



Carson City RTC – Status Report

December 20, 2012

Past, Present, and Future of RTC

- ▶ JAC Transit Service
- ▶ Bicycle and Pedestrian Facilities
- ▶ Street System
 - Carson City Freeway
 - Pavement Management System
 - Maintenance Activities
 - Revenues

Transit History – Carson City

- ▶ Carson City Community Transit (CCCT)
 - June 2002 to June 2005
 - General public demand response

- ▶ Jump Around Carson (JAC)
 - October 2005 to Present
 - Fixed route and ADA Complementary Paratransit (JAC Assist)

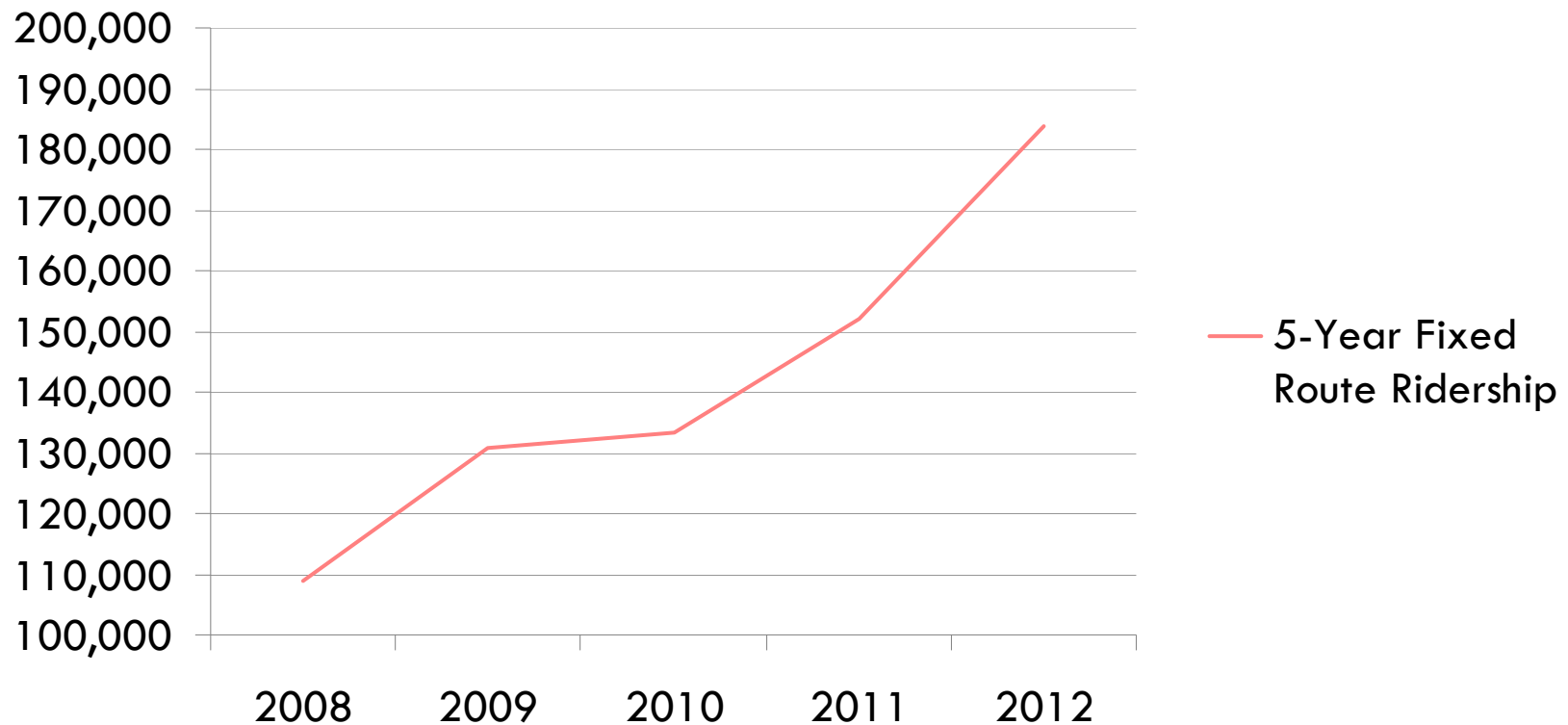
Transit Fixed Route Ridership

- ▶ 183,716 passenger trips in FY 2012
 - 21 percent increase over FY 2011
- ▶ All-time peak of 17,793 passengers in August 2012
- ▶ Average of 15 passengers per revenue hour for all routes in September 2012



Transit Ridership Growth

5-Year Fixed Route Ridership Growth



Transit Accomplishments



- ▶ Carson Area Metropolitan Planning Organization (CAMPO) achieving “Designated Recipient” and “Grantee” status in 2008
 - No longer a sub-recipient of Nevada Dept. of Transportation
 - Federal transit funds flow directly to Carson City
- ▶ Independent Living Grants from Nevada Aging & Disabilities Service Division
 - Partially underwrite Senior Bus Pass Program
 - Seniors now account for 39 percent of total fixed route ridership
- ▶ New website design, Routes & Schedules brochure, and bus/shelter advertising program
- ▶ Operated service with Storey County as a pilot project.



LEGEND

- ROUTE 1
- ROUTE 2A
- ROUTE 2B
- ROUTE 3
- POST OFFICE
- LIBRARY
- COMMUNITY CTR.
- SENIOR CENTER
- CITY HALL
- CAPITOL BUILDING
- HIGH SCHOOL
- MIDDLE SCHOOL
- ELEMENTARY SCHOOL
- COLLEGE
- PARK
- SHOPPING CENTER
- HOSPITAL
- CARSON CITY RESOURCES**
- 1 Nevada Department of Health & Human Services
- 2 Nevada Aging & Disability Services Division
- 3 Nevada Mental Health & Development Services
- 4 Nevada Child & Family Services
- 5 Nevada Division of Welfare & Supportive Services
- 6 Nevada Services for the Blind & Visually Impaired
- 7 Nevada Job Connect
- 8 Nevada Veterans Employment Service
- 9 Nevada Vocational Rehabilitation
- 10 Nevada Health Centers

DOWNTOWN TRANSFER PLAZA



Valley & Lake Express 21X

Carson City

Stataline Transit Center

For schedule information, please call 530-541-7149

Valley & Lake Express 19X

Carson City

Topsy Ln.

Minden Airport

Gardnerville Ranchos

For schedule information, please call 530-541-7149

RTC Intercity

Carson City

Stewart & Little

Fuji Park

Silver Sage & Clearview

Little & Stewart

Curry & 30th

Arrive Downtown Transfer Plaza

For schedule information, please call 775-248-7433

For more information call 775-841-RIDE or visit www.rideJAC.com

ROUTE 1 NORTH CARSON AREA

Leave Downtown Transfer Plaza	Roop & Washington	Senior Center	Hot Springs & Detail	Carson Tahoe Regional Medical Center	Hot Springs & Detail	Senior Center	Arrive Downtown Transfer Plaza
6:30	6:33	6:36	6:43	6:54	7:10	7:16	7:24
7:30	7:33	7:36	7:43	7:54	8:10	8:16	8:24
8:30	8:33	8:36	8:43	8:54	9:10	9:16	9:24
9:30	9:33	9:36	9:43	9:54	10:10	10:16	10:24
10:30	10:33	10:36	10:43	10:54	11:10	11:16	11:24
11:30	11:33	11:36	11:43	11:54	12:10	12:16	12:24
12:30	12:33	12:36	12:43	12:54	1:10	1:16	1:24
1:30	1:33	1:36	1:43	1:54	2:10	2:16	2:24
2:30	2:33	2:36	2:43	2:54	3:10	3:16	3:24
3:30	3:33	3:36	3:43	3:54	4:10	4:16	4:24
4:30	4:33	4:36	4:43	4:54	5:10	5:16	5:24
5:30	5:33	5:36	5:43	5:54	6:10	6:16	6:24

Shaded area operates on Saturday. Bold entries indicate PM times.

ROUTE 2A NORTH TOWN (CLOCKWISE) - WEST/EAST CARSON AREA

Leave Downtown Transfer Plaza	Fleischmann & Mountain	Western Nevada College	Hot Springs & Detail	Airport & U.S. 50	Health & Human Services	Roop & Washington	Arrive Downtown Transfer Plaza
6:30	6:33	6:39	6:48	7:02	7:16	7:20	7:24
7:30	7:33	7:39	7:48	8:02	8:16	8:20	8:24
8:30	8:33	8:39	8:48	9:02	9:16	9:20	9:24
9:30	9:33	9:39	9:48	10:02	10:16	10:20	10:24
10:30	10:33	10:39	10:48	11:02	11:16	11:20	11:24
11:30	11:33	11:39	11:48	12:02	12:16	12:20	12:24
12:30	12:33	12:39	12:48	1:02	1:16	1:20	1:24
1:30	1:33	1:39	1:48	2:02	2:16	2:20	2:24
2:30	2:33	2:39	2:48	3:02	3:16	3:20	3:24
3:30	3:33	3:39	3:48	4:02	4:16	4:20	4:24
4:30	4:33	4:39	4:48	5:02	5:16	5:20	5:24
5:30	5:33	5:39	5:48	6:02	6:16	6:20	6:24

Shaded area operates on Saturday. Bold entries indicate PM times.

ROUTE 2B NORTH TOWN (COUNTER-CLOCKWISE) - EAST/WEST CARSON AREA

Leave Downtown Transfer Plaza	Roop & Washington	Senior Center	Airport & U.S. 50	Hot Springs & Detail	Western Nevada College	Fleischmann & Mountain	Arrive Downtown Transfer Plaza
6:30	6:33	6:36	6:49	7:02	7:11	7:18	7:24
7:30	7:33	7:36	7:49	8:02	8:11	8:18	8:24
8:30	8:33	8:36	8:49	9:02	9:11	9:18	9:24
9:30	9:33	9:36	9:49	10:02	10:11	10:18	10:24
10:30	10:33	10:36	10:49	11:02	11:11	11:18	11:24
11:30	11:33	11:36	11:49	12:02	12:11	12:18	12:24
12:30	12:33	12:36	12:49	1:02	1:11	1:18	1:24
1:30	1:33	1:36	1:49	2:02	2:11	2:18	2:24
2:30	2:33	2:36	2:49	3:02	3:11	3:18	3:24
3:30	3:33	3:36	3:49	4:02	4:11	4:18	4:24
4:30	4:33	4:36	4:49	5:02	5:11	5:18	5:24
5:30	5:33	5:36	5:49	6:02	6:11	6:18	6:24

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ROUTE 3 SOUTH CARSON AREA

Leave Downtown Transfer Plaza	10th & Curry	Stewart & Little	Fuji Park	Silver Sage & Clearview	Little & Stewart	Curry & 30th	Arrive Downtown Transfer Plaza
6:30	6:35	6:39	6:50	6:57	7:10	7:14	7:24
7:30	7:35	7:39	7:50	7:57	8:10	8:14	8:24
8:30	8:35	8:39	8:50	8:57	9:10	9:14	9:24
9:30	9:35	9:39	9:50	9:57	10:10	10:14	10:24
10:30	10:35	10:39	10:50	10:57	11:10	11:14	11:24
11:30	11:35	11:39	11:50	11:57	12:10	12:14	12:24
12:30	12:35	12:39	12:50	12:57	1:10	1:14	1:24
1:30	1:35	1:39	1:50	1:57	2:10	2:14	2:24
2:30	2:35	2:39	2:50	2:57	3:10	3:14	3:24
3:30	3:35	3:39	3:50	3:57	4:10	4:14	4:24
4:30	4:35	4:39	4:50	4:57	5:10	5:14	5:24
5:30	5:35	5:39	5:50	5:57	6:10	6:14	6:24

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Transit Accomplishments

- ▶ Implementation of Dept. of Transportation (DOT) Americans with Disabilities Act (ADA) requirements
 - New policy and eligibility process
- ▶ Differentiation of vehicle fleet
 - Purpose-built vehicles for both JAC and JAC Assist
 - Introduction of low-floor vehicles into the fleet
- ▶ Introduction of Intelligent Technology into operations
 - Scheduling and vehicle management software
 - Real-time transit information to the public



Transit Future

- ▶ Planned Expansion at Fleet Services facility
 - Two new maintenance bays dedicated primarily to Transit
 - Shared use of new vehicle wash bay and other facilities
- ▶ Deal with additional ADA ridership
- ▶ Seek to increase service to keep up with proven demand
 - Geographical coverage
 - Service hours
 - Service frequency
- ▶ Seek additional non-Federal funding to leverage available Federal money



Bicycle and Pedestrian Improvements

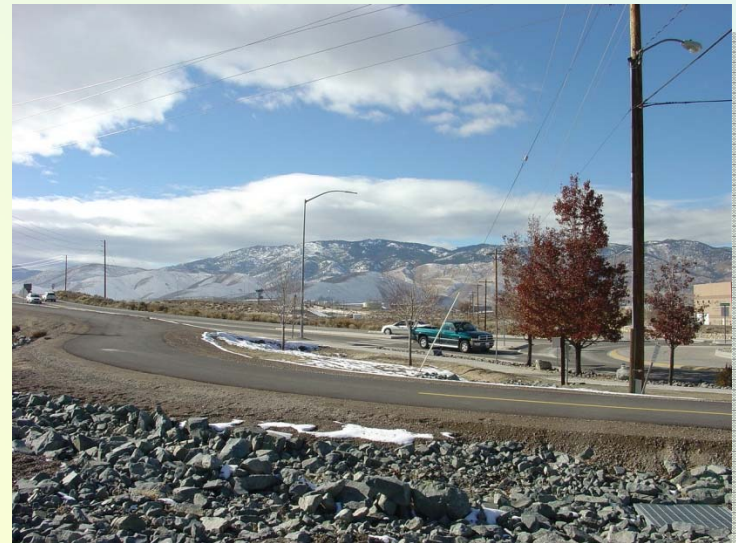
Significant Recent Improvements (Bicycle / Pedestrian)

- ▶ **Community Development Block Grant (CDBG)**
 - Neighborhood around Empire Elementary School
 - Downtown Washington Street
 - Long Street (near Saliman Road)
- ▶ **Safe Routes to School (SRTS)**
 - Off-street path by Eagle Valley Middle School (Moffat)
 - Radar signs near several schools



Significant Recent Improvements (Bicycle / Pedestrian)

- ▶ Transportation Enhancements (TE)
 - Hot Springs Road
 - East Fifth Street – Fairview Drive to Carson River Road
 - Goni Road – Arrowhead Drive to South Sutro Terrace
 - Roop Street – Winnie Lane to Northridge Drive
- ▶ Recreational Trails Program (RTP)
 - Off-street path by Public Works Corporate Yard
- ▶ Road & utility projects (w/FTA reimbursement when possible)
 - N. Stewart Street, Roop Street, Fairview Drive, Curry Street
 - Water main projects

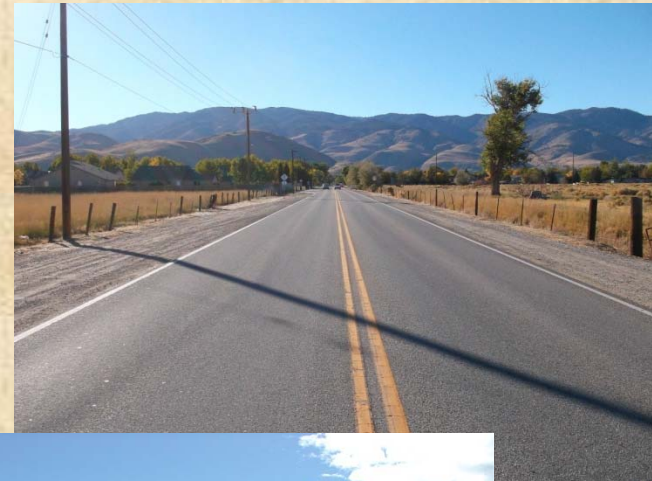


Current Needs and Expenditures on System Preservation (Bike/Ped)

- ▶ Current budget is \$50,000 in the streets fund for maintenance of sidewalks. This is significantly below estimated need of \$265,000 per year for maintenance.
- ▶ Substantial remaining need to make ADA-related improvements. Estimated need – \$10 mil – \$15 mil.
- ▶ Many improvements made through federal grant programs such as Federal Transit Administration (FTA) capital funds; Community Development Block Grants (CDBGs); Transportation Enhancements (TE) and Safe Routes to School (SRTS) – now consolidated in Transportation Alternatives Program (TAP).
- ▶ Target neighborhoods with high transit-dependent populations, near schools and senior housing, older neighborhoods most in need of improvements, areas with gaps in connectivity.

Short Range Future Bicycle/Pedestrian Projects

- ▶ Long Street by Health & Human Services (CDBG)
- ▶ East Fifth Street (TE)
- ▶ Hells Bells Road (SRTS)
- ▶ Silver Sage Drive (FTA)
- ▶ Miscellaneous sidewalk repairs (Streets Fund)



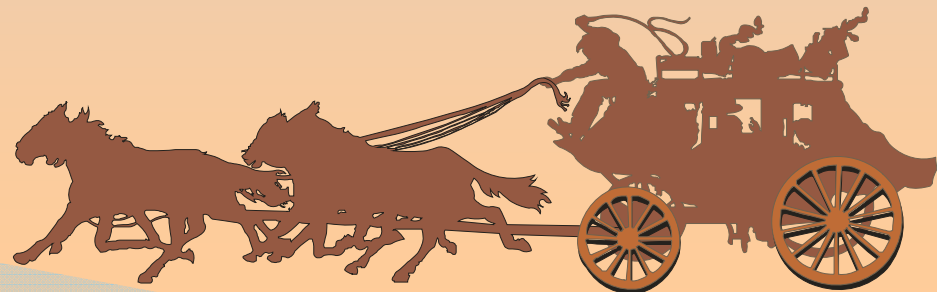
Bicycle/Pedestrian Projects– Planned/Potential Pending Funding

- ▶ William Street Path – Saliman to Gold Dust West (TE)
- ▶ Additional improvements with utility projects
- ▶ Extension of Freeway path south of Northridge Drive
- ▶ Improvements along Kings Canyon Road
- ▶ Improvements along Curry Street north of Rhodes Street
- ▶ Additional ADA–related improvements

Streets System

Carson City Freeway – Progress

- ▶ Phases 1A & 1B open to U.S. Highway 50 – 2006
- ▶ Phase 2A open to Fairview Drive – 2009
- ▶ Phase 2B-1 (bridges & drainage) – 2011
- ▶ Phase 2B-2 (bridge & drainage) – start late 2012 or early 2013, estimated cost: \$10 million
- ▶ Phase 2B-3 (substantial earthwork & sound walls) – pending, estimated cost: \$20 million
- ▶ Phase 2B-4 (roadway surface & interchange) – pending, estimated cost: \$70 million



Carson City Freeway Agreement

- ▶ Original agreement with NDOT on 4/1/97. Carson City to fund \$19M (plus interest) of Phase 1 of freeway through 5-cent increase in fuel tax.
- ▶ Amendment 1 (10/14/04) suspended payment for 3 years to allow for construction of improvements on Fairview Drive. City also agreed to fund additional \$15M for Phase 2 of freeway through 3-cents of fuel tax.
- ▶ 11/10/04 Board of Supervisors voted to remove sunset of 5-cent fuel tax to fund roadway projects into the long term future.

Carson City Freeway Agreement (continued)

- ▶ Amendment 2 (12/27/07) deferred 3-cent payment to 7/1/09 to complete Fairview Drive improvements and City agreed to take ownership of several State roads in lieu of remaining payments for Phase 1 (\$4.8M).
- ▶ Amendment 3 (9/4/09) provided for City to take over remaining State roads and forego pavement rehab of Carson Street by NDOT in exchange for a \$7.8M reduction in the \$15M owed for Phase 2 of freeway. Deferred 3-cent payment for remaining \$7.2M until completion of freeway.

Carson City Freeway – Landscaping Projects

- ▶ Carson City RTC has substantially completed a project to beautify the freeway from US 50 to the north.
- ▶ NDOT previously completed a landscaping project at E. Fifth Street overpass and at Fairview Drive interchange.
- ▶ Landscaping is included in the plans for the completion of the freeway – not as a subsequent, stand-alone project.



Carson City Freeway – Future

- ▶ Encourage completion of remaining phases
- ▶ Work with NDOT during the development and construction of freeway work – including on aesthetic treatments of storm water basin in south Carson City.
- ▶ Potential amendment regarding City's remaining \$7.2M obligation following completion of the freeway.

Pavement Management System

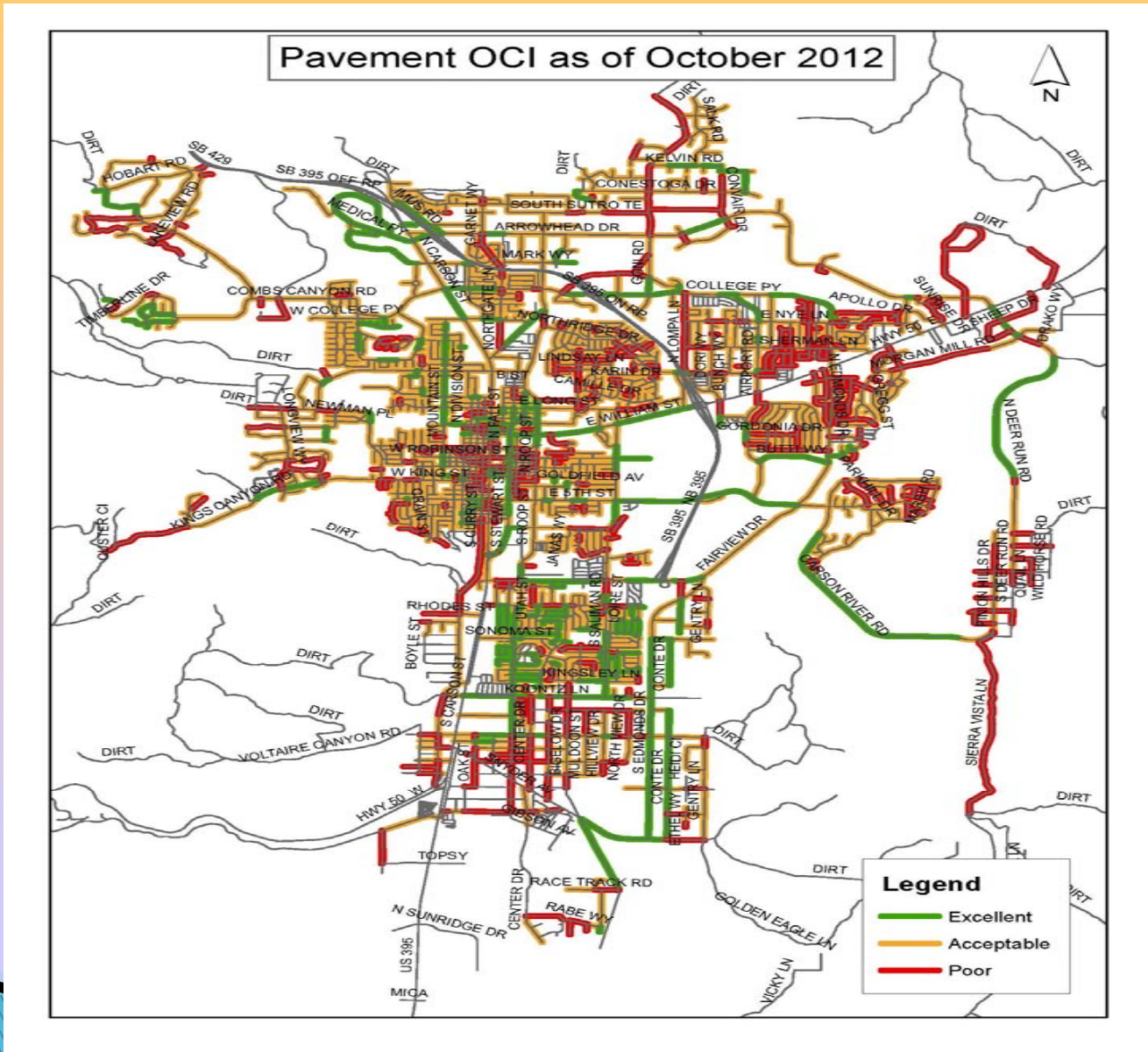
Maintenance of Street System

- ▶ The Street system of Carson City is a large, valuable asset – estimated reconstruction cost about \$140 million.
- ▶ Deterioration occurring constantly citywide – nature of any infrastructure asset.
- ▶ An updated pavement management system was developed in 2011.
 - Consistent data collected in 2011 regarding conditions of all pavements in Carson City
 - Overall Condition Index (OCI) determined by segment
 - 260 miles of roads – 76 miles (183 lane miles) of arterials and collectors and 184 miles (377 lane miles) of local streets (unpaved roads not included)

Current condition of Carson City Street System

- ▶ OCI is a scale from 0–100
 - Excellent: 85 – 100
 - Acceptable: 55 – 84.9
 - Poor: 0 – 54.9
- ▶ Current average OCI of all streets – 69.3
 - Arterials and collectors – 75.1, goal is 80
 - Locals – 65.7, goal is 70

Current Condition of Street System



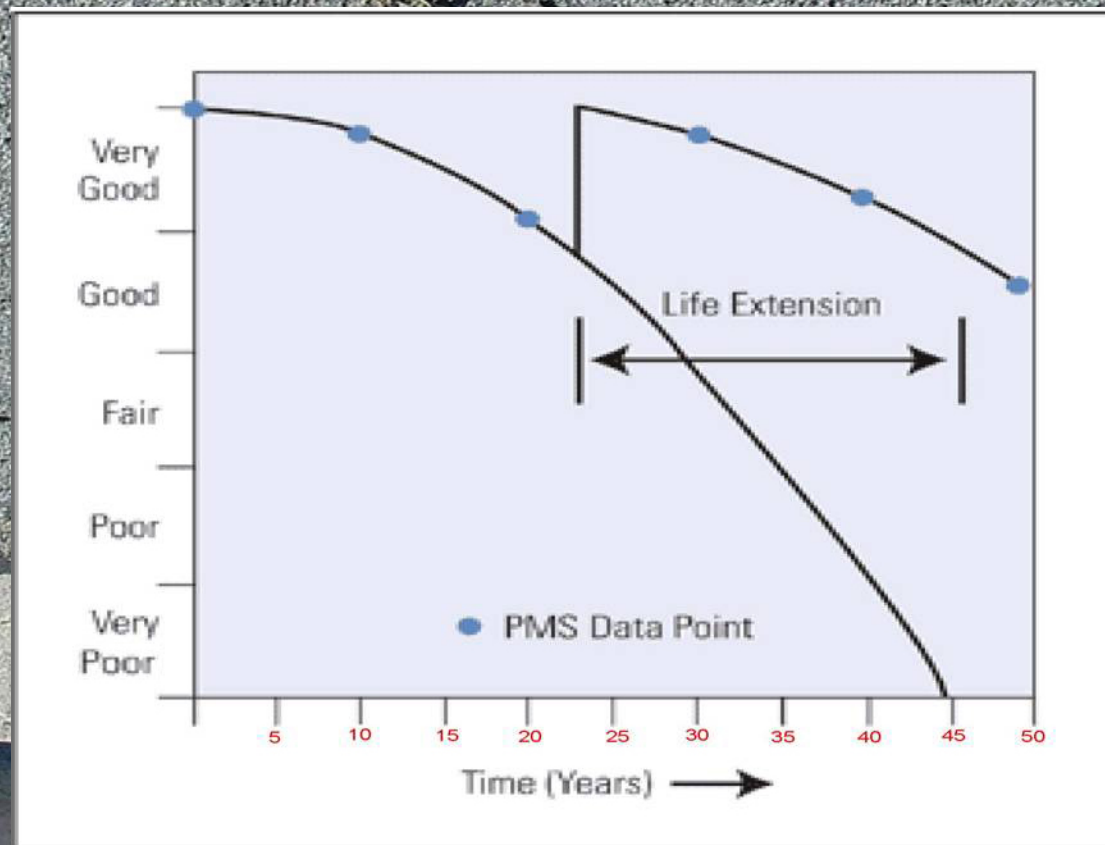
Pavement Management System – Inputs

- ▶ System is a complex one with many inputs and variables:
 - Road segment information
 - Surface type
 - Surface condition – distresses and ride
 - Maintenance activities
 - Type
 - Cost – current and inflation factor
 - Impact/benefit

Pavement Management System – Inputs (continued)

- Update history
- Coordination of activities
- Time frame of analysis
- Roads included in analysis (limit by functional class)
- Two primary methods to run
 - Budget-based
 - OCI- driven (target average condition)

Pavement Management System – Deterioration Curve



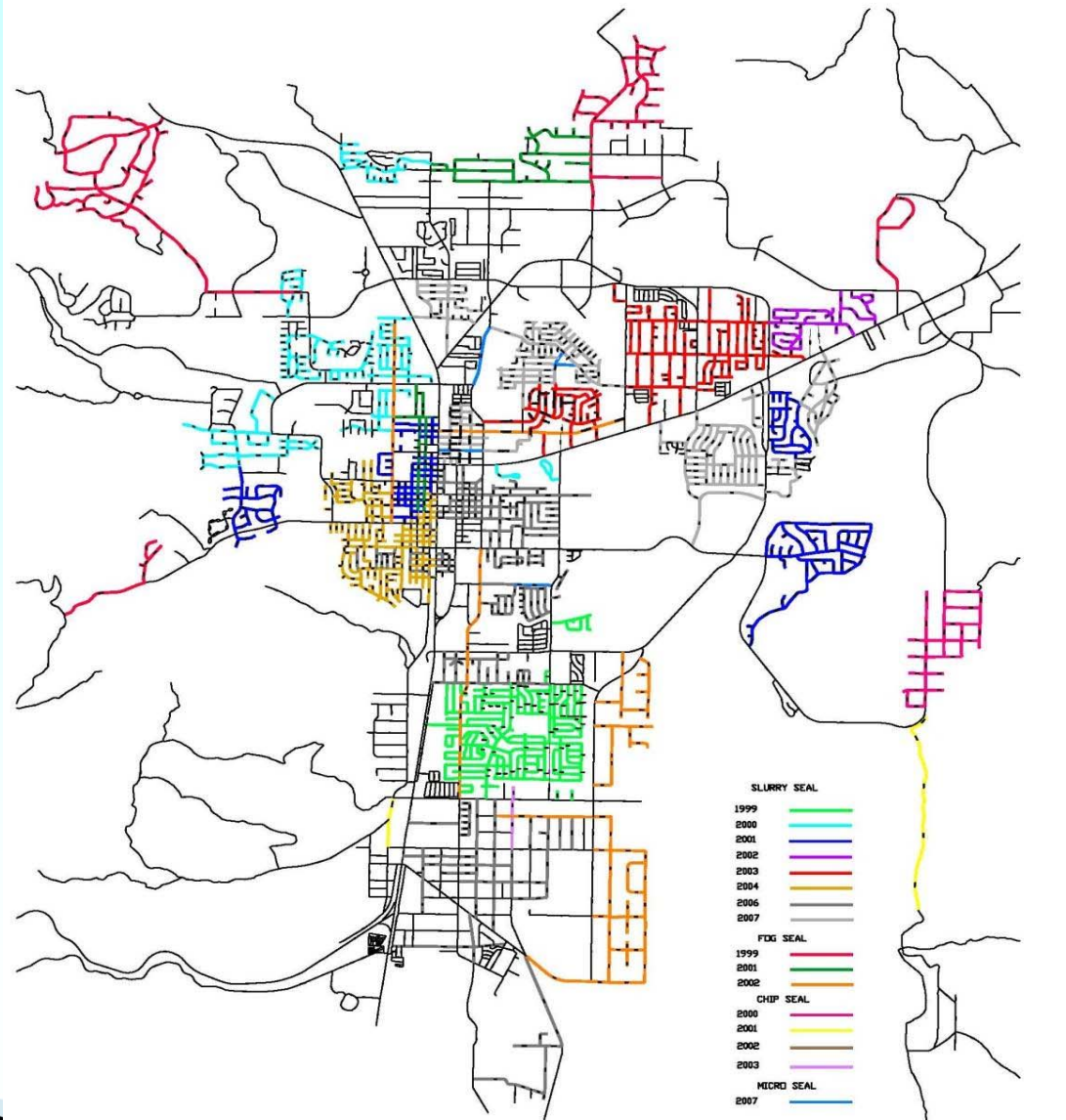
Pavement Management System Cost – Results



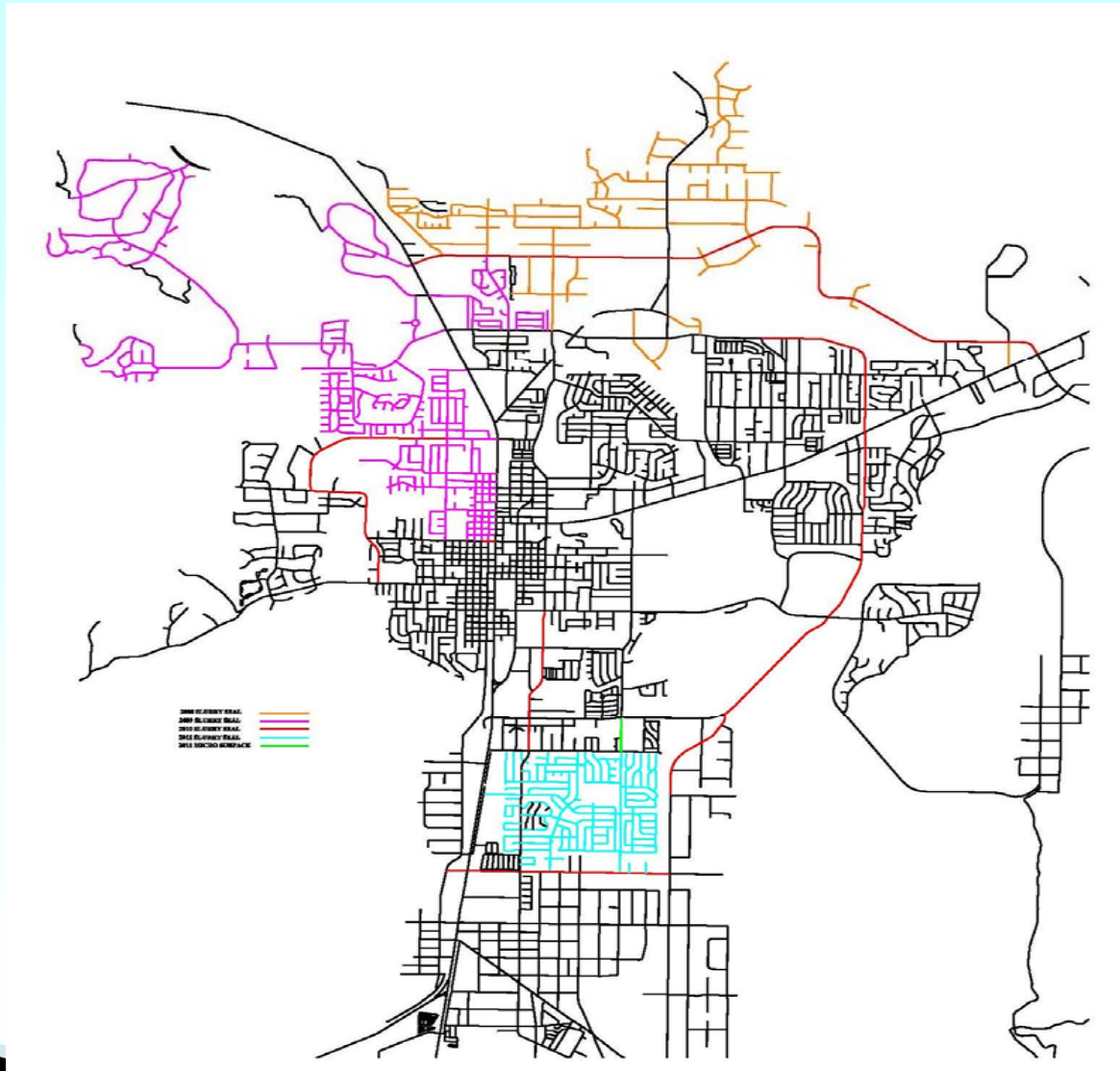
- ▶ Maintenance of current system important
 - Overall system deterioration slow, but individual segment deteriorate quickly if not maintained, and will accelerate system wide deterioration.
 - Estimated cost to maintain system (five year analysis)
 - Arterials and Collectors: \$700,000 per year
 - Locals: \$1,400,000 per year
- ▶ Total overall need is about \$2,100,000; spending \$900,000

Maintenance Activities

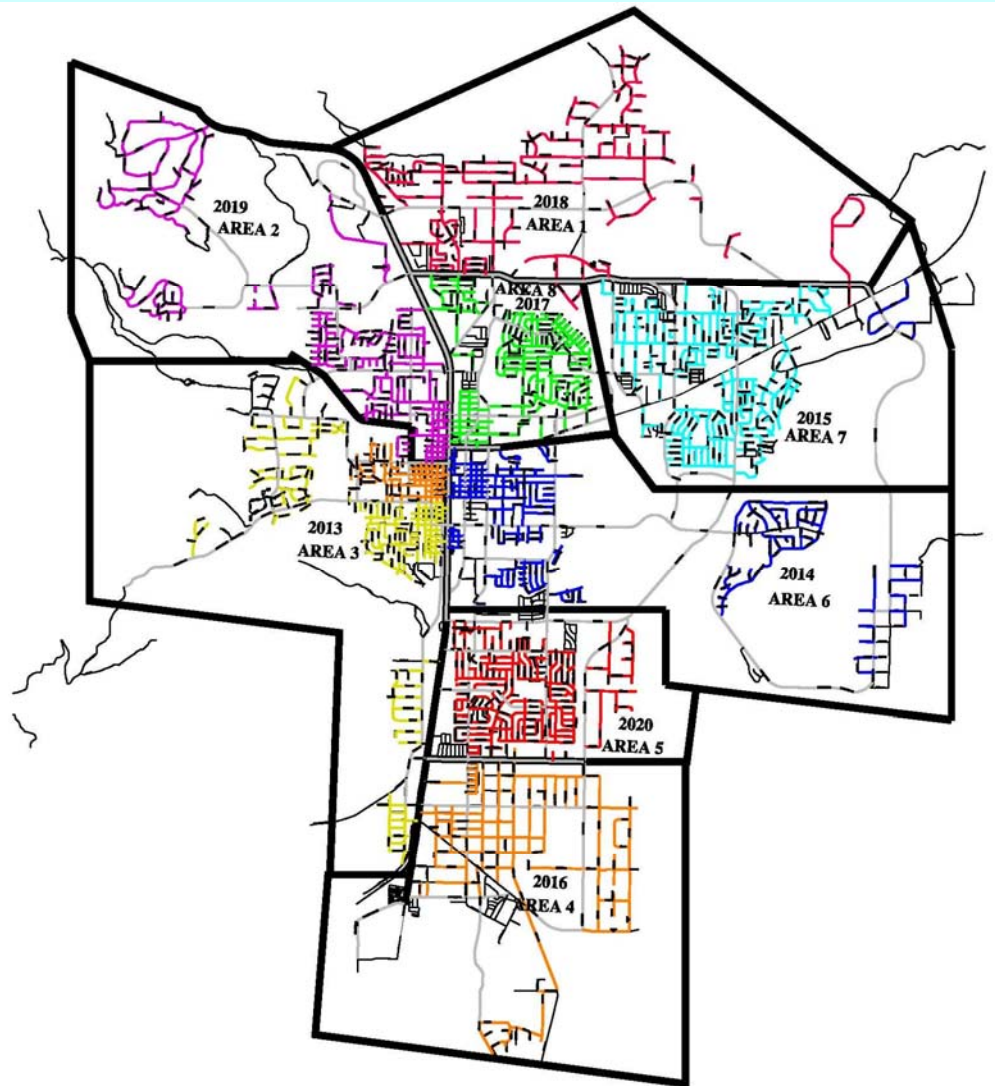
Street Sealing 1999-2007



Street Sealing 2008-2011



Sealing Schedule 2013-2020



Significant Recent Improvements (Roadways)

- ▶ Roop Street Phase I -2005
- ▶ Curry Street Phase I - 2007
- ▶ Fairview Drive - 2008
- ▶ Hot Springs Road - 2008
- ▶ Clearview Dr/Carson St Intersection - 2008
- ▶ Curry Street Phase II - 2009
- ▶ N. Stewart Street - 2010
- ▶ Eagle Station/Carson St Intersection - 2010
- ▶ Roop Street Phase II - 2011
- ▶ Other improvements through water projects:
Conte, Bigelow, Snyder, E. Robinson, Butti



Significant Road Projects 2008–2011

Timing of projects

- ▶ Very competitive bidding climate
- ▶ Reduced traffic levels
- ▶ Improved road network consistent with transportation plans
- ▶ Attractive bond terms
- ▶ Helped support local economy during difficult economic times



Current Revenues

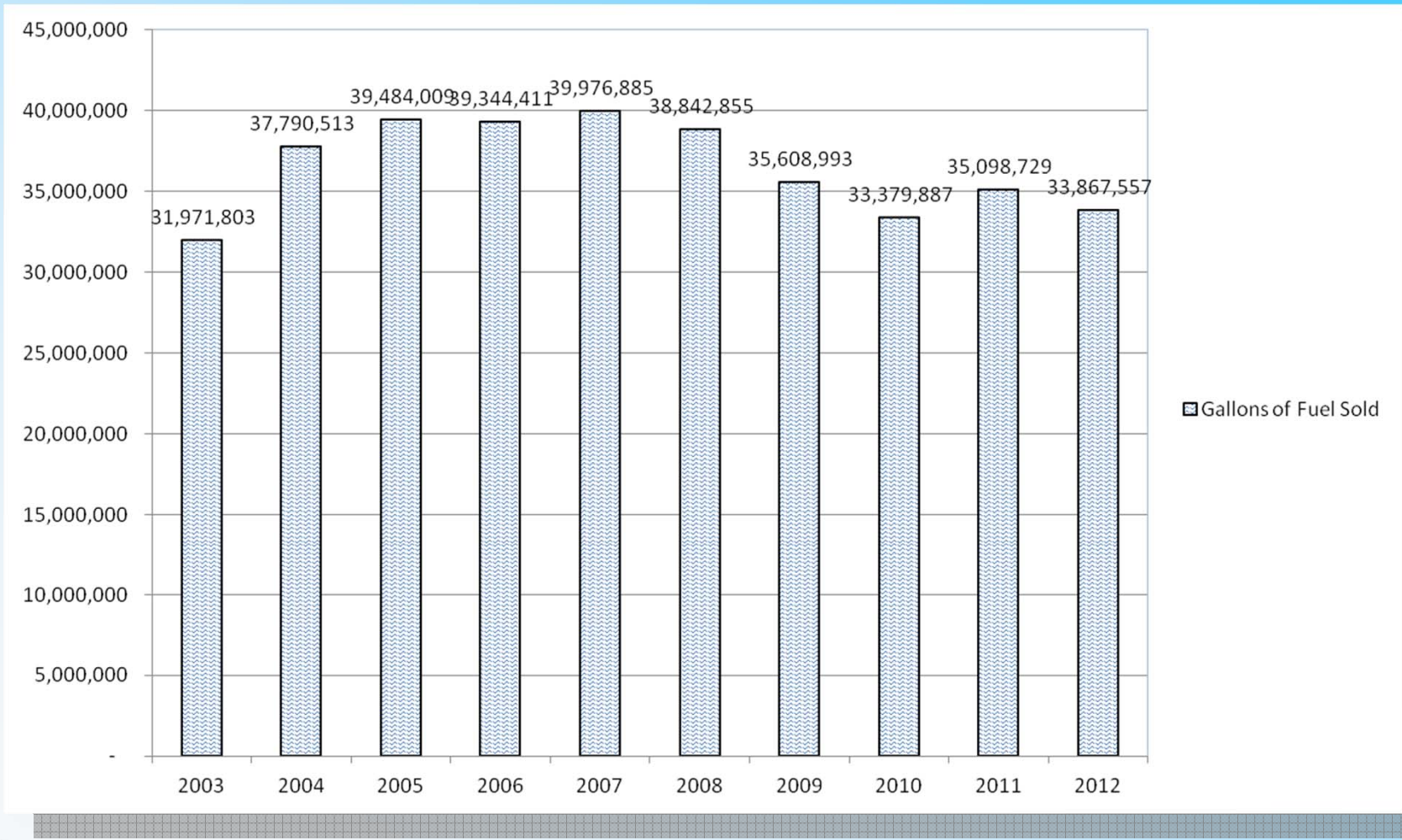


Primary Revenue Sources

- ▶ RTC : Motor Fuel Tax is Primary funding source for RTC Fund – 9 cents per gallon
- ▶ Street Fund:
 - Motor Fuel Tax – 6.35 cents per gallon (about 45 percent of Streets Revenue in FY12)
 - Sales Tax – ¼ cent citywide sales and use tax (about 55 percent of Streets Revenue in FY12)
- ▶ Other Motor Fuel Taxes Collected:
 - Federal – 18.4 cents
 - State – 18.455 cents



Amount of Fuel Sold in Carson City

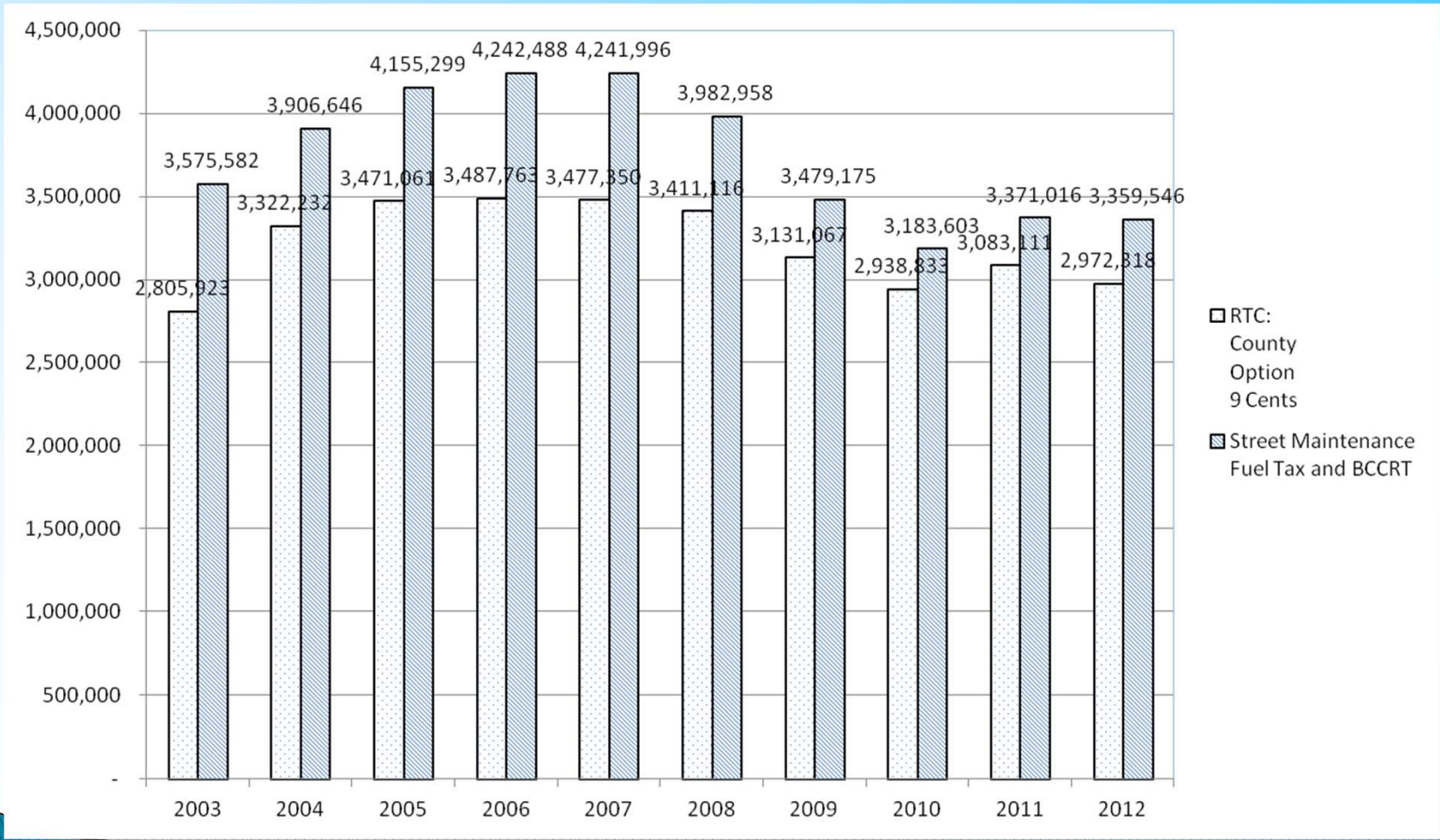


Fiscal Year

Why the Decrease in Fuel Sold?

- ▶ Carson City's decrease from 2007 to 2012 was 15.3%.
- ▶ Multiple factors, including:
 - Recession (reduced construction)
 - Traffic volumes down
 - Fuel efficient vehicles
 - Fuel prices

Revenues Reflect Fuel Sold and Sales Tax (Only Streets Fund Receives Sales Tax)



Fiscal Year

Current Needs and Expenditures on System Preservation

▶ Grants

- ARRA grant in 2010 provided for street maintenance activity of micropaving – done in lieu of that year’s annual slurry seal project
- Other grants have made, and will continue to make, improvements to the City’s multimodal transportation system, but they do not address pavement system preservation.

Highway Revenue Improvement Bond Commitments

- ▶ Total Annual Cost of Repayment of All Bonds in FY 2013: \$1,718,435
 - Expires FY 2015, Original Issue 2003: \$5,785,000 (partially refunded 9/2012) \$810,000 still outstanding, FY 2013 Annual Cost: \$285,450
 - Expires FY 2024, Original Issue 2012: \$3,140,000, FY 2013 Annual Cost: \$136,205, increases to \$425,305 in FY 2016
 - Expires FY 2028, Original Issue 2008: \$9,055,000, Annual Cost: \$648,843
 - Expires FY 2030, Original Issue 2010: \$7,900,000, Annual Cost: \$647,938

Revenue Options

Alternatives for Increasing Gas Tax



- ▶ Index Gas Tax – annual increase based on CPI or PPI
 - CPI – Revenue increase of about \$134,000/year
 - PPI – Revenue increase of about \$1,057,000/year

Alternatives for Increasing Gas Tax (continued)



▶ Index Gas Tax

- CPI and PPI each require vote of the people.
- PPI implementation would require change to state law (population threshold change).
- Nearby example is Washoe County, which used CPI and now uses PPI.

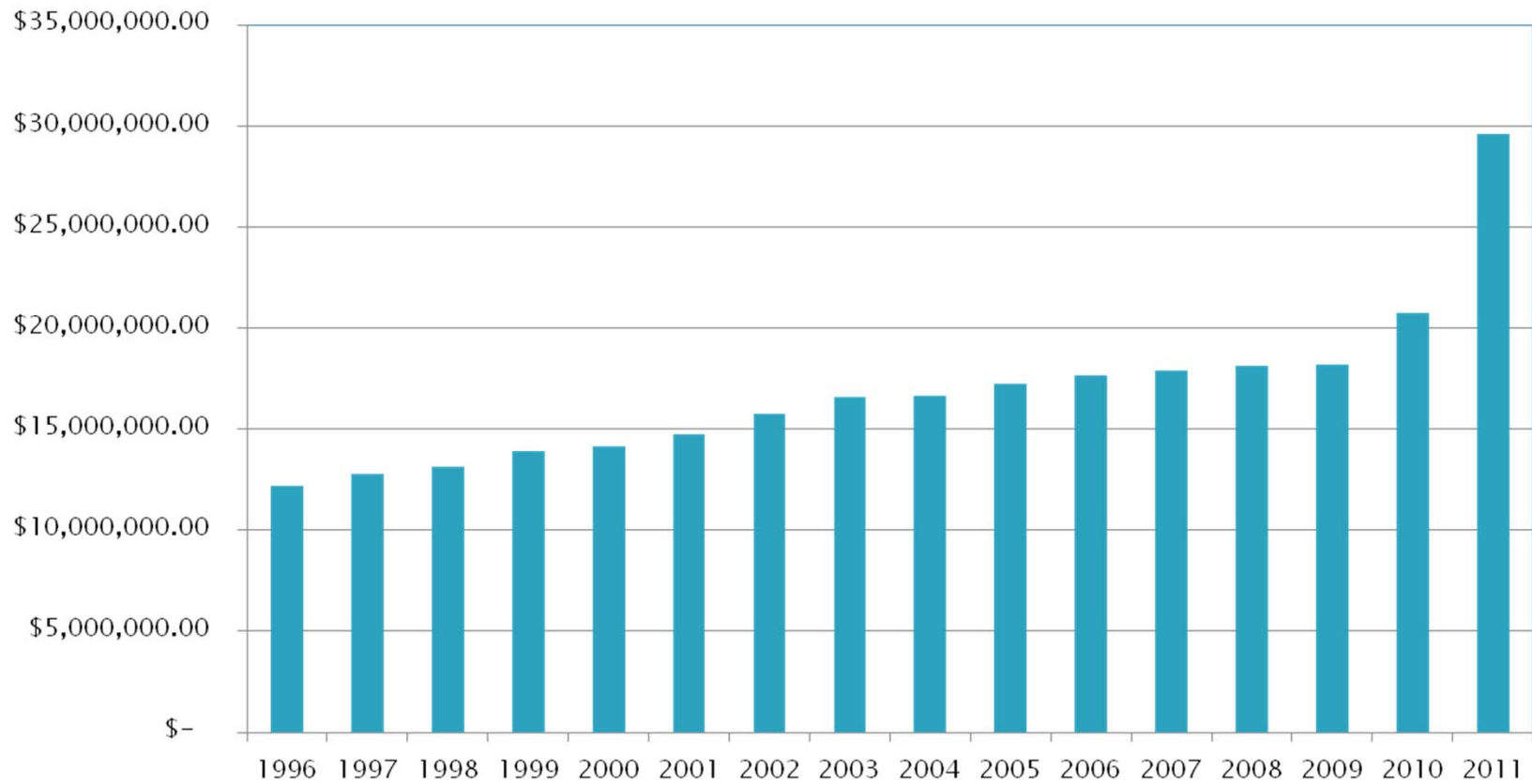
Washoe County – Motor Fuel Tax Changes



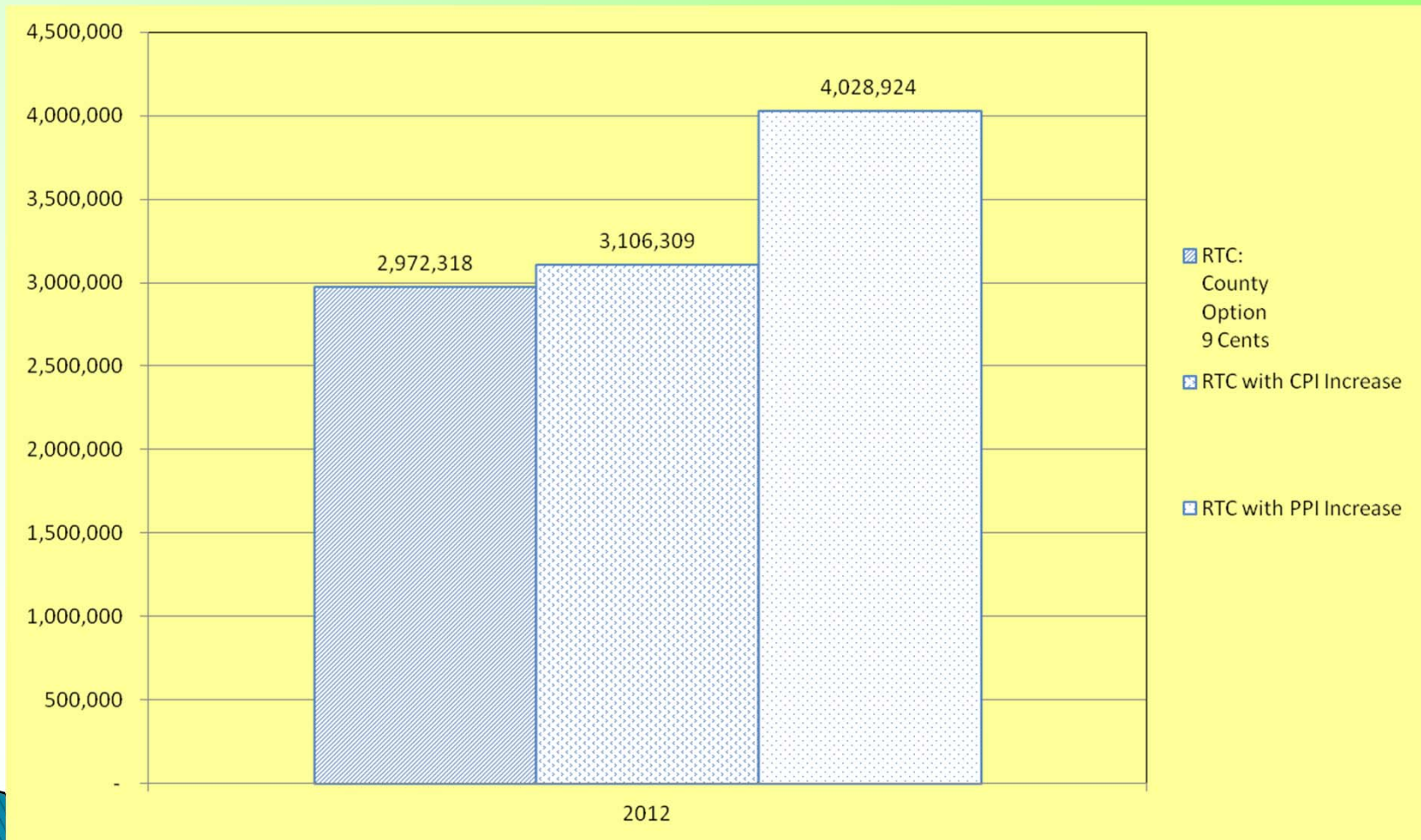
- ▶ Implemented increases in fuel tax per gallon allowed under Nevada law (consumer price index)
 - Approved by voters
 - Modest increases implemented beginning in October 2003 – Increases averaged 0.26 cents per year
- ▶ Pursued a change in Nevada law to allow for indexing of gas tax to PPI (producer price index)
 - Approved by voters
 - More substantial increase implemented in April 2010
 - 2.9 cents in 2010
 - 2.6 cents in 2011

Washoe RTC Revenue Increase Resulting in Improved Road System and Creating Jobs

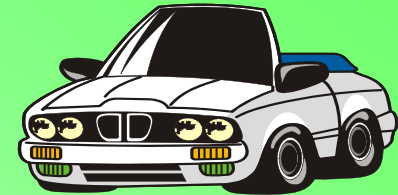
Washoe RTC Fuel Tax Revenue



Carson City RTC Revenue – if Indexing had been Implemented



Government Services Tax



- ▶ State law allows the implementation of a tax of no more than 1% on the value of vehicles
 - Collected at annual vehicle registration in addition to existing costs
 - Increases with vehicle value per statute
 - Requires vote of the people
 - Currently implemented by Churchill County and previously used by White Pine County
 - Revenue increase would be about \$1,170,000/year.

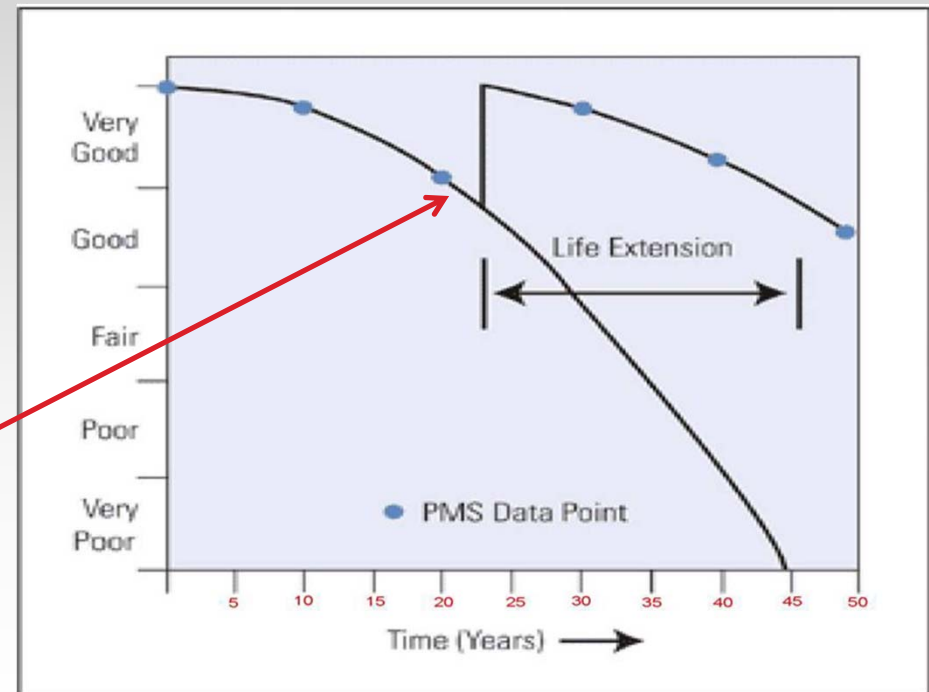
Sales Tax for Infrastructure

- ▶ Under State law, the City can levy a sales tax of up to 1 / 4 cent to fund infrastructure.
- ▶ 1 / 8 cent has already been levied to support the V & T
- ▶ 1 / 8 cent additional could be levied by the Board of Supervisors and be used for street maintenance activities.
- ▶ The estimated amount of revenue that would be generated by such an increase is about \$950,000 per year.

“Do Nothing” Revenue Alternative

- ▶ Without additional revenue, overall pavement conditions will continue to deteriorate.
- ▶ Deterioration will not be consistent – “spot” failures will require more costly replacement.
- ▶ The rate of deterioration will accelerate as the pavements are not maintained adequately.

Approximate
Status of many roads
in Carson City





Questions???