NOTICE OF MEETING OF THE CARSON CITY REGIONAL TRANSPORTATION COMMISSION (RTC)

Day: Wednesday
Date: October 10, 2018
Time: Begins immediately after the adjournment of the Carson Area Metropolitan Planning Organization meeting that begins at 4:30 p.m.
Location: Community Center, Sierra Room, 851 East William Street, Carson City, Nevada

AGENDA

AGENDA NOTES: The Regional Transportation Commission is pleased to make reasonable accommodations for members of the public who are disabled and wish to attend the meeting. If special arrangements for the meeting are necessary, please notify Regional Transportation Commission staff in writing at 3505 Butti Way, Carson City, Nevada, 89701, or call Lucia Maloney at (775) 887-2355 at least 24 hours in advance.

For more information or for copies of the supporting material regarding any of the items listed on the agenda, please contact Lucia Maloney, Transportation Manager, at (775) 887-2355. Additionally, the agenda with all supporting material is posted under "Agendas & Minutes" at www.carson.org/agendas, or is available upon request at 3505 Butti Way, Carson City, Nevada, 89701.

1. ROLL CALL AND DETERMINATION OF A QUORUM

2. AGENDA MANAGEMENT NOTICE: The Chair may take items on the agenda out of order; combine two or more agenda items for consideration; and/or remove an item from the agenda or delay discussion relating to an item on the agenda at any time.

3. DISCLOSURES: Any member of the RTC Board may inform the Chair of his or her intent to make a disclosure of a conflict of interest on any item appearing on the agenda or on any matter relating to the RTC's official business. Such disclosures must also be made at such time the specific agenda item is introduced.

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

5. APPROVAL OF MINUTES:

5-A (For Possible Action) September 12, 2018 Draft Minutes

6. PUBLIC MEETING ITEM(S):

6-A (For Possible Action) To accept donations from the Rotary Club of Carson City and APMFG Fabricators, Inc. for the purchase of five bus shelters for the Jump Around Carson transit system, and to authorize the Chair to sign letters of acceptance for the donations.

Staff Summary: Five bus shelters will be purchased for installation at select Jump Around Carson (JAC) bus stops. The total cost of the shelters is approximately $40,000. Federal funds from an existing 5307 grant will be used, which require a 20% local match. The Rotary Club of Carson City has committed $3,000, and APMFG Fabricators, Inc. has committed $5,000 toward the match portion of this purchase, covering the $8,000 local match requirement.

6-B (For Information Only) Information on the Jump Around Carson Federal Fiscal Year 2019–2022 Transit Asset Management Plan.

Staff Summary: 49 C.F.R. Parts 625 and 630 require transit operators to develop asset management plans for their assets, including vehicles, facilities, equipment, and other infrastructure by October 1, 2018. The Jump Around Carson (JAC) transit system has developed a plan to meet those requirements. Staff will summarize the document and answer questions related to the federal requirements and the application to JAC.

6-C (For Information Only) Information on the Annual Average Traffic Counts collected by the Nevada Department of Transportation (NDOT).

Staff Summary: NDOT collects traffic counts on 135 permanent and temporary count stations within Carson City. Counts are typically collected through the calendar year and then processed in the spring. The annual traffic reports are published by NDOT's Information Division in cooperation with the Federal Highway Administration.

6-D (For Possible Action) To approve the submission of a Recreational Trails Program Grant application by the Public Works Department for the linear ditch multi-use path crossing project at Saliman Road.

Staff Summary: The Nevada Division of State Parks is requesting grant applications for the Recreational Trails Program (RTP). This program is funded with federal dollars from the Federal Highway Administration (FHWA). Public Works staff is preparing a grant application, to be submitted no later than November 9, 2018.

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

7-A Transportation Manager's Report
7-B Street Operations Activity Report
7-C Project Status Report
7-D Future Agenda Items

8. BOARD COMMENTS (For Information only): Status reports and comments from the members of the RTC Board.

9. This agenda has been posted at the following locations on Thursday, October 4, 2018, before 5:00 p.m.:

City Hall, 201 North Carson Street
Community Center, Sierra Room, 851 East William Street
Carson City Library, Carson City Library, 900 North Roop Street
Carson City Public Works, 3505 Butti Way
Carson City Planning Division, 108 E. Proctor Street
Douglas County Executive Offices, 1594 Esmeralda Avenue, Minden
Lyon County Manager's Office, 27 South Main Street, Yerington
Nevada Department of Transportation, 1263 S. Stewart Street, Carson City
City Website: www.carson.org/agendas
State Website: https://notice.nv.gov

10. The Next Meeting is Tentatively Scheduled: 4:30 p.m., Wednesday, November 14, 2018, at the Sierra Room - Community Center, 851 East William Street.

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

12. ADJOURNMENT (For Possible Action)

CARSON CITY REGIONAL TRANSPORTATION COMMISSION
Minutes of the September 12, 2018 Meeting
Page 1

A regular meeting of the Carson City Regional Transportation Commission was scheduled to begin following adjournment of the Carson Area Metropolitan Planning Organization meeting on Wednesday, September 12, 2018 in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

PRESENT: Chairperson Brad Bonkowski
Vice Chairperson Lori Bagwell
Commissioner Mark Kimbrough
Commissioner Chas Macquarie
Commissioner Greg Stedfield

STAFF: Darren Schulz, Public Works Department Director
Lucia Maloney, Transportation Manager
Dirk Goering, Senior Transportation Planner
Graham Dollarhide, Transit Coordinator
Hailey Lang, Transportation Planner
Karissa Moffett, Bicycle and Pedestrian Coordinator
Ben Johnson, Deputy District Attorney
Tamar Warren, Deputy Clerk

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

1. CALL TO ORDER AND ROLL CALL (5:03:55) - Chairperson Bonkowski called the meeting to order at 5:03 p.m. Ms. Warren called the roll; a quorum was present.

2. AGENDA MANAGEMENT NOTICE (5:04:27) - Chairperson Bonkowski entertained modifications to the agenda. Ms. Maloney requested to hear item 6(D) prior to item 6(A). Chairperson Bonkowski agreed and deemed the agenda adopted, as amended.

3. DISCLOSURES (5:05:12) - Chairperson Bonkowski entertained disclosures; however, none were forthcoming.

4. PUBLIC COMMENT (5:05:21) - Chairperson Bonkowski entertained public comment; however, none was forthcoming.

5. ACTION ON APPROVAL OF MINUTES - August 8, 2018 (5:05:32) - Chairperson Bonkowski entertained a motion. **Vice Chairperson Bagwell moved to approve the minutes, as submitted. Commissioner Macquarie seconded the motion. Motion carried 5-0.**

6. PUBLIC MEETING ITEMS:

6(A) POSSIBLE ACTION TO DIRECT STAFF TO PURSUE THE PROPOSED TRANSPORTATION INFRASTRUCTURE PROJECTS FOR PERFORMANCE DISTRICT 1, AS FUNDING PERMITS (5:16:15) - Chairperson Bonkowski introduced this item. Mr. Goering provided background information, and presented the agenda materials in conjunction with displayed slides. Mr. Goering, Ms. Maloney, and Mr. Schulz responded to questions of clarification, and discussion followed.

Chairperson Bonkowski entertained additional commissioner questions or comments and public comments and, when none were forthcoming, a motion. **Vice Chairperson Bagwell moved to direct staff to pursue the proposed transportation infrastructure projects for Performance District 1, as funding permits, "with a really good look at that Goni Road." Commissioner Stedfield seconded the motion.** Chairperson Bonkowski entertained discussion on the motion and, when none was forthcoming, called for a vote. **Motion carried 5-0.** Chairperson Bonkowski thanked staff for the data included in the agenda materials.

6(B) POSSIBLE ACTION TO ADOPT A RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION FOR A FEDERAL TRANSIT ADMINISTRATION SECTION 5310 GRANT, UNDER 49 U.S.C. CHAPTER 53, AND TO AUTHORIZE THE RTC CHAIR TO SIGN THE FTA FISCAL YEAR 2018 CERTIFICATIONS AND ASSURANCES SECTION OF THE RTC APPLICATION FOR 5310 FUNDS (5:37:53) - Chairperson Bonkowski introduced this item, and Mr. Dollarhide presented the agenda materials. Mr. Dollarhide and Ms. Maloney responded to questions of clarification. Chairperson Bonkowski entertained additional commissioner questions or comments and public comments and, when none were forthcoming, a motion. **Commissioner Kimbrough moved to adopt a resolution authorizing the filing of an application for a Federal Transit Administration Section 5310 grant, under 49 U.S.C. Chapter 53, and to authorize the RTC Chair to sign the FTA Fiscal Year 2018 Certifications and Assurances section of the RTC application for 5310 funds. Commissioner Macquarie seconded the motion.** Chairperson Bonkowski entertained discussion on the motion and, when none was forthcoming, called for a vote. **Motion carried 5-0.**

6(C) POSSIBLE ACTION TO ADOPT A RESOLUTION AUTHORIZING THE FILING OF AN APPLICATION FOR A FEDERAL TRANSIT ADMINISTRATION SECTION 5339 GRANT, UNDER 49 U.S.C. CHAPTER 53, AND TO AUTHORIZE THE RTC CHAIR TO SIGN THE FTA FISCAL YEAR 2018 CERTIFICATIONS AND ASSURANCES SECTION OF THE RTC APPLICATION FOR 5339 FUNDS (5:43:30) - Chairperson Bonkowski introduced this item, and Mr. Dollarhide presented the agenda materials. Mr. Dollarhide noted a correction to the source of the figures cited in the staff report. He responded to corresponding questions of clarification.

Chairperson Bonkowski entertained public comment and, when none was forthcoming, a motion. **Commissioner Macquarie moved to accept a Resolution authorizing the filing of an application for a Federal Transit Administration Section 5339 Grant, under 49 U.S.C. Chapter 53, and to authorize the RTC Chair to sign the FTA Fiscal Year 2018 Certifications and Assurances section of the RTC application for 5339 funds. Vice Chairperson Bagwell seconded the motion.** Chairperson Bonkowski entertained discussion on the motion and, when none was forthcoming, called for a vote. **Motion carried 5-0.**

6(D) POSSIBLE ACTION TO DIRECT STAFF TO ALLOCATE $160,000 OF SURFACE TRANSPORTATION BLOCK GRANT ("STBG") FUNDS TO A SEWER AND ROADWAY IMPROVEMENT PROJECT ON AIRPORT ROAD, BETWEEN DOUGLAS DRIVE AND WOODSIDE DRIVE, FOR ROADWAY CONSTRUCTION PURPOSES (5:05:54) - Chairperson Bonkowski introduced this item, and Mr. Goering presented the agenda materials. Mr. Goering responded to questions of clarification regarding the timing of the utility improvements. Vice Chairperson Bagwell commended staff on combining the utility and roadway improvement project. In response to a question,

City Engineer Dan Stucky detailed the $160,000 cost. Mr. Goering and Mr. Stucky responded to additional questions of clarification, and discussion followed.

Chairperson Bonkowski entertained public comment and, when none was forthcoming, a motion. **Vice Chairperson Bagwell moved to direct staff to allocate $160,000 of Surface Transportation Block Grant funds to a sewer and roadway improvement project on Airport Road, between Douglas Drive and Woodside Drive, for roadway reconstruction purposes. Commissioner Stedfield seconded the motion.** Chairperson Bonkowski entertained discussion on the motion and, when none was forthcoming, called for a vote. **Motion carried 5-0.**

7. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS

7(A) TRANSPORTATION MANAGER'S REPORT (5:47:30) - Chairperson Bonkowski introduced this item, and Ms. Maloney presented her report. Ms. Maloney and Mr. Goering responded to questions of clarification, and discussion took place regarding methods by which to improve bike lane surfaces. Chairperson Bonkowski entertained additional questions or comments; however, none were forthcoming.

7(B) STREET OPERATIONS ACTIVITY REPORT (5:54:03) - Chairperson Bonkowski introduced this item, and Ms. Maloney presented the report which was included in the agenda materials. Chairperson Bonkowski entertained questions or comments; however, none were forthcoming.

7(C) PROJECT STATUS REPORT (5:55:11) - Chairperson Bonkowski introduced this item, and Ms. Maloney presented the report which was included in the agenda materials. Chairperson Bonkowski entertained questions or comments; however, none were forthcoming.

7(D) FUTURE AGENDA ITEMS (6:02:58) - Chairperson Bonkowski introduced this item, and Ms. Maloney reviewed the tentative agenda for the October commission meeting. Vice Chairperson Bagwell requested a report on updated traffic counts. Commissioner Kimbrough expressed concern over the new development across from Mills Park and the lack of a proper crossing over William Street. He requested to agendize discussion for a future agenda, and discussion followed.

8. COMMISSIONER COMMENTS (6:09:37) - Chairperson Bonkowski entertained commissioner comments; however, none were forthcoming.

9. AGENDA POSTING INFORMATION

10. THE NEXT MEETING IS TENTATIVELY SCHEDULED FOR WEDNESDAY, OCTOBER 10, 2018 IN THE COMMUNITY CENTER SIERRA ROOM, 851 EAST WILLIAM STREET (6:09:59) - Chairperson Bonkowski read this information into the record.

11. PUBLIC COMMENT (6:10:13) - Chairperson Bonkowski entertained public comment. (6:10:31) In reference to earlier comments, NDOT Transportation Planner Lewis Lem advised that NDOT staff is aware of the increase in traffic on US 50. He expressed a willingness to discuss the matter with the commission. Chairperson Bonkowski entertained additional public comment; however, none was forthcoming.

12. ACTION ON ADJOURNMENT (6:11:12) - Commissioner Kimbrough moved to adjourn the meeting at 6:11 p.m. Chairperson Bonkowski adjourned the meeting.

The Minutes of the September 12, 2018 Carson City Regional Transportation Commission meeting are so approved this _____ day of October, 2018.

_____
BRAD BONKOWSKI, Chair

STAFF REPORT

Report To: The Carson City Regional Transportation Commission (RTC)

Meeting Date: October 10, 2018

Staff Contact: Graham Dollarhide, Transit Coordinator

Agenda Title: (**For Possible Action**) To accept donations from the Rotary Club of Carson City and APMFG Fabricators, Inc. for the purchase of five bus shelters for the Jump Around Carson transit system, and to authorize the Chair to sign letters of acceptance for the donations.

Staff Summary: Five bus shelters will be purchased for installation at select Jump Around Carson (JAC) bus stops. The total cost of the shelters is approximately $40,000. Federal funds from an existing 5307 grant will be used, which require a 20% local match. The Rotary Club of Carson City has committed $3,000, and APMFG Fabricators, Inc. has committed $5,000 toward the match portion of this purchase, covering the $8,000 local match requirement.

Agenda Action: Formal Action/Motion **Time Requested:** 5 minutes

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Proposed Motion

Move to accept donations from the Rotary Club of Carson City and APMFG Fabricators, Inc. for the purchase of five bus shelters for the Jump Around Carson transit system, and to authorize the Chair to sign letters of acceptance for the donations.

Background/Issues & Analysis

There are many bus stops in the JAC transit system that have no amenities, and with limited local match funding, donations representing local match are serve as critical opportunities to leverage existing federal funding. The five transit shelters purchased with the assistance of the Rotary Club and APMFG Fabricators, Inc. will be a welcome addition to the JAC transit system and its passengers.

JAC's fixed route service provides approximately 200,000 rides annually and is essential in providing access to jobs, healthcare, and other services for Carson City residents and visitors. There are over 150 bus stops in the JAC transit system, but less than 15% of them have a shelter with seating for passengers. The new shelters will be placed at bus stop locations selected based on ridership and right-of-way availability. Carson City Public Works Streets Maintenance staff will install the shelters and installation is projected to be completed by the end of spring 2019. The federal funds planned for use on this project have been allocated for use to procure bus stop amenities and improve bus stops.

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

Financial Information
Is there a fiscal impact? ☒ Yes ☐ No

If yes, account name/number: Transit Fund, Donations Account (revenue) / 225-0000-365.40-00; Transit Fund, Furniture & Fixtures Account / 225-3026-430.77-43; Street Maintenance, Operating Supplies Account / 256-3038-431.06-25

Is it currently budgeted? ☒ Yes ☐ No

Explanation of Fiscal Impact: Purchase to be made from Furniture & Fixtures Account; Donations to be deposited into Donations Account and used for local match.

Supporting Material
-Letters of donation commitment, one each from the Rotary Club of Carson City and APMFG Fabricators, Inc.
-Letters of acceptance of donations, one each for the Rotary Club of Carson City and APMFG Fabricators, Inc.

Carson City Rotary Foundation
P.O. Box 504
Carson City, Nevada 89702

October 1, 2018

Graham Dollarhide
Transit Coordinator
Carson City Public Works Department/
Carson Area Metropolitan Planning Organization
3505 Butti Way
Carson City, NV 89701

Dear Mr. Dollarhide:

This letter is to confirm that Rotary Club of Carson City is committed to donate $3,000 towards the purchase of five (5) bus shelters to be completed by June 30, 2019.

Should you have any questions regarding this information, please contact Lori Haney, grant coordinator, at 775-885-1230.

Sincerely,

Chuck Borders

Chuck Borders
Rotary Club of Carson City President

APMFG FABRICATORS INC.
614 Airport Road
Oceanside, California 92058-1243
-877-877-8006 –
mgmt@apmfg.net WWW.APMFG.NET

Carson Transit
Carson City Public Works
Bus Shelter Donation:

APMFG Fabricators Inc. has been designing and building Custom Bus Shelters for over 11 Years and is willing to donate $1,000.00 per shelter for Carson City's Jump Around Carson transit system.

Sincerely,

Orlando Vargas
President

October 10, 2018

Chuck Borders, President
Rotary Club of Carson City
PO Box 504
Carson City, NV 89702

RE: Donation of funds for purchase of bus shelters

Dear Mr. Borders,

On behalf of the Carson City Regional Transportation Commission (RTC) and the Jump Around Carson (JAC) transit system, I would like to thank you and the Rotary Club for the $3,000 donation to be used for the purchase of bus shelters. The Rotary Club's generous donation allows the RTC to leverage federal funds in providing this fundamental passenger amenity.

JAC's fixed route service provides approximately 200,000 rides annually and is essential in providing access to jobs, healthcare, and other services for Carson City residents. There are over 150 bus stops in the JAC transit system, but less than 15% of them have shelter and seating for passengers. The passengers of JAC will truly appreciate and enjoy these new shelters for years to come.

The RTC and JAC look forward to future partnerships with the Rotary Club.

Sincerely,

Brad Bonkowski
Chair, Carson City Regional Transportation Commission

October 10, 2018

Orlando Vargas, President
APMFG Fabricators, Inc.
614 Airport Road
Oceanside, CA 92058

RE: Donation of funds for purchase of bus shelters

Dear Mr. Vargas,

On behalf of the Carson City Regional Transportation Commission (RTC) and the Jump Around Carson (JAC) transit system, I would like to thank you and APMFG Fabricators, Inc. for the $5,000 donation to be used for the purchase of bus shelters. APMFG Fabricators, Inc.'s generous donation allows the RTC to leverage federal funds in providing this fundamental passenger amenity.

JAC's fixed route service provides approximately 200,000 rides annually and is essential in providing access to jobs, healthcare, and other services for Carson City residents. There are over 150 bus stops in the JAC transit system, but less than 15% of them have shelter and seating for passengers. The passengers of JAC will truly appreciate and enjoy these new shelters for years to come.

The RTC and JAC look forward to future partnerships with APMFG Fabricators, Inc.

Sincerely,

Brad Bonkowski
Chair, Carson City Regional Transportation Commission

STAFF REPORT

Report To: The Carson City Regional Transportation Commission (RTC)

Meeting Date: October 10, 2018

Staff Contact: Graham Dollarhide, Transit Coordinator

Agenda Title: (**For Information Only**) Information on the Jump Around Carson Federal Fiscal Year 2019–2022 Transit Asset Management Plan.

Staff Summary: 49 C.F.R. Parts 625 and 630 require transit operators to develop asset management plans for their assets, including vehicles, facilities, equipment, and other infrastructure by October 1, 2018. The Jump Around Carson (JAC) transit system has developed a plan to meet those requirements. Staff will summarize the document and answer questions related to the federal requirements and the application to JAC.

Agenda Action: Other/Presentation **Time Requested:** 5 minutes

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Proposed Motion
N/A

Background/Issues & Analysis
The purpose of the Transit Asset Management (TAM) regulations is to help achieve and maintain a state of good repair (SGR) for the nation's public transportation assets. Transit asset management uses asset condition to guide prioritization of funding. All assets used in the provision of public transit, within certain parameters, must be included in the TAM Plan.

A TAM plan must be updated every four years and must cover a period of at least four years. However, the plan is intended to be a living document with regular updates. Each TAM Plan must include an inventory of capital assets, a condition assessment of these assets, decision support tools, and a list of planned, prioritized investments.

The JAC TAM Plan has been finalized and approved by Carson City's Transportation Manager, who serves as the Accountable Executive for the purpose of this document. The document and its approval are in compliance with all federal regulations.

Applicable Statute, Code, Policy, Rule or Regulation
49 C.F.R. 625; 49 C.F.R. 630

Financial Information

Is there a fiscal impact? ☐ Yes ☒ No

If yes, account name/number: N/A

Is it currently budgeted? ☐ Yes ☐ No

Explanation of Fiscal Impact: N/A

Supporting Material

-CAMPO FFY 2019-22 Transit Asset Management Plan

Jump Around Carson (JAC) Transit System

Federal Fiscal Year 2019 – 2022

TRANSIT ASSET MANAGEMENT PLAN

October 2018

Acknowledgements

Carson Area Metropolitan Planning Organization/Carson City Regional Transportation Commission Staff

Lucia Maloney, Transportation Manager & Accountable Executive
Dirk Goering, Senior Transportation Planner
Hailey Lang, Transportation Planner
Graham Dollarhide, Transit Coordinator
Iris Yowell, Deputy District Attorney
Zach Good, Fleet Services Supervisor
Ron Reed, Facilities Maintenance Manager

Carson Area Metropolitan Planning Organization Board Members

Mr. Mark Kimbrough, Chairperson, Carson City
Mr. Brad Bonkowski, Vice-Chairperson, Carson City
Mr. Barry Penzel, Douglas County
Mr. Don Alt, Lyon County
Mrs. Lori Bagwell, Carson City
Mr. Chas Macquarie, Carson City
Mr. Gregory Stedfield, Carson City
Ms. Sondra Rosenberg*, Nevada Department of Transportation
*non-voting ex-officio member

Carson City Regional Transportation Commission Board Members

Mr. Brad Bonkowski, Chairperson, Carson City
Mrs. Lori Bagwell, Vice-Chairperson, Carson City
Mr. Mark Kimbrough, Carson City
Mr. Chas Macquarie, Carson City
Mr. Gregory Stedfield, Carson City

Revision History

Agency Name: CARSON AREA METROPOLITAN PLANNING ORGANIZATION, FTA Recipient ID: 6825

Accountable Executive: Mrs. Lucia Maloney, Transportation Manager

Initial Adoption Date: 10/1/2018

Original Effective Date: 10/1/2018

Last Modified By (Name):	Last Modified (Date):	Approval Action:
Graham Dollarhide, Transit Coordinator	10/1/2018	Formal Adoption

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Sections

Tables

Definitions (derived from 49 C.F.R. 625.5)

Accountable Executive: A single, identifiable person who has ultimate responsibility for carrying out transit asset management practices, and control or direction over the human and capital resources needed to develop and maintain the agency's transit asset management plan in accordance with 49 U.S.C. 5326.

Asset Category: A grouping of asset classes, including a grouping of equipment, a grouping of rolling stock, a grouping of infrastructure, and a grouping of facilities.

Asset Class: A subgroup of capital assets within an asset category. For example, buses, trolleys, and cutaway vans are all asset classes within the rolling stock asset category.

Asset Inventory: A register or portfolio of capital assets and information about those assets.

Capital Asset: A unit of rolling stock, a facility, a unit of equipment, or an element of infrastructure used for providing public transportation.

Decision Support Tool: An analytic process or methodology: (1) To help prioritize projects to improve and maintain the state of good repair of capital assets within a public transportation system, based on available condition data and objective criteria; or (2) To assess financial needs for asset investments over time.

Direct Recipient: An entity that receives Federal financial assistance directly from the Federal Transit Administration.

Equipment: An article of nonexpendable, tangible property having a useful life of at least one year.

Exclusive-Use Maintenance Facility: A maintenance facility that is not commercial and either owned by a transit provider or used for servicing their vehicles.

Facility: A building or structure that is used in providing public transportation.

Full Level of Performance: The objective standard established by the Federal Transit Administration (FTA) for determining whether a capital asset is in a state of good repair.

Horizon Period: The fixed period of time within which a transit provider will evaluate the performance of its Transit Asset Management (TAM) Plan. FTA standard horizon period is four years.

Infrastructure: The underlying framework or structures that support a public transportation system.

Investment Prioritization: A transit provider's ranking of capital projects or programs to achieve or maintain a state of good repair. An investment prioritization is based on financial resources from all sources that a transit provider reasonably anticipates will be available over the TAM plan horizon period.

Life-Cycle Cost: The cost of managing an asset over its whole life.

Performance Measure: An expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets (*e.g.,* a measure for on-time performance is the percent of trains that arrive on time, and a corresponding quantifiable indicator of performance or condition is an arithmetic difference between scheduled and actual arrival time for each train).

Performance Target: A quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the Federal Transit Administration (FTA).

Public Transportation System: The entirety of a transit provider's operations, including the services provided through contractors.

Recipient: An entity that receives Federal financial assistance under 49 U.S.C. Chapter 53, either directly from FTA or as a subrecipient.

Rolling Stock: A revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.

Service Vehicle: A unit of equipment that is used primarily either to support maintenance and repair work for a public transportation system or for delivery of materials, equipment, or tools.

State of Good Repair (SGR): The condition in which a capital asset is able to operate at a full level of performance. A capital asset is in a state of good repair when the asset: (1) is able to perform its designed function; (2) does not pose a known unacceptable safety risk; and (3) its lifecycle investments must have been met or recovered.

TERM Scale: The five (5) category rating system used in the Federal Transit Administration's Transit Economic Requirements Model (TERM) to describe the condition of an asset: 5.0—Excellent; 4.0—Good; 3.0—Adequate; 2.0—Marginal; and 1.0—Poor.

Tier II Provider: A recipient that owns, operates, or manages (1) one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, (2) a subrecipient under the 5311 Rural Area Formula Program, (3) or any American Indian tribe.

Transit Asset Management (TAM): The strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation.

Transit Asset Management (TAM) Plan: A plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

Transit Asset Management (TAM) System: A strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, throughout the life cycles of those assets.

Transit Provider (provider): A recipient or subrecipient of Federal financial assistance under 49 U.S.C. Chapter 53 that owns, operates, or manages capital assets used in providing public transportation.

Useful life: Either the expected life cycle of a capital asset or the acceptable period of use in service determined by FTA.

Useful life benchmark (ULB): The expected life cycle or the acceptable period of use in service for a capital asset, as determined by a transit provider, or the default benchmark provided by FTA.

SECTION 1: INTRODUCTION & APPLICABILITY

Background: The Transit Asset Management Plan

A Transit Asset Management (TAM) Plan is a federally required document that provides a system for monitoring and managing public transportation assets in the delivery of service to improve safety and increase reliability and performance, and to establish performance measures. The regulations are set forth in 49 C.F.R. 625 and apply to all transit providers that are recipients or subrecipients of Federal financial assistance under 49 U.S.C. Chapter 53 and that own, operate, or manage transit capital assets used in the provision of public transportation. The purpose of the requirement is to help achieve and maintain a state of good repair (SGR) for the nation's public transportation assets, and to help clear the nation's current transit SGR backlog. Potential consequences of failing to achieve SGR include safety risks, decreased system reliability and performance, and higher maintenance costs. A TAM Plan sets out the whole life plan for asset maintenance, overhaul, and renewal strategies by specifying capital asset inventories, condition assessments, decision support tools, and investment prioritization. Finally, it improves transparency and accountability in terms of safety, maintenance, asset use, and funding investments.

Federal Regulations

Each transit provider must designate an Accountable Executive to ensure that the necessary resources are available to carry out the TAM Plan, regardless of whether it develops its own TAM Plan or participates in a Group Plan. All assets used in the provision of public transit shall be included in the TAM Plan asset inventory. This includes (with the exception of equipment) assets that are owned by a third party (i.e., contract operator) or shared resources. The inventory must include all revenue and non-revenue service vehicles, and any other owned equipment assets over $50,000 in acquisition value. Agencies only need to include a condition assessment for assets for which they have direct capital responsibility.

While a full update to the TAM Plan is required every four years (with initial creation due October 1, 2018, and covering a horizon period of at least four years), the FTA has established an annual requirement for performance targets. Transit providers must measure performance of their assets by asset class for each of the four asset categories: (1) equipment, (2) rolling stock, (3) facilities, and (4) infrastructure. Performance targets should be set by each transit provider for each applicable asset class for the coming fiscal year. Initial performance targets were required to be established by January 2017 (off-cycle) and then every fiscal year thereafter. Information about reporting requirements can be found in Section 8. The full set of TAM Plan requirements can be found in 49 C.F.R. 625 and 49 U.S.C. 5326.

Agency Overview

The Carson Area Metropolitan Planning Organization (CAMPO) is the agency, designated by the Governor of Nevada, responsible for metropolitan transportation planning in the Carson City urbanized area, which consists of Carson City, northern Douglas County, and western Lyon County. CAMPO is responsible for compliance with FTA regulations as they relate to funding and transit operations. CAMPO is a direct recipient of FTA funds and provides funding for transit service through an interlocal agreement with the Carson City Regional Transportation Commission (RTC). The RTC oversees the Jump Around Carson (JAC) transit system, which is administered by employees of the Consolidated Municipality of Carson City (hereinafter referred to as "Carson City") and housed within the Public Works Department. The JAC transit system includes fixed route and complementary paratransit services within the CAMPO area. JAC's facilities are shared, including maintenance and wash bays within the Public Works Corporate Yard, Transportation Division staff housed within the Public Works main office, and the nearby JAC administrative and operations office and bus yard. Only the maintenance and operations facilities received federal investment.

Transit Asset Management Plan Application by JAC

Carson City's Transportation Manager has been designated as the Accountable Executive responsible for ensuring the development and implementation of the Plan in accordance with federal requirements. The Accountable Executive shall approve the TAM Plan, its updates, and annual asset performance targets. Required approvals relating to TAM shall be self-certified by the Accountable Executive via the annual FTA Certifications and Assurances which are submitted in the Transit Award Management System (TrAMS) program. This document covers a horizon period of four years, beginning with the initial Plan which is effective October 1, 2018. This TAM Plan shall be amended during the four-year horizon period when there is a significant change to staff, assets, and/or operations. Consistent with requirements of a Tier II public transit provider, JAC has developed and implemented a TAM Plan containing the elements listed below, the information for which is current as of August 31, 2018:

- Inventory of Capital Assets
- Condition Assessment
- Decision Support Tools & Management Approach
- Investment Prioritization

State of Good Repair Standards Policy

An individual capital asset may operate at a full level of performance regardless of whether or not other capital assets within a public transportation system are in a SGR. An asset is considered to be in a SGR when each of the following conditions is met:

- The capital asset is able to perform its manufactured design function
- The use of the asset in its current condition does not pose an identified unacceptable safety risk
- The lifecycle investment needs of the asset have been met or recovered, including all scheduled maintenance, rehabilitation and replacements

The TAM Plan allows JAC to predict the impact of its policies and to help justify investment decisions regarding the condition of its assets throughout their lifecycles. It enhances the ability to maintain assets in a SGR by proactively investing in an asset before the asset's condition deteriorates to an unacceptable level.

Creation of State of Good Repair Performance Measures & Targets

The FTA's default performance measures are directly related to asset lifecycle and condition. The Useful Life Benchmark (ULB) for buses, for example, can be set using several types of indicators such as years in revenue service, mileage, and remaining useful life. They may take into account a provider's unique operating environment (service frequency, passenger loads, weather, geography, past experience, etc.) and do not have to mirror the FTA's established default ULBs, which are available for each revenue service vehicle type. When developing Useful Life Benchmarks, JAC staff recognized and accounted for these and other factors and determined the FTA's default ULBs were appropriate for the initial TAM Plan. FTA's required SGR performance measures are set by asset category. For each asset category, the performance measure is a characterization of the percentage of the number of assets that are <u>not</u> in a state of good repair. For equipment and rolling stock, the performance measure is the percentage of vehicles that have met or exceeded their ULB. For facilities, the performance measure is the percentage of facilities within an asset class rated below condition 3.0 on the Transit Economic Requirements Model (TERM) scale. JAC has established its annual targets based on a realistic projection of asset condition for the fiscal year to come. Per the FTA, the best targets are quantifiable and supported by the most recent condition data and reasonable projections of the expected revenue, as well as other external factors that may adversely impact the ability to meet stated targets (e.g., population growth in an area).

SECTION 2: ASSET INVENTORY

The asset inventory is a listing or database of assets—rolling stock, equipment, and facilities—used in the delivery of public transit services and that are owned, operated, and/or maintained by the transit provider. Staff utilizes internal spreadsheets and fleet and facility management software programs to maintain inventory, schedule maintenance, and track the condition of assets. Although there is no set requirement for what level of information should be included in the asset inventory, it should contain sufficient data on the numbers and types of assets in the inventory to inform future decisions.

All assets used by JAC in the provision of transit service have been funded, at least in part, with FTA grant funds. Tables 2.1 – 2.4 show the breakdown of JAC transit assets by asset category:

- Rolling Stock – Revenue service (used primarily to transport passengers) vehicles by service mode
    - Table 2.1 – Fixed Route
    - Table 2.2 – Paratransit
- Equipment – Non-revenue service vehicles (regardless of value) and non-vehicle equipment with an acquisition value of over $50,000 (tracked either as a single item or a line item as part of a group). Non-vehicle equipment assets with an acquisition value under $50,000 may be included in the TAM asset inventory. However, staff has elected to exclude such equipment. As permitted by the TAM Final Rule, staff does not include IT hardware or software in its TAM asset inventory.
    - Table 2.3 – Non-revenue service vehicle
    - No table – Non-vehicle equipment with an acquisition value over $50,000 (none)
- Facilities – While facilities are defined as any building or structure used in providing public transportation, it excludes bus structures and stand-alone structures under 100 square feet.
    - Table 2.4 – Facilities

Rolling Stock - Revenue Vehicle Fixed Route Fleet Inventory: 2018										
Asset Category	**Asset Class**	**Asset Desc.**	**Make**	**Model**	**ID Number**	**Asset Owner**	**Acquisition Year**	**Age (Years)**	**Vehicle Mileage**	**Replacement Cost/Value**
Rolling Stock	BU - Bus	35-ft GMC C5500	ElDorado National	Passport Low Floor	4233	Carson City/RTC	2010	8	227,832	$325,000
Rolling Stock	BU - Bus	35-ft GMC C5500	ElDorado National	Passport Low Floor	4234	Carson City/RTC	2010	8	259,920	$325,000
Rolling Stock	BU - Bus	35-ft GMC C5500	ElDorado National	Passport Low Floor	4236	Carson City/RTC	2011	7	134,293	$325,000
Rolling Stock	BU - Bus	35-ft GMC C5500	ElDorado National	Passport Low Floor	4240	Carson City/RTC	2013	5	107,672	$325,000
Rolling Stock	BU - Bus	35-ft GMC C5500	Arboc	Spirit of Liberty Low Floor	4243	Carson City/RTC	2016	2	61,816	$325,000
Rolling Stock	BU - Bus	35-ft GMC C5500	Arboc	Spirit of Liberty Low Floor	4244	Carson City/RTC	2016	2	62,310	$325,000
Rolling Stock	BU - Bus	35-ft GMC C5500	Arboc	Spirit of Liberty Low Floor	4245	Carson City/RTC	2017	1	22,180	$325,000

Table 2.1: Transit Asset Inventory – Rolling Stock (Revenue Vehicle) Asset Category/Fixed Route Fleet

Rolling Stock - Revenue Vehicle Paratransit Fleet Inventory: 2018										
Asset Category	**Asset Class**	**Asset Desc.**	**Make**	**Model**	**ID Number**	**Asset Owner**	**Acquisition Year**	**Age (Years)**	**Vehicle Mileage**	**Replacement Cost/Value**
Rolling Stock	CU - Cutaway Bus	24-ft Ford E450 Super Duty	ElDorado National	Aerotech 240	4229	Carson City/RTC	2009	9	129,246	$165,000
Rolling Stock	CU - Cutaway Bus	24-ft Ford E450 Super Duty	ElDorado National	Aerotech 240	4230	Carson City/RTC	2009	9	120,537	$165,000
Rolling Stock	CU - Cutaway Bus	21-ft Chevy G3500	Arboc	Spirit of Mobility	4237	Carson City/RTC	2012	6	87,268	$135,000
Rolling Stock	CU - Cutaway Bus	21-ft Chevy G3500	Arboc	Spirit of Mobility	4238	Carson City/RTC	2012	6	104,089	$135,000
Rolling Stock	CU - Cutaway Bus	21-ft Chevy G3500	Arboc	Spirit of Mobility	4239	Carson City/RTC	2012	6	97,231	$135,000
Rolling Stock	CU - Cutaway Bus	24-ft Chevy G3500	Arboc	Spirit of Mobility	4241	Carson City/RTC	2015	3	46,649	$145,000
Rolling Stock	CU - Cutaway Bus	24-ft Chevy G3501	Arboc	Spirit of Mobility	4242	Carson City/RTC	2015	3	55,061	$145,000
Rolling Stock	MV - Minivan	17-ft minivan	Chevrolet	Uplander	4005	Carson City/RTC	2007	11	54,830	$50,000

Table 2.2: Transit Asset Inventory – Rolling Stock (Revenue Vehicle) Asset Category/Paratransit Fleet

Equipment - Non-Revenue Vehicle Fleet Inventory: 2018										
Asset Category	**Asset Class**	**Asset Desc.**	**Make**	**Model**	**ID Number**	**Asset Owner**	**Acquisition Year**	**Age (Years)**	**Vehicle Mileage**	**Replacement Cost/Value**
Equipment	SV - Sport Utility Vehicle	CCPW / JAC admin SUV	Ford	Explorer	2233	Carson City/RTC	2007	11	28,112	$40,000

Table 2.3: Transit Asset Inventory – Equipment (Non-Revenue Vehicle) Asset Category/Admin Vehicles

Facilities Inventory: 2018								
Asset Category	**Asset Class**	**Asset Description**	**Contractor**	**ID Number**	**Asset Owner**	**Acquisition Year**	**Age (Years)**	**Replacement Cost/Value**
Facilities	Maintenance	Fleet Facility Expansion (Maintenance and Wash Bays)	Genet / Gassiot	Contract #1415-019	Carson City/RTC	2015	3	$2,000,000
Facilities	Administration	Administrative, Operations, and Bus Yard	Carson City Public Works	3770 Butti Way	Carson City/RTC	2018	0	$400,000

Table 2.4: Transit Asset Inventory – Facilities Asset Category

SECTION 3: ASSET CONDITION ASSESSMENT

The condition assessment can be defined as a systematic process of inspecting and evaluating the condition of assets. It can be done using visual and/or measured indicators. Condition assessment data is used to support asset management decision-making activities, including capital programming, performance modeling, and day-to-day maintenance. While the FTA does not prescribe a specific methodology or approach for conducting condition assessments, it does require every condition assessment and resultant rating to be sufficiently detailed to monitor performance and plan capital investments. The physical condition of an asset is used as a state of good repair performance measure because it is a direct reflection of its ability to perform its intended function. As part of the TAM Plan SGR Standards, staff conducts an annual physical condition assessment of transit assets. The condition assessments use the FTA Transit Economic Requirements Model (TERM) five-point scale to rate the physical state of each asset. Rolling stock and vehicle equipment assets with a rating of 2.5 or higher, and non-vehicle equipment and facilities assets with a 3.0 or higher are considered to be in a SGR. The inspection process and documentation forms utilized to assess vehicle, equipment, and facility assets are detailed in the Appendix section. The overall condition rating score factors into the decision support tool to create an overall asset rating. A discussion of the decision support tool is provided in Section 5. Tables 3.1 – 3.4 show the breakdown of JAC transit assets by asset category:

- Rolling Stock – Overall average of component and subcomponent ratings (see Appendix A for more detail)
    - Table 3.1 – Fixed Route
    - Table 3.2 – Paratransit
- Equipment – Overall average of component and subcomponent ratings for non-revenue service vehicles and non-vehicle equipment (see Appendix A for more detail)
    - Table 3.3 – Non-revenue service vehicle
    - No table – Non-vehicle equipment with an acquisition value over $50,000 (none)
- Facilities – Overall average of component and subcomponent ratings (facility equipment assets that have an acquisition vale of $50,000 or greater shall be included in the facility condition assessment inspection, but reported as part of the equipment inventory and condition assessment sections; no such assets/equipment qualify for inclusion in this plan). See Appendix B for more detail
    - Table 3.4 – Facilities

Rolling Stock - Revenue Vehicle Fixed Route Fleet Condition Assessment: 2018									
Asset Category	**Asset Class**	**Asset Desc.**	**ID Number**	**Acquisition Year**	**Age (Years)**	**Vehicle Mileage**	**ULB (Years)**	**ULB Met**	**Condition Rating**
Rolling Stock	BU - Bus	35-ft GMC C5500	4233	2010	8	227,832	14	No	3.71
Rolling Stock	BU - Bus	35-ft GMC C5500	4234	2010	8	259,920	14	No	3.71
Rolling Stock	BU - Bus	35-ft GMC C5500	4236	2011	7	134,293	14	No	3.79
Rolling Stock	BU - Bus	35-ft GMC C5500	4240	2013	5	107,672	14	No	3.98
Rolling Stock	BU - Bus	35-ft GMC C5500	4243	2016	2	61,816	14	No	4.93
Rolling Stock	BU - Bus	35-ft GMC C5500	4244	2016	2	62,310	14	No	4.90
Rolling Stock	BU - Bus	35-ft GMC C5500	4245	2017	1	22,180	14	No	4.90

Table 3.1: Condition Assessment – Rolling Stock (Revenue Vehicle) Asset Category/Fixed Route Fleet

Rolling Stock - Revenue Vehicle Paratransit Fleet Condition Assessment: 2018									
Asset Category	**Asset Class**	**Asset Desc.**	**ID Number**	**Acquisition Year**	**Age (Years)**	**Vehicle Mileage**	**ULB (Years)**	**ULB Met**	**Condition Rating**
Rolling Stock	CU - Cutaway Bus	24-ft Ford E450 Super Duty	4229	2009	9	129,246	10	No	3.68
Rolling Stock	CU - Cutaway Bus	24-ft Ford E450 Super Duty	4230	2009	9	120,537	10	No	2.73
Rolling Stock	CU - Cutaway Bus	21-ft Chevy G3500	4237	2012	6	87,268	10	No	3.14
Rolling Stock	CU - Cutaway Bus	21-ft Chevy G3500	4238	2012	6	104,089	10	No	3.14
Rolling Stock	CU - Cutaway Bus	21-ft Chevy G3500	4239	2012	6	97,231	10	No	3.01
Rolling Stock	CU - Cutaway Bus	24-ft Chevy G3500	4241	2015	3	46,649	10	No	4.04
Rolling Stock	CU - Cutaway Bus	24-ft Chevy G3501	4242	2015	3	55,061	10	No	3.96
Rolling Stock	MV - Minivan	17-ft minivan	4005	2007	11	54,830	8	Yes	2.74

Table 3.2: Condition Assessment – Rolling Stock (Revenue Vehicle) Asset Category/Paratransit Fleet

Equipment - Non-Revenue Vehicle Fleet Condition Assessment: 2018									
Asset Category	**Asset Class**	**Asset Desc.**	**ID Number**	**Acquisition Year**	**Age (Years)**	**Vehicle Mileage**	**ULB (Years)**	**ULB Met**	**Condition Rating**
Equipment	SV - Sport Utility Vehicle	CCPW / JAC Admin SUV	2233	2007	11	28,112	8	Yes	3.91

Table 3.3: Condition Assessment – Equipment (Non-Revenue Vehicle) Asset Category/Admin Vehicles

Facilities Condition Assessment: 2018						
Asset Category	**Asset Class**	**Asset Desc.**	**ID Number**	**Acquisition Year**	**Age (Years)**	**Condition Rating**
Facilities	Maintenance	Fleet Facility Expansion: Maintenance and Wash Bays	Contract #1415-019	2015	3	5.00
Facilities	Administration	Admin, ops, and bus yard	3770 Butti Way	2018	0	4.92

Table 3.4: Condition Assessment – Facilities Asset Category

SECTION 4: MANAGEMENT APPROACH

Analysis of individual assets throughout their various lifecycle stages provides a snapshot of each asset's progress toward achieving a state of good repair. JAC's asset management approach determines what actions shall be taken at each lifecycle stage, and can be broken down into five different categories or strategies:

- Risk Management – identifies any risks faced by individual assets or the organization as a whole (particularly safety-related risks) and describes the mitigation strategies for each one.
- Maintenance – only regularly scheduled maintenance activities (e.g., inspections, routine preventive maintenance activities, etc.) used to proactively extend the lifecycle of an asset.
- Overhaul – how and when assets get overhauled in lieu of full replacement (overhaul activities may include retrofit, mid-life, or major overhaul).
- Disposal – strategy for disposing of assets that are being renewed or replaced. Includes approval processes and other details, including the procedures for physically removing the asset from the property.
- Acquisition and Renewal – determination of when to initiate acquisition activities for assets. Includes descriptions of long-term replacement strategies and how long-term renewal and improvement activities are assessed based on the asset's lifecycle.

Risk Management

While information about the risks and mitigation strategies concerning JAC's assets do not factor directly into the required SGR targets or the scoring used to determine the investment priority of each asset, it is important to understand the implications of each. Table 4.1 shows the identified risks and mitigation strategies for these assets.

Asset Management Approach: Risk Management Strategy	
Risk	**Mitigation Strategy**
Loss of significant amounts of federal funds	Decrease dependence on federal funds for capital assets and projects. Cut back on maintenance and service activities, as applicable, or such activities that cause the budget to become unbalanced. Seek out additional state and/or local funding sources and/or extend asset ULB thresholds, if possible.
Loss of significant amounts of state/local funds	Decrease dependence on state/local funds for capital assets and projects. Cut back on maintenance and service activities, as applicable, or such activities that cause the budget to become unbalanced. Seek out additional federal and/or other funding sources and/or extend asset ULB thresholds, if possible.
Parts supply chain disruption	Partner with regional transit agencies and OEMs to retain parts supply chain.
Catastrophic loss of assets due to natural or man-made disasters and hazards	Enact Safety, Security and Emergency Preparedness Plan (SSEPP) and/or Urgent Evenuts policies. Create contacts with regional/partner transit agencies/vendors for provision of reserve facilities and vehicles.
Mission critical component or subcomponent deemed unusable or inoperable	Automatic prioritization of component, subcomponent, or asset to receive rehabilitation or replacement, particularly those identified as having unacceptable safety risk. Funding shall be allocated as soon as practicable toward this end. Use of backup assets as applicable.

Table 4.1: Asset Management Approach: Risk Management Strategy

Maintenance

The Carson City Public Works Maintenance Plan details the procedures used by the Fleet Services Division to ensure the highest level of performance of all Carson City buses, equipment and facilities through a high standard of preventive maintenance. Table 4.2 provides a summary of preventive maintenance activities contained within the Carson City Public Works Maintenance. Per the plan, all vehicles in the fleet are serviced at regular intervals, each service type with a different set of preventive maintenance activities. The bus operators perform daily pre-trip inspections on vehicles that may be placed into service for the day. Staff maintains a bus service intervals master list that specifies inspection intervals for specific vehicle components and subcomponents. There are also various levels of facilities maintenance that include regular walk-throughs and inspections, which are scheduled at less frequent intervals. In addition to these activities, instances of minor unscheduled maintenance needs are addressed prior to escalation to one of the other categories. Any identified conditions that render an asset unsafe or inaccessible shall be addressed with the appropriate level of investment following guidelines of other parts of this section.

Overhaul

JAC's damaged or non-operational assets and components assets are repaired on an "as needed basis" only. JAC does not overhaul or rehabilitate its assets as a matter of policy, unless additional specific funding is obtained from state or federal sources and a replacement asset item is made available during the time period the disabled asset is unavailable. Such activities may be undertaken if deemed cost or time effective. Otherwise, replacement is sought for assets that have met their ULB or are deemed unsuitable for continued investment. In the event a facility needs to be overhauled or major components need to be replaced, the project is added to the Carson City capital improvement program. If the repair is required for a mission critical item or is needed to keep the building safe and/or operable, a request will be made of the Internal Finance Committee for additional funding, if the scope of the repair is outside of the annual Facilities Maintenance budget.

Disposal

Once an asset has been scheduled for disposal, staff shall ensure that the procedures followed are compliant with local and federal requirements. The disposal options used vary between vehicle and non-vehicle assets, as described below.

VEHICLES
Vehicles at the end of their useful lives are retired per one of three options as described below:

1) Auction
    i) Approval from FTA to initiate disposal procedures;
    ii) Fleet Maintenance staff inspects vehicles and Transit Coordinator or Fleet Maintenance Supervisor completes Vehicles/Equipment Surplus Property form;
    iii) Vehicles are sent to auction and noticed on City website;
    iv) Vehicles are sold to highest bidder and Finance Department transfers revenue to Transit Fund;
    v) Vehicles with a fair market value of more than $5,000 at the time of disposal are subject to reimbursement to the FTA. A share proportionate to the FTA's participation in the purchase of the asset shall be reimbursed to the FTA, which is typically done through retention of the full sale proceeds of the asset (acquired with grant funds) and using those proceeds to reduce the gross project cost of a future grant. Reimbursement to FTA shall be an amount calculated by multiplying the total aggregate fair market value at the time of disposition, or the net sale proceeds, by the percentage of FTA's participation in the original grant, per Circular 5010;
    vi) Vehicles marked as disposed in the vehicle inventory and removed from TAM Plan tracking.

Asset Category	Asset Class	Maintenance Activity	Frequency	Average Duration	Cost
Rolling Stock	BU - Bus	General/operations inspection: to include tire and wheel, engine compartment, vehicle glass, vehicle lighting, vehicle interior environment, interior, brake, steering and suspension, safety items, and wheelchair lift/ramp inspections	Daily (pre-trip)	15 minutes	N/A
Rolling Stock	BU - Bus	Maintenance inspection/service (PM service level "A"): includes activities to be performed while vehicle is in transit (to maintenance bay), while vehicle is in maintenance bay, bicycle rack inspection, electrical, under hood, under bus, chassis/body, and road test	4,000 mi/45-day	4 hours	Varies
Rolling Stock	BU - Bus	Maintenance inspection/service (PM service level "B"): includes activities to be performed while vehicle is in transit (to maintenance bay), while vehicle is in maintenance bay, bicycle rack inspection, electrical, under hood, under bus, chassis/body, and road test	12,000 mi/90-day	6 hours	Varies
Rolling Stock	CU - Cutaway	General/operations inspection: to include tire and wheel, engine compartment, vehicle glass, vehicle lighting, vehicle interior environment, interior, brake, steering and suspension, safety items, and wheelchair lift/ramp inspections	Daily (pre-trip)	15 minutes	N/A
Rolling Stock	CU - Cutaway	Maintenance inspection/service (PM service level "A"): includes activities to be performed while vehicle is in transit (to maintenance bay), while vehicle is in maintenance bay, bicycle rack inspection, electrical, under hood, under bus, chassis/body, and road test	4,000 mi/45-day	2 hours	Varies
Rolling Stock	CU - Cutaway	Maintenance inspection/service (PM service level "B"): includes activities to be performed while vehicle is in transit (to maintenance bay), while vehicle is in maintenance bay, bicycle rack inspection, electrical, under hood, under bus, chassis/body, and road test	12,000 mi/90-day	5 hours	Varies
Rolling Stock	MV - Minivan	General/operations inspection: to include tire and wheel, engine compartment, vehicle glass, vehicle lighting, vehicle interior environment, interior, brake, steering and suspension, safety items, and wheelchair lift/ramp inspections	Daily (pre-trip)	15 minutes	N/A
Rolling Stock	MV - Minivan	Maintenance inspection/service (PM service level "A"): includes activities to be performed while vehicle is in transit (to maintenance bay), while vehicle is in maintenance bay, bicycle rack inspection, electrical, under hood, under bus, chassis/body, and road test	4,000 mi/45-day	1 hour	Varies
Rolling Stock	MV - Minivan	Maintenance inspection/service (PM service level "B"): includes activities to be performed while vehicle is in transit (to maintenance bay), while vehicle is in maintenance bay, bicycle rack inspection, electrical, under hood, under bus, chassis/body, and road test	12,000 mi/90-day	2 hours	Varies
Rolling Stock	BU - Bus	State of Good Repair (SGR)/Transit Asset Management (TAM) inspection: to include inspection and documented rating of vehicle components and sub-components	Annually	6 hours	N/A

Table 4.2: Asset Management Approach: Maintenance Strategy

Asset Category	Asset Class	Maintenance Activity	Frequency	Average Duration	Cost
Rolling Stock	CU - Cutaway	State of Good Repair (SGR)/Transit Asset Management (TAM) inspection: to include inspection and documented rating of vehicle components and sub-components	Annually	5 hours	N/A
Rolling Stock	MV - Minivan	State of Good Repair (SGR)/Transit Asset Management (TAM) inspection: to include inspection and documented rating of vehicle components and sub-components	Annually	2 hours	N/A
Equipment	SV - Sport Utility Vehicle	General/operations inspection: to include tire and wheel, engine compartment, vehicle glass, vehicle lighting, vehicle interior environment, interior, brake, steering and suspension, safety items, and wheelchair lift/ramp inspections	Daily (pre-trip)	15 minutes	N/A
Equipment	SV - Sport Utility Vehicle	Maintenance inspection/service (PM service level "A"): includes activities to be performed while vehicle is in transit (to maintenance bay), while vehicle is in maintenance bay, bicycle rack inspection, electrical, under hood, under bus, chassis/body, and road test	4,000 mi/45-day	1 hour	Varies
Equipment	SV - Sport Utility Vehicle	Maintenance inspection/service (PM service level "B"): includes activities to be performed while vehicle is in transit (to maintenance bay), while vehicle is in maintenance bay, bicycle rack inspection, electrical, under hood, under bus, chassis/body, and road test	12,000 mi/90-day	2 hours	Varies
Equipment	SV - Sport Utility Vehicle	State of Good Repair (SGR)/Transit Asset Management (TAM) inspection: to include inspection and documented rating of vehicle components and sub-components	Annually	2 hours	N/A
Facilities	Administration	Facility Inspection: Walk-through	Daily	15 minutes	N/A
Facilities	Administration	Facility Inspection: Mission Critical	Annually	2 hours	N/A
Facilities	Administration	State of Good Repair (SGR)/Transit Asset Management (TAM) inspection: to include inspection and documented rating of facility components and sub-components	Annually	4 hours	N/A
Facilities	Maintenance	Facility Inspection: Walk-through	Daily	15 minutes	N/A
Facilities	Maintenance	Facility Inspection: Mission Critical	Monthly	2 hours	N/A
Facilities	Maintenance	State of Good Repair (SGR)/Transit Asset Management (TAM) inspection: to include inspection and documented rating of facility components and sub-components	Annually	4 hours	N/A

Table 4.2: Asset Management Approach: Maintenance Strategy (continued)

2) Donation:
   i) Approval from FTA to initiate disposal procedures;
   ii) Approval from RTC Board to make vehicles available for donation;
   iii) Fleet Maintenance staff inspects and prepares vehicles for donation;
   iv) Vehicles noticed as available on City website and in local newspaper, with available application period;
   v) Presentation of applications to RTC Board for consideration and award/adoption of authorizing resolution;
   vi) Written conditions of acceptance provided to winning agency (i.e., removal of vehicle from property, removal of JAC logos, etc.);
   vii) See step v) from option 1) above;
   viii) Vehicles marked as disposed in the vehicle inventory and removed from TAM Plan tracking.

3) Placed out to bid:
   i) Approval from FTA to initiate disposal procedures;
   ii) Fleet Maintenance staff inspects vehicles and Transit Coordinator or Fleet Maintenance Supervisor completes Vehicles/Equipment Surplus Property form;
   iii) Vehicles noticed as available on City website, local newspaper, and third party sites as applicable (i.e., eBay), with available response period;
   iv) Vehicles sold to highest bidder and Finance Department transfers revenue to Transit Fund;
   v) See step v) from option 1) above;
   vi) Vehicles marked as disposed in the vehicle inventory and removed from TAM Plan tracking.

FACILITIES
Facilities at the end of their useful lives may be repurposed for transfer to another City department or may be demolished to make room for new buildings and/or uses of the property. In either case, the FTA is notified prior to initiation of disposal procedures. Other disposal procedures as required by Circular 5010 shall also be followed.

Acquisition and Renewal

The acquisition options used vary between vehicle and non-vehicle assets, as described below. Staff shall ensure the procedures followed are compliant with local and federal requirements.

VEHICLES
When a vehicle is approaching the end of its useful life, it will be evaluated for condition, operability, and financial constraints to determine the timeline for replacement. Vehicles with a “high” priority on the investment prioritization list (see Section 6) or that pose an unacceptable safety risk will be prioritized. The current strategy for fixed route bus replacement is to move away from the front engine vehicles, designed primarily for intercity or express route travel, to rear engine vehicles designed for transit routes in urban environments. The long-term approach is to reevaluate capacity needs and potentially transition to a different vehicle length (currently 35-ft.). Overall, the strategy is to maintain vehicles at a high standard to maximize lifespan and exceed the useful life benchmark. Once the current fleet is replaced, the goals for vehicle replacement will be to replace, at a minimum, one paratransit vehicle every year and one fixed route vehicle every other year. Vehicle replacement at this rate will ensure the fleet is meeting performance targets.

FACILITIES
Facilities approaching the end of their useful lives will be evaluated for condition, operability, and financial constraints to determine the timeline for replacement. The long-term replacement strategy is to maintain facilities at a high standard to maximize lifespan and exceed the useful life benchmark. In the event a facility needs to be updated, expanded, or relocated, the project is added to the Carson City capital improvement program, and placed out to bid (if selected) using proper procurement methods.

SECTION 5: DECISION SUPPORT

JAC staff uses several factors in the asset investment decision-making process. Staff has developed separate decision support tools for vehicles and facilities, each based on different data sets that are tracked for each asset type. The final score for each asset and each asset type is a single number to allow for comparisons across all asset categories and classes. Beyond this overall asset score, project investment decisions may include consideration of additional factors as appropriate:

- Funding availability (from all sources reasonably expected to be available during the horizon period)
- Concurrency with SGR performance targets
- Identified unacceptable safety risk
- Projects or programs that take into consideration ADA requirements

The analytical process put into place to support investment decision-making for asset investment uses key factors that are weighted together to create an overall asset score. Each of the factors carries a different weight. The final score, which uses a scale from one to five, is used to create an investment priority list. Information for these factors is pulled from Carson City's asset management system and physical condition assessments performed by Fleet and Facilities Maintenance staff. Figures 5.1 and 5.2 show the composition of the scoring factors and their weight on the final asset score. The lower the final score the more the asset is in need of replacement. Assets are then assigned an overall investment priority ranking in reverse order of their final scores (the lowest final score receives the highest investment priority ranking, the second lowest final score receives the second highest investment priority ranking, and so on). Additional factors, as described above, are considered as appropriate to assign a tier (high, medium, or low priority) to show projects targeted for investment.

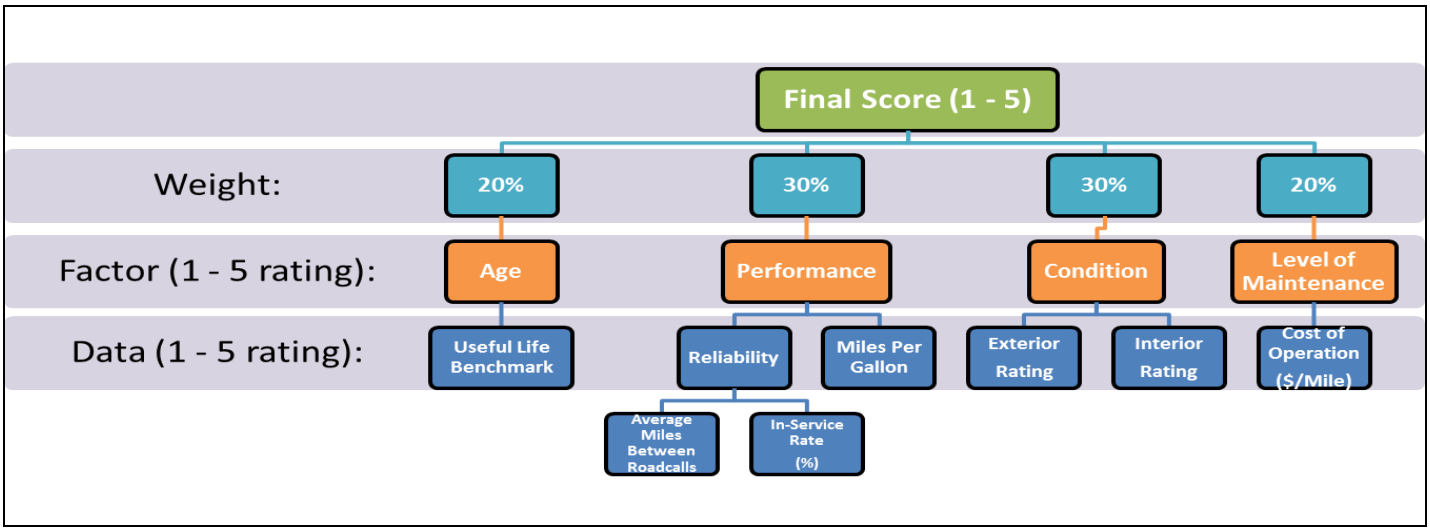

Table 5.1: Vehicle Decision Support Tool: Asset Scoring Factor Weight Relative to Overall Asset Score

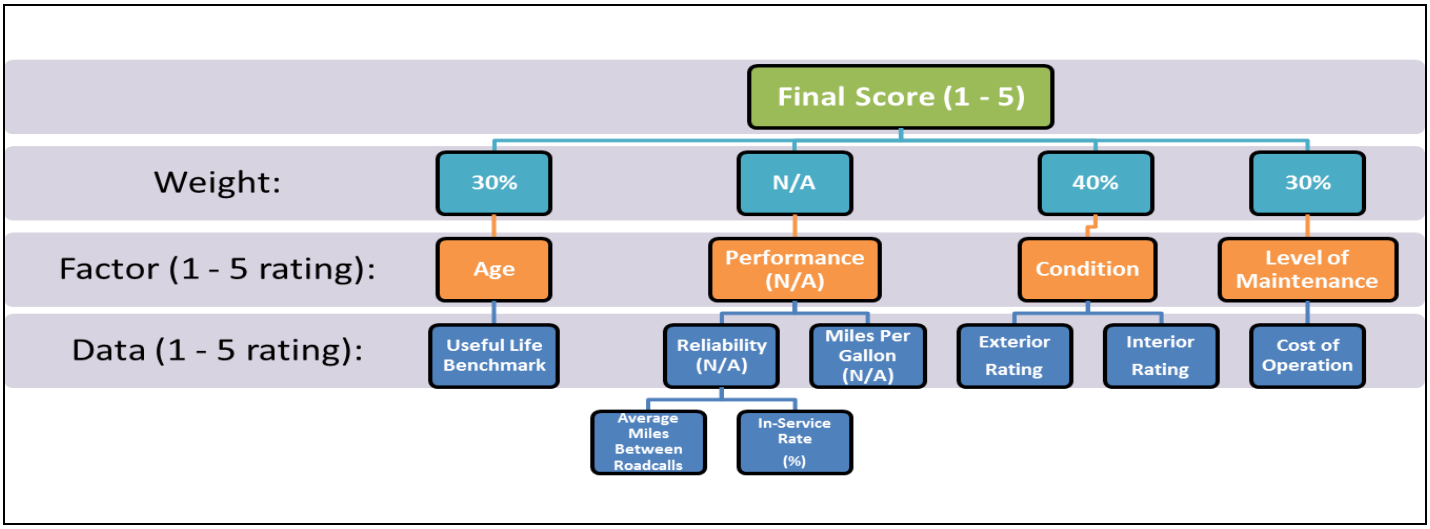

Table 5.2: Facilities Decision Support Tool: Asset Scoring Factor Weight Relative to Overall Asset Score

SECTION 6: PRIORITIZED LIST of INVESTMENTS

The TAM Plan's data and analyses culminate in a prioritized list of investments. This list determines which capital investments are needed and helps determine the timeframe for which they are needed in order to maintain assets in a state of good repair. The investment prioritization list contains work plans and schedules of proposed projects and programs that are believed would achieve SGR performance targets, and a ranking of projects and programs based on implementation priority over the TAM Plan horizon period. Each project on the list includes an overall rank, as well as a priority tier expressed as a High, Medium, or Low priority. JAC's prioritized list of investments for the current horizon period (FFY 2019 – 2022) is shown in Table 6.1.

Table 6.1: Prioritized List of Investments: FFY 2019 - 2022 Horizon Period

Investment Priority Tier	Asset Category	Asset Class	Project Description	ID Number	Investment Justification	Est. Cost	Factor (20%): Age (ULB) Score	Factor (30%): Performance Score	Factor (30%): Condition Score	Factor (20%): Level of Maintenance	Final Score	Anticipated Project Year	Rank
High	Rolling Stock	BU - Bus	Fixed Route Bus Replacement	4233	Exceeded FTA Useful Life; Exceedingly High Level of Maintenance Required	$325,000	2.80	2.32	3.71	0.45	2.46	FY 2019	1
Medium	Rolling Stock	BU - Bus	Fixed Route Bus Replacement	4240	Poor Performance Score and High Level of Maintenance Required	$325,005	3.20	1.87	3.98	1.15	2.63	FY 2021	2
Medium	Rolling Stock	BU - Bus	Fixed Route Bus Replacement	4236	Met FTA Useful Life; Exceedingly High Level of Maintenance Required	$325,000	3.00	2.43	3.79	0.90	2.65	FY 2021	3
High	Rolling Stock	CU - Cutaway	Paratransit Bus Replacement	4229	Exceeded FTA Useful Life, Including Overhaul Useful Life; ULB To Be Met in FY19	$165,000	1.10	3.65	3.68	2.95	3.01	FY 2020	4
High	Rolling Stock	CU - Cutaway	Paratransit Bus Replacement	4230	Exceeded FTA Useful Life, Including Overhaul Useful Life; ULB To Be Met in FY19	$165,000	1.10	4.02	2.73	3.90	3.03	FY 2020	5
Medium	Rolling Stock	CU - Cutaway	Paratransit Bus Replacement	4237	Exceeded FTA Useful Life; Higher Level of Maintenance Required	$135,000	2.20	3.89	3.14	2.55	3.06	FY 2022	6
High	Rolling Stock	BU - Bus	Fixed Route Bus Replacement	4234	Exceeded FTA Useful Life; Below Average Performance Score	$325,000	2.80	2.88	3.71	3.05	3.15	FY 2019	7
Low	Rolling Stock	MV - Minivan	Paratransit Bus Replacement	4005	ULB Exceeded; Below Average Condition Score	$50,000	0.80	4.01	2.74	4.85	3.16	-	8
Medium	Rolling Stock	CU - Cutaway	Paratransit Bus Replacement	4239	Exceeded FTA Useful Life	$135,000	2.20	3.71	3.01	4.10	3.28	FY 2022	9
Medium	Rolling Stock	CU - Cutaway	Paratransit Bus Replacement	4238	Exceeded FTA Useful Life	$135,000	2.20	4.11	3.14	4.05	3.43	FY 2022	10

SECTION 7: ANNUAL PERFORMANCE TARGETS & MEASURES

As introduced in Section 1, JAC shall establish performance targets for each applicable asset class' performance measure in compliance with TAM regulations. A new set of performance targets shall be developed for each fiscal year and approved by the Accountable Executive. This shall be done within four months of the end of the fiscal year. Performance targets are expressed as a percentage of assets within an asset class that are expected to have met or exceeded its ULB by the end of the fiscal year. As an example from JAC's SGR performance targets for FFY 2019 (shown in Table 7.1), no more than 29% of the Cutaway Rolling Stock fleet (two of the seven vehicles) should have exceeded their default ULB by the end of the fiscal year.

JAC FFY 2019 Performance Targets					
Asset Category	**Asset Class**	**ULB/TERM Default Rating**	**Number of Assets in Asset Class**	**# Assets Exceeding ULB/TERM**	**Performance Target***
Rolling Stock	BU - Bus	14	7	0	0%
	CU - Cutaway	10	7	2	29%
	MV- Minivan	8	1	1	100%
Equipment	SV - Sport Utility Vehicle	8	1	1	100%
Facilities	Administration	3.0	1	0	0%
Facilities	Maintenance	3.0	1	0	0%
* For Rolling Stock and Equipment, the Performance Target is percentage of vehicles that have met or exceed ULB; for Facilities, the Performance Target is percentage of assets with a condition rating below 3.0 on the FTA TERM scale.					

Table 7.1: JAC FFY 2019 Performance Targets for Transit Assets

SECTION 8: RECORDKEEPING & NTD REPORTING

JAC shall maintain all supporting TAM Plan records and documents. JAC shall make TAM Plan records available to Federal (FTA) or other entities that may provide funding for JAC. It shall also report, on an annual basis, to the FTA's National Transit Database (NTD):

- Inventory of assets;
- SGR performance targets for the next fiscal year;
- Condition inspection assessments and performance measures of capital assets; and
- An annual narrative that provides a description of any change in the condition of JAC's transit system or operations from the previous year, and a description of the progress made during the reporting year to meet the performance targets set in the previous reporting year.

Per NTD requirements, because JAC's fiscal year ends on June 30th, annual TAM data reporting to NTD shall be completed by the last business day of October of each calendar year. If a NTD filing extension is required for any reason, an extension letter must be filed with NTD by October 31st.

SECTION 9: UPDATES & CONTINUOUS IMPROVEMENT

The TAM Plan is considered a "living document" that shall be reviewed on an annual basis, updated, and incorporated into JAC's capital and budget planning and reporting processes. A review and update will also be initiated whenever there is a significant change to JAC staff, assets, maintenance plans, and/or operations. Beginning in 2018, TAM Plan data shall serve as a "baseline" measure of asset performance management. As more data is collected, additional monitoring categories and goals may be added to support condition and reliability-based decision-making. This document shall cover a horizon period of 10/1/2018 to 9/30/2022, commencing with completion of the initial TAM Plan in 2018, and ending four years later with the conclusion of FFY 2022.

SECTION 10: CONCLUSION

Carson City, CAMPO, and JAC, firmly believe that implementing this Transit Asset Management Plan will allow the transit system to meet its goal of providing safe, efficient, reliable, and accessible public transit to the Carson City area and its residents. Additional system achievements can be expected through diligent use of and adherence to this document, including minimization of safety risks, justification of capital investments, increased system reliability and accessibility, reduction of maintenance costs, and/or increased system performance. In complying with federal requirements and in customizing transit asset management to meet the needs of the transit system, JAC's overarching goals and objectives shall be upheld.

As the first formal asset management plan for JAC vehicles, equipment, and facilities, this document is a step in the right direction toward the most efficient utilization of federal and local funds, and toward meeting and exceeding agency goals.

Appendix A – Condition Assessment Procedures: Vehicle Fleet

Background

This section contains information for Carson City Fleet Maintenance Technicians to be able to rate the condition of JAC's rolling stock (revenue vehicles) and non-revenue service vehicle assets in a uniform fashion. Condition assessments shall be conducted through inspection and assignment of a rating for vehicle assets using FTA's Transit Economic Requirements Model (TERM) scale. Inspection procedures shall be followed in order to maintain compliance with FTA's TAM Plan regulations. Vehicle assessments are used to help determine replacement schedules and to support decision-making regarding maintenance practices. These condition ratings also factor into the greater TAM Plan's decision support which aides in maximizing the performance and life cycle of JAC's assets.

Inventory Determination & Inspection Standards

Consistent with federal TAM Plan requirements, JAC shall gather condition assessment data on both rolling stock and equipment (non-revenue service vehicles) asset categories. The current fleet has three classes of rolling stock—bus, cutaway bus, and minivan—and one class of non-revenue service vehicle equipment—sport utility vehicle. A detailed list of this inventory is included in Section 2 of this Plan.

The FTA TERM asset condition rating scale is based on how close a rolling stock or equipment asset or component is to replacement or major overhaul. This is determined through a physical inspection and assessment. Rolling stock and vehicle equipment assets with a rating of 2.5 or higher (3.0 or higher for non-vehicle equipment and facilities assets) are considered to be in a State of Good Repair. The table below shows the FTA TERM rating scale used by Carson City Fleet Maintenance staff in their scoring of JAC's vehicle assets.

FTA TERM Rating Scale		
Condition	**Rating**	**Description**
Excellent	5.0 to 4.8	New asset; no visible defects.
Good	4.7 to 4.0	Asset showing minimal signs of wear; some (slightly) defective of deteriorated component(s)
Adequate	3.9 to 3.0	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
Marginal	2.9 to 2.0	Asset just reaching or just past the end of its useful life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
Poor	1.9 to 1.0	Asset is past its useful life and is in need of immediate repair or replacement; may have critically damaged component(s).

In addition to assigning a numerical grade from the FTA TERM Rating Scale to each major component/sub-component, the inspector shall include written notation of the condition assessment in the notes section of the Vehicle Condition Assessment Inspection form (see example below).

Inspection Procedures

The condition assessment's primary purpose is to assess the overall physical condition of vehicles to support operational and capital investment decisions. It is mandatory that inspectors document and immediately report any critical defects that may constitute a safety concern, potential service delay, or barrier to accessibility. The vehicle will be taken out of service until the issue has been resolved. The inspection must be conducted by at least one Fleet Maintenance Technician, and may include the Fleet Maintenance Supervisor, Transportation Manager, Transit Coordinator, and/or General Manager (or Operations Manager) of the contract operator. The inspector(s) shall complete the following steps and provide a copy of the Vehicle Condition Assessment Inspection form for each rolling stock and vehicle equipment asset to the Fleet Maintenance Supervisor and Transit Coordinator.

- The inspection should take place within one workday or an eight hour period. It should take no longer than eight hours to complete the assessment for a given asset, and the process should not be interrupted.
- Inspection reports shall be completed between the months of April and July of each year in advance of the due date for the required annual performance targets.
- Inspections shall be performed during each asset's regularly scheduled preventive maintenance service.
- Confirm the inspection date and start time—the Fleet Maintenance Supervisor, Inspector(s)/Fleet Maintenance Technician(s), and Transit Coordinator shall agree on an appropriate time and date for each inspection.
- Once the vehicle and inspector(s) are at the inspection location, the inspector shall complete the first section of the Vehicle Condition Assessment Inspection form (date, location, inspector name, etc.), and review the inspection procedure and instructions.
- Inspector(s) perform the inspection by physically evaluating the condition of each major component and sub-component of the vehicle, as listed in the Vehicle Condition Assessment Inspection form. He/she/they shall assign a condition rating score, as appropriate, using the FTA TERM rating scale provided above. The score of each main component shall be documented in the appropriate "Condition Rating Score" box. This is calculated by averaging the scores for all sub-components of the associated main component. At the end of the inspection, a final condition rating score shall be assigned to the asset using the average of the scores of each main component.
- Each inspector shall sign and date the bottom portion of the inspection form, and deliver the form to the Fleet Maintenance Supervisor. The Fleet Maintenance Supervisor will then report this information to the Transportation Manager and Transit Coordinator. This information will be filed and used for NTD reporting and performance target setting purposes.

TAM PLAN: Vehicle Condition Assessment Inspection Form

Inspection Date:
Inspector(s) Name(s):
Vehicle Type:
Vehicle Number:
Vehicle Make/Model/Year:
Operating Division:
Notes: _____   _____   _____   _____   _____   _____

Revenue and Non-Revenue Service Vehicle Condition Inspection Assessment				
Main Component	**ID**	**Sub-Component**	**Asset Qty.**	**Condition Rating Score**
Engine	A.		1	
	A.1	Compression or Cyclinder Balance Test		
	A.2	Oil Usage/Levels		
	A.3	Noises		
	A.4	Coolant Level (Leaks)		
	A.5	Radiator (Leaks)		
	A.6	Air Filter		
	A.7	Engine Mounts/Brackets/Hardware (Condition)		
	A.8	Belts and Pulleys		
	A.9	Starter (Connections/Mounts)		
	A.10	Hoses, Tubes, Lines (Leaks)		
	A.11	Cat/Exhaust System (Pipes/Clamps)		
Drivetrain	B.		1	
	B.1	Transmission Fluid (Levels/Use)		
	B.2	Rear End Fluid Levels/Use		
	B.3	Shift Quality (Noises)		
	B.4	Reverse/Backup Alarm		
	B.5	Universal Joint/Driveshaft (Tension)		

Revenue and Non-Revenue Service Vehicle Condition Inspection Assessment				
Main Component	**ID**	**Sub-Component**	**Asset Qty.**	**Condition Rating Score**
Electrical	C.		1	
	C.1	Exterior Lighting		
	C.2	Interior Lighting		
	C.3	Dash Gauges (Function)		
	C.4	Wiring Condition		
	C.5	Destination Sign		
	C.6	Camera System		
	C.7	AVL Function		
	C.8	Battery Condition		
	C.9	Battery Voltage/Function		
	C.10	Generator (Connections/Mounts)		
	C.11	Radio and Antenna (Function)		
	C.12	Starter (Connections/Mounts)		
Suspension / Steering	D.		1	
	D.1	Steering System (Play/Leaks/Wear)		
	D.2	Springs (Condition/Function)		
	D.3	Shocks (Condition/Function)		
	D.4	Struts (Condition/Function)		
	D.5	Suspension Bellow(s) (Function)		
	D.6	Suspension Leveling Valve(s) (Function)		
	D.7	Bushings/Mounts (Wear/Condition)		
	D.8	Tie Rod Ends (Wear/Condition)		
	D.9	Steering Box (Fluid Level)		
Brakes / Tires / Wheels	E.		1	
	E.1	Tire Condition/Tread Depth		
	E.2	Lug Nuts (Tighten)		
	E.3	Axle Nuts (Tighten)		
	E.4	Brake/Shift Interlock (Function)		
	E.5	Emergency Brake (Function)		
	E.6	Brake Drums/Disks/Pads Lining (Condition/Wear)		
	E.7	Brake Fluid Levels/Use		
	E.8	Brake Hoses/Lines/Cables (Condition)		
	E.9	Brake Interlock (Air Leaks)		
	E.10	Front Hub Oil (If Applicable)		
	E.11	Brake Chamber (Function)		
	E.12	Air Brake Compressor (Function)		
	E.13	Air Brake Tank (Function)		
	E.14	Air Brake Lines (Leaks/Function)		
	E.15	Air Dryer (Leaks/Function)		

Revenue and Non-Revenue Service Vehicle Condition Inspection Assessment				
Main Component	**ID**	**Sub-Component**	**Asset Qty.**	**Condition Rating Score**
HVAC	F.		1	
	F.1	A/C Function		
	F.2	Heater Function		
Frame / Structure	G.			
	G.1	Frame (Rust/Cracks/Condition)		
	G.2	King Pin (Condition/Wear)		
	G.3	Subframe (Condition)		
Body: Interior	H.		1	
	H.1	Seats (Condition/Loose)		
	H.2	Grab Rail(s) (Condition/Loose)		
	H.3	Panels/Trim (Condition/Loose)		
	H.4	Doors (Operation)		
	H.5	Driver Seatbelt (Condition)		
	H.6	Driver Seat Mount (Condition)		
	H.7	Rubber Passenger Floor (Condition)		
	H.8	Passenger Seats (Condition)		
	H.9	Stanchion(s) (Condition/Loose)		
	H.10	Gear Shift Selector (Function)		
Body: Exterior	I.		2	
	I.1	Window Glass		
	I.2	Body Panels (Condition/Dents/Rust)		
	I.3	Bumpers and Trim (Damaged/Loose)		
	I.4	Mirrors		
	I.5	Windshield Wipers (Function)		
	I.6	Reflectors		
	I.7	Body Damage		
	I.8	Passenger Bike Rack (Function/Condition)		
	I.9	Door Rubber Seal (Condition)		
	I.10	Window Rubber Seal (Condition)		
ADA Features	J.		1	
	J.1	Wheelchair Lift/Ramp (Function/Condition)		
	J.2	Kneeler (Function)		
	J.3	Passenger Cord/Bell (Function)		
	J.4	Stop Announcement Speaker (Function)		
	J.5	Stop Announcement Display (Function)		
	J.6	Wheelchair Restraint System (Condition/Function)		
Safety Systems	K.		1	
	K.1	Horn (Function)		
	K.2	Backup Alarm (Function)		
	K.3	Windshield Washer (Fluid Level/Function)		
	K.4	Fire Suppression System		
	K.5	Roof Hatch/Emergency Exit		
	K.6	Emergency Exit Window Release Latch (Function)		
Total Vehicle Score (Average of All Main Component Scores)			1	

Inspection Certification

By signing below, I confirm to the best of my ability, that the information presented in this document is true and based on factual information and assessment:

Inspector:

Name (print)	Signature	Date

Certification: Carson City Public Works Fleet Maintenance Supervisor

Name (print)	Signature	Date

Appendix B – Condition Assessment Procedures: Facilities

Background

This section contains information for Carson City Facilities Maintenance staff to be able to rate the condition of JAC's facilities assets in a uniform fashion. Condition assessments shall be conducted through inspection and assignment of a rating for facilities assets using FTA's Transit Economic Requirements Model (TERM) scale. Inspection procedures shall be followed in order to maintain compliance with FTA's TAM Plan regulations. Facilities assessments are used to help determine replacement schedules and to support decision-making regarding maintenance practices. These condition ratings also factor into the greater TAM Plan's decision support which aides in maximizing the performance and life cycle of CAMPO's assets.

Inventory Determination & Inspection Standards

Consistent with federal TAM Plan requirements, CAMPO shall gather condition assessment data on facilities asset categories. Currently, JAC has two classes of facilities—maintenance and administration. A detailed list of this inventory is included in Section 2 of this Plan. The FTA TERM asset condition rating scale is based on how close a facilities asset or component is to replacement or major overhaul. This is determined through a physical inspection and assessment. Facility (and non-vehicle equipment) assets with a rating of 3.0 or higher (2.5 or higher for Rolling stock and vehicle equipment assets) are considered to be in a State of Good Repair. The table below shows the FTA TERM rating scale ultimately used by JAC in scoring its facility assets.

FTA TERM Rating Scale		
Condition	**Rating**	**Description**
Excellent	5.0 to 4.8	New asset; no visible defects.
Good	4.7 to 4.0	Asset showing minimal signs of wear; some (slightly) defective of deteriorated component(s)
Adequate	3.9 to 3.0	Asset has reached its mid-life (condition 3.5); some moderately defective or deteriorated component(s).
Marginal	2.9 to 2.0	Asset just reaching or just past the end of its useful life; increasing number of defective or deteriorated component(s) and increasing maintenance needs.
Poor	1.9 to 1.0	Asset is past its useful life and is in need of immediate repair or replacement; may have critically damaged component(s).

Carson City Facilities Maintenance Division staff regularly inspects each of JAC's facility assets. Smartsheet software is used during each facility's condition assessment inspection to record information into the program's database. The program allows for customization and storage of data fields, written documentation, and photo uploads. In addition to regular documented inspections, Facilities Maintenance staff makes regular visits to each of the City's facilities, and makes notes about anything that appears to be out of the ordinary. The rating scale used for facility condition assessments, per the Smartsheet Survey, is shown in the table below. Because the Carson City Facilities Maintenance Division staff uses an asset rating scale that is essentially the inverse of the TERM scale, staff ratings are converted by the Transit Coordinator to the appropriate TERM rating value.

Facility Condition Assessment Inspection/Smartsheet Survey Rating Scale (priority ranking on a scale from 1-5 with 1 as the lowest and 5 as the highest priority)	
	Descripition
Priority 1	Enhancements - The items are aesthetic in nature. Typical enhancement items include repainting, improved signage, re-carpeting or other items that provide enhanced facility environs.
Priority 2	Recommended - Conditions that include items that represent a sensible improvement. Items in this category include conditions requiring appropriate attention to preclude predictable deterioration or potential downtime and the associated damage or higher costs if deferred further.
Priority 3	Necessary - Conditions that require appropriate action to prevent deterioration if deferred further. Items are to be addressed by a planned routine maintenance or be part of a documented preventive maintenance program in an effort to meet or exceed the expected useful estimate. Items in this category, if not maintained, will reach end of useful life on an accelerated basis. Replace items that will reach or exceed their useful service life.
Priority 4	Indirect Impact on Facility Mission - Conditions that, if not corrected expeditiously, will become critical within one year are to be addressed for replacement, maintenance or repair on a near term horizon.
Priority 5	Critical - Requires immediate attention to correct cited safety and/or code hazard, stop accelerated deterioration, or return equipment or systems to operation. Priority 5 items are to be addressed on an immediate or short term time horizon.

In addition to assigning a numerical grade from the FTA TERM Rating Scale to each major component/sub-component, the inspector shall include written notation of the condition assessment in the notes section of the Facility Condition Assessment Inspection/Smartsheet Survey (see example below).

Inspection Procedures

The condition assessment's primary purpose is to assess the overall physical condition of facilities to support operational and capital investment decisions. It is mandatory that inspectors document and immediately report any critical defects that may constitute a safety concern, potential service delay, or barrier to accessibility. The issue shall be reported immediately to the Facilities Maintenance Supervisor and repaired or resolved per the timeline described in the Smartsheet Priority Ranking scale above. The inspection must be conducted by at least one Skilled Trades Technician, and may include the Facilities Maintenance Supervisor, Transportation Manager, Transit Coordinator, and/or General Manager (or Operations Manager) of the contract operator. The inspector(s) shall complete the following steps and provide a copy of the Smartsheet Survey (can be done electronically) form for each facilities asset to the Facilities Maintenance Supervisor and Transit Coordinator.

- The inspection should take place within one workday or an eight hour period. It should take no longer than eight hours to complete the assessment for a given asset, and the process should not be interrupted.
- Inspection reports shall be completed between the months of April and July of each year in advance of the due date for the required annual performance targets.
- Inspections shall be performed during each asset's regularly scheduled inspection, if possible.
- Confirm the inspection date and start time—the Facilities Maintenance Supervisor, Inspector(s)/Skilled Trades Technician(s), and Transit Coordinator shall agree on an appropriate time and date for each inspection.
- Once the inspector(s) are at the facility to be inspected, the inspector(s) shall login to the Smartsheet Survey for that facility, which will automatically track date, location, inspector name, etc. Inspector(s) shall also review the inspection procedure and instructions.
- Inspector(s) perform the inspection by physically evaluating the condition of each major component and sub-component of the facility, as listed in the associated Smartsheet Survey form. He/she/they shall assign a condition rating score, as appropriate, using the rating scale provided above. The Transit Coordinator will later adjust the scores to match the appropriate FTA TERM scale score. This final condition rating score shall be used in updates to the TAM Plan and in future evaluations of funding/project needs.
- Inspector(s) shall make the Facilities Maintenance Supervisor aware of the availability of the updated Smartsheet Survey form. The Facilities Maintenance Supervisor will then report this information to the Transportation Manager and Transit Coordinator. This information will be filed and used for NTD reporting and performance target setting purposes.

Facility Condition Assessment Inspection/Smartsheet Survey Form: Fleet Maintenance Facility

Facility Condition Survey	Type	Quantity	Model	Serial Number	Estimated Remaining Useful Life	Ranking	Action*	$ Immediate Needs**	$ Capital Reserves**	Notes
Fleet Services - 3303 Butti Way, Bldg #2										
SITE IMPROVEMENTS										
Storm Drain System										
Parking, Pavement, Curbs & Gutters										
Sidewalks										
Utilities										
Landscaping										
Site Lighting										
Site & Building Signage										
STRUCTURAL SYSTEMS AND BUILDING ENVELOPE										
Foundations										
Structural System Including Floors										
Exterior Walls, Patch & Paint										
Windows & Frames										
Exterior Doors & Frames										
Stairs (Interior & Exterior)										
Balconies & Upper Floor Walkways										
Roof Coverings										
Roof Drainage										
MECHANICAL, ELECTRICAL & PLUMBING SYSTEMS										
HVAC										
MAU 1										
MAU 2										
AC 1										
Electrical										
Emergency Generator										
Hot & Cold Water Distribution System										
Water Heaters										
Gas Distribution System										
VERTICAL TRANSPORTATION CONVEYING SYSTEMS										
Elevators										
FIRE/LIFE SAFETY										
Fire Supression Systems										
Security Alarm Systems										
INTERIOR ELEMENTS										
Common Area Walls										
Common Area Floors										
Common Area Ceilings										
Warehouse Area Walls										
Warehouse Area Floors										
Warehouse Area Ceilings										
Interior Doors & Frames										
"BARRIER FREE" ACCESSIBILITY (ADA)										
Parking, Signage, Ramps										
Common Area Accessibility										
Restroom Accessibility										
OTHER										
Action:	*NM = Nomal Maintenance*	*IR = Immediate Repair/Immediate Replacement*	*RR = Replacement Reserves*	*N/A = Not Applicable*						
***** All costs are estimated***										

TAM PLAN: Facility Condition Assessment Inspection/Smartsheet Survey Form: JAC Administrative Office and Bus Yard

Facility Condition Survey	Type	Quantity	Model	Serial Number	Estimated Remaining Useful Life	Ranking	Action*	$ Immediate Needs**	$ Capital Reserves**	Notes
JAC Office Facilities - 3770 Butti Way										
SITE IMPROVEMENTS										
Storm Drain System										
Parking, Pavement, Curbs & Gutters										
Sidewalks										
Utilities										
Landscaping										
Site Lighting										
Site & Building Signage										
STRUCTURAL SYSTEMS AND BUILDING ENVELOPE										
Foundations										
Structural System Including Floors										
Exterior Walls, Patch & Paint										
Windows & Frames										
Exterior Doors & Frames										
Stairs (Interior & Exterior)										
Balconies & Upper Floor Walkways										
Roof Coverings										
Roof Drainage										
MECHANICAL, ELECTRICAL & PLUMBING SYSTEMS										
HVAC										
Electrical										
Emergency Generator										
Hot & Cold Water Distribution System										
Water Heaters										
Gas Distribution System										
VERTICAL TRANSPORTATION CONVEYING SYSTEMS										
Elevators										
FIRE/LIFE SAFETY										
Fire Supression Systems										
Security Alarm Systems										
INTERIOR ELEMENTS										
Common Area Walls										
Common Area Floors										
Common Area Ceilings										
Warehouse Area Walls										
Warehouse Area Floors										
Warehouse Area Ceilings										
Interior Doors & Frames										
"BARRIER FREE" ACCESSIBILITY (ADA)										
Parking, Signage, Ramps										
Common Area Accessibility										
Restroom Accessibility										
OTHER										
Action:	*NM = Normal Maintenance*	*IR = Immediate Repair/Immediate Replacement*	*RR = Replacement Reserves*	*N/A = Not Applicable*						
***** All costs are estimated***										

STAFF REPORT

Report To: The Carson City Regional Transportation Commission (RTC)

Meeting Date: October 10, 2018

Staff Contact: Lucia Maloney, Transportation Manager

Agenda Title: (For Information Only) Information on the Annual Average Traffic Counts collected by the Nevada Department of Transportation (NDOT).

Staff Summary: NDOT collects traffic counts on 135 permanent and temporary count stations within Carson City. Counts are typically collected through the calendar year and then processed in the spring. The annual traffic reports are published by NDOT's Information Division in cooperation with the Federal Highway Administration.

Agenda Action: Other/Presentation **Time Requested:** 5 minutes

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Proposed Motion
N/A

Background/Issues & Analysis
NDOT's 2017 Annual Traffic Report is attached. In addition to the annual reporting, NDOT maintains an online web application, named TRINA. The TRINA web application features multiple functionalities with an interactive map to provide Traffic Information for the State of Nevada.

The map is available by searching for "NDOT TRINA" or at the link below:
http://ndot.maps.arcgis.com/apps/webappviewer/index.html?id=faed065cb86742af97a2c7e4293baf42

2018 traffic counts have been obtained from NDOT; the table below contains traffic counts related to the upcoming South Carson Street Complete Streets Project. Please note, the 2018 counts have not yet been seasonally adjusted, but are typically within a few hundred of the final adjusted number.

Station	Route / Location	Annual Average Daily Traffic (AADT)					
		2015	2016	2017	% Change ('16 to '17)	2018*	% Change ('17 to '18)
250001	Carson St, .2 mi N of US50	51,500	52,000	28,089	-46%	26,702	-5%
250002	Snyder Av, 300ft E of Carson St	1,200	1,300	1,200	-8%	1,396	16%
250004	Fairview Dr, 200ft E of California St	29,500	30,000	6,900	-77%	7,165	4%
250005	Carson St, .1 mi S of Stewart St	24,000	19,000	22,000	16%	20,850	-5%
250006	Stewart St, 245ft S of Wright Wy	8,200	9,900	9,200	-7%	5,640	-39%
250007	Carson St, 150ft S of 8th St	17,000	17,000	17,800	5%	12,456	-30%
250008	E 5th St, 500ft E of Carson St	5,200	5,600	5,700	2%	5,027	-12%
250050	Sonoma St, 300ft W of Silver Sage Dr	1,700	1,700	1,700	0%	1,598	-6%
250128	Fairview Dr, 500ft E of Saliman Rd	28,000	28,000	14,000	-50%	14,275	2%
250148	Carson St, .1 mi N of Koontz Ln	44,000	44,000	24,000	-45%	24,682	3%

* raw counts, not seasonally adjusted for annual average
Color indicates the AADT is estimated

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

Financial Information
Is there a fiscal impact? ☐ Yes ☒ No

If yes, account name/number:

Is it currently budgeted? ☐ Yes ☐ No

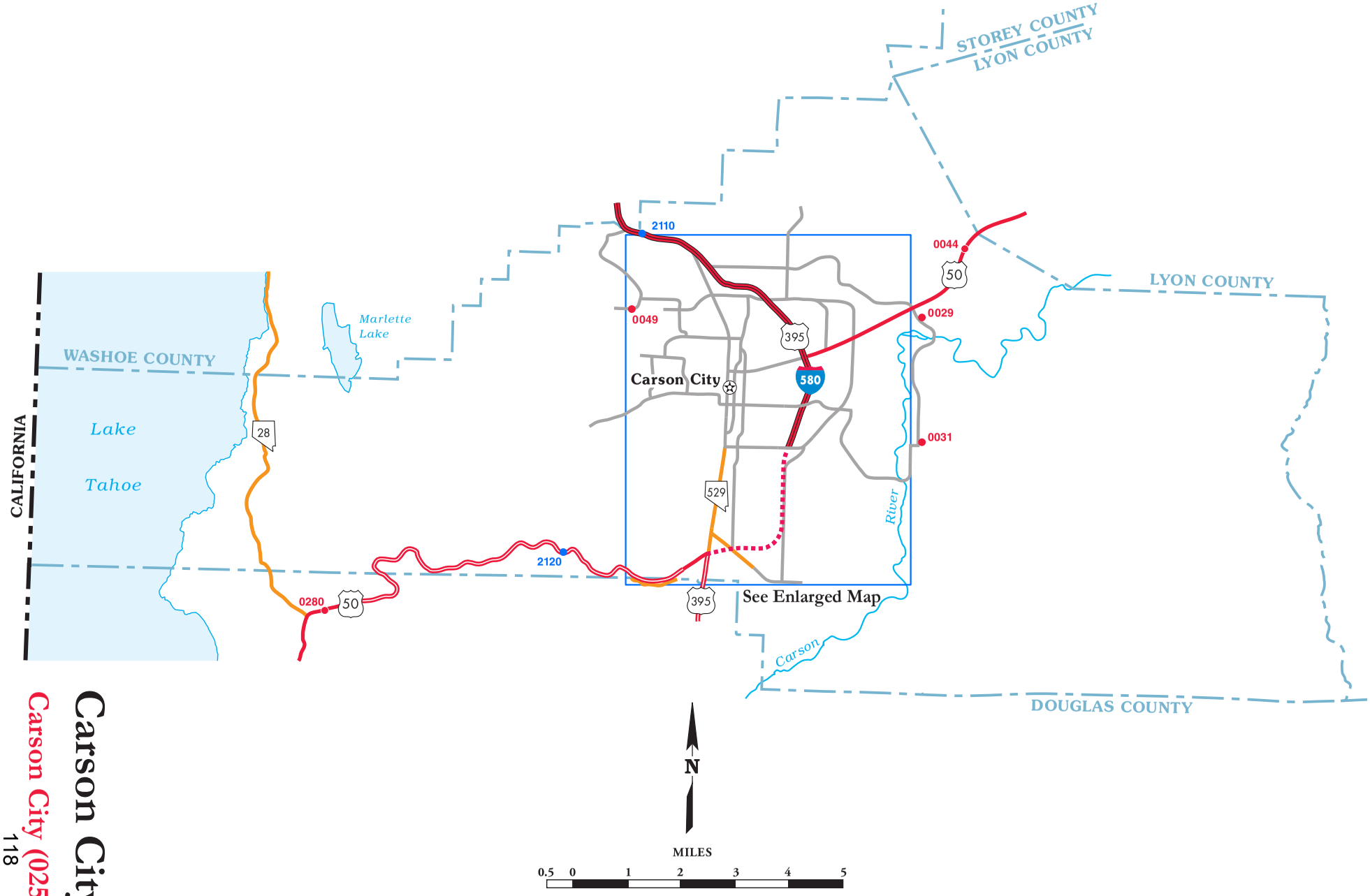
Explanation of Fiscal Impact:

Supporting Material
-NDOT's 2017 Annual Traffic Report (Carson City excerpt)

NDOT's 2017 Annual Traffic Report (Carson City excerpt)

NEVADA DOT

NEVADA DEPARTMENT OF TRANSPORTATION
LOCATION DIVISION
CARTOGRAPHY
(775) 888-7627



Carson City

Carson City (025)

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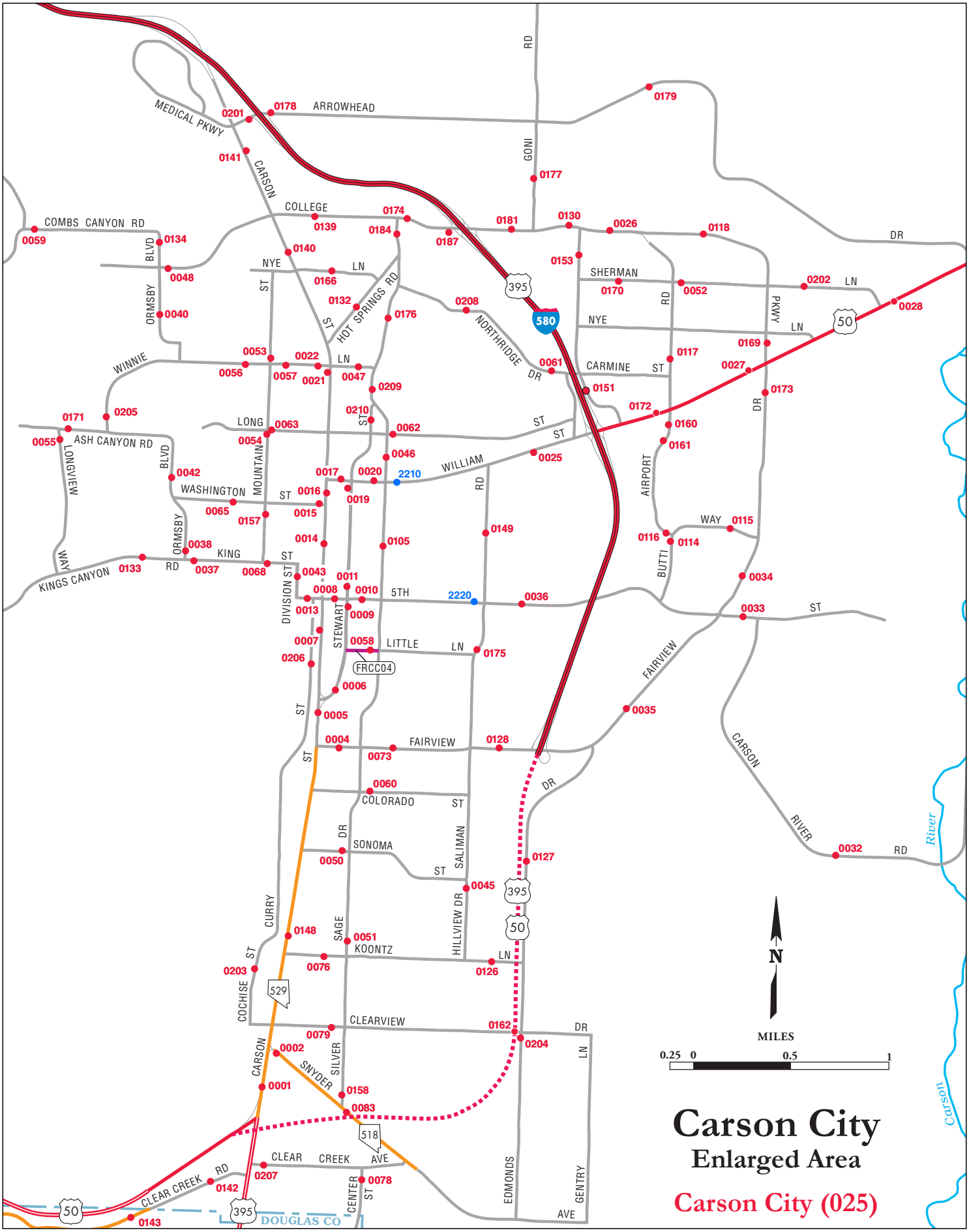
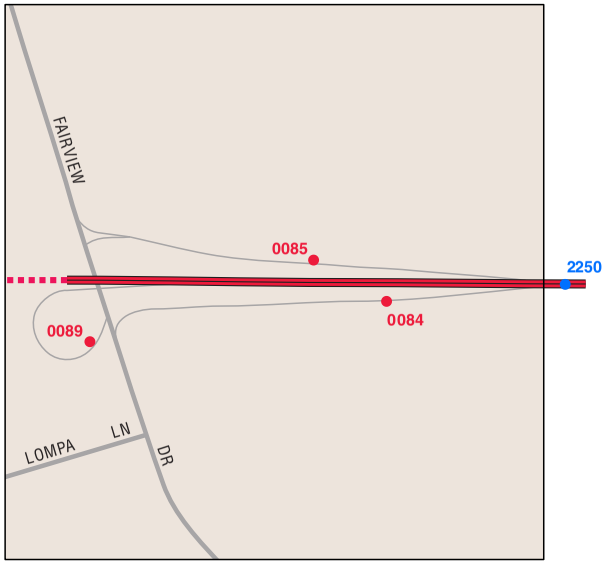

Carson City
Enlarged Area
Carson City (025)
MILES
0.25 0 0.5 1
N
MEDICAL PKWY
ARROWHEAD
COLLEGE
COMBS CANYON RD
NYE LN
HOT SPRINGS RD
NORTHRIDGE DR
WINNIE
LONG ST
ASH CANYON RD
WASHINGTON ST
KING ST
KINGS CANYON RD
WILLIAM RD
5TH
LITTLE LN
FAIRVIEW
COLORADO ST
SONOMA ST
KOONTZ LN
CLEARVIEW DR
CLEAR CREEK AVE
CLEAR CREEK RD
SHERMAN
CARMINE ST
AIRPORT RD
BUTTI WAY
CARSON RIVER RD
DOUGLAS CO
Carson River
FRCC04
2210
2220
395
580
50
529
518

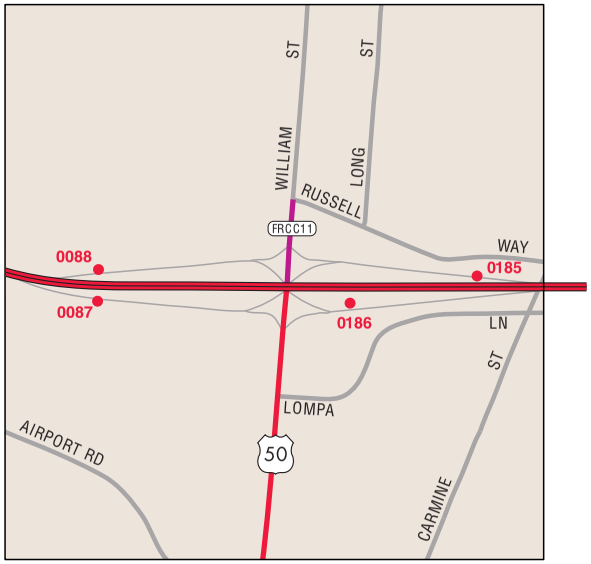
Interstate 580 & US 395 Interchanges

Carson City (025)

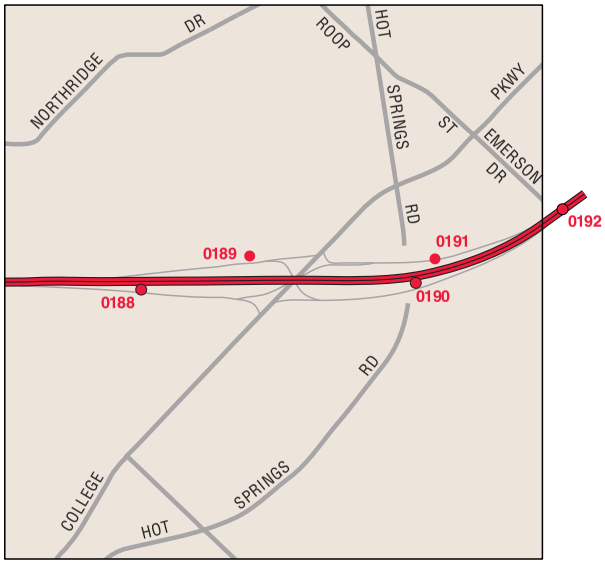
Fairview Dr



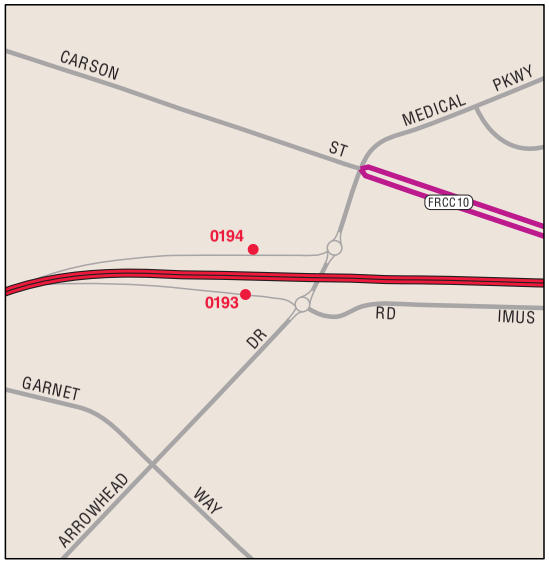
William St/US 50



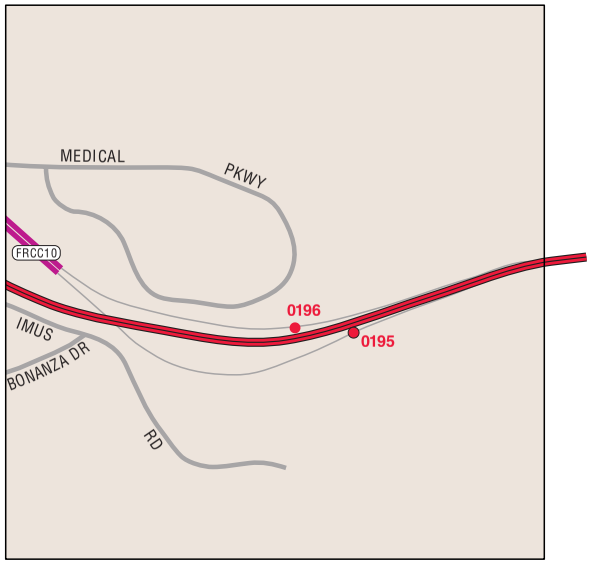
College Pkwy



Arrowhead Dr



Carson St



State of Nevada Department of Transportation

Annual Average Daily Traffic Count Stations

County Name: CARSON CITY

		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Station	Route/Location	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT
0250001	Carson St, 445ft S of Appion Way	49,000	49,000	52,000	49,000	49,000	48,500	49,000	51,500	52,000	28,000
0250002	SR518, Snyder Ave, 300ft E of Carson St	2,300	2,300	2,100	1,900	1,500	1,800	1,900	1,200	1,300	1,200
0250004	Fairview Dr, 200ft E of California St	9,000	8,300	20,000	22,000	22,000	21,500	23,500	29,500	30,000	6,900
0250005	Carson St, 365ft S of Stewart St	42,000	43,000	28,000	29,000	22,000	24,000	23,500	24,000	19,000	22,000
0250006	Stewart St, 245ft S of Wright Way	11,000	11,000	8,900	8,100	8,300	8,100	8,200	8,200	9,900	9,200
0250007	Carson St, 150ft S of 8th St	30,000	30,000	22,000	20,000	20,000	19,500	16,500	17,000	17,000	17,800
0250008	5th St, 350ft E of Carson St	5,600	6,200	5,500	5,400	5,000	5,300	4,600	5,200	5,600	5,700
0250009	Stewart St, 240ft S of 5th St	15,000	14,000	12,000	11,000	9,400	10,500	9,600	9,600	12,000	10,000
0250010	5th St, 545ft W of Roop St	8,000	7,800	7,600	7,300	6,900	6,700	6,700	7,400	7,700	8,000
0250011	Stewart St, 120ft S of 3rd St	13,000	13,000	13,000	9,900	11,000	11,000	10,000	10,500	11,000	11,000
0250013	5th St, 70ft E of Nevada St	5,000	5,200	5,200	5,500	5,500	5,400	5,100	5,300	4,800	5,000
0250014	Carson St, 100ft N of Proctor St	29,000	29,000	21,000	20,000	18,000	18,000	16,500	16,500	17,000	17,600
0250015	Washington St, 150ft W of Carson St	3,300	3,000	2,200	3,000	2,900	2,600	2,700	2,700	2,800	2,300
0250016	Carson St, 150ft N of Ann St	29,000	31,000	24,000	21,000	19,000	18,500	17,000	18,000	18,000	19,000
0250017	William St, 40ft W of Fall St	12,000	12,000	11,000	11,000	10,000	9,500	8,800	8,400	9,700	10,000
0250019	Stewart St, 310ft S of William St	12,000	11,000	11,000	9,300	9,700	9,700	9,300	9,500	9,600	11,000
0250020	William St, 300ft W of Roop St	21,000	20,000	18,000	16,000	14,500	14,000	15,000	16,000	19,000	16,000
0250021	Carson St, 170ft S of Winnie Ln	32,000	32,000	25,000	24,000	20,500	20,000	19,000	19,000	19,000	19,000
0250022	Winnie Ln, 340ft W of Carson St	6,500	6,500	6,200	6,100	5,800	5,500	5,300	5,700	6,200	5,200

Color indicates that the AADT value is estimated

		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Station	Route/Location	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT
0250025	William St, 200ft W of Humboldt Ln	28,000	29,000	30,000	28,000	22,000	22,500	22,500	23,000	23,000	25,000
0250026	College Pkwy, 170ft W of the Airport Entrance Rd	11,000	11,000	10,000	10,000	10,000	10,000	10,000	9,700	12,000	12,000
0250027	US50, 515ft W of Fairview Dr	23,000	21,000	22,000	21,000	20,000	20,000	21,500	22,000	22,000	22,000
0250028	US50, 400ft E of Nye Ln	29,000	27,000	27,000	26,000	25,000	25,000	30,000	31,500	30,000	31,000
0250029	Deer Run Rd, 250ft S of Sheep Dr	1,600	1,600	1,500	1,500	1,200	1,200	1,900	1,200	1,300	1,300
0250031	Pinion Hills Dr, 200ft S of Artemesia Rd	680	640	550	690	600	600	650	650	630	610
0250032	Carson River Rd, .7 mi N of Sierra Vista Ln	900	870	910	930	800	800	850	850	860	820
0250033	5th St, 700ft E of Fairview Dr	5,000	5,200	5,100	5,300	4,600	4,700	3,900	4,400	4,300	4,500
0250034	Fairview Dr, .25 mi N of E 5th St	15,000	15,000	12,000	11,000	9,900	11,000	10,500	10,500	11,000	11,000
0250035	Fairview Dr, .27 mi N of S Edmonds Dr	13,000	13,000	11,000	9,800	8,500	8,300	9,900	9,900	11,000	8,500
0250036	5th St, .2 mi E of Saliman Rd	7,400	6,800	6,200	6,400	5,900	6,000	5,900	6,200	6,400	6,700
0250037	King St, 125ft W of Carville Dr	2,400	2,400	2,200	2,400	2,100	2,100	2,300	2,400	2,500	2,200
0250038	Ormsby Blvd, 230ft N of King St	1,400	1,300	1,300	1,200	1,200	1,100	1,200	1,300	1,400	1,100
0250040	N Ormsby Blvd, 260ft N of Desert Peach Dr	4,100	3,600	3,300	3,300	2,800	2,800	2,600	2,800	2,900	2,500
0250042	Ormsby Blvd, 600ft N of W Washington St	1,800	1,800	1,700	1,700	1,700	1,500	1,700	1,600	1,600	1,500
0250043	Division St, 150ft N of W 3rd St	5,400	5,200	4,500	4,700	4,300	4,200	4,000	4,100	5,200	4,300
0250044	US50, 690ft W of Linehan Rd	27,000	25,000	24,000	24,000	22,500	22,500	24,000	25,000	25,000	27,000
0250045	Saliman Rd, 225ft S of Sonoma St	3,100	3,000	3,000	3,100	2,500	2,600	2,600	2,600	2,800	2,600
0250046	Roop St, 130ft N of Corbett St	14,000	14,000	10,000	7,500	7,700	8,100	5,700	6,000	6,000	6,300
0250047	Winnie Ln, 140ft W of Lone Mountain Dr	7,000	7,200	5,700	6,400	5,300	5,800	5,000	5,200	6,600	5,800
0250048	College Pkwy, 250ft E of Ormsby Blvd	6,800	5,900	6,600	6,800	5,800	6,100	5,600	5,700	5,800	4,500

Color indicates that the AADT value is estimated

		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Station	Route/Location	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT
0250049	Timberline Rd, .3 mi W of Combs Canyon Rd	990	840	750	770	650	750	700	750	730	720
0250050	Sonoma St, 215ft W of Silver Sage Dr	2,000	2,000	1,800	2,000	1,600	1,700	1,600	1,700	1,700	1,700
0250051	Silver Sage Dr, 420ft N of Koontz Ln	6,900	6,400	6,200	6,400	6,000	5,700	5,500	5,600	5,500	5,900
0250052	E Nye Ln, 200ft E of Airport Rd	1,600	1,500	1,500	1,600	1,300	1,400	1,300	1,300	1,700	1,600
0250053	Mountain St, 150ft N of Winnie Ln	2,000	2,000	1,900	1,900	1,600	1,600	1,500	1,400	1,500	1,500
0250054	Mountain St, 80ft S of Long St	4,000	3,900	3,500	3,600	3,000	2,900	2,800	2,800	3,200	2,500
0250055	Longview Way, 315ft S of Ash Canyon Rd	950	930	850	920	850	800	900	950	950	970
0250056	Winnie Ln, 700ft W of Mountain St	4,100	4,000	3,800	3,500	3,700	3,500	3,500	3,400	3,600	3,500
0250057	Winnie Ln, 450ft E of Mountain St	4,700	4,600	4,500	4,200	4,300	4,100	4,000	4,000	4,200	3,800
0250058	Little Ln, 185ft E of Oregon St	2,900	2,700	2,900	2,700	2,200	2,400	2,300	2,200	2,300	2,100
0250059	Combs Canyon Rd, 290ft E of Timberline Rd	2,000	1,600	1,400	1,400	1,200	1,400	1,300	1,300	1,500	1,400
0250060	Colorado St, 285ft E of Silver Sage Dr	4,100	3,900	3,300	3,400	2,800	2,900	3,000	3,100	3,100	3,100
0250061	Northridge Dr, 400ft W of Russell Way	3,100	3,200	3,500	3,600	3,300	3,400	3,100	3,300	3,600	3,500
0250062	Long St, 200ft E of Roop St	6,600	7,100	6,800	5,300	5,200	5,200	4,700	4,800	5,600	5,200
0250063	Long St, 100ft E of Mountain St	990	1,000	880	890	750	750	750	750	750	640
0250065	Washington St, 120ft E of Richmond Ave	2,300	2,200	2,100	2,200	1,900	1,900	1,800	1,900	1,800	1,600
0250068	King St, 120ft E of Mountain St	3,100	3,000	2,900	2,900	3,000	2,700	2,900	3,000	3,100	2,800
0250073	Fairview Dr, 210ft W of Kansas St	6,600	6,200	20,000	23,000	20,000	19,500	24,000	25,500	26,000	26,700
0250076	Koontz Ln, 340ft W of Silver Sage Dr	6,000	6,200	5,800	6,300	4,700	4,900	4,900	4,700	4,700	4,900
0250078	Center Dr, 260ft S of Clear Creek Ave						600	550	700	550	1,400

Color indicates that the AADT value is estimated

		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Station	Route/Location	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT
0250079	Clearview Dr, 200ft W of Silver Sage Dr	6,600	6,200	5,500	4,100	4,700	5,000	5,500	5,800	5,900	7,200
0250083	SR518, Snyder Ave, 340ft E of Silver Sage Dr	2,500	2,300	2,000	2,100	1,600	1,700	1,800	1,300	1,500	1,400
0250084	IR580, N/B on-ramp of the Fairview Intch 'Exit 38' from W/B Fairview		1,400	1,400	1,300	1,700	1,700	1,900	2,000	2,400	2,800
0250085	IR580, S/B off-ramp of the Fairview Intch 'Exit 38'		10,000	11,000	11,000	12,000	13,000	13,500	14,500	15,500	17,000
0250087	IR580, N/B off-ramp of the US50 E Intch 'Exit 39'		2,200	2,300	2,500	2,800	2,600	2,900	3,100	3,000	3,100
0250088	IR580, S/B on-ramp of the US50 E Intch 'Exit 39'		2,700	3,000	3,300	3,300	3,100	3,400	3,400	4,000	4,000
0250089	IR580, N/B loop on-ramp of the Fairview Intch 'Exit 38' from E/B Fairview		10,000	8,100	7,400	8,300	9,000	9,900	10,500	11,000	12,000
0250105	Roop St, 160ft S of Robinson St	12,000	12,000	11,000	7,700	7,500	7,300	7,200	6,700	6,700	7,000
0250114	Butti Way, 175ft S of Butti Way	4,200	4,000	3,100	3,000	2,300	2,700	2,500	2,700	3,100	2,900
0250115	Butti Way, 260ft W of Fairview Dr	700	650	560	550	400	400	400	350	510	400
0250117	Airport Rd, 325ft N of Champion St	4,700	4,600	4,400	4,600	4,300	4,400	4,300	4,300	4,400	4,400
0250118	College Pkwy, 380ft E of Otha St	7,600	7,600	7,200	7,200	7,100	6,800	6,600	6,600	8,700	8,200
0250126	Koontz Ln, 50ft W of Raglan Cr	2,300	2,400	2,100	2,200	2,300	2,300	2,100	2,500	2,600	2,500
0250127	S Edmonds Dr, 100ft S of Damon Rd	8,400	8,300	7,900	6,900	6,300	7,100	7,300	7,500	7,600	10,000
0250128	Fairview Dr, 500ft E of Saliman Rd	5,200	4,600	22,000	24,000	23,000	27,000	27,000	28,000	28,000	14,000
0250130	College Pkwy, 275ft W of Lompa Ln	13,000	13,000	13,000	13,000	12,500	12,500	9,000	12,000	14,000	13,000
0250132	Hot Springs Rd, 610ft N of Northgate Ln	6,400	6,100	6,000	6,200	5,600	5,200	4,800	4,800	4,900	5,000
0250133	King St, .2 mi W of Ormsby Blvd	1,600	1,600	1,500	1,700	1,600	1,600	1,600	1,700	1,700	1,700

Color indicates that the AADT value is estimated

		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Station	Route/Location	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT
0250134	N Ormsby Blvd, 265ft S of Combs Canyon Rd	2,900	2,400	2,300	2,400	2,000	2,100	2,100	2,100	2,100	2,000
0250139	College Pkwy, 250ft E of Imperial Way	11,000	11,000	11,000	11,000	12,000	12,000	9,300	11,000	12,000	10,000
0250140	Carson St, 540ft N of Nye Ln	28,000	28,000	22,000	19,000	17,000	15,000	15,500	16,500	16,000	17,000
0250141	Carson St, 500ft N of Silver Oak Dr	25,000	22,000	17,000	16,000	14,500	15,000	15,000	14,500	15,000	15,000
0250142	Old Clear Creek Rd, .25 mi W of Carson St	7,400	7,300	7,000	8,000	7,500	7,300	7,400	7,200	7,800	8,000
0250143	Old Clear Creek Rd, .25 mi W of Vista Grande Blvd	230	260	220	210	200	200	250	250	250	270
0250148	Carson St, 230ft N of Koontz Ln	42,000	45,000	45,000	44,000	43,500	48,500	44,500	44,000	44,000	24,000
0250149	Saliman Rd, 165ft S of Robinson St	11,000	11,000	8,700	8,000	7,400	7,000	6,100	6,300	7,500	6,700
0250151	Lompa Ln, 180ft S of Royal Dr	2,400	2,300	2,600	2,700	2,600	2,600	2,600	2,700	2,600	2,600
0250153	Lompa Ln, 680ft S of College Pkwy	3,800	3,700	3,400	3,300	3,100	3,000	2,900	2,800	2,800	3,300
0250157	Mountain St, 75ft S of Caroline St	2,400	2,300	2,100	2,100	1,700	1,700	1,700	1,700	2,000	1,500
0250158	Silver Sage Dr, 50ft N of Roland Ave	1,700	1,700	1,400	1,400	1,200	1,200	1,200	1,000	1,000	1,400
0250160	Airport Rd, 400ft S of US50	7,000	6,500	5,700	6,000	4,600	4,800	4,600	4,900	5,000	5,100
0250161	Airport Rd, 400ft S of Woodside Dr	4,400	3,900	3,300	3,300	2,500	2,500	2,400	2,600	2,600	2,600
0250162	Clearview Dr, 450ft W of Edmonds Dr	3,500	3,400	3,000	3,000	2,600	2,800	3,300	3,400	4,600	4,500
0250166	Nye Ln, 300ft W of Northgate Ln	1,500	1,500	1,200	1,300	1,100	1,100	1,100	1,100	1,300	1,400
0250169	College Pkwy, 110ft S of Sherman Ln	7,600	7,600	6,700	6,700	6,500	7,300	6,500	6,300	8,900	8,400
0250170	Sherman Ln, 200ft E of Dori Way	1,100	1,200	1,100	1,100	950	950	950	900	1,000	990
0250171	Ash Canyon Rd, 270ft E of Longview Way	1,400	1,400	1,300	1,400	1,400	1,300	1,300	1,400	1,400	1,300
0250172	US50, 385ft W of Airport Rd	28,000	27,000	27,000	27,000	26,000	26,000	26,500	27,500	28,000	28,000

Color indicates that the AADT value is estimated

		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Station	Route/Location	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT
0250173	Fairview Dr, 150ft S of Gordon St	15,000	13,000	11,000	11,000	9,400	9,900	10,000	9,300	11,000	11,600
0250174	College Pkwy, 475ft W of Retail Dr	15,000	13,000	15,000	14,000	13,000	13,000	12,500	13,000	16,000	15,000
0250175	Saliman Rd, 300ft N of Little Ln	9,600	10,000	7,600	7,200	6,800	6,500	5,700	5,800	5,900	5,800
0250176	Roop St, 960ft S of Northridge Dr	12,000	12,000	9,000	9,700	8,700	9,000	8,900	8,600	8,700	9,100
0250177	Goni Rd, 605ft N of Old Hot Springs Rd	5,600	5,600	5,000	5,500	5,300	5,700	5,900	6,200	6,200	6,200
0250178	Arrowhead Dr, 100ft E of Imus Rd	2,200	2,300	2,100	2,100	2,000	2,000	2,100	2,200	2,200	2,700
0250179	Arrowhead Dr, 480ft E of Convair Dr	4,100	3,700	3,400	3,500	3,200	3,200	3,200	3,200	3,200	3,500
0250181	College Pkwy, .2 mi W of Goni Rd			16,000	17,000	15,500	15,500	16,000	16,500	18,000	17,000
0250184	Roop St, 430ft S of College Pkwy	11,000	11,000	9,100	9,300	8,500	8,100	8,000	8,400	8,400	8,300
0250185	IR580, S/B off-ramp of US50 E Intch 'Exit 39'	9,800	7,400	5,400	5,200	5,700	5,500	5,700	6,800	6,800	7,000
0250186	IR580, N/B on-ramp of the US50 E Intch 'Exit 39'	6,500	6,500	5,800	5,800	5,600	5,700	6,100	6,700	7,200	7,500
0250187	College Pkwy, 230ft E of Retail Dr				21,000	20,500	18,000	18,500	17,000	19,000	19,000
0250188	IR580, N/B off-ramp of the College Pkwy Intch 'Exit 41'	1,700	1,700	4,100	4,200	4,000	3,800	3,900	4,000	4,300	4,200
0250189	IR580, S/B on-ramp of the College Pkwy Intch 'Exit 41'	2,400	2,500	5,300	4,100	5,900	5,200	5,400	5,400	5,800	6,100
0250190	IR580, N/B on-ramp of the College Pkwy Intch 'Exit 41'	2,000	1,900	2,100	2,100	2,600	2,500	2,600	2,800	3,000	3,400
0250191	IR580, S/B off-ramp of the College Pkwy Intch 'Exit 41'	2,100	2,200	2,300	2,200	2,600	2,600	2,700	2,800	1,500	3,200
0250192	IR580, N of College Pkwy Intch 'Exit 41'	15,000	14,000	22,000	21,000	23,000	25,000	27,000	29,500	32,000	33,000
0250193	IR580, N/B off-ramp of the Arrowhead Intch 'Exit 42'	1,000	800	1,200	1,200	1,200	1,400	1,500	1,400	1,500	1,500
0250194	IR580, S/B on-ramp of the N Carson Intch 'Exit 43'	1,200	790	460	1,400	1,400	1,400	1,400	1,500	1,600	1,700

Color indicates that the AADT value is estimated

		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Station	Route/Location	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT	AADT
0250195	IR580, N/B on-ramp from Carson St of the N Carson Intch 'Exit 43'	11,000	11,000	6,400	5,900	6,300	5,100	5,400	5,900	6,300	6,400
0250196	IR580, S/B off-ramp of the N Carson Intch 'Exit 43'	10,000	9,800	5,800	5,400	4,600	4,900	5,200	5,500	5,700	4,800
0250201	Arrowhead Dr, 350ft E of Carson St	3,600	3,800	4,300	4,300	4,200	4,300	4,300	4,400	4,400	4,900
0250202	Nye Ln, 1000ft E of College Pkwy		1,600	1,600	1,500	1,400	1,400	1,100	1,300	1,400	1,500
0250203	Curry St, 400ft S of Koontz Ln		2,500	3,400	3,600	3,500	3,400	2,600	3,400	3,900	3,700
0250204	Edmonds Dr, 150ft S of Clearview Dr		3,700	3,400	3,700	3,000	3,000	3,000	3,500	4,000	4,500
0250205	Winnie Ln, 400ft N of Ash Canyon Rd		2,400	2,200	2,300	2,000	2,000	2,100	2,100	2,300	2,000
0250206	Curry St, 625ft S of 10th St		3,700	4,400	5,000	4,200	4,400	4,300	4,300	5,000	4,500
0250207	Old Clear Creek Rd, 175ft W of Horatio Rd		2,300	2,000	2,100	1,800	1,600	1,800	1,700	1,700	2,200
0250208	Northridge Dr, 70ft E of Ravenshorn Dr		2,600	2,700	2,700	2,500	2,300	2,100	2,100	2,400	2,100
0250209	Roop St, 550ft S of Winne Ln		14,000	9,400	12,000	10,500	12,000	11,500	11,000	11,000	12,000
0250210	Stewart St, N of Long St					4,000	3,900	4,100	3,600	3,600	4,100
0250280	US50, 1.1 mi E of SR28 By NDOT Maint Station		11,000	12,000	12,000	11,500	11,500	13,000	14,000	15,000	15,300

Color indicates that the AADT value is estimated

STAFF REPORT

Report To: The Carson City Regional Transportation Commission (RTC)

Meeting Date: October 10, 2018

Staff Contact: Lucia Maloney, Transportation Manager

Agenda Title: (For Possible Action) To approve the submission of a Recreational Trails Program Grant application by the Public Works Department for the linear ditch multi-use path crossing project at Saliman Road.

Staff Summary: The Nevada Division of State Parks is requesting grant applications for the Recreational Trails Program (RTP). This program is funded with federal dollars from the Federal Highway Administration (FHWA). Public Works staff is preparing a grant application, to be submitted no later than November 9, 2018.

Agenda Action: Formal Action/Motion **Time Requested:** 5 minutes

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Proposed Motion

Move to approve the submission of a Recreational Trails Program Grant application by the Public Works Department for the linear ditch multi-use path crossing project at Saliman Road.

Background/Issues & Analysis

The grant application would fund enhanced pedestrian crossing improvements (rectangular rapid flashing beacon) where the linear ditch path crosses Saliman Road. Saliman Road is a five lane arterial roadway with a speed limit of 35 MPH. Due to the regional use of the path, and proximity to Fremont Elementary School and adjacent neighborhoods, staff has identified this crossing as a critical pedestrian safety improvement.

Carson City submitted an unsuccessful Recreational Trails Program grant application in 2017 to fund the enhanced pedestrian crossing improvements as well as maintenance improvements along the linear ditch multi-use path. After receiving feedback from Recreational Trail Program staff on last year's submission, City staff has revised the grant application by removing the trail maintenance component. City staff anticipates a more competitive grant application for this needed safety improvement.

Applicable Statute, Code, Policy, Rule or Regulation

N/A

Financial Information

Is there a fiscal impact? ☒ Yes ☐ No

If yes, account name/number: RTC Fund, Safety Improvements Account / 250-3035-431.70-40

Is it currently budgeted? ☒ Yes ☐ No

Explanation of Fiscal Impact: The total estimated cost for the linear ditch multi-use path crossing project is estimated at $60,305 which would require a 20% local match of $12,061.

Alternatives

Forego submittal of a Recreational Trails Program grant application during this funding cycle

Supporting Material

-Preliminary Design Exhibit

Board Action Taken:

Motion: _____ 1) _____ Aye/Nay

2) _____ _____

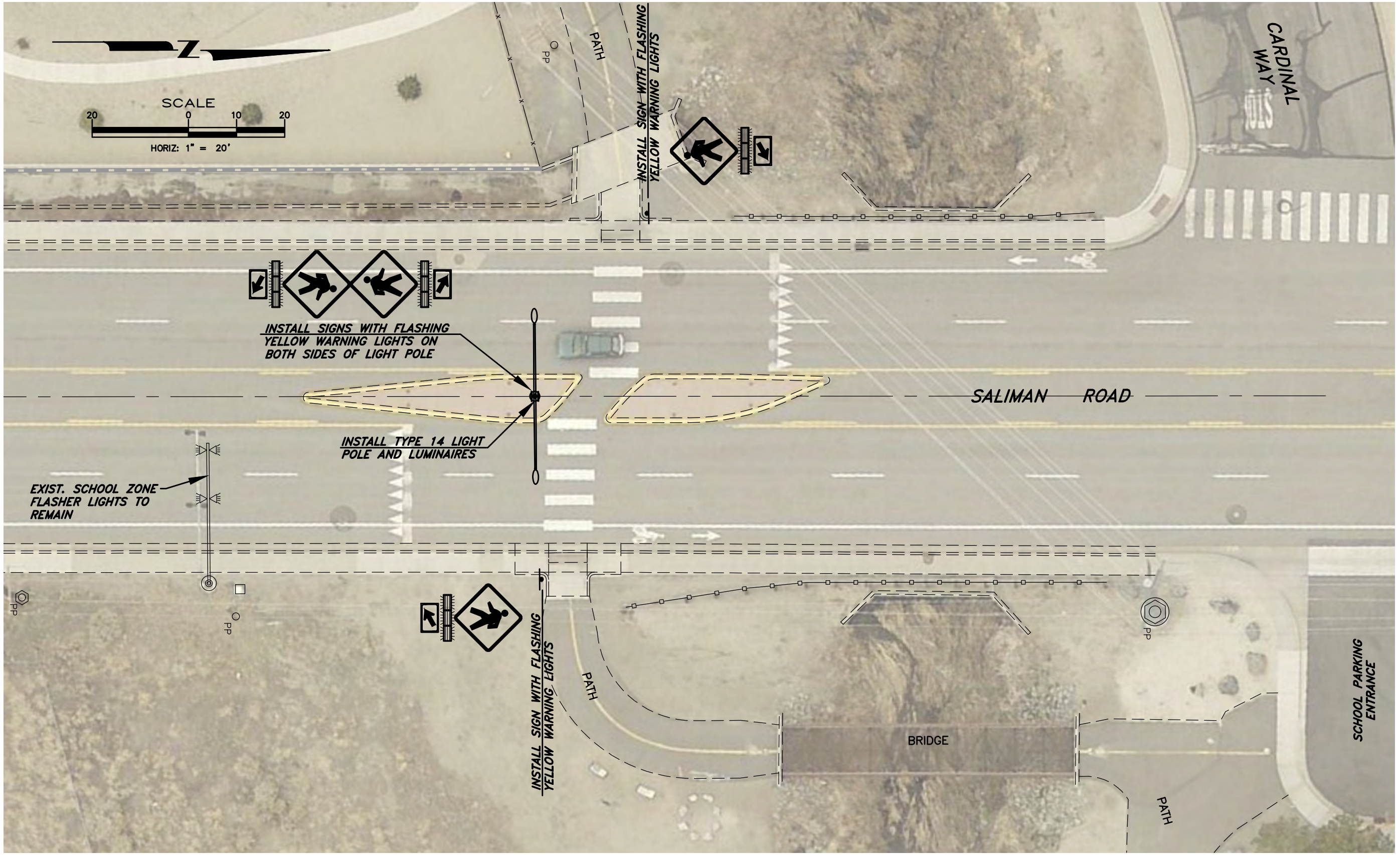
_____

_____

_____

_____

(Vote Recorded By)



Latitude = 39°09'15"
Longitude = −119°45'07"
Township 15 North, Range 20 East

CARSON CITY
PUBLIC WORKS DEPARTMENT
3505 BUTTI WAY CARSON CITY, NEVADA 89701
PH: 887-2355 FAX: 887-2112

DESIGNED BY: COMMITTEE
DRAWN BY: DGR
CHECKED BY: DG
DWG NO.: linear ditch plan.dwg
SCALE (HORIZ): 1"=20'
SCALE (VERT): N/A
PLOT DATE: 10/24/17

REV.	DATE	DESCRIPTION	BY	APP'D

Linear Ditch Multi-Use Path Crossing Project at Saliman Road

FIGURE
6

H:\Parks Misc\Linear Ditch Path Grant\Linear Ditch Plan.dwg, drawsheet1, 10/24/17

Carson City Regional Transportation Commission
Item for Commission Information

RTC Meeting Date:	October 10, 2018
To:	Regional Transportation Commission
From:	Justin Tiearney, Street Supervisor
Date Prepared:	September 26, 2018
Subject Title:	Street Operations Activity Report
Staff Summary:	Monthly Status Report for the Commission's Information

Carson City Public Works, Street Operations Division
Status Report to RTC: Activities of August 2018

Street Repair and Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Crack Seal Operation (blocks of sealant used)	0	170
Street Patching Operation (tons of asphalt)	80	142
Pot Holes Repaired	0	-

Tree Care and Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Tree Pruning Operations	155	181
Tree Removal	0	1
Tree Replacement	0	0
Tree Care Chemical Treatment	0	0
Tree Work for Other Departments	13	13
Weed Abatement Chemical Sprayed (gallons applied)	1760	3345

Concrete Repair and Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Concrete Poured (yards)	53	101.5
Curb & Gutter (linear feet)	277	624
Sidewalk & Flat Work (sq/ft)	1878	3325
Wheel Chair Ramps	2	4
Misc.	0	0

Grading and Shoulder Maintenance

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Dirt Road Work/Misc	Removed 55 yards of debris from the easment on Hillview between Koontz and Valleyview. Repaired 40' of drainage ditch that had eroded on E. 5th St and armored the slope with rock.	
Shoulder Work on Asphalt Roads		280
Debris Cleaned	55	95

Storm Water

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Sediment Removed from Ditches (yards)	560	560
Lineal foot of ditch cleared	0	0
Pipe Hydro Flushed (linear feet)	0	0
Drainage Inlets Cleaned	0	0
Sediment Removed from Ditches (yards)	560	560

Sweeper Operations

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Curb Miles Swept	633.2	1326.7
Material Picked Up (yards)	239.5	503
City Parking Lots Swept	2	6

Trucking Bins

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Bins Hauled for Waste Water Treatment Plant (yards)	34	74
Bins Hauled for Sweeping Operation (yards)	63	133
Equipment Transported for other Departments	0	0

Banner and Decorations Activities

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Banner Operations Carson Street	4	8
Changed Lamp Post Banners	0	0
Installed Christmas Decorations	0	0
Removed Christmas Decorations	0	0

Signs and Markings

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Signs Made	10	22
Signs Replaced	14	25
Sign Post Replaced	7	11
Signs Replaced due to Graffiti Damage	1	8
Delineators Replaced	0	1
Cross Walks Painted	159	262
Stop Bars Painted	155	306
Yield Bars Painted	81	128
Right Arrows Painted	42	70
Left Arrows Painted	133	248
Straight Arrows Painted	3	38
Stop (word) Painted	9	37
Only (word) Painted	89	130
Bike Symbol & Arrow	0	0
Install Street, bicycle, and pedestrian counters	3	4
Curb Painted (linear feet)	0	0

Weather Events

ACTIVITIES	QUANTITIES/COMMENTS	FYTD
Snow and Ice Control	0	0
Rain Event/Flood Control	0	0
Wind	0	0

Carson City Regional Transportation Commission
Request for Commission Information

RTC Meeting Date: October 10, 2018
Time Requested: 10 Minutes
To: Regional Transportation Commission
From: Dan Stucky, City Engineer
Date Prepared: September 18, 2018
Subject Title: Project Status Report
Staff Summary: Monthly Status Report for the Commission's Information

List of Projects

South Carson Street Complete Streets Project

Project Name: South Carson Street Complete Streets
Project Number: 031711 and 031801
Fund Number: 250 and 257
Fund Name: RTC
Source of Funding: FY 2017-2018
Department: Public Works
Total Estimated Cost: $17,257,559
Project to Date Cost: $246,000

Project Description
Resurfacing and Complete Streets improvements on South Carson Street corridor between Fifth and Roland Street

Justification
Carson City received a TAP grant for $750,000, a TIGER grant for $7,570,202, and additionally STBG in the amount of $372,372

Project Location
South Carson Street between Fifth Street and Roland Street (includes portion of the Frontage Road)

Status
Staff is working with the Federal Highway Administration (FHWA) to draft an agreement for TIGER and moving forward with design. Roundabout design and independent cost estimation services were approved by the BOS on September 6th. 30% design plans are scheduled to be completed in mid-October

Carson City Freeway Multi-Use Path Project (Colorado Street)

Project Name: Carson City Freeway Multi-Use Path (Colorado Street)
Project Number: 031803
Fund Number: 250
Fund Name: RTC
Source of Funding: FY 2017-2018
Department: Public Works
Total Estimated Cost: $651,950 (95% federally funded)
Project to Date Cost: $1,000

Project Description
Construct 4,200 feet of multi-use path and associate improvements

Justification
A TAP grant was approved by NDOT

Project Location
West side of I-580 from linear ditch path to Colorado Street

Status
Project in design

Fairview Drive Reconstruction Project

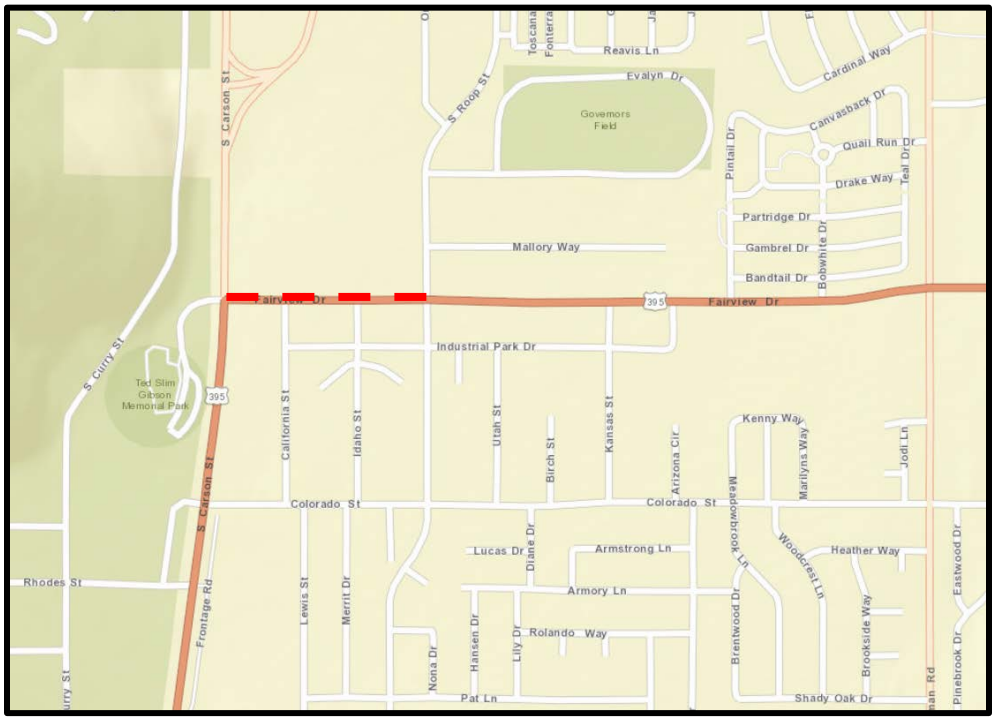
Project Name: Fairview Drive Reconstruction
Project Number: TBD
Fund Number: 250
Fund Name: RTC
Source of Funding: FY 2018-2019
Department: Public Works
Total Estimated Cost: $593,000 (95% federally funded)
Project to Date Cost: $0

Project Description
Reconstruct Fairview Drive between Carson Street and Roop Street. Project includes reconstruction of roadway and a partial mill and overlay with patching.

Justification
Fairview Drive is in need of reconstruction due to the high amounts of traffic over the years. With the completion of the I-580 bypass, Fairview Drive has seen a significant reduction in traffic

Project Location
Fairview Drive from Carson Street to Roop Street

Status
Staff is working with the Nevada Department of Transportation (NDOT) to finalize language for an agreement, and anticipates presentation of agreement to the RTC in November



Fairview Drive Preservation Project

Project Name: Fairview Drive Preservation
Project Number: 031804
Fund Number: 250
Fund Name: RTC
Source of Funding: FY 2018-2019
Department: Public Works
Total Estimated Cost: $630,000 (95% federally funded)
Project to Date Cost: $250,000

Project Description
Slurry seal on Fairview Drive between Highway 50 and Roop Street and a small section of Fairview Drive near the intersection of Butti Way

Justification
Fairview Drive is in need of preservation improvements due to the high amounts of traffic over the years. With the completion of the I-580 bypass, Fairview Drive has seen a significant reduction in traffic

Project Location
Fairview Drive from Highway 50 to Roop Street and the intersection of Butti Way

Status
Construction completed with the exception of a few small punch list items, final payment has not yet been made

Kings Canyon Trailhead Improvements and Roadway Reconstruction Project

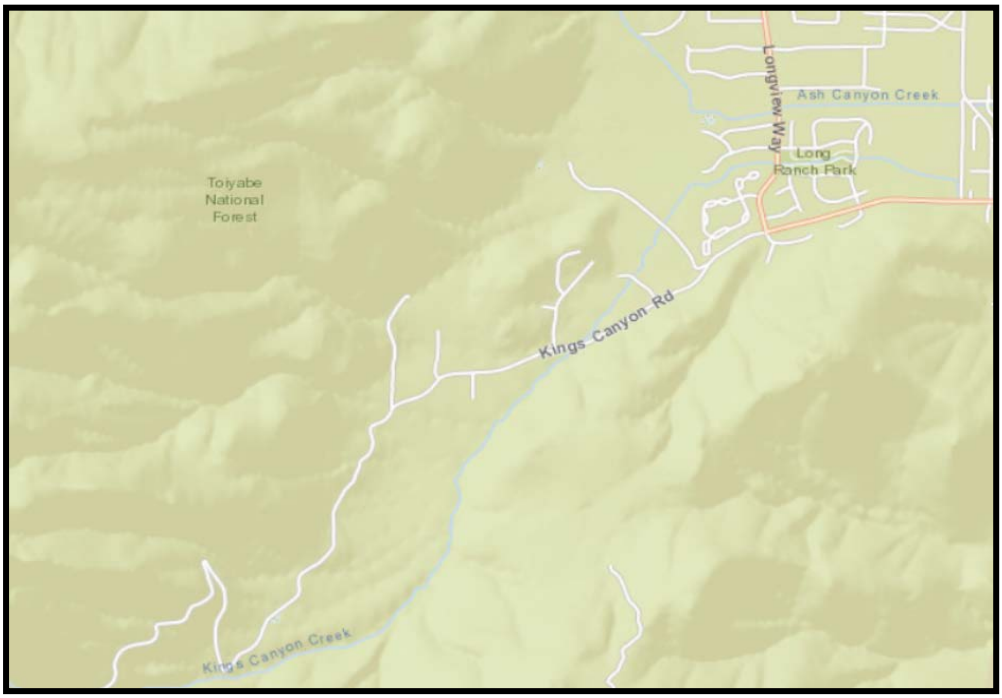
Project Name: Kings Canyon Trailhead Improvements and Roadway Reconstruction
Project Number: TBD
Fund Number: 250-3035-431.70-90 & 254-5047-452.70-40
Fund Name: RTC Fund, Transportation Infrastructure & Quality of Life – Open Space Capital Projects/Construction Accounts
Source of Funding: Multiple, Total Local Match $185,350, $150,000 from RTC Fund, Transportation Infrastructure & $35,350 from Quality of Life, Open Space, Capital Projects/Construction Accounts
Department: Public Works (lead)
Total Estimated Cost: $3,707,000
Project to Date Cost: $0

Project Description
This project will widen the existing roadway, accommodate bicycle lanes, and improve the trailhead parking lot with restroom facilities and additional capacity

Justification
RTC was awarded $3,707,000 from the Federal Highway Administration (FHWA), Central Federal Lands Highway Division (CFLHD) for the Federal Lands Access Program (FLAP) grant.

Project Location
Kings Canyon road just east of Kings Canyon Creek to the Kings Canyon Trailhead

Status
Survey crews will be going out in October, notices have been sent to property owners



Stewart Street Pedestrian Signal Project

Project Name: Stewart Street Pedestrian Signal
Project Number: TBD
Fund Number: 250
Fund Name: RTC
Source of Funding: FY 2018-2019
Department: Public Works
Total Estimated Cost: $858,342 ($30,000 local match)
Project to Date Cost: $0

Project Description
Pedestrian crossing improvements, including a slurry seal between Little Lane and S. Carson Street

Justification
This location was identified in the Nevada Department of Transportation (NDOT) Pedestrian Uncontrolled Crosswalk Guidelines

Project Location
Stewart Street from Little Lane to Wright Way

Status
Project was advertised for construction by NDOT, staff is awaiting a construction schedule

CDBG College Parkway Improvements Project

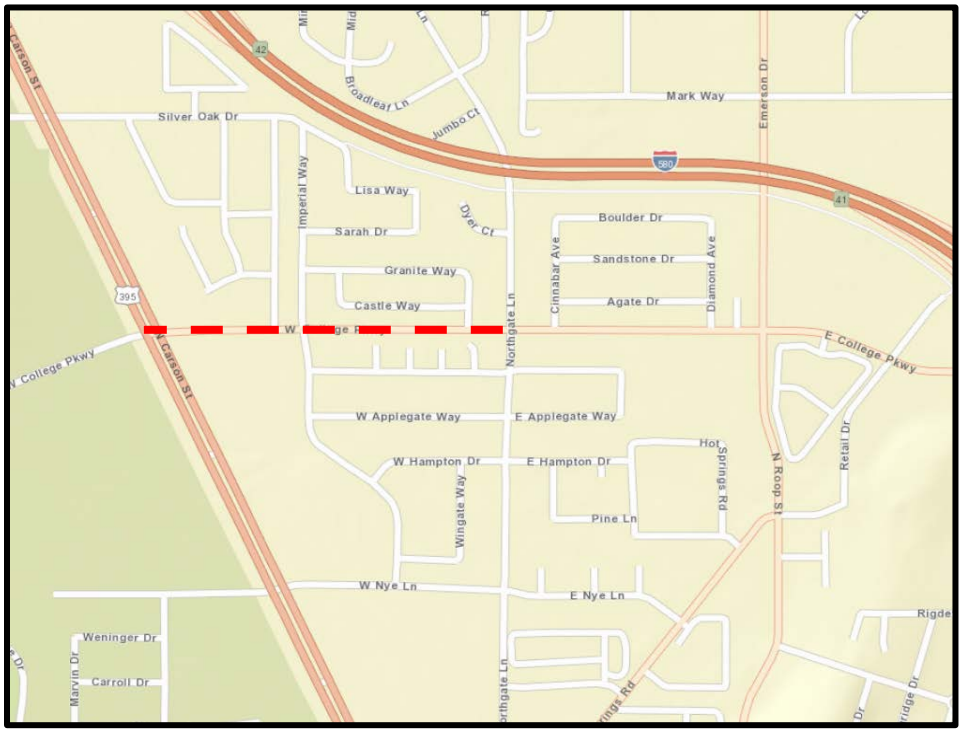
Project Name: CDBG College Parkway Improvements
Project Number: TBD
Fund Number: TBD
Fund Name: RTC
Source of Funding: FY 2019-2020
Department: Public Works
Total Estimated Cost: $268,892
Project to Date Cost: $0

Project Description
ADA improvements on West College Parkway

Justification
Received CDBG grant award for ADA improvements

Project Location
West College Parkway between North Carson Street and Northgate Lane

Status
Waiting for environmental clearances and notice to proceed on project design



Pete Livermore (Edmonds) Sports Complex Multi-Use Path Project

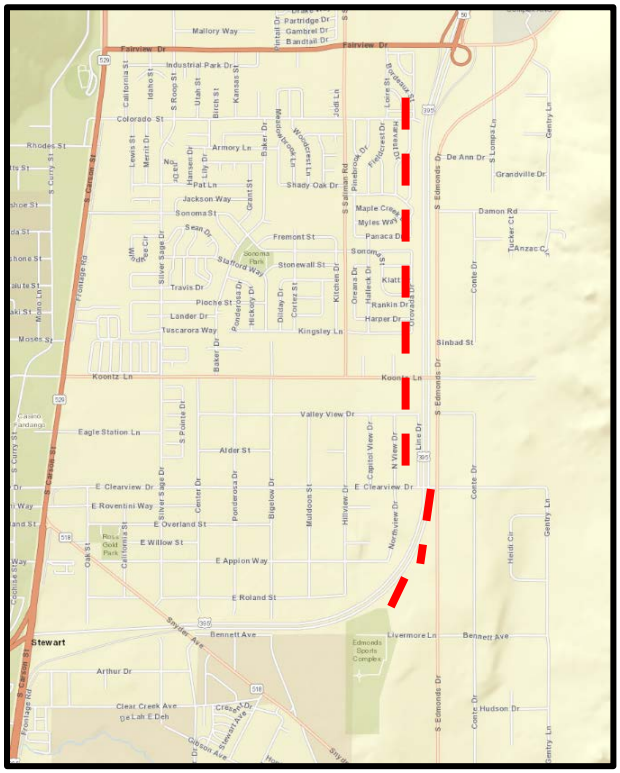
Project Name: Pete Livermore (Edmonds) Sports Complex Multi-Use Path
Project Number: 031808
Fund Number: 250-3035-431.70-90
Fund Name: RTC
Source of Funding: Transportation Alternatives Program (TAP)
Department: Public Works
Total Estimated Cost: $1,618,000
Project to Date Cost: $0

Project Description
Multi-use path from Colorado Street to the Pete Livermore Sports Complex off Edmonds Drive

Justification
Received TAP grant award for 2.3 miles of bicycle and pedestrian improvements, path will continue from previous phase on Colorado Street

Project Location
Colorado Street to Edmonds Drive

Status
Waiting for NDOT to schedule kick-off meeting



Airport Road Sewer Replacement Project

Project Name: Airport Road Sewer Replacement
Project Number: 51403.5
Fund Numbers: 250-0000-331.64-99 & 510-3205-434.70-40
Fund Names: RTC Fund, STBG Funding Revenue Account & Sewer Fund Construction
Source of Funding: City's 5-year Wastewater Capital Improvement Plan and Surface Transportation Block Grant (STBG)
Department: Public Works
Total Estimated Cost: $1,324,021 (comprised of $160,000 from STBG funding and $1,164,021 from Sewer Capital Construction)
Project to Date Cost: $2,500

Project Description
Sewer improvements and roadway reconstruction on Airport Road from Woodside Drive to Douglas Drive

Justification
The sewer main located in Airport Road is planned to be replaced due to capacity and condition. Due to poor pavement condition the road is to be reconstructed along with the sewer replacement

Project Location
Airport Road from Woodside Drive to Douglas Drive

Status
Pre-design, working on survey scope of work and completing the geotechnical analysis