



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

**Paul S. Sarbanes Transit in Parks Program (Transit in the Parks Program)
Project Proposal for Fiscal Year 2009 Funds – Implementation Project**

BASIC PROJECT INFORMATION		
Project Name (Please provide a 1-2 sentence description of the project): Lee Canyon Shuttle Bus System. This project will provide a shuttle service from Las Vegas, Nevada to the Las Vegas Ski & Snowboard Resort, located on the Spring Mountain National Resource Area.		
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: NV 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 <input type="checkbox"/> Other (e.g. Federal Trust) Describe:	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 type="checkbox"/> Proposal is for a new alternative transportation system where none currently exists. <input checked="" 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.		
Transit in Parks Program Funding Requested during FY 2009 \$327,030	Total Project Capital Cost at Completion (All sources) \$327,030 (2 nd Year)	
Were you awarded Transit in Parks Program funds for this project in the past? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If answer "Yes," please provide amount awarded: \$168,300		
Do you plan to request additional Transit in Parks Program funds in future years? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No (Note: If you wish to compete for future Transit in Parks Program fiscal year funding you must reapply). If answer "Yes," please specify Transit in Parks Program proposed funding levels for out years below: Purchase 1 additional 21 Passenger Bus		
FY 2010 \$115,000	FY 2011 \$	FY 2012 \$

FY 2009 Funding Amounts from sources other than Transit in Parks Program funds? Yes No
 If answer "Yes," please specify funding levels per source below:

State \$	Local \$	Federal (other than Transit in Parks Program) \$	Private sources \$141,870
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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 N. 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) Las Vegas Ski & Snowboard Resort (LVSSR) – 64,000 persons	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). LVSSR – 1,300 persons
Average Number of Vehicles per Day at Peak Visitation: SMNRA – 3300 vehicles (50% of 6600 peak visitation day vehicles (see attached New Year's Day photo) LVSSR – 750 vehicles (see attached photos)	
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 Year's 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 and was completely closed on 12/26/08 most recently for several hours.	
What time of the year does your land unit experience Peak Visitation? <input type="checkbox"/> Spring <input checked="" type="checkbox"/> Summer <input type="checkbox"/> Fall <input checked="" type="checkbox"/> 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, (based on data gathered by LVSSR over the past two seasons with test runs between the resort and Sawmill Trailhead. (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

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 will 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 will 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 play activities. Located within the SMNRA is the community of Mt. Charleston which is home to 300 permanent residents, the Mt. Charleston Hotel, The Mt. Charleston Lodge and Las Vegas Ski & Snowboard Resort (LVSSR). Kyle Canyon Road (SR 157) and Lee Canyon Road (SR 156) both of which connect to Highway 95 provide the main access to this area. Dear Creek Road (SR 160) connects Kyle Canyon and Lee Canyon roads at the upper end of the canyons. Traffic congestion is a growing problem. During the 2008 holiday season, approximately 8,700 vehicles entered the SMNRA (see attached photo) (Data from LV Metro Police dept). This is a common problem, especially during holidays and special events. The high traffic volumes cause traffic delays, illegal roadside parking, vehicle/pedestrian conflicts, emergency vehicle delays, 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 project proposes partnering the US Forest Service with Las Vegas Ski & Snowboard Resort to provide a shuttle system from Las Vegas to the resort during the peak visitation winter months (Thanksgiving weekend thru Easter weekend). This project will provide funding for a shuttle system based on knowledge and results gained from test shuttle operations over the past two years and a full winter's operation as provided from the prior grant for the pilot project associated with this project.

The Las Vegas Ski & 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 64,000. Access to the resort is via State Route 156 (Lee Canyon Road). The resort has 4 lifts with 11 trails which can accommodate 3,500 skiers/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 (Upper and Lower Lee Meadows). Snow play users often park at the resort limiting the available parking for the resort users. Management of play users parking in undesignated areas alongside the roadway adversely affects the canyons sensitive natural resources. Safety is also a concern as the congestion creates opportunities for accidents.

The resort will partner with firms with underutilized parking areas in northern Las Vegas, providing a link to the Citizen Area Transit (CAT) bus system, to serve as a park and ride hub for the project. The resort will also perform market surveys quarterly to obtain feedback from users on desirable features of an expanded transit system. The result of this project will be a shuttle system resulting ultimately in a long term solution to the areas growing transportation problems.

Project Description

What activities would be funded by the requested Transit in Parks Program 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 phase of the project include:

Purchase one – 21 passenger and two – 17 passenger accessible busses that can accommodate skier and their gear. LVSSR will partner with at least one or more facilities to serve as park and ride transit stations and also with a local bus company to provide backup buses should additional buses be needed unexpectedly. A pass system is planned which will help develop a scheduling system that will be convenient to skiers and efficient to operate.

LVSSR will produce brochures to inform riders of the shuttle system they will be placed at the ski area, transit station(s), along with distribution throughout the community. This information will also be published on LVSSR's website. www.skilasvegas.com. Additional advertising as deemed necessary and prudent to promote ridership at an acceptable level and to insure the success of the shuttle system program will be placed in (but not limited to) print ads, radio ads, etc.

Purchase of equipment to allow communication between buses and the resort.

Purchase of a shuttle stop structure at LVSSR.

Transit in Parks Program 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 area to Las Vegas makes a day of fun in the mountains a very popular weekend activity. According to Nevada Dept. 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. (SMNRA Transportation Study, Final Report, September 2005). Parking is very limited in the canyons. The only designated parking near the most popular snow plan 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 in these conditions. Visitors often walk on roadways seemingly 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 largely been ignored resulting in accidents. Residents are affected by the congestion and hazardous road conditions when inexperienced drivers cause property damage (see attached LV Metropolitan Police Dept. letter of support). A winter snow storm can turn highways into a parking lot restricting access for residents and emergency response 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 which included a demonstration transit service project, in cooperation with LVSSR, 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 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 of the 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 SMNRA 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 1.9 million in 2008, 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 project has demonstrated that an expanded shuttle system will be used by visitors to the area. 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.

LVSSR operated a test shuttle service from the Sawmill Trailhead (five miles from the ski resort and lower in elevation) using the ski resorts 15 passenger employee buses for 11 days during the 2008 Season serving 204 vehicles and 443 riders. During one weekend alone in February 2009 the shuttle served 108 vehicles and 306 riders. Additional Marketing and daily service from a location closer to Las Vegas would expand rider ship.

A survey was handed out during four of the days in 2008, provided 22 responses for a lower pickup point either at the intersection of Hwy 95 and SR 156, or at a Northwest Las Vegas location. 19 riders were interested in providing transportation for family members another 26

expressed their desire to avoid winter driving conditions. The majority of respondents said they plan to visit the ski area more than 10 times each season.

Initially, during the first operational period of this project, traffic congestion will be reduced by 130 vehicles/day, based on 1,300 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 year will be used to improve or expand the system the second year to further reduce the daily motorized trips. Reduction of traffic volume and congestion will decrease time lost to traffic delays.

The experience gained from this project and the test shuttle service from the Sawmill Trailhead will be used to guide decisions toward development of the 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 project will provide an alternative mode of transportation for Las Vegas visitors and residents wishing to ski and snowboard 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 and/or hazardous road conditions.

The buses 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 a park and ride hub, and then transfer to the ski resort bus.

During the years 2000 thru 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 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 for 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.

This project will benefit the 64,000 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.

Many users of the ski resort are visitors from places as far away as Hawaii, Puerto Rico, and Florida 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 in road conditions they have never encountered. 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 shuttle system 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 number 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 facilities 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.

This project would provide an alternative to driving a personal vehicle to the ski resort. Based on 25% 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 20mpg) 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 shuttle system will be designed to be convenient 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 interpretive 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 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 to 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 2009	FY 2010	FY 2011	FY 2012
Revenue				
Transit in Parks Program funding (requested)	\$327,030	\$115,000		
Funds from public land budget				
Other federal funds				
State funding				
Local funding				
Passenger Fares and/or transportation fees	\$45,400	\$60,500		
All other dedicated sources of funding				
<i>Total Revenue</i>	\$372,430	\$175,500		
Capital Costs				
Purchase of rolling stock (vehicles)	\$317,030	\$115,000		
Lease of rolling stock (vehicles)				
Construction (e.g., bus shelters, sidewalks, trails, etc.)	\$10,000			
Rehabilitation				
Other: _____				
<i>Total Capital Costs</i>	\$327,030	\$115,000		
Operating Costs				
Salaries	\$75,123	\$100,169		
Routine Maintenance	\$6,000	\$8,000		
Insurance	\$9,000	\$12,000		
Fuel	\$24,750	\$38,175		
Contracted services				
Other: Marketing	\$26,997	\$28,350		
<i>Total Operating Costs</i>	\$141,870	\$186,694		

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 FY 2009 project will purchase one – 21 passenger and two – 17 passenger accessible diesel buses. Las Vegas Ski & Snowboard Resort would be responsible for managing the shuttle system for the project. Initially. The buses will operate during the peak winter season on a weekend and holiday schedule.

Implementation of the permanent system will also involve the purchase of communications equipment, information wrap to identify the buses, and interpretive 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): \$141,870
 2. Average annual number of riders: 2,268 /year
 3. Transportation fee or fares recovered (average): \$45,400/year
 4. Useful life of transportation assets: 15 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.

Las Vegas Ski & Snowboard Resort will implement the project and provide quarterly operations and market survey results to the Forest Service.

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

