

**City of Carson City  
Agenda Report**

**Date Submitted:** April 12, 2011

**Agenda Date Requested:** April 21, 2011

**Time Requested:** Consent

**To:** Mayor and Supervisors

**From:** Parks and Recreation Department, City Manager, and Open Space Division

**Subject Title:** Action to support and sponsor the efforts of the V&T Railroad Railway Transportation Commission to apply for a Federal Transportation Administration Sarbanes Grant for approximately \$5 million. (Juan F. Guzman / Susan Dorr, Manhard Construction)

**Staff Summary:** If approved, the grant will be used to address a portion of Phase 3B railroad reconstruction work at the Carson River Canyon (Bently and formerly Serpa properties). There is no match money requirement for the project but Carson City and the Bureau of Land Management's concurrence must be obtained in support of the grant.

**Type of Action Requested:** (check one)

- Resolution                       Ordinance  
 Formal Action/Motion    Other (Specify)

**Does This Action Require A Business Impact Statement:**  Yes    No

**Recommended Board Action:** I move to support and sponsor the efforts of the V&T Railroad Railway Transportation Commission to apply for a Federal Transportation Administration Sarbanes Grant for approximately \$5 million.

**Explanation for Recommended Board Action:** This grant opportunity was recommended by Susan Martinovich, Nevada Department of Transportation Director. The grant requires that a federal agency (BLM) and local agency (Carson City) support the application. There is no match required.

**Applicable Statue, Code, Policy, Rule or Regulation:**

- Sarbanes grant regulations - summary attached

**Fiscal Impact:** Staff time only

**Explanation of Impact:** There is a regular cost of staff's time for coordinating with Manhard Construction and the V&T Commission. Manhard Construction is responsible for the grant application. There is not a match requirement. No other grant request from Carson City will be negatively affected by this grant application.

**Funding Source:** N/A

**Alternatives:** Not to support.

**Supporting Material:**

- Map of Phase 3B and surrounding area
- Sarbanes grant information

Prepared By: Juan F. Guzman  
Juan F. Guzman, Open Space Manager

Date: 4/12/11

Reviewed By: Roger Moellendorf  
Roger Moellendorf, Parks & Recreation Director

Date: 4/12/11

Lawrence A. Werner  
Lawrence A. Werner, City Manager

Date: 4/14/11

District Attorney's Office

Date: 4/12/11

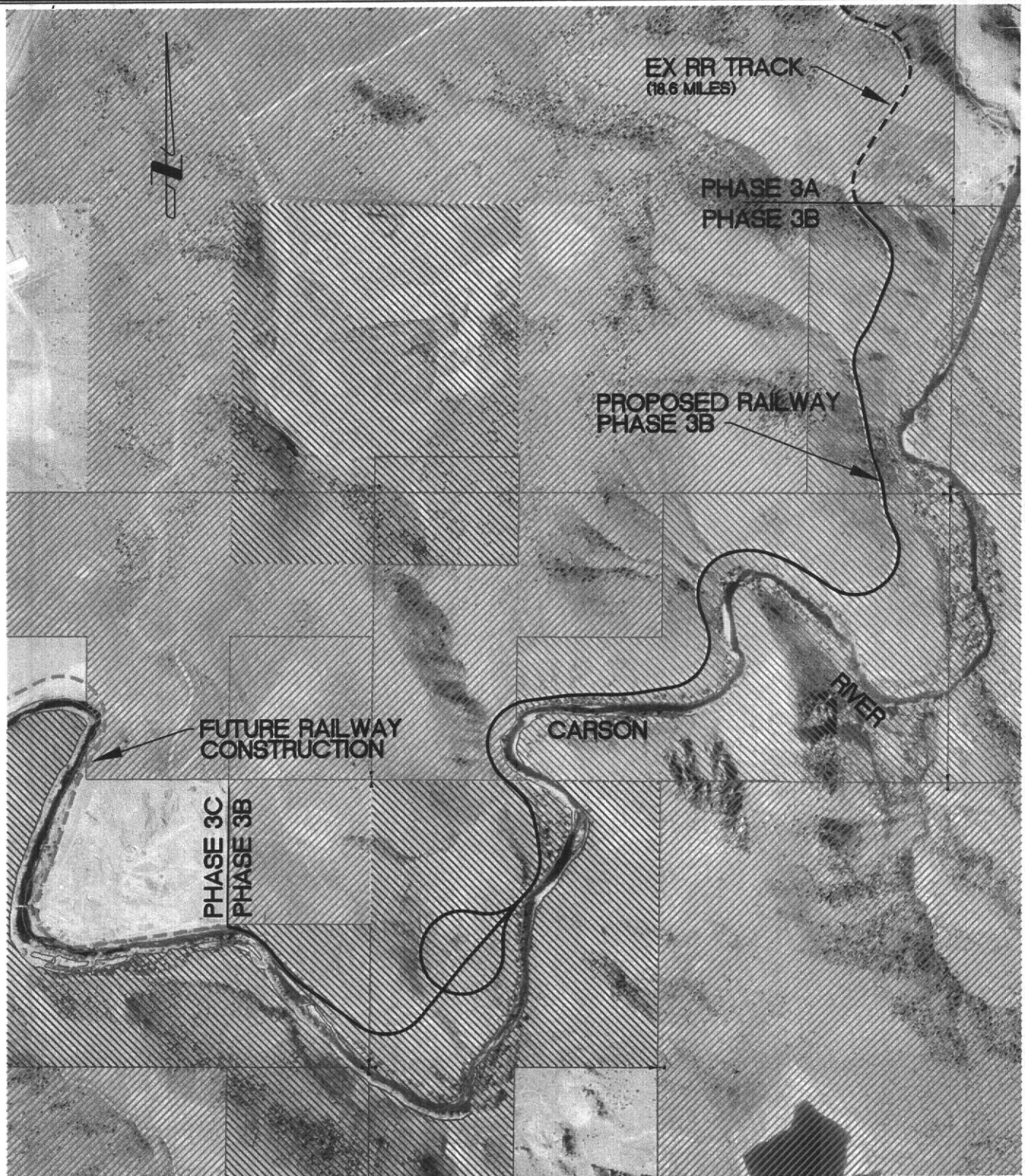
Finance Department

Date: 4/12/11





**Board Action Taken:**




Motion: \_\_\_\_\_ 1: \_\_\_\_\_ Aye/Nay  
2: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
(Vote Recorded By)



**MAP TO SUPPORT THE V&T RAILWAY APPLICATION  
FOR THE  
PAUL S. SARBANES TRANSIT IN PARKS GRANT**

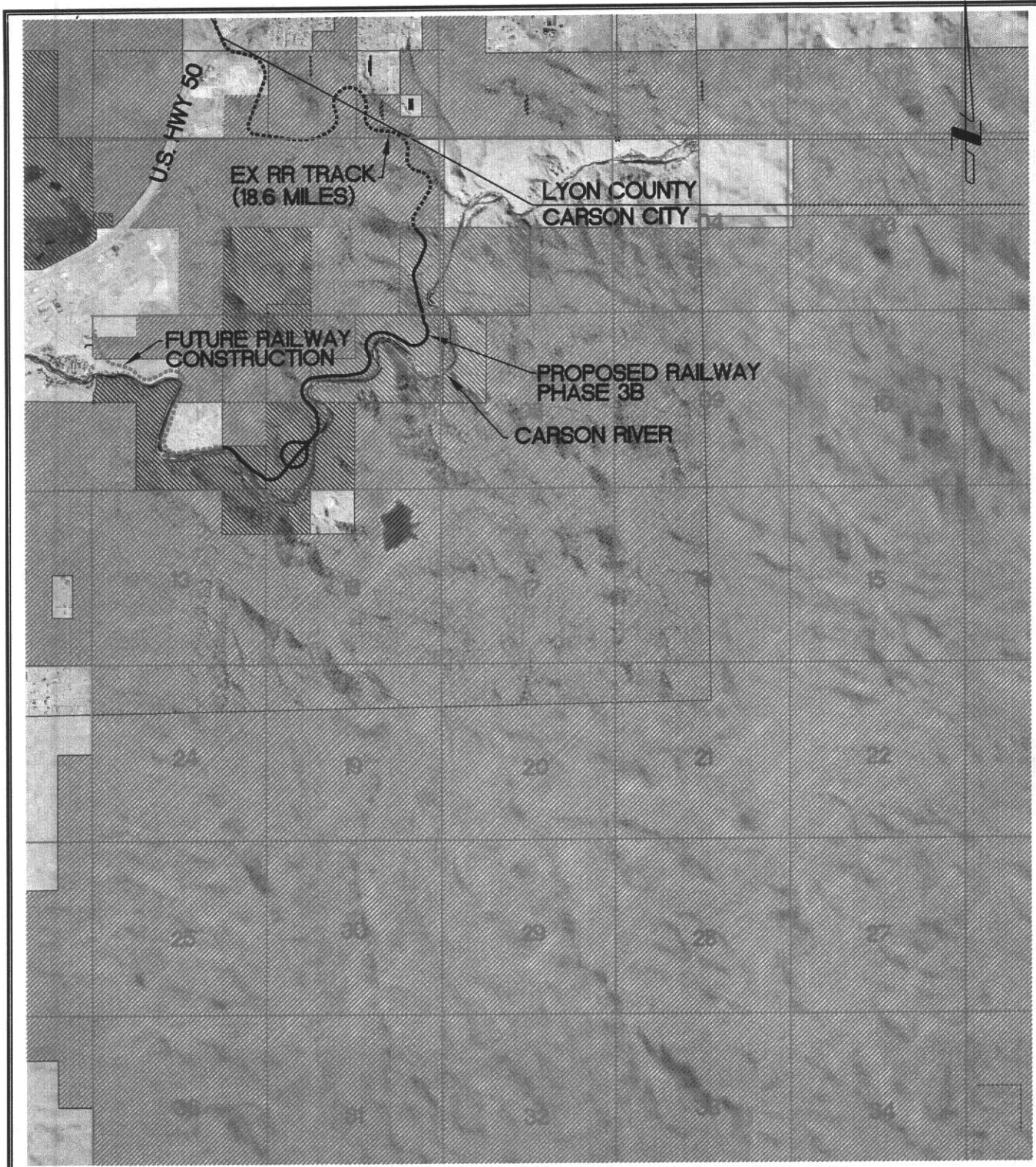
-  BUREAU OF LAND MANAGEMENT
-  CARSON CITY
-  PROPERTY CURRENTLY IN ESCROW TO BE PURCHASED BY CARSON CITY OPEN SPACE
-  PRIVATE PROPERTY

-  PROPOSED PHASE 3B RAILWAY
-  EXISTING PHASE 3A RAILWAY
-  FUTURE PHASE 3C RAILWAY



**Manhard**  
CONSULTING LTD

2 of 2

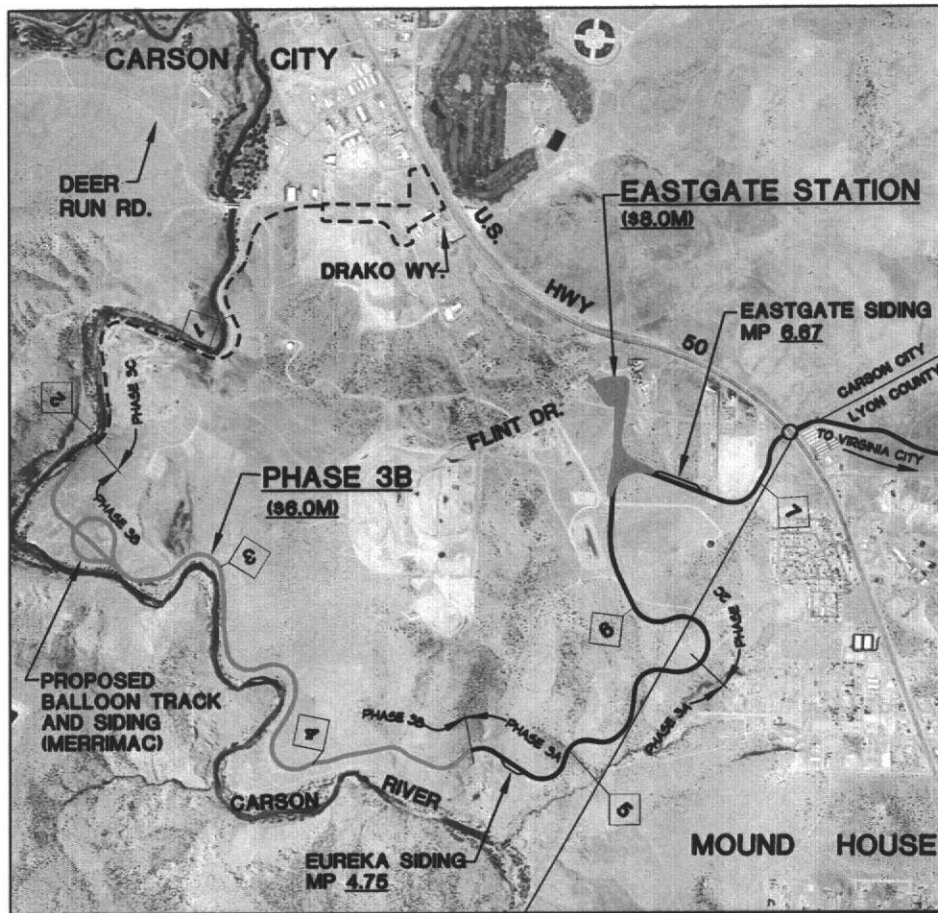


**MAP TO SUPPORT THE V&T RAILWAY APPLICATION  
FOR THE  
PAUL S. SARBANES TRANSIT IN PARKS GRANT**





- |   |   |   |                                  |
|---|---|---|----------------------------------|
|  | <b>BUREAU OF LAND MANAGEMENT</b>  |  | <b>PROPOSED PHASE 3B RAILWAY</b> |
|  | <b>CARSON CITY</b>  |  | <b>EXISTING PHASE 3A RAILWAY</b> |
|  | <b>PROPERTY CURRENTLY IN ESCROW TO BE PURCHASED BY CARSON CITY OPEN SPACE</b> |  | <b>FUTURE PHASE 3C RAILWAY</b>   |
|  | <b>PRIVATE PROPERTY</b>   |   |                                  |



# V & T RAILWAY RECONSTRUCTION 2011 FUNDING REQUEST



## LEGEND

-  COMPLETED RAILROAD
-  CONSTRUCTION FUNDING REQUEST
-  FUTURE CONSTRUCTION
-  RAILROAD MILE MARKER

## FUNDING REQUEST SUMMARY

**PHASE 3B** \$98.0M

INCLUDES UP TO 2.6 MILES OF MAINLINE TRACK CONSTRUCTION THROUGH THE HEART OF THE CARSON RIVER CANYON AND A "BALLOON TRACK" FOR TURNING TRAINS AT THE HISTORIC MERRIMAC SIDING LOCATION.

**EASTGATE STATION** \$8.0M

INCLUDES CONSTRUCTION OF A RAILROAD PASSENGER STATION, MUSEUM, PARKING AREA, RAILROAD SIDING, YARD TRACKS AND "WYE" AS WELL AS A RAILROAD EQUIPMENT REPAIR SHOP/ENGINE HOUSE AND NECESSARY UTILITIES.

**TOTAL REQUEST** \$14.0M

PREPARED BY:  
NEVADA COMMISSION FOR THE RECONSTRUCTION OF THE V & T RAILWAY  
AND CARSON CITY, NEVADA



**U.S. Department of Transportation  
Federal Transit Administration**

## **Paul S. Sarbanes Transit in Parks Program**

**Fiscal Year 2011**

### **Guidance for Project Proposals**

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	- Existing Alternative Transportation Systems	
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	- Visitor Experience and Resource Protection Studies	
	- Non-motorized Transportation Systems	
	- Waterborne (Ferry) Transportation Systems	
	- Projects that take more than one year to complete	

## **1. Program Overview**

The Paul S. Sarbanes Transit in Parks Program was established by the U. S. Congress to address the challenges associated with increasing vehicle congestion in and around our national parks and other federal lands.

America's national parks, wildlife refuges, and national forests were created to protect unique environmental and cultural treasures, but are now facing traffic, pollution and crowding that diminishes the visitor experience and threatens the environment. To address these concerns, the Paul S. Sarbanes Transit in Parks program provides funding for alternative transportation systems, such as shuttle buses, rail connections and non-motorized pathways. The program seeks to conserve natural, historical, and cultural resources; reduce congestion and pollution; improve visitor mobility and accessibility; enhance visitor experience; and ensure access to all, including persons with disabilities.

This guidance document includes, in the following order: a description of the program's purpose and goals, information on project and applicant eligibility, instructions on applying for funding, a summary of the evaluation criteria, detailed guidance on the criteria for capital (implementation) projects, detailed guidance on the criteria for planning projects and guidance on preparing an application for special types of projects. FTA will host an online workshop shortly after the announcement of funding availability is made. Further information can be found on the program's web page at <http://www.fta.dot.gov/atppl>

### **Project and Applicant Eligibility**

Projects eligible for funding through Transit in Parks include all planning expenses and capital expenses associated with planning and implementing alternative transportation systems in and near federally-owned or managed public lands that are open to the public for recreation. Projects may include funding for staff time associated with these projects and for the ongoing costs of maintaining such systems. Operating assistance, such as the costs of fuel, vehicle storage and operator salaries are not eligible for this program.

Alternative transportation systems are defined as including all forms of public transportation, including buses, trolleys, trains, and ferries, and also include non-motorized forms of transportation, such as bicycling and walking on established trails and pathways. Regularly scheduled sightseeing service is also considered an eligible form of alternative transportation for this program.

Funding through Transit in Parks is available only to units of federal land management agencies, or to state, local or tribal governments that have jurisdiction in the vicinity of, and have received a letter of consent from such an agency. Examples of federal land management agencies that may apply or consent to an application include the units of the following agencies: National Park Service; U.S. Forest Service; U.S. Fish and Wildlife Service; Bureau of Land Management; U.S. Army Corps of Engineers; and the Bureau of Reclamation. Land units of BLM, the Army Corps of Engineers, BOR and others not specified above must be open to the general public for

recreation to be eligible. Non-profit organizations may partner with eligible recipients, but are not eligible to receive funding directly through this program.

## **2. Applying for Funds**

Demand for financial assistance through the Transit in Parks Program has historically far exceeded the funding available. In the past, the program has often been able to fund fewer than half of the proposals submitted. As a result, competition for funds is expected to remain competitive.

Applicants are required to fill out an application template, which is available on the website of Grants.gov and on the FTA website at [www.fta.dot.gov/atppl](http://www.fta.dot.gov/atppl). Applications must be limited to ten pages of written responses, including a one-page executive summary and a one-page project description. There is no limit to the number of photos, maps and graphics that may be included in an appendix. Applications must be submitted online via Grants.gov, and applicants are advised to familiarize themselves with the requirements of Grants.gov well before the closing date of the announcement.

### **Selection criteria**

Applications will be evaluated based upon criteria specified in the program's enabling legislation: the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). These criteria are based on the overall goal of solving transportation and environmental problems in and around our public lands with investments in alternative transportation, while helping land units to address their strategic and ongoing management needs. The individual criteria are explained in this document and are designed to help the evaluators select the most meritorious projects.

In selecting proposals for funding, consideration will also be given to projects based upon:

- Geographic diversity – to meet the program's goals and promote alternative transportation in federal public lands across the country.
- Balance between urban and rural projects – to support public land transportation management in both dense populated settings and in remote rural parts of the country.
- Balance in the size of projects – to support larger high-impact projects while steering additional support towards smaller projects that can make an outsized difference in meeting the goals of the program in their setting.

Project selections may also be balanced by type of project, as categorized below, to best meet the overall national goals of the program:

- New alternative transportation systems – to address transportation-related issues in areas that have not yet received assistance, and to demonstrate the benefits of alternative transportation in numerous appropriate settings.



- Expansion or enhancement of an existing alternative transportation system – to help existing alternative transportation systems expand to address additional needs based on the transportation and environmental goals of the program.
- Rehabilitation or replacement of vehicles or facilities for existing alternative transportation systems – to sustain successful existing alternative transportation systems into the future.
- Planning studies – to address existing and emerging needs by preparing for new systems that can be funded in future years.

### **Instructions for Filling out Proposal Templates**

1. Please complete all sections of the proposal. Incomplete proposals will **not** be considered.
2. Remember to fill out the application cover sheet. Be sure to fill in every section.
3. The one-page executive summary should summarize your project, concentrating on its justification of needs and its projected benefits, and should stand alone as an independent description of the proposed project.
4. The one-to-two-page project description should describe what the proposal would fund (e.g. structure and methodology of planning study, type and quantity of vehicles, size and configuration of facility to be constructed, etc.).
5. The project justification section is where you should justify your project based on the specified criteria. Your responses for this section of the application must total no more than eight pages of text and tables.
6. Maps, photos and graphics that illustrate the proposal and show key destinations within and near public lands are highly recommended and do not count towards the page limit.
7. For implementation projects, be sure to either fill out the budget template provided or include a budget and detailed cost estimate in your own format that at a minimum contains the items in the budget template and extends at least five years. Be sure to include a budget narrative under the heading under **Section 4b** of the application.

### *Additional tips on responding to the evaluation criteria:*

1. Quantify your claims whenever possible; relevant data is better than anecdotal evidence.
2. Write concisely and minimize historical information about the site unless it is relevant to the project proposal.
3. Make sure you clearly communicate the essential elements of the application; the project evaluators may not be familiar with your agency and projects.
4. Stick to the page limit, **do not use bold** and use only 11-12pt font.
5. Refer to the results of any completed planning, feasibility, evaluation and Transportation Assistance Group (TAG) studies, as they relate to specific criteria. Include reference citations as appropriate.
6. DO NOT repeat the same response for different criteria.
7. Letters of support are very beneficial for all applications. State, local and tribal government applicants must provide a letter of support from the agency managing the eligible federal land, however, all applicants are encouraged to provide letters of support from their stakeholders and partners in the project.

8. Non-profit organizations such as "friends" groups are not eligible recipients of Transit in Parks program funds. They may, however, partner with and receive funds from an eligible recipient in the course of undertaking a project.
9. In addressing the financial sustainability of your proposal, be sure to consider the recapitalization costs for your systems, facilities and equipment. You are strongly encouraged to provide detailed cost estimates and budgets for the project for each of the next five years as an addendum to the grant application. This includes operating costs and other elements that will not be financed with grant funds.

### **3. Summary of Evaluation Criteria**

#### **Summary – Capital Projects (Implementation)**

For implementation projects, you are first asked to demonstrate the need for your project, then to explain the benefits it will bring, and finally to show realistic and sustainable financial planning.

Implementation projects that score highly will be those that: 1) demonstrate strong need for Transit in Parks Program assistance because of significant current or anticipated problems relating to traffic congestion, natural resources impact, and visitor experience; 2) provide visitor mobility and visitor experience benefits; 3) benefit the environment and protect resources; and 4) demonstrate realistic, sustainable, and effective financial plans. The criteria are grouped into these four categories and are listed in the chart below.

<b>Criteria for Implementation Projects</b>	<b>Points</b>	<b>Weight</b>
1. Demonstration of Need		25%
a. Visitor mobility & experience	(1-5)	
b. Environmental condition as result of existing transportation system	(1-5)	
2. Visitor Mobility & Experience Benefits of Project		25%
a. Reduced traffic congestion	(1-5)	
b. Enhanced visitor mobility, accessibility, and safety	(1-5)	
c. Visitor education, recreation, and health benefits	(1-5)	
3. Environmental Benefits of Project		25%
a. Protection of sensitive natural, cultural, and historical resources	(1-5)	
b. Reduced pollution (air, noise, visual)	(1-5)	
4. Operational Efficiency and Financial Sustainability		25%
a. Effectiveness in meeting management goals	(1-5)	
b. Feasibility and sustainability of proposed budget	(1-5)	
c. Cost effectiveness	(1-5)	
d. Partnering, funding from other sources	(1-5)	

#### **Summary – Planning Projects**

The program has separate but closely intertwined evaluation criteria for capital projects and planning projects. Separate evaluation criteria are needed because planning projects are at a

different stage in development, has not yet selected a solution to an identified transportation problem, and may not yet have key information available to assess each alternative's anticipated benefits. For this reason, in addition to the description of need, planning projects are asked to address their proposed methodologies, while capital projects are asked to address their project's anticipated benefits.

As with capital projects, planning proposals are first asked to demonstrate the need for the project. The demonstration of need section has a higher weight for planning projects, because the benefits of an alternative transportation project have not yet been assessed. Next, proposals should describe how the planning project's scope and methodology will evaluate alternatives relative to the program's goals. The proposed scope and methodology will be judged on its thoroughness and quality.

Planning projects that score highly will be those that: 1) demonstrate strong need for Transit in Parks program assistance because the site faces significant current or anticipated problems of traffic congestion, natural resources impact and visitor experience; 2) possess a strong methodology for assessing the visitor mobility and visitor experience benefits, environmental benefits, and financial sustainability and operational efficiency of multiple alternatives. The criteria are listed in the chart below.

If a project is late in the planning stage and multiple alternatives have already been eliminated, then it may be appropriate to address the anticipated benefits of the relevant project directly. Even in this case, it remains necessary to provide details on the methodologies planned and/or already used to assess these benefits.

Criteria for Planning Projects	Points	Weight
1. Demonstration of Need		50%
a. Visitor mobility & experience	(1-5)	
b. Environmental condition as result of existing transportation system	(1-5)	
2. Methodology for Assessing: Visitor Mobility & Experience Benefits of Project		15%
a. Reduced traffic congestion	(1-5)	
b. Enhanced visitor mobility, accessibility, and safety	(1-5)	
c. Improved visitor education, recreation, and health benefits	(1-5)	
3. Methodology for Assessing: Environmental Benefits of Project		15%
a. Protection of sensitive natural, cultural, and historical resources	(1-5)	
b. Reduced pollution	(1-5)	
4. Methodology for Assessing: Operational Efficiency and Financial Sustainability of Alternatives		20%
a. Effectiveness in meeting management goals	(1-5)	
b. Feasibility and sustainability of proposed budget	(1-5)	
c. Cost effectiveness	(1-5)	
d. Partnerships and funding from other sources	(1-5)	