



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

**Alternative Transportation in the Parks and Public Lands Program
Project Proposal for Fiscal Year 2007 Funds – Implementation Project**

BASIC PROJECT INFORMATION			
Project Name (Please provide a 1-2 sentence description of the project):			
<p>Lee Canyon Demonstration Shuttle Bus System. This pilot project will test the market support and provide operational data for a ski season shuttle service from Las Vegas, Nevada to the Las Vegas Ski & Snowboard Resort, located on the Spring Mountain National Resource Area.</p>			
Proposed Funding Recipient: US Forest Service			
Public land unit(s) involved: Humboldt-Toiyabe National Forest Spring Mountain National Recreation Area		<u>Location of Project</u> City:Las Vegas County:Clark State: Nevada Congressional District: 3	
Federal Land Management Agency managing the above unit(s): <input type="checkbox"/> Bureau of Land Management <input type="checkbox"/> Bureau of Reclamation <input type="checkbox"/> Fish and Wildlife Service <input checked="" type="checkbox"/> Forest Service <input type="checkbox"/> National Park Service		Type of Implementation Project: (Planning projects, please use the alternate form) <input checked="" type="checkbox"/> Bus <input type="checkbox"/> Vehicle replacement <input type="checkbox"/> Tram/Trolley <input type="checkbox"/> Boat/Ferry/Dock <input type="checkbox"/> Rail <input type="checkbox"/> Non-motorized (e.g., bicycling/pedestrian trail) <input type="checkbox"/> Other (e.g., Intermodal facility, ITS) Describe:	
<input checked="" type="checkbox"/> Proposal is for a new alternative transportation system where none currently exists. <input type="checkbox"/> Proposal is for an expansion or enhancement of an existing alternative transportation system. <input type="checkbox"/> Proposal is for rehabilitation of or replacement of vehicles or facilities for an existing alternative transportation system.			
ATPPL Funding Requested during FY 2007 \$ 168,300		Total Project Capital Cost at Completion (All sources) \$ 168,300 (1 st demonstration year)	
Were you awarded FY 2006 ATPPL funds? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If answer "Yes," please provide amount awarded: \$			
Do you plan to request additional ATPPL funds in future years? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (Note: If you wish to compete for future ATPPL fiscal year funding you must reapply). If answer "Yes," please specify ATPPL proposed funding levels for out years below:			
FY 2008 \$ 140,300	FY 2009 \$ 399,000	FY 2010 \$	
FY 2007 Funding Amounts from sources other than ATPPL funds? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If answer "Yes," please specify funding levels per source below:			
State \$	Local \$	Federal (other than ATPPL) \$	Private sources \$ 44,600

CONTACT PERSON

Name: Hal Peterson

Phone: (702) 839-5572

Position: Middle Kyle Complex Project Manager

E-mail: hapeterson@fs.fed.us

Address: US Forest Service, 4701 North Torrey Pines Drive, Las Vegas, NV 89130

OTHER PROJECT SPONSORS (in addition to funding recipient)

Las Vegas Ski/Snowboard Resort

REQUIREMENTS

- If a State, Tribal, or local government entity is proposing the project, the applicant has contacted the manager of the federal land unit(s) and has the consent of the Federal land management agency or agencies affected.
- The project is consistent with the metropolitan and statewide planning process.
- The project is consistent with agency plans.
- If this is an implementation project, all reasonable alternatives, including a non-construction option, were analyzed before proposing this project.

BASIC PROJECT DATA

Number of Visitors (Annual):
Spring Mountain National Recreation Area - 1.9 million (SMNRA Transportation Study, Sept 2005)

Daily Number of Visitors (Peak season):
SMNRA - 8,000 persons (SMNRA Transportation Study vehicle occupancy percentages applied to 50% of 6600 vehicle peak visitation day).

Las Vegas Ski/Snowboard Resort (LVSSR) - 60,000 persons

LVSSR - 1,300 persons.

Average Number of Vehicles per Day at Peak Visitation:
SMNRA - 3300 vehicles (assumed 50% of 6600 peak visitation day due to lack of average peak visitation vehicle traffic count data, see attached New Year's Day photo)

LVSSR - 700 vehicles (see attached photo)

Current Road Level of Service at Peak Visitation
SMNRA - Level of Service normally A or B, however Kyle Canyon experienced a Level E with a 45.1 second delay on a winter weekend in 2003 (SMNRA Transportation Study). On New Years Day 2005, Kyle Canyon Road was over capacity (see attached photo).

LVSSR - Level of Service normally A or B, however Lee Canyon experienced a Level C with a 17.3 second delay on a winter weekday in 2003 (SMNRA Transportation Study). At peak visitation, the ski resort parking is at capacity (see attached photos).

(Please consult guidance where available on determining this variable. You may also use observational accounts or pictures to provide an assessment of this datum for FY 2007 proposals).

What time of the year does your land unit experience Peak Visitation?

- Spring Summer Fall Winter

Current Carrying Capacity of Existing Roads:
2,500 vehicles/day (Middle Kyle Canyon Framework Plan, August 2005)

Current parking shortages during peak visitation:
SMNRA - estimated 1500 spaces assuming 50% of average peak visitation vehicles need parking at the same time and using all available spaces

LVSSR - 245 spaces

Current Average Number of Persons who use the alternative transportation system (if one already exists) at Peak Visitation:
n/a (average number of visitors/daily at peak)

Current Annual Number of Persons who use the alternative transportation system (if one already exists):
n/a (anticipated number of riders or users/annually)

Estimated Annual Number of Persons who will use the alternative transportation system at project completion: 2268 persons during weekends and holidays of the 1st demonstration winter ski season (anticipated ridership/usage)

Is there an anticipated reduction in auto collisions with large animals with this project?

Yes No

If "Yes," please provide anticipated reduction: 1 collisions/year in Lee Canyon

BASIC PROJECT DATA (CONTINUED)

Is there an anticipated increase in porous surface with this project? Yes No

If "Yes," please provide anticipated area of increase: square feet

Is there an anticipated increase in wildlife habitat connectivity? Yes No

If "Yes," how many acres would be connected by the project? acres

Is there an anticipated increase in air clarity measures (e.g., visitors' visual experience) for the land unit as a result of this project? Yes No

If "Yes," please explain: A shuttle system would reduce the number of personal vehicles traveling in Kyle and Lee Canyons. Fewer vehicles would reduce congestion and vehicle idling time improving air clarity by lessening vehicle emissions.

Is there an anticipated reduction of visual impact of parking and roads on visitor experience?

Yes No

If "Yes," please explain: A shuttle system would reduce the vehicle congestion making the visitor experience more enjoyable by changing the landscape from a sea of vehicles to the natural environment that visitors seek.

Is there an anticipated reduction of visual or noise impacts of transportation facilities on visitor experience?

Yes No

If yes, please explain: Traffic congestion creates noise and frustrated drivers. Reducing the congestion would provide the visitor a quieter and less stressful environment for a more enjoyable experience.

Executive Summary

Please provide an executive summary of your proposal that is no more than one page in length.

The Spring Mountain National Recreation Area (SMNRA) is a popular destination for visitors and residents of Las Vegas. The current estimated annual visitation is about 1.9 million people. Located in close proximity to the Las Vegas metropolitan area, the cooler temperatures and forest environment of the SMNRA provide a relaxing relief from the hot summer temperatures of Las Vegas. Visitors can enjoy activities such as hiking, camping, horseback riding, mountain biking, and picnicking. During the winter months, visitors can enjoy ski/snowboard and snow playing activities. Also located within the SMNRA (in Kyle and Lee Canyons), is the community of Mt. Charleston which is home to 300 permanent residents, the Mount Charleston Hotel, the Mount Charleston Lodge, and the Las Vegas Ski/Snowboard Resort. Kyle Canyon Road (State Route 157) and Lee Canyon Road (State Route 156) both of which connect to Highway 95 provide the main access to this area. Deer Creek Road (State Route 160) connects Kyle Canyon and Lee Canyon roads at the upper end of the canyon. Traffic congestion is a growing problem. On New Years Day in 2005, over 6600 vehicles entered the SMNRA (see attached photo). This is a common problem, especially during holidays and special events. The high traffic volumes cause traffic delays, illegal roadside parking, vehicle/pedestrian conflicts, and other safety concerns which have an adverse effect to the visitor experience and the area's natural resources. The SMNRA was designated to conserve the health, diversity, and beauty of the ecosystem; protect American Indian cultural uses and heritage resources; avoid disruption to users; and provide additional opportunities for recreation. As the areas visitation continues to increase with the growing population, the traffic congestion problem and impacts to the ecosystem will worsen.

This demonstration project proposes partnering the Forest Service with the Las Vegas Ski/Snowboard Resort to provide a shuttle system from Las Vegas to the resort during the peak visitation winter months (Thanksgiving weekend to spring break). This pilot project would start small with the first season's operation to run only during the winter weekends and holidays to develop an understanding of the resources and revenue necessary to sustain a transit system and to test the market support for longer term and expanded service. Based on knowledge gained during the first season of operation, service may be expanded. It is anticipated that the demonstration project would run for two or three winter seasons before implementing the shuttle system.

The Las Vegas Ski and Snowboard Resort, which operates under a special use permit from the Forest Service, is located 45 minutes north of Las Vegas and has an annual visitation of about 63,000. Access to the resort is via State Route 156 (Lee Canyon Road). The resort has 4 lifts with 11 trails which can accommodate 3500 skier/snowboarders per hour. Paved parking is limited to 355 spaces and due to environmental constraints there are limited opportunities to expand parking capacity. Located near the resort is a very popular snow play area. Snow play users often park at the resort limiting the available parking for the resort users. Management of the resort parking becomes necessary, especially during a holiday weekend, resulting in snow play users having to park in undesignated areas alongside the roadway adversely affecting the canyons sensitive natural resources. Safety is also a concern as the congestion creates opportunities for accidents.

The resort will partner with a local hotel/casino (such as the Santa Fe Station Hotel & Casino) or other similar facility located in northern Las Vegas, providing a link to the Citizen Area Transit (CAT) city bus system, to serve as a park and ride hub for the demonstration project. At the time of this application filing, contact has been made with the Santa Fe Station Hotel & Casino but commitments have not been finalized. The resort will also perform a market survey to obtain feedback from users on desirable features of an expanded transit system. The result of this pilot project will be a short-term alternate transportation system for the public to access the ski resort while gaining valuable experience with transit within the SMNRA, resulting ultimately in a long-term solution to the areas growing transportation problems.

Project Description

What activities would be funded by the requested ATPPL financial assistance? Please provide a project description that is no more than one page in length. You may attach up to two pages of maps or other illustrations that do not count towards the page limit.

The activities that would be funded during this initial phase of the pilot project include:

1. Leasing one - 24 passenger and two -14 passenger accessible buses that can accommodate skiers and their gear and are designed for the sustained adverse grades and winter road conditions of Lee Canyon. The LVSSR will partner with a local hotel/casino or other similar facility to serve as a park and ride transit station and also with a local bus company to provide backup buses should additional buses be needed unexpectedly. Initially, a pass system is planned to determine rider ship and to develop a scheduling system what would be convenient for skiers and efficient to operate.
2. Production of brochures to inform riders of the shuttle system. The brochures would be displayed at the ski resort, the transit station, and distributed throughout the community.
3. Lease of equipment to allow communication between buses.
4. Lease of an enclosed shuttle stop structure at LVSSR.

Alternative Transportation in the Parks and Public Lands Implementation Evaluation Criteria

(There are separate evaluation factors for planning projects. Use the planning project proposal template for planning projects.)

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

Your responses to these questions must total no more than eight pages.

Implementation Evaluation Factors:

1. Demonstration of Need

- a. Visitor mobility and experience:** Describe the site's current and/or anticipated transportation problem or opportunity for improvement. Please cite documentation in agency plans and other reports to support your description. You should include information on issues such as traffic congestion, traffic delays, parking shortages, difficulty in accessing destinations, safety issues related to traffic, lack of access for persons with disabilities, lower incomes, or without cars, and visitor frustration.

Snow attracts thousands of Las Vegas residents and visitors to the Kyle and Lee Canyons every winter to recreate at the ski and snow play areas. The close proximity of the canyons to Las Vegas makes a day of fun in the mountains a very popular weekend activity. According to Nevada Department of Transportation records, the average annual daily traffic volumes to Kyle Canyon is about 1,300 vehicles per day and 300 vehicles per day to Lee Canyon. Visitation is especially high in the winter when snow is present. (Spring Mountain National Recreation Area Transportation Study, Final Report, September 2005). Parking is very limited in the canyons. The only designated parking near the most popular snow play area is designed for 90 vehicles. Many people sled anywhere they find a snow-covered slope and a space to pull off the road (see attached photo). The roads are windy in places with limited sight distance. Icy roads create a hazard for those not experienced at driving under these conditions. Visitors often walk on roadways unaware of oncoming traffic. This has resulted in traffic congestion, illegal roadside parking, vehicle/pedestrian conflicts, accidents, emergency response delays and other issues which negatively affects the visitor experience and creates a safety problem. The traffic issues have been a concern of the Nevada Department of Transportation for many years (see attached letter of support). Attempts to regulate traffic through signs have been ignored resulting in accidents. Residents are affected by the congestion and hazardous road conditions when inexperienced drivers cause property damage (see attached Las Vegas Metropolitan Police Department letter of support). A winter snow storm can turn the highways into a parking lot restricting access for residents and emergency vehicles.

In 2002, a comprehensive transportation study for the SMNRA commenced, developed by the Federal Highway Administration, in collaboration with the US Forest Service, Nevada Department of Transportation, Regional Transportation Commission of Southern Nevada, Clark County, Nye County, the public and other stakeholders to address the transportation-related issues in Kyle and Lee Canyons. Completed in September 2005, the Transportation Study recommended a shuttle system as a potential alternative transportation opportunity to relieve congestion in the SMNRA. In December 2006, an inter-agency Transportation Assistance Group (TAG) performed a field investigation of the SMNRA transportation infrastructure and operations. Using the SMNRA Transportation Study and other reports, the TAG team offered several recommendations one of which included a demonstration transit service project, in cooperation with the Las Vegas Ski/Snowboard Resort, to gain operational and fiscal experience with transit within the SMNRA. Concurrently, the Forest Service has recently awarded a professional services contract to analyze financial implications and identify funding opportunities to address transportation/transit concerns in Kyle and Lee canyons. This demonstration project and ongoing Alternate Transportation System planning efforts will foster a greater understanding of the factors that will lead to a successful permanent system and build public support by providing a shuttle service that will accommodate all needs of the Las Vegas population including visitors, people with disabilities, low income, and those without access to a vehicle.

- b. Environmental condition as a result existing transportation system:** Describe the site's current or anticipated problem or opportunity for improvement of the environment in this area. Please cite documentation in agency plans and other reports to support your description. You should include information on current or anticipated problems such as

air pollution, noise pollution, run-off, water quality, harm to vegetation and wildlife, and other impacts or stressors on natural, cultural and/or historic resources caused by the existing transportation system.

The Spring Mountain Natural Resource Area provides habitat for more than 57 rare and sensitive plants and animals of which 23 species are endemic and found only in this area. The most sensitive habitat areas are in the upper Kyle and Lee Canyons where most of the recreational activities occur. One of the objectives stated in the SMNRA General Management Plan for the developed canyons is to conserve the health, diversity, integrity, and beauty of the ecosystem. In addition, management of the area is guided by the Multiple Species Habitat Conservation Plan (MSHCP). The Conservation Agreement, included in the MSHCP, places stringent requirements of the Agency on protection and restoration.

The population of Las Vegas, estimated at 1.6 million in 2004, is expected to grow to almost 3 million by the year 2035. The demand for recreation opportunities within the SMNRA will continue to increase. As the number of personal vehicles that are driven to the canyons rise so will the air and noise pollution. Parking outside of designated areas will continue causing further adverse impacts to the natural resources. Environmental restrictions and topography prevent expansion of the existing transportation system to accommodate the increasing number of vehicles and expanded parking capacity. Opportunity for accidents with people and animals will grow as traffic congestion worsens.

The experience gained by this demonstration project will provide the knowledge to develop an expanded shuttle system which visitors will want to use. Access to more recreation opportunities throughout the SMNRA will be provided reducing the concentration of people and vehicles in the biological hotspots reducing impacts to those environmentally sensitive areas.

2. Visitor Mobility and Experience Benefits

- a. Reduced traffic congestion:** Describe *how* this project will mitigate the impact of traffic congestion or enhance current visitor travel conditions. In order to respond to this question, please include (where applicable) a description of how this project will:
- Reduce the average number of daily motorized vehicle trips during peak visitation with project implementation. (This is estimated based on anticipated alternative transportation system usage at completion and the typical number of passengers per vehicle); *and*
 - Decrease or mitigate time lost to traffic delays.

Initially, during the first operational period of this demonstration project, traffic congestion will be reduced by 130 vehicles/day, based on 1300 persons/day at peak visitation to the ski resort, an average vehicle occupancy of 2.5 persons/vehicle, and a 25% rider ship. The information gained from the first demonstration year will be used to improve or expand the system the second year to further reduce the daily motorized vehicle trips. Reduction of traffic volume and congestion will decrease time lost to traffic delays.

The experience gained from the demonstration project will be used to guide decisions toward development of an expanded transit system throughout the SMNRA that is financially and environmentally sustainable and meets the needs of the Forest visitors.

- b. Enhanced visitor mobility, accessibility, and safety:** Describe *how* the implementation of this project will improve or maintain visitor mobility, access and safety. In order to respond to this question, please include (where applicable) a description of:
- Benefits that the project would have in easing visitor travel to destinations and decreasing visitor inconvenience;
 - Improved access for persons with disabilities;

- Improved access for individuals with lower incomes or without cars;
- Anticipated impacts on vehicle accident rates or property loss;
- Anticipated impacts on visitor safety in cases of catastrophic events, such as forest fires; *and*
- The number of visitors per year that will benefit.

The demonstration project will provide an alternative mode of transportation for Las Vegas visitors or residents wishing to ski at the resort but not having access to a vehicle or desiring not to drive. Users will have access to a shuttle from North Las Vegas to the ski resort and will not have to worry about parking availability on the mountain or hazardous road conditions.

The bus will be equipped with a ramp allowing persons with disabilities to use the shuttle which will unload passengers at the entrance to the resort.

Persons without access to a car and wishing to visit the ski resort will be able to take the city bus to the park and ride hub located at north Las Vegas (potentially Santa Fe Station Hotel & Casino) and then transfer to the ski resort bus.

During the years 2000 to 2003, there were 199 vehicle crashes in the Kyle/Lee Canyon area all of which involved an injury and included two fatalities (SMNRA Transportation Study). Many of the accidents were caused by driving too fast for conditions. The pilot project will reduce vehicle accident rates and property loss by reducing traffic congestion and the opportunity for accidents.

Traffic congestion impacts emergency response time to the ski resort when time may be critical. Evacuation of hundreds of panicking people and vehicles from the canyons due to a catastrophic event such as a fire would prevent access of fire fighting equipment. A shuttle system to provide an alternate mode of transportation to the canyons will allow quicker access of emergency response vehicles by reducing the congestion caused by other traffic.

Initially, this pilot project will benefit the 60,000 annual visitors to the ski resort. Expanded shuttle service based on experience gained from the demonstration project has the potential to benefit the 1.9 million annual visitors, depending on the scale of implementation.

- c. Visitor education, recreation and health benefits:** Describe *how* the project will enhance or maintain visitor experience related to educational benefits, recreational benefits, public health benefits, and social benefits. How many visitors per year will experience these benefits?

Parking problems a person may encounter when visiting the SMNRA would be very discouraging to a visitor looking forward to a day of fun. Providing an alternate transportation system will greatly enhance the visitor experience by allowing the user to focus on enjoying the natural environment rather than the frustration of long lines of vehicles and the lack of available parking or having to deal with a parking ticket.

Initially, the demonstration project will benefit the 63,000 users of the ski resort. Many users of the ski resort are visitors from places as far away as Hawaii, Puerto Rico, and Florida (Las Vegas Ski Resort) and may not be experienced at driving under snow and icy road conditions. They may not have a vehicle at all. A shuttle system would provide a more relaxing and trouble free experience by taking care of the "How do we get there?" worries of travelling to a new and unfamiliar place. The ski resort could experience increased visitation benefitting even more users of the resort. As rider needs are identified and the shuttle service is expanded to the entire SMNRA and possibly to include environmental education; recreational, health, and social benefits to the 1.9 million visitors will increase by providing a more relaxing environment to recreate with friends and family.

3. Environmental Benefits

- a. Protection of natural, cultural, and historic resources:** Describe *how* this project will improve or maintain the protection of natural, cultural, historic, and/or scenic resources. Please provide as much information as possible about *anticipated outcomes of the project*, such as:
- Ensuring that visitation does not exceed an area's ability to handle increased levels of visitation or the "carrying capacity" of the land unit;
 - Maintaining ecosystem function, ecosystem restoration, disturbed land restoration, or re-vegetation efforts;
 - Improving habitat connectivity;
 - Preserving an archeological resources, historical resources, viewshed or watershed; *and*
 - Reducing auto-large animal collision rates or other protection benefits where applicable.

The biological sensitivity of the area and the topography of the canyon severely limit the expansion of existing parking areas to accommodate the increasing number of users . A shuttle system will reduce the pressure to expand the parking and highway capacity. Visitors will be able to enjoy the activities Kyle and Lee Canyon have to offer without the aggravation of having to deal with traffic and parking.

It is envisioned that the permanent shuttle system when and if implemented would include recorded or guided interpretation and environmental messaging as part of the shuttle experience.

Also, auto-large animal collisions would be reduced due to the fewer numbers of vehicles reducing the number of injuries to people and animals.

- b. Reduced pollution:** Describe *how* this project would reduce and/or prevent pollution – including air pollution, water pollution, noise pollution, and visual pollution. In order to respond to this question, please include (where applicable):
- Estimated reduction in *average vehicle miles traveled at peak visitation* (a measure that is an estimate of a reduction in pollutant emissions as a result of the proposed project); and
 - Estimated number of riders *switching from auto to transit or to non-motorized transportation (including bike, pedestrian, and/or waterborne craft)* as a result of the project (a measure of estimated reduction in fuel consumption for site patrons and improved energy efficiency aspects of transportation, including non-motorized transportation).

The distance from the park and ride facility located in north Las Vegas to the ski resort is approximately 40 miles for a round trip distance of 80 miles. The daily vehicle traffic at peak visitation of 700 vehicles would be reduced by 175 vehicles which is 14,000 vehicle-miles, assuming 25% usage.

Initially, this pilot project would provide an alternative to driving a personal vehicle to the ski resort. Based on 25% of the peak visitation of 1300 persons/day, 325 persons would be taking the shuttle to the resort instead of riding in personal vehicles. This would be a savings of 700 gallons of fuel per day (assuming average of 20 mpg) during the shuttle operation period.

4. Operational Efficiency and Financial Sustainability

- a. Operational Efficiency:** Describe how the proposed project is the most effective solution for meeting identified management goals and objectives for this site. Please cite documentation in agency plans and other reports to support your description.

The SMNRA Transportation Study, September 2005, identifies a shuttle system as being the recommended long term transportation alternative to provide access to the Lee Canyon, Kyle Canyon, and Deer Creek areas. The study identifies the following requirements that a successful system should provide:

1. Safe, easy to use, and inviting to the public
2. Able to accommodate long term growth in visitation to the SMNRA
3. Enhance the visitor experience
4. Help maintain access for families of all incomes
5. Discourage illegal parking

The Agency is currently performing a detailed financial analysis to identify alternative transportation implementation strategies. This analysis will be available to inform future ATPPL funding requests.

The shuttle system will be designed to be convenience and easy to use for people of all ages, incomes, and nationalities. Information will be distributed through the internet and other channels to inform the public of the shuttle system. The park and ride facility will be located and signed for easy access, designed to provide comfort, and stocked with maps, schedules, and interpretative material to accommodate and inform the public. Additional buses will be added to the system to accommodate increases in demand. The park and ride facility will be located in north Las Vegas at a local hotel/casino (such as the Santa Fe Station Hotel & Casino) or other similar facility that has the capacity and desire to service the growing community. The rider fees will be kept to a minimum to allow families of all incomes to use the system. Incentives may be provided by the ski resort and the park and ride facility to encourage the shuttles use and reduce traffic issues within the canyons.

- b. **Feasibility of Proposed Budget:** Fill in the budget template below *or* attach a project budget that *at a minimum contains the items in the budget template* and extends at least 5 years. Include a narrative to elaborate on the financial plan.

	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Revenue					
ATTPL funding (requested)	\$ 168,300	\$ 140,300	\$ 399,000		
Funds from public land budget					
Other federal funds					
State funding					
Local funding					
Passenger Fares and/or transportation fees	\$ 45,400	\$ 45,400	\$ 45,400	\$ 45,400	\$ 45,400
All other dedicated sources of funding ^{1,2}					
<i>Total Revenue</i>	\$ 213,700	\$ 185,700	\$ 444,400	\$ 45,400	\$ 45,400
Capital Costs					
Purchase of rolling stock (vehicles)			\$ 317,000		
Lease of rolling stock (vehicles)	\$ 135,800	\$ 135,800			
Construction (e.g., bus shelters, sidewalks, trails, etc.)	\$ 4,500	\$ 4,500	\$ 36,000		
Rehabilitation					
Other: _____	\$ 28,000		\$ 46,000		
<i>Total Capital Costs</i>	\$ 168,300	\$ 140,300	\$ 399,000		
Operating Costs					
Salaries	\$ 17,500	\$ 17,500	\$ 17,500	\$ 17,500	\$ 17,500
Routine Maintenance	\$ 5,000	\$ 6,000	\$ 7,000	\$ 8,000	\$ 9,000
Insurance	\$ 8,100	\$ 8,100	\$ 8,100	\$ 8,100	\$ 8,100
Fuel	\$ 9,000	\$ 9,000	\$ 9,000	\$ 9,000	\$ 9,000
Contracted services	\$ 5,000				
Other: _____			\$ 4,000	\$ 4,000	\$ 4,000
<i>Total Operating Costs</i>	\$ 44,600	\$ 40,600	\$ 45,600	\$ 46,600	\$ 47,600
¹ Documentation to support all other dedicated sources of funding (e.g., letters of confirmation of financial contribution, or letters of in-kind contribution) or innovative financing must be provided with this application.					
² For example, funding from partnerships, private commitments, donations, etc.					

Proposed budget narrative: In this narrative, include details such as size and number of vehicles, fuel type, terms of lease, description of facilities to be constructed, types of ITS, etc. The narrative should also describe the maintenance plan, include information on how the project will impact total operating and maintenance costs and schedule at the site, as well as information on the project's impact on the unit's ability to maintain other assets. Finally, for vehicle replacement projects, please list the age, mileage, and vehicle type of each vehicle that you are requesting funding to replace.

This demonstration project (2007/2008) will lease one - 25 passenger and two - 15 passenger accessible diesel buses with an upgraded transmission to handle the sustained adverse grades of the canyons. Las Vegas Ski/Snowboard Resort would be responsible for managing the shuttle system for this demonstration project. Initially, the buses will operate during the peak winter season on a weekend and holiday schedule. The buses would be leased for two winter seasons.

Implementation (2009) of the permanent system would involve purchase of the diesel buses, communications equipment, information wrap to identify the buses, and interpretative video equipment to provide the educational experience. Bus maintenance would be performed by the bus dealer.

- c. Cost Effectiveness:** Fill in all information for items 1-4 below in order to calculate the cost per person using the alternative transportation system. FTA will calculate annualized cost per passenger trip and annual fare box recovery – common transit cost effectiveness measures – based on the information that you provide. ***You must provide all information in order to fulfill these required criteria.***

1. Annual cost for vehicle operations and maintenance (including salaries, fuel, maintenance, administrative expenses related to system, and all other operating costs): \$ 39,600 during demonstration period
 2. Average annual number of riders: 2268 persons during demonstration period /year
 3. Transportation fee or fares recovered (average): \$ 45,400 /year
 4. Useful life of transportation assets: 6 years
- Annual cost per passenger trip: This will be automatically calculated by FTA.
- Annual fare box recovery This will be automatically calculated by FTA. %

- d. Partnering, funding from other sources:** Describe any partnerships the project has with federal, state, tribal and local government agencies, gateway communities and the private sector. Please cite agreements or documentation (*including letters of dedicated financial support or confirmation of financial or in-kind contribution*) that show a high level of coordination and partnering activities. If applicable, describe any economic, mobility, or other benefits to the gateway community.

Partner with Las Vegas Ski/Snowboard Resort to implement demonstration project and provide market survey results to the Forest Service upon completion of demonstration period.

TYPICAL CONGESTION PROBLEMS



Kyle Canyon Road on New Year's Day 2005



Trailhead parking lot full.



Parking very restricted at ski resort



Parking in undesigned areas.



Very congested due to volume of traffic and limited parking.

LETTER OF SUPPORT

----- Message from "Brian Strait" <brian@lvssr.com> on Sun, 4 Feb 2007 18:56:13 -0500 (EST) --

To: JEFFRIEHL5@aol.com
Subject: FW: shuttle bus service

Brian Strait
General Manager
Las Vegas Ski & Snowboard Resort
www.skilasvegas.com

-----Original Message-----

From: "Neal, Roy" <rneal@dot.state.nv.us>
Sent: Wed, January 31, 2007 3:53 pm
To: brian@lvssr.com
Subject: shuttle bus service

Brian Strait
Shuttle bus service

This letter is in response to and support of the shuttle bus service suggested by Mr. Strait. The parking issue has been a concern of all the agencies over many years with numerous meetings trying to solve the problem.

It Has been the experience of NDOT that even though regulatory signs are turned warning the general public of road conditions many times there ignored resulting in wrecks and in some cases injuries. Currently NDOT will be erecting additional 35 MPH signs on SR 156. This will give law enforcement an additional tool to keep traffic in check especially in the snow play areas.

The Shuttle bus service suggested by Mr. Strait will definitely enhance the safety of all concerned. If NDOT can be of any assistance let me know as I have given your letter to the district and traffic engineers.

C129; REN

LETTER OF SUPPORT

----- Message from "Brian Strait" <brian@lvssr.com> on Sun, 4 Feb 2007 18:48:52 -0500 (EST) --

To: JEFFRIEHL5@aol.com
Subject: FW: Proposed Mountain Shuttle

Brian Strait
General Manager
Las Vegas Ski & Snowboard Resort
www.skilasvegas.com

-----Original Message-----

From: Rory Tuggle <R2189T@lvmpd.com>
Sent: Fri, February 2, 2007 3:53 pm
To: Brian Strait <brian@lvssr.com>
Subject: Proposed Mountain Shuttle

Brian Strait
General Manager
Las Vegas Ski & Snowboard Resort

Dear Mr. Strait:

I was pleased to hear there is a possibility of a shuttle service being implemented on Mt Charleston. Although there are few details yet, I wanted to applaud your efforts.

As all of us who work or live here day to day understand, there is simply more vehicles than the highway infrastructure can accommodate. New Year's Day 2005 saw over 6,600 vehicles use the three road's during daylight hours alone. These types of events are common and usually accompanied by bad weather which creates the attraction to begin with.

Reducing vehicular traffic on the mountain serves a good purpose by enhancing emergency response and reducing adverse impact. I wish you success in this endeavor.

Rory Tuggle, Sergeant
Las Vegas Metropolitan Police Department
NW Resident Section
Mt Charleston.

LETTER OF SUPPORT

----- Message from "Brian Strait" <brian@lvssr.com> on Sun, 4 Feb 2007 18:00:54 -0500 (EST) -----

To: JEFFRIEHL5@aol.com
Subject: FW: Proposed Bus Shuttle Service for LVSSR

Brian Strait
General Manager
Las Vegas Ski & Snowboard Resort
www.skilasvegas.com

-----Original Message-----

From: "Gregory N. French" <Gfrench@LasVegasNevada.GOV>
Sent: Fri, February 2, 2007 8:25 pm
To: 'brian@lvssr.com' <brian@lvssr.com>
Subject: Proposed Bus Shuttle Service for LVSSR

> Brian,
>
> As residents of Lee Canyon, we are completely in favor of a bus
> shuttle service for Las Vegas Ski and Snowboard Resort to bring
> customers
> from town. A shuttle service has many benefits for LVSSR customers
> and
> canyon residents including a reduction of traffic congestion,
> pollution,
> accidents. Also, with fewer vehicles on the canyon roads, emergency
> vehicles would be able to respond more quickly and safely.
>
> During and immediately after storms, SR 156 can become a 16 mile
> "parking lot." Traffic flow is reduced due congestion, accidents, and
> plain driver inexperience/unpreparedness. A dedicated SR 156 bus
> shuttle
> route during these times would get more people down the mountain in a
> safe, timely manner. Canyon residents and LVSSR customers would also
> benefit from a reduction in property damage during car vs gate/mailbox
> accidents that occur when the roads are slick.
>
> We believe that any plan to reduce traffic in Lee Canyon is a good
> one. With the increasing population growth in Clark County, traffic
> in
> Lee Canyon will only increase. We appreciate the bus shuttle service
> plan
> put forth by LVSSR and look forward to its implementation.
>
>
> Sincerely,
>
> Greg and Michelle French
> Box 563 HC 38
> Mt. Charleston, NV 89124
> (702) 872 5393

AREA MAP

