural Transit (DART), and BlueGo transit systems in a study to evaluate a potential triangle transit service between Carson City, Gardnerville/Minden, and Stateline.

Product: Report containing an analysis of the transit study.

Funding:	FTA Section 5303	\$6,400
	<u>Local</u>	<u>\$1,600</u>
	Total	\$8,000

CAMPO 2011 UPWP Cost/Funding Summary

Major Work Element	Work Task		Funding Source				Total Cost
			FHWA		FTA		
	Number	Description	PL	Local Match	5303	Local Match	
1.0 MPO Administration	1.1	General Administration and Work Program Oversight	\$114,000	\$6,000			\$120,000
	1.2	UPWP Development	\$7,600	\$400			\$8,000
	1.3	MPO Representation	\$23,750	\$1,250			\$25,000
	1.4	Training (not transit-specific)	\$15,200	\$800			\$16,000
	1.5	Public Participation	\$7,600	\$400	\$1,600	\$400	\$10,000
2.0 Regional Transportation Plan	2.1	Update RTP including travel demand model*	\$96,900	\$5,100	\$14,400	\$3,600	\$120,000
	2.2	Complete and Maintain RTIP	\$14,250	\$750			\$15,000
	2.3	Regional Consistency Review	\$2,850	\$150			\$3,000
3.0 Street and Highway Planning	3.1	Model Maintenance and Support Activities*	\$19,000	\$1,000			\$20,000
	3.2	Carson City Freeway Multi-Use Path Alignment Study*	\$47,500	\$2,500			\$50,000
	3.3	Arterial/Urban Collector Traffic Signal Optimization Study*	\$133,000	\$7,000			\$140,000
	3.4	Pavement Management System (PMS) Inventory*	\$71,250	\$3,750			\$75,000
	3.5	Purchase Traffic Counting Equipment	\$28,500	\$1,500			\$30,000
4.0 Public Transit Planning	4.1	Bus Stop Amenity Study			\$4,000	\$1,000	\$5,000
	4.2	Responsibilities as Designated Recipient			\$16,000	\$4,000	\$20,000
	4.3	Regional Transit Coordination			\$12,000	\$3,000	\$15,000
	4.4	Transit Rider Preference Survey			\$2,400	\$600	\$3,000
	4.5	Transit "Triangle Service" Study			\$6,400	\$1,600	\$8,000
Total Funding			\$581,400	\$30,600	\$56,800	\$14,200	\$683,000

Note: Consultant involvement is expected for the following work tasks (indicated with an asterisk) : 2.1, 3.1, 3.2, 3.3, and 3.4.

FHWA PL Funds - 95% Federal share

FTA 5303 Funds - 80% Federal share

Summary	
Total FHWA Share	\$581,400
Total FTA Share	\$56,800
Total Local share	\$50,800

Note: The total local share for the operation of CAMPO will include any applicable projects in the Transportation Improvement Program (TIP).

Distribution of Local Share		
County	Percentage	Cost*
Carson City	67.0	\$30,426
Douglas County	10.0	\$3,609
Lyon County**	23.0	\$5,000
Total	100.0	\$39,035

*Costs reflect a credit from FY10.

**Per agreement, Lyon County's contribution has been capped at \$5,000. The remainder of their share has been assumed by Carson City.

**CARSON AREA METROPOLITAN PLANNING ORGANIZATION
REQUEST FOR BOARD ACTION**

Date Submitted: September 29, 2010

Meeting Date: October 13, 2010

To: Carson Area Metropolitan Planning Organization

From: Ken Smithson, Transit Coordinator

Subject Title: Information regarding the proposed "Triangle" Transit Service connecting Carson City, South Lake Tahoe and Minden/Gardnerville.

Staff Summary: A draft service plan has been developed and distributed to planning and funding partners, including Tahoe Transportation District, Tahoe Regional Planning Agency, Transit Resource Center (contract operator of BlueGO), Douglas County, LSC Transportation Consultants, Inc. and NDOT, for review and comments.

Type of Action Requested: (check one)

() None – Information Only

() Formal Action/Motion

Recommended Board Action: N/A

Explanation for Recommended Action: A draft service plan was distributed to planning and funding partners on September 10, and, after receiving comments and suggestions, a revised draft was distributed on September 29. Highlights of the plan in its current form include the following:

1. Six trips each way daily between Minden/Gardnerville and Carson City
2. Five trips each way daily between Carson City and South Lake Tahoe
3. Five trips each way daily between Minden/Gardnerville and South Lake Tahoe
4. Almost all arrivals into, and departures from, Carson City tie into scheduled JAC Route 3 service at Fuji Park.
5. Final two arrivals into Carson City in the evening provide extended service north to NDOT on Little Lane – after JAC Route 3 goes out of service.
6. Good connections between Triangle buses and local BlueGO services in South Lake Tahoe, as well.
7. Consolidation and streamlining of existing services creates efficiencies in annual revenue service hours, annual total vehicle miles, and cost.

Staff is currently working with Tahoe Transportation District (TTD) to ascertain both Local and Federal funding sources, and the potential of a three-party agreement

between RTC, TTD and Douglas County.

Applicable Statue, Code, Policy, Rule or Policy: N/A

Fiscal Impact: N/A

Explanation of Impact: N/A

Funding Source: N/A

Alternatives: N/A

Supporting Material: *Service Plan for Triangle Transit Service*

Prepared By: Ken Smithson, Transit Coordinator

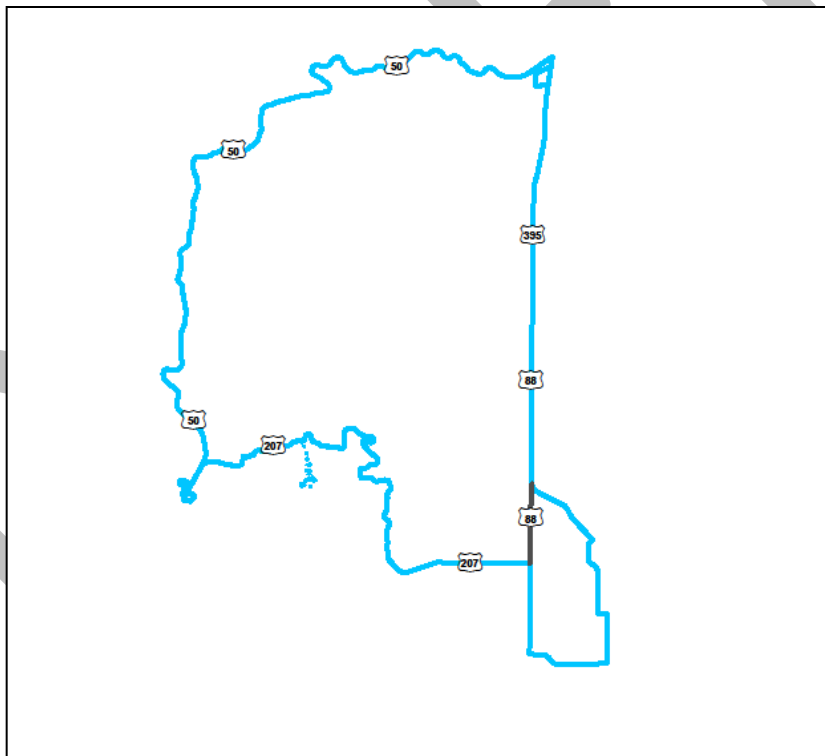
Board Action Taken:

Motion: _____ 1) _____ Aye/Nay
2) _____ _____

_____ (Vote Recorded By)

SERVICE PLAN For 'TRIANGLE' TRANSIT SERVICE

Connecting Carson City, Minden/Gardnerville and South Lake Tahoe



Presented by:
Carson Area Metropolitan Planning Organization
September 2010

Introduction

The Carson Area Metropolitan Planning Organization (CAMPO) is the designated recipient and grantee of FTA Section 5307 funds for Carson City, Douglas and Lyon Counties. CAMPO also receives FTA Section 5309 funds for capital projects, and FTA Section 5316 funds for projects that meet the transportation needs of eligible low-income individuals and reverse commuters regardless of income, through the Nevada Department of Transportation (NDOT).

The Carson City Regional Transportation Commission (CCRTC) administers the FTA funds allocated to Carson City by CAMPO; and is the governing agency for the JAC transit system in Carson City. CCRTC approves the JAC budget, routes, schedules, fares, services, etc.; and enters into operating agreements with regional transportation providers that interface with the JAC system.

Both of these entities see the value in regional transit coordination and the potential for increased ridership, and wish to facilitate efforts to improve the efficiency and effectiveness of transit services provided throughout the region.

Specifically, CAMPO – as part of its annual work program – established a project to study the potential for a “Triangle” Transit Service that connects Carson City, Minden/Gardnerville and South Lake Tahoe in a manner that makes sense and that is responsive to the needs of the traveling public. The three major corridors that make up the service area and the current operators and routes are as follows:

- U.S. Hwy 50 – Carson City to South Lake Tahoe – BlueGO 21X
- Nevada Hwy 207 – Minden/Gardnerville to South Lake Tahoe – BlueGO 20X
- U.S. Hwy 395 – Minden/Gardnerville to Carson City – Douglas Area Rural Transit (DART) Dial-a-Ride Express

While there is some coordination occurring between the three transit systems in the region – including timed transfers with JAC buses in Carson City – there is also wastefulness in the current use of resources (e.g., excessive non-revenue or “deadhead” miles and hours on the two BlueGO routes) and less than ideal responsiveness to commuters and other regular passengers who wish to move efficiently between the three communities.

CAMPO, in concert with BlueGO, DART, and other planning and funding partners, has prepared this service plan for the proposed Triangle Transit Service with one route and one operator – preferably BlueGO – providing the service. It is expected that such a service would be more efficient and desirable from the passenger perspective, and make better use of available Local, State and Federal funds in the region.

It should be noted that many of the service characteristics in this service plan are based on assumptions and models presented by LSC Transportation Consultants, Inc. in the *South Tahoe Area Transit Authority 2010 Sustainable Service Plan*, as well as in subsequent work conducted by LSC at the request of the Tahoe Transportation District.

The timing of this proposal is significant, given the administrative and service changes that are occurring in connection with the BlueGO transit system in general. As a new era of public administration of the system takes shape, and service models and budgets are being evaluated, the proposed Triangle Service plan can be folded into the service characteristics under consideration.

Background

In February 2008, CCRTC and Douglas County – which both own and operate transit systems in close proximity to each other – entered into an interlocal agreement that provides for a joint transit stop at Costco/Fuji Park in Carson City for the purpose of facilitating passenger transfers from one system to another.

Subsequently, in March 2008, Douglas County entered into a subrecipient agreement with CAMPO for the purpose of obtaining financial assistance for transit projects in the Carson Urbanized Area. Thus, DART benefits from FTA Section 5307 (including American Recovery and Reinvestment Act) funds granted directly by CAMPO, as well as FTA Section 5309 funds and State matching funds passed through CAMPO by NDOT. Douglas County uses these federal funds for the purpose of providing Dial-a-Ride Express service between Minden/Gardnerville and Carson City. In FY 2010 (July 1, 2009 to June 30, 2010), DART carried 10,600 passengers on the Dial-a-Ride Express service.

CCRTC entered into an interlocal agreement with South Tahoe Area Transit Authority (STATA) in November 2008 to implement a two-year pilot project to provide commuter express public transit service between Carson City and South Lake Tahoe on the U.S. Highway 50 corridor. Service on 21X (Spoooner Express) began on November 23, 2008 and the agreement is set to expire on November 22, 2010. Currently, CAMPO and CCRTC annually pass through up to \$100,000 in FTA Section 5307 funds, and/or 5316 funds from NDOT, to support this service. In FY 2010, there were a total of 12,235 passengers on the 21X service.

Ridership for the 20X (Kingsbury Express) service was 21,911 in FY 2010.

In July 2010, STATA and the Tahoe Transportation District (TTD) approved the temporary arrangement of TTD staff providing public administration staff services to STATA, under existing STATA agreements, through September 30, 2010 – with the potential of TTD becoming the new operating entity at the beginning of the new federal fiscal year on October 1, 2010. At the time of this writing, the TTD Board stood poised to officially take action to become the permanent operator of the BlueGO transit system, under new agreements with planning and funding participants.

Overview of Proposed Service

The proposed service is a commuter bus service along the three sides of the ‘triangle,’ with limited stops in each of the three communities served: Carson City, Minden/Gardnerville and South Lake Tahoe. It is a consolidation of existing fixed route services that are currently being

operated independently by two providers, and will be operated as one route by one operator, with multiple buses and two-way service.

Typically, commuter bus service does not attempt to cover an area comprehensively, but rather has a limited route structure connecting a limited number of origins and destinations. Typically, this service is intended to interface with another mode of transportation (e.g., the automobile, with the connection occurring at a park-and-ride facility). Trips are often primarily for limited purposes, such as work trips. As a result, it is not necessary to provide ADA complementary paratransit service. However, the vast majority of the proposed service area is already served by paratransit services operated by JAC, BlueGO and DART.

Buses will be staged in Carson City and Minden, to significantly reduce deadhead hours and miles at the beginning and end of revenue service periods. Four buses will operate in maximum service – providing two-way service – with buses either operating in a continuous clockwise or counterclockwise direction on all sides of the triangle, or, at certain times, in a round-trip manner on each side of the triangle.

Three periods of service will be provided – including a morning, midday and afternoon service period – for a total of 29 hours and 45 minutes of revenue service each day. This service will operate seven days a week; 365 days a year.

Purpose and Need

The purpose of the service is to 1) provide more efficient commuter transit service between Carson City and South Lake Tahoe; Minden/Gardnerville and South Lake Tahoe; and Minden/Gardnerville and Carson City; 2) enable continued travel beyond one side of the ‘triangle,’ if desired; and 3) operate a meaningful midday service that enables passengers to return to their originating location after a few hours.

The proximity of Carson City and Minden/Gardnerville to the Lake Tahoe Basin attracts a significant population of the Lake Tahoe workforce, as well as regular passengers wishing to commute in one direction or another for recreation, shopping, school and medical appointment (including dialysis) purposes.

The proposed schedule largely retains the 20X and 21X service changes that were recommended by LSC Transportation Consultants, Inc. in the *South Tahoe Area Transit Authority 2010 Sustainable Service Plan* – including five runs each way daily; eastbound and westbound departure times, and inbound and outbound runs from Minden/Gardnerville that serve The Ridge just east of South Lake Tahoe. The schedule also expands upon the established trip times currently being operated by DART between Minden/Gardnerville and Carson City. Thus, the proposed Triangle Transit Service incorporates and combines some of the best of ideas from all the planning partners.

Roles and Responsibilities

CCRTC will provide a supporting role related to this service, including providing recommendations to the operator, marketing the service in Carson City, and contributing FTA funds that flow into the Carson Urbanized Area for transit projects. CCRTC will make reasonable adjustments to the JAC fixed-route service to complement the Triangle Service, by interfacing with inbound/outbound Triangle buses so as to facilitate transfers to and from the JAC service. CCRTC will also agree to store 1-2 buses overnight in a secure facility (likely the Public Works yard, where JAC buses are currently housed), and ensure that a mechanic is available at pullout times in case there is difficulty getting the bus started and on the road.

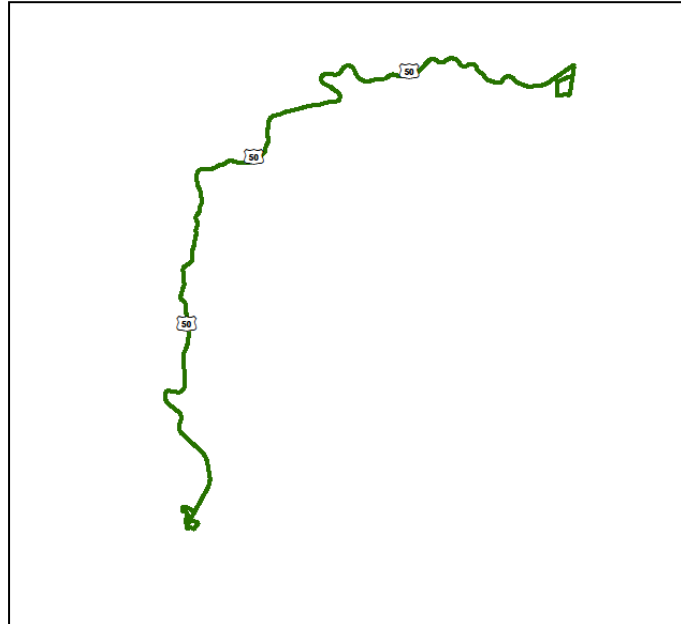
It is presumed that **Douglas County** will exclusively use FTA Section 5311 funds through NDOT for the provision of demand response transit services, which will allow CAMPO to divert Section 5307, 5309 and ARRA funds – currently distributed to and being “banked” by Douglas County – to the Triangle Service. This will enable Douglas County to tap into a plentiful source of rural transit funding; re-allocate some \$25,000 in annual local matching funds that are currently being expended to provide urban-style transportation; and avoid the extra regulatory compliance associated with the receipt of urban transit funding from CAMPO. It is further presumed that DART would adjust its demand response service to complement the Triangle Service, by meeting all inbound/outbound buses on the Triangle to facilitate transfers to and from the local DART service. Finally, it is presumed that Douglas County would agree to house 3-4 buses in a secure facility (e.g., the Minden Airport, where DART buses are stored overnight), and have a mechanic available at pullout times or allow a BlueGO mechanic to access the yard, if needed.

It is presumed that **TTD** will provide contract and operating authority and oversight for the service, using its contract operator to actually operate the Triangle Service. It is further presumed that the contract operator will provide all preventive maintenance on the buses (e.g., rotating buses to/from the garage when they arrive at Stateline Transit Center) and perform any necessary road calls. It is further presumed that TTD will provide the local match required to leverage federal funds through CAMPO and NDOT.

Route Structure

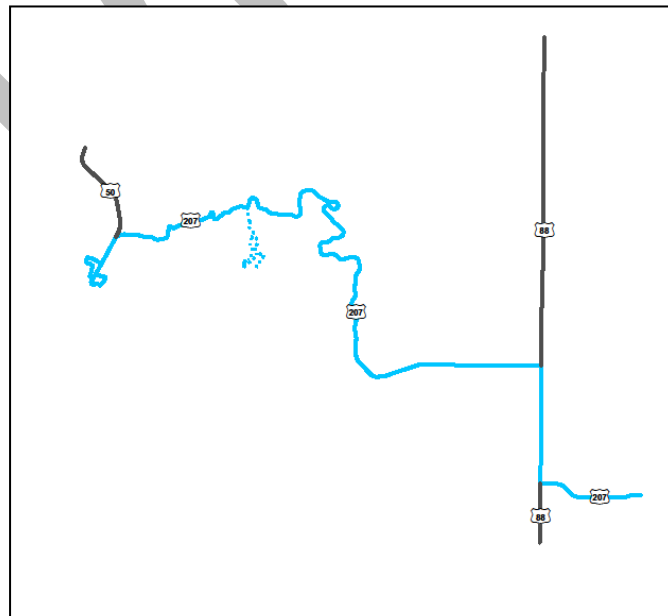
The side of the ‘triangle’ between Carson City and South Lake Tahoe – the majority of the current 21X route – begins at the Costco/Fuji Park transfer center on Old Clear Creek Road in Carson City. (This proposal does not include the current spur from Costco to the Downtown Transfer Center in Carson City.) The bus proceeds north on U.S. Highway 395, and then west and south along U.S. Highway 50 to the Stateline Transit Center in South Lake Tahoe (see Figure 1, page 6). When returning to Carson City, the bus will make right turns ‘around the block’ on Topsy Lane and Vista Grande Blvd. to access the transfer center on Old Clear Creek Road. The bus will operate on a fifty (50) minute headway between the two end points. On the last run of the day from South Lake Tahoe to Carson City (5:15 p.m.), the bus will leave the Costco/Fuji Park stop and travel north on Highway 395 and Stewart, and serve the NDOT stop on Little Lane before returning to Minden/Gardnerville, which adds just 20 minutes to the run.

Figure 1 – Carson City - South Lake Tahoe



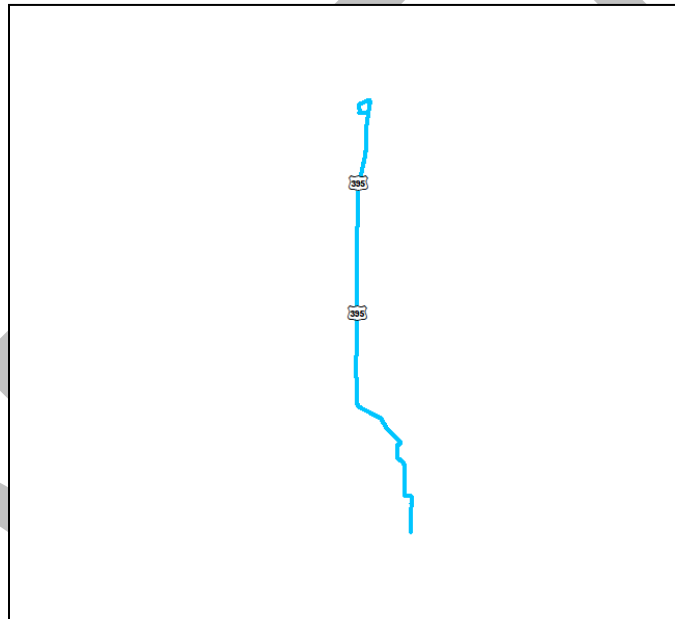
A second side of the triangle connects Minden/Gardnerville with South Lake Tahoe – much as the 20X route currently does. Beginning at Tillman Lane & Kimmerling Road in Gardnerville – near the DCI Carson City facility – the bus travels west on Kimmerling, north on Nevada Highway 88, west on Centerville Lane, north on Foothill Rd and west on Nevada Highway 207 over the Kingsbury Summit to the Stateline Transit Center (see Figure 2). The bus will serve The Ridge on the 7:05 a.m. inbound trip, and again on the 4:10 p.m. outbound trip. This route will operate on a one-hour, five minute (1:05) headway – except when it serves The Ridge, which adds another ten minutes (1:15) to the headway on those two runs.

Figure 2 – Minden/Gardnerville - South Lake Tahoe



The third side of the triangle connects Minden/Gardnerville with Carson City – similar to the current DART Dial-a-Ride Express service. Beginning at Tillman Lane & Kimmerling Road in Gardnerville, the bus travels north on Tillman, west on Dresslerville Road, north on Centerville Road, and northeast on Waterloo Lane to access U.S. Highway 395. When the bus reaches Carson City, it turns west on Topsy Lane to serve the large shopping area on both sides of Topsy, then proceeds north on Vista Grande Blvd. and east on Old Clear Creek Road to the Costco/Fuji Park transfer center (see Figure 3). This bus operates on a one-half (1/2) hour frequency. On the last run of the day from Minden/Gardnerville to Carson City (6:20 p.m.), the bus will leave the Costco/Fuji Park stop and travel north on Highway 395 and Stewart, and serve the NDOT stop on Little Lane – where it will go out of service at 7:00 p.m. before returning to the yard in Carson City.

Figure 3 – Minden/Gardnerville – Carson City



Since the service is being operated as a commuter bus service, buses will provide only limited stops and remain primarily on the designated route – with almost no deviation from the main corridor. This is particularly the case when the buses are operating in the South Lake Tahoe area. The key is to move passengers quickly from one point of the triangle to another, with reliable timetables and a sense that the bus is always moving and making progress along its route.

Service Hours

A maximum of four buses will operate independently in both directions along all sides of the triangle; yet each bus will adhere to a fixed schedule for departures and arrivals at the three extremes of the triangle. A five minute layover will be built into each schedule to allow for

passenger transfers; and all buses will return to their starting positions at the end of each service period. Schedules are timed so that Triangle buses arriving in Carson City arrive at the Costco/Fuji Park stop five minutes before the JAC Route 3 bus is scheduled to arrive – at 15 minutes before the hour. All Triangle buses departing from this stop are scheduled to do so at the same time the JAC Route 3 bus is scheduled to depart – at 10 minutes before the hour. The only exceptions to this are the two arrivals at the end of the day, after Route 3 has gone out of service. However, extended service will be provided by Triangle buses as far as NDOT on Little Lane at those particular times.

There is a morning period of service, with four buses operating, as shown in Table 1.

Table 1 – Morning Service Hours

Bus #	Begin Time	End Time	Total Hours
1	6:50a	9:45a	2:55
2	6:45a	9:20a	2:45
3	5:55a	10:20a	4:25
4	7:15a	9:50a	2:35
Total morning service hours: 12:40			

A midday period of service will be run with three buses – doing a round trip along one side of the triangle only – as shown in Table 2.

Table 2 – Midday Service Hours

Bus #	Begin Time	End Time	Total Hours
1	11:50a	1:45p	1:55
2	11:10a	1:25p	2:15
3	12:15p	1:20p	1:05
Total midday service hours: 5:15			

Finally, an afternoon period of service will once again use four buses, similar to the morning service period, as shown in Table 3.

Table 3 – Afternoon Service Hours

Bus #	Begin Time	End Time	Total Hours
1	3:50p	7:00p	3:10
2	2:45p	5:20p	2:35
3	4:05p	7:00p	2:55
4	2:15p	5:25p	3:10
Total afternoon service hours: 11:50			

Thus, the total service hours on a given day will be just under 30 hours. Figure 4, on page 9, is a representation of the individual schedule assignments for each of the four buses.

Figure 4 – Individual Bus Schedules

Bus 1	Depart	Arrive	Depart	Arrive	Depart	Arrive
	Carson City	South Lake Tahoe	South Lake Tahoe	Minden/Gardnerville	Minden/Gardnerville	Carson City
AM	6:50a	7:40a	8:05a	9:10a	9:15a	9:45a
MIDDAY	11:50a	12:40p	12:55p	-	-	1:45p
PM	3:50p	4:40p	5:10p	6:15p	6:20p≠	7:00p

≠Serves NDOT

Bus 2	Depart	Arrive	Depart	Arrive	Depart	Arrive
	Minden/Gardnerville	South Lake Tahoe	South Lake Tahoe	Carson City	Carson City	Minden/Gardnerville
AM	6:45a	7:50a	7:55a	8:45a	8:50a	9:20a
MIDDAY	11:10a	12:15p	12:20p	-	-	1:25p
PM	2:45p	3:50p	3:55p	4:45p	4:50p	5:20p

Bus 3	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive
	Minden/Gardnerville	Carson City	Carson City	Minden/Gardnerville	Minden/Gardnerville	South Lake Tahoe	South Lake Tahoe	Carson City	Carson City	Minden/Gardnerville
AM	5:55a	6:25a	6:30a	7:00a	7:05a*	8:20a	8:55a	9:45a	9:50a	10:20a
MIDDAY	12:15p	12:45p	12:50p	1:20p	-	-	-	-	-	-
PM	-	-	-	-	4:05p	5:10p	5:15p≠	6:15p	6:20p	7:00p

*Serves The Ridge at 7:55a

≠Serves NDOT

Bus 4	Depart	Arrive	Depart	Arrive	Depart	Arrive
	Minden/Gardnerville	Carson City	Carson City	South Lake Tahoe	South Lake Tahoe	Minden/Gardnerville
AM	7:15a	7:45a	7:50a	8:40a	8:45a	9:50a
PM	2:15p	2:45p	2:50p	3:40p	4:10p*	5:25p

*Serves The Ridge at 4:40p

Of course, while it's helpful from a planning perspective to know which bus, in particular, will provide service at a given time, the public simply needs to know what the overall route schedule is. Figure 5 shows a simplified timetable for each side of the triangle. The published schedules will, obviously, include additional time points.

Figure 5 – Public Schedules

Depart Minden/ Gardnerville	Arrive Carson City
5:55a	6:25a
7:15a	7:45a
9:15a	9:45a
12:15p	12:45p
2:15p	2:45p
6:20p	7:00p

Depart Carson City	Arrive South Lake Tahoe
6:50a	7:40a
7:50a	8:40a
11:50a	12:40p
2:50p	3:40p
3:50p	4:40p

Depart Minden/ Gardnerville	Arrive South Lake Tahoe
6:45a	7:50a
7:05a	8:20a
11:10a	12:15p
2:45p	3:50p
4:05p	5:10p

Depart Carson City	Arrive Minden/ Gardnerville
6:30a	7:00a
8:50a	9:20a
9:50a	10:20a
12:50p	1:20p
4:50p	5:20p
6:20p	7:00p

Depart South Lake Tahoe	Arrive Carson City
7:55a	8:45a
8:55a	9:45a
12:55p	1:45p
3:55p	4:45p
5:15p	6:15p

Depart South Lake Tahoe	Arrive Minden/ Gardnerville
8:05a	9:10a
8:45a	9:50a
12:20p	1:25p
4:10p	5:25p
5:10p	6:15p

Thus, daily, there are six (6) runs each way between Minden/Gardnerville and Carson City; five (5) runs each way between Carson City and South Lake Tahoe; and five (5) runs each way between Minden/Gardnerville and South Lake Tahoe.

Cost Estimate

The proposed Triangle Service is not an attempt to ‘do more with less,’ but primarily an effort to provide service that makes sense and use existing resources to their greatest potential. Still, a comparison of the proposed service with the current operating characteristics among the three existing routes reveals some significant efficiencies that will accrue.

Using the model presented by LSC Transportation Consultants for 20X and 21X, as well as data supplied by Douglas County for Dial-a-Ride Express, the existing service characteristics are totaled in Table 4; then compared to the proposed Triangle Service.

Table 4 – Comparison of Existing and Proposed Service Characteristics

Route	Serves	Characteristics	Annual Ridership	Forecast 2010/11 Ridership	Ave. Fare Per Psgr.	Forecast 2010-11 Revenues	Annual Revenue Vehicle Miles	Annual Total Vehicle Miles	Annual Revenue Vehicle Hours	Marginal Operating Cost
20X	Stateline-Gardnerville	7 runs each way daily	21,911	20,400	\$1.53	\$31,200	53,984	110,009	4,380	\$243,750
21X	Stateline-Carson City	7 runs each way daily	12,235	13,900	\$2.41	\$33,500	165,332	183,019	5,614	\$363,263
Dial-a-Ride Express	Gardnerville-Carson City	3 runs each way daily	10,600	10,918	\$0.50	\$5,459	19,350	28,350	1,500	\$38,900
TOTAL			44,746	45,218	\$1.55	\$70,159	238,666	321,378	11,494	\$645,913
25X	Triangle	16 total runs daily	44,746	46,983	\$1.97	\$92,557	234,914	299,446	10,859	\$636,628

The marginal operating cost of \$636,628 for the Triangle Service is derived by using the most recent (September 7, 2010) cost estimate model by LSC, namely:

$$\begin{aligned}
 & \text{Annual Revenue Vehicle Hours} \times \$25.26 \\
 + & \text{Annual Total Vehicle Miles} \times \$1.21 \\
 = & \text{Annual Marginal Operating Cost}
 \end{aligned}$$

Given the high proportion of total hours that the Triangle Service would make up, some administrative costs of the operating authority should also be included in the overall cost. Still, as shown in the above cost estimate, efficiencies in operations are realized by trimming less productive trips – as well as wasteful deadhead hours and miles – from the 20X and 21X routes, and re-allocating those resources to midday service and the third side of the Triangle.

A modest ridership increase of 5% is used in this estimate for Fiscal Year 2010/11. It is also assumed that the average fare per passenger will increase with the express service that is offered – especially on the Highway 395 portion, which is currently operated as a deviated fixed route, and which provides trips to seniors and persons with disabilities on a suggested donation basis. With marketing efforts that focus on getting people on the Triangle buses and dependable operations of the entire route system, ridership figures could very well exceed expectations, which would, obviously, decrease the subsidy needed to operate the service.

Furthermore, it is expected that Federal funds – including Section 5307, 5309, 5316 and ARRA through CAMPO; and Section 5311 through NDOT – will continue to be available to offset the subsidy required to operate the proposed service in coming years.

Benefits of Proposed Service

- Reduce annual revenue vehicle hours by 5.8% and annual total vehicle miles by 7.3% from current service characteristics
- Increase daily trips by 100% between Minden/Gardnerville and Carson City (6 round trips daily, rather than 3)
- Increase service days by 46% between Minden/Gardnerville and Carson City (365 days a year, rather than 250)
- Minimize wasteful deadhead hours and miles from service to/from South Lake Tahoe
- Relieve Douglas County of the cost and regulatory compliance associated with operating urban transit service
- Permit ‘through’ travel along all sides of the Triangle
- Provide two trips each way during peak travel times in the morning and afternoon
- Provide a midday run in both directions for passengers who wish to return early
- Optimize use of Federal funds (e.g., 5307, 5309, 5311, 5316, ARRA) available from CAMPO and NDOT
- Support coordinated transportation and increased ridership in the region