

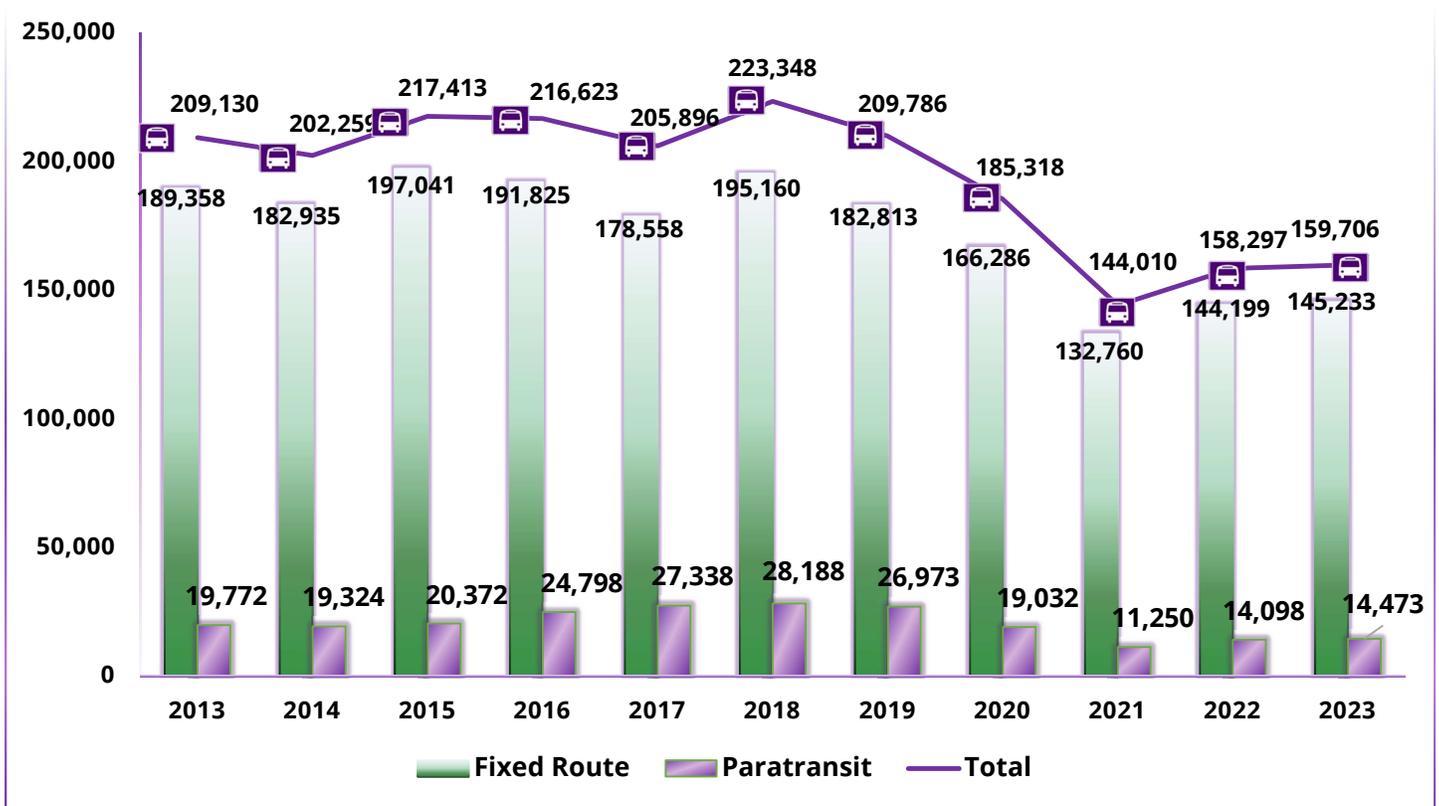
Item 11A

Exhibit 4: Operating Costs for JAC Compared to Other Similar Sized, Western Transit Agencies

FFY 2022 Operating Costs	JAC		Klamath Falls, OR		Logan, UT		Casper, WY		South Lake Tahoe, NV		Elko, NV	Billings, MT		Helena, MT		Nampa, ID		National (2021)	
	Fixed	Paratransit	Fixed	Paratransit	Fixed	Paratransit	Fixed	Paratransit	Fixed	Paratransit	Paratransit	Fixed	Paratransit	Fixed	Paratransit	Fixed	Paratransit	Fixed	Paratransit
Operating Cost per Unlinked Passenger Trip	\$ 10.00	\$ 32.54	\$ 18.26	\$ 50.00	\$ 8.31	\$ 35.57	\$ 8.44	\$ 40.30	\$ 15.09	\$ 114.07	\$ 32.94	\$ 16.66	\$ 45.02	\$ 44.54	\$ 45.50	\$ 29.40	\$ 46.09	\$ 10.36	\$ 64.03
Operating Cost per Vehicle Revenue Mile	\$ 9.20	\$ 8.71	\$ 10.55	\$ 8.06	\$ 6.84	\$ 7.31	\$ 5.01	\$ 6.41	\$ 17.18	\$ 17.32	\$ 6.05	\$ 7.38	\$ 10.75	\$ 5.87	\$ 10.55	\$ 4.54	\$ 8.33	NA	NA
Operating Cost per Vehicle Revenue Hour	\$ 108.19	\$ 79.63	\$ 141.65	\$ 79.99	\$ 110.71	\$ 88.18	\$ 60.89	\$ 84.09	\$ 208.53	\$ 208.30	\$ 84.73	\$ 106.51	\$ 140.63	\$ 81.33	\$ 99.15	\$ 92.92	\$ 136.70	\$ 160.33	\$ 101.30
Annual Passengers	145,233	14,473	164,200	10,200	942,300	24,850	227,270	202,100	692,230	45,100	26,980	1,217,460	198,300	26,500	6,800	55,500	35,310	2,234 M	63 M

Exhibit 5 – Ridership Trends and Destinations

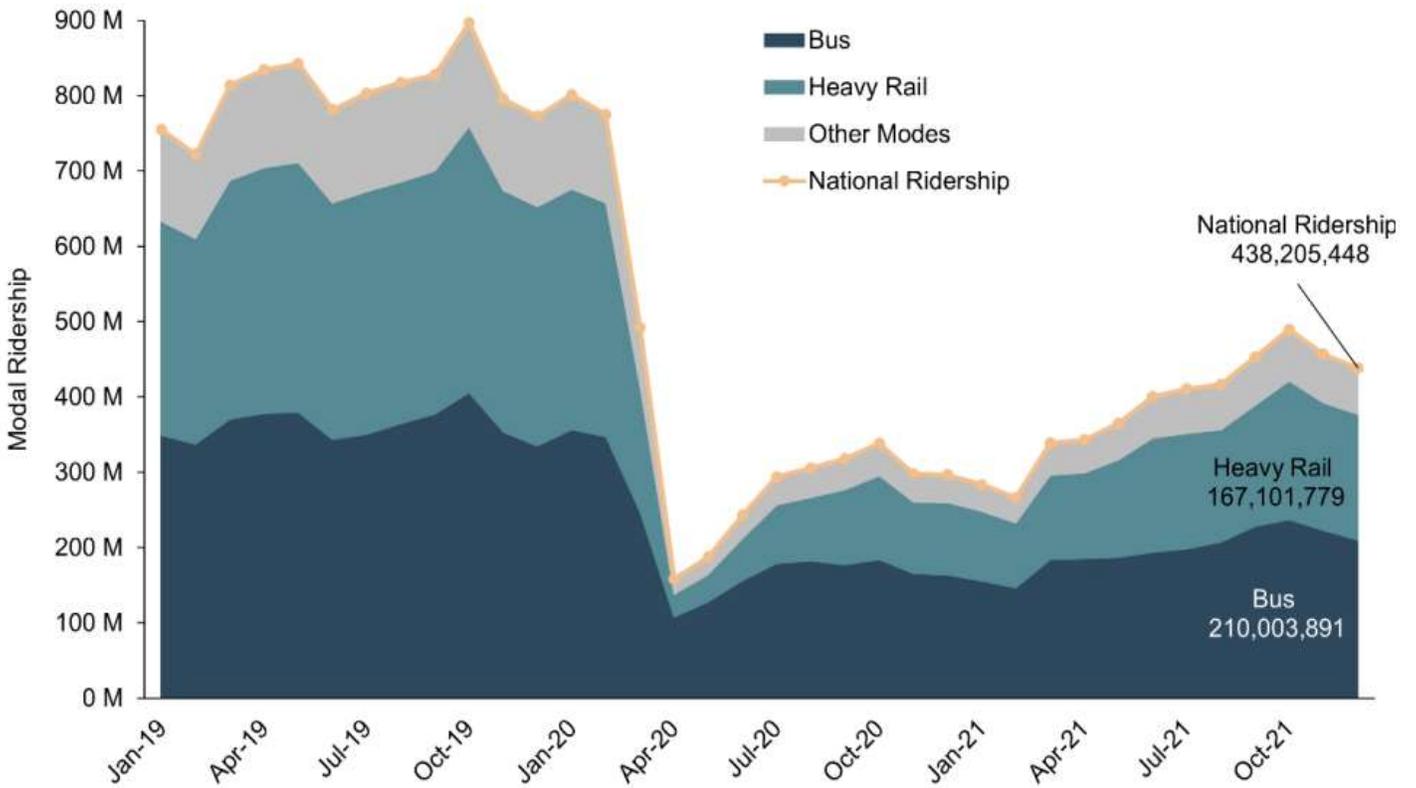
Figure 1: JAC Annual Ridership (FY 2016 – FY 2023)



In March 2020, JAC fixed-route provided 12,874 passenger trips as compared to 9,412 Trips in April 2020, a decrease of 27%. This compared to the National Average which saw a decrease in Bus Transit Ridership of 81% over that same period as shown in Figure 2. Traffic volumes in Carson City during this same period reported a decrease of 38% per NDOT TRINA data. This combination of data indicates that JAC provides an essential service and continued to be used during the pandemic.

Exhibit 5 – Ridership Trends and Destinations

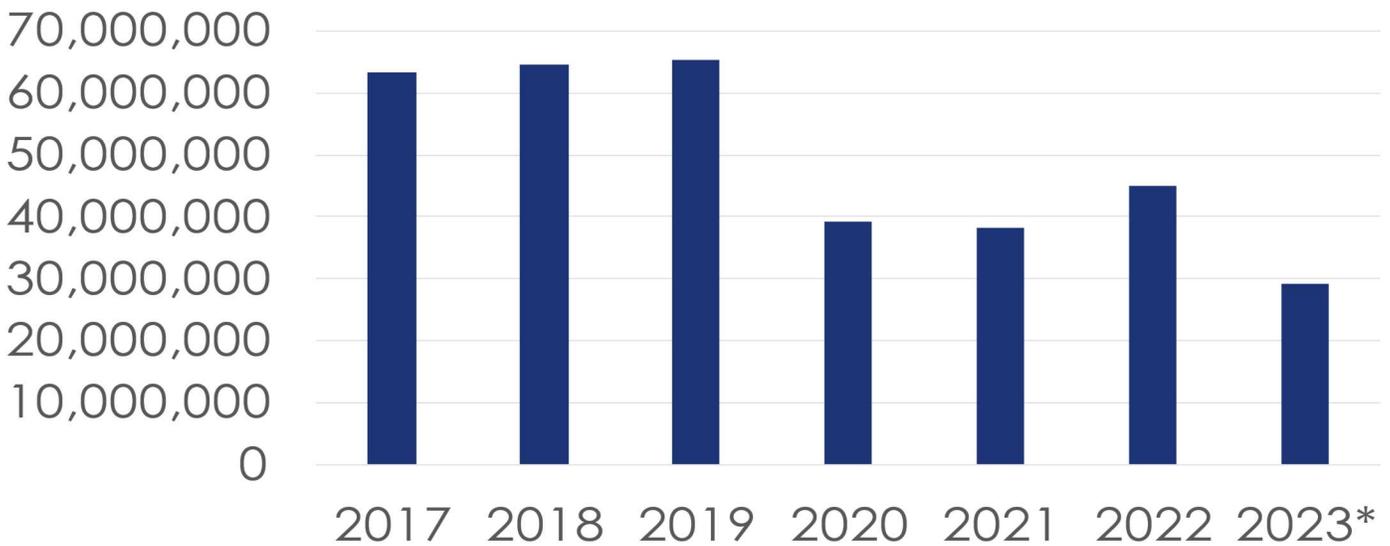
Figure 2: National Ridership (2019 – 2022)



The following figures represent ridership statistics for neighboring transit agencies.

Figure 3: RTC Southern Nevada Ridership

RTC Southern Nevada Annual Ridership- CY



*through August 2023

Exhibit 5 – Ridership Trends and Destinations

Figure 4: TRPA Transit Annual Ridership (TART and TTD)

TRPA Transit Ridership - FY

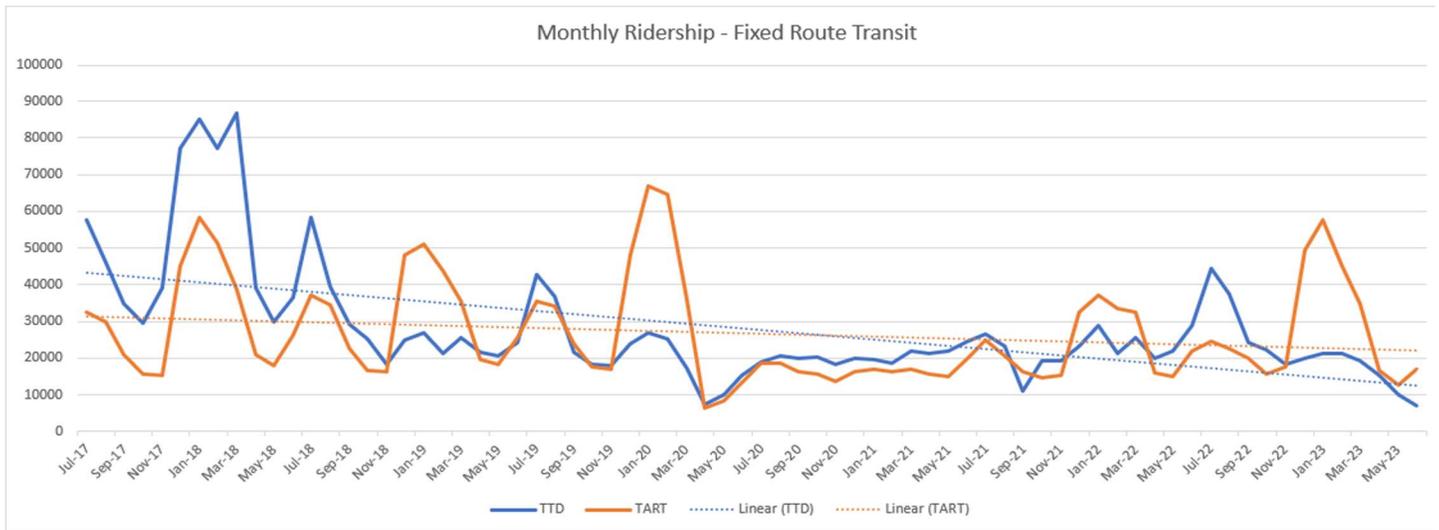
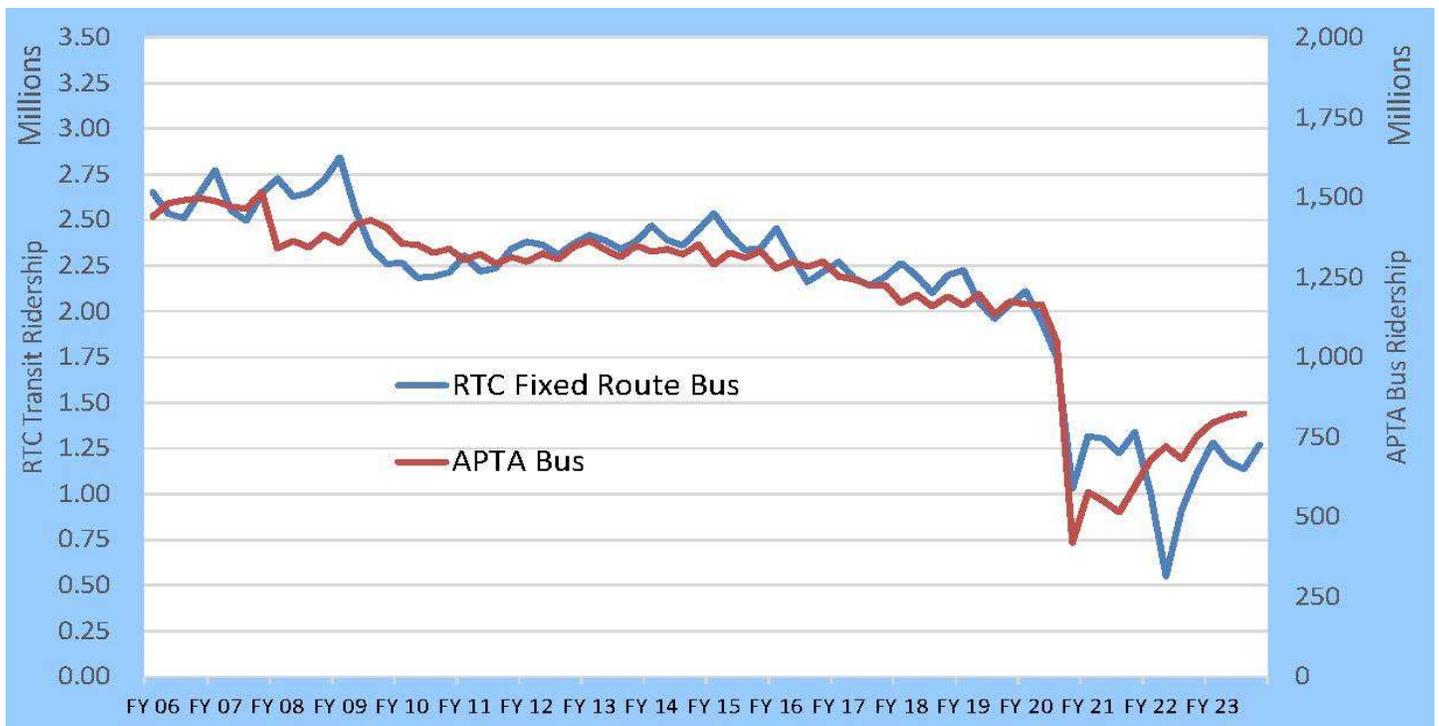
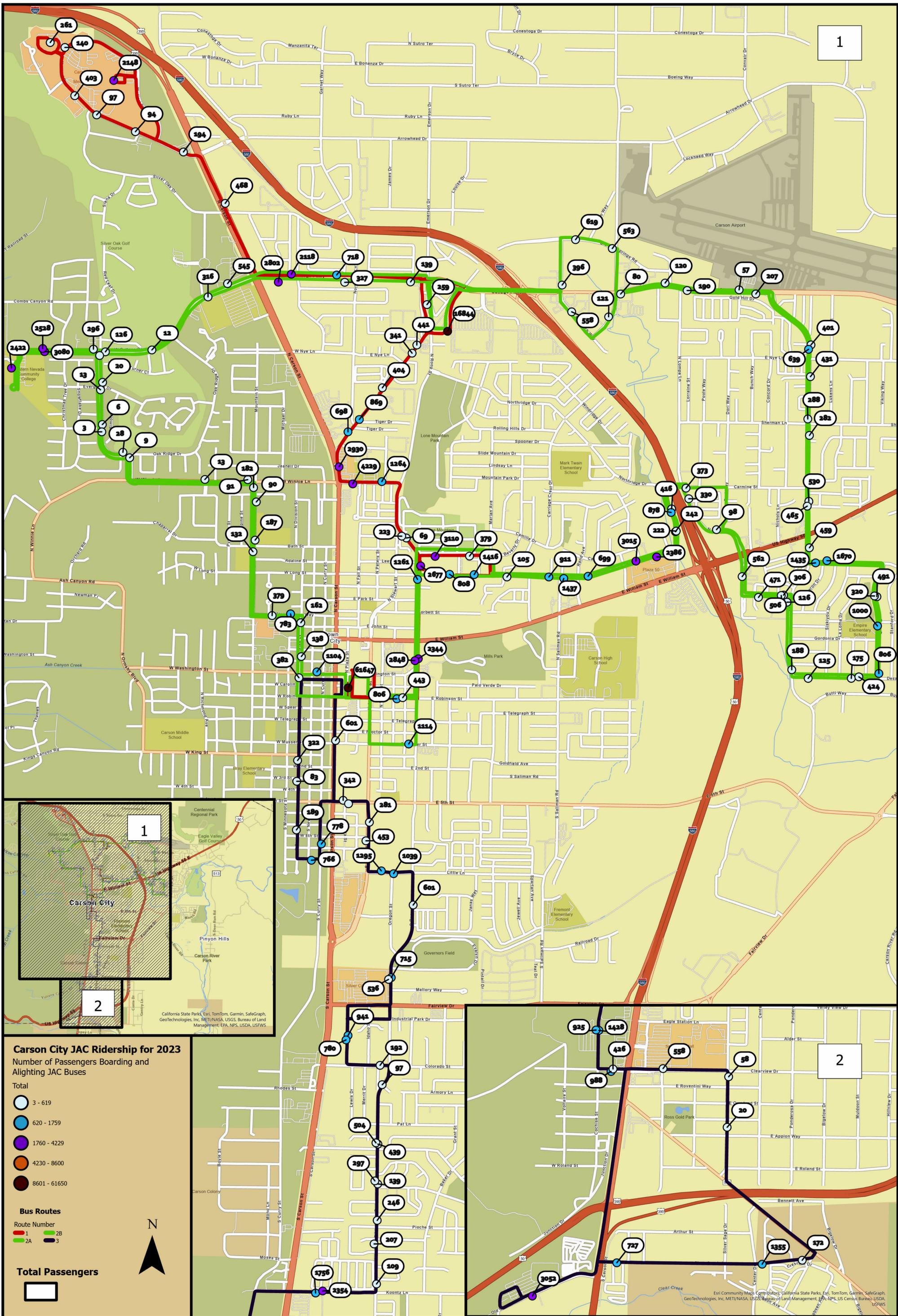


Figure 5: RTC Washoe Annual Ridership





1

2

Carson City JAC Ridership for 2023

Number of Passengers Boarding and Alighting JAC Buses

- Total
- 3 - 619
 - 620 - 1759
 - 1760 - 4229
 - 4230 - 8600
 - 8601 - 61650

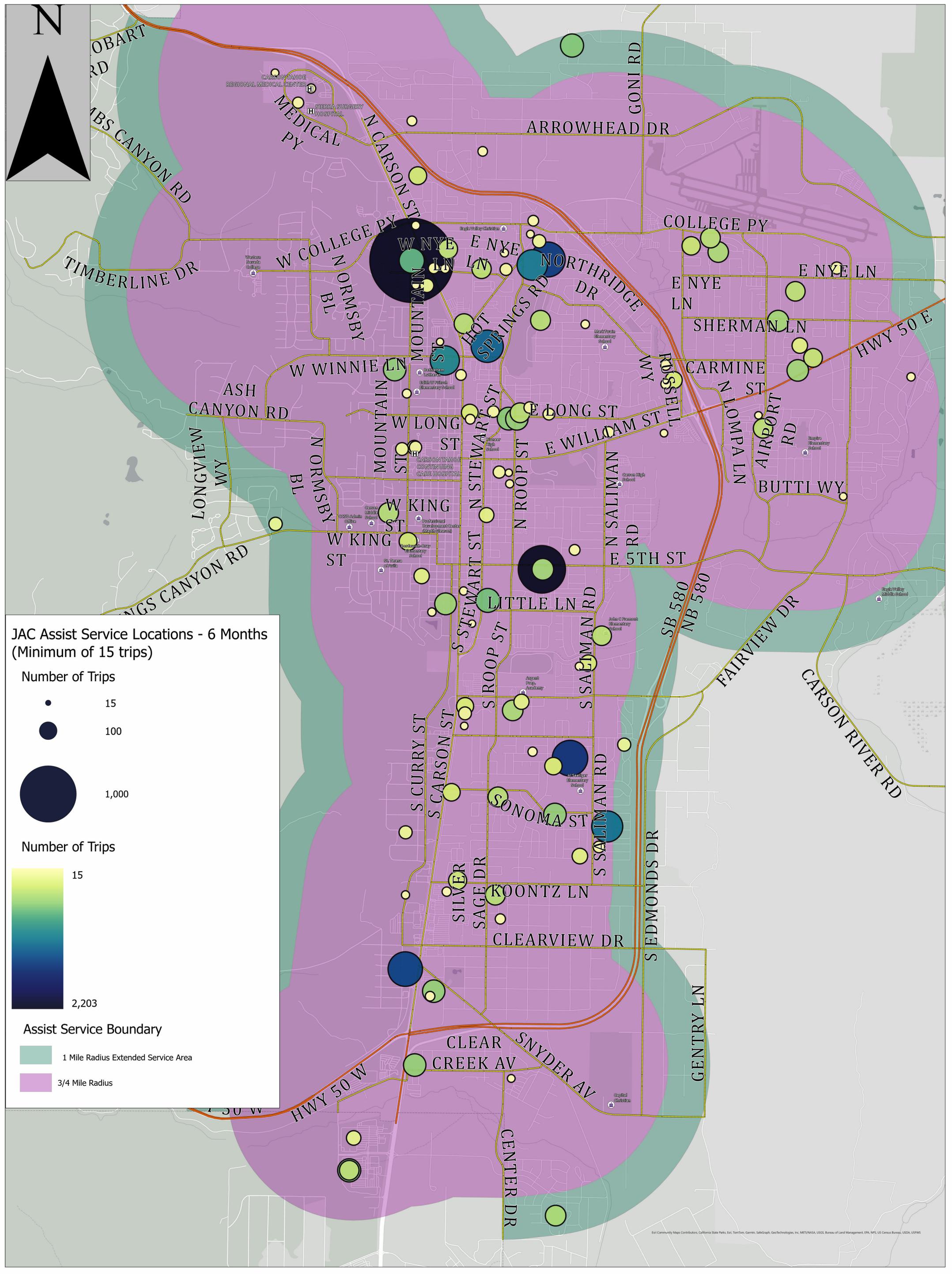
- Bus Routes**
- Route Number
- 1
 - 2A
 - 2B
 - 3

Total Passengers

1

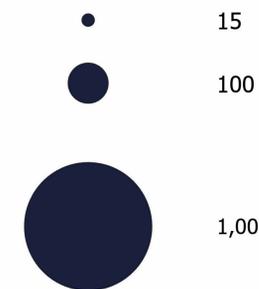


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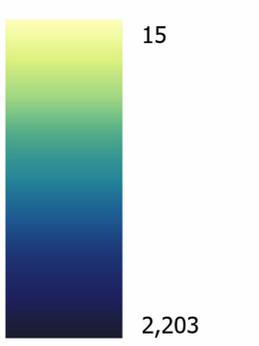


**JAC Assist Service Locations - 6 Months
(Minimum of 15 trips)**

Number of Trips



Number of Trips



Assist Service Boundary

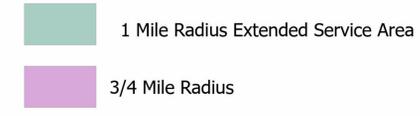


Exhibit 6 - JAC 5-Year Fiscal Projection FY 25-29

The following pages outline the 5-year budget projects for JAC. These are estimates based on past fiscal year actual amounts and known/existing contract amounts.

Budget Assumption Notes:

- 1) The General Fund Transfer for FY 2024 is \$629,800. No change to the General fund transfer is planned for FY 2025.
- 2) An annual escalation rate of 1.4% is applied to all operating expenses and maintenance expenses. Operating expenses include fuel, software, salaries, utilities, and intergovernmental funds. Maintenance expenses include fleet maintenance and labor.
- 3) The operating contract is a fixed not to exceed amount through FY 2028.
- 4) Amounts and years for vehicle purchases are in accordance with the approved TAM Plan.
- 5) Capital Projects includes sidewalk improvements with match from Redevelopment. It also includes ADA compliance for minor route adjustments and sign replacements.
- 6) JAC plans to draw down the undesignated account annually. The estimated amount of undesignated at the end of FY 2024 is \$903,100.

JAC 5-Year Fiscal Projection FY 25-29

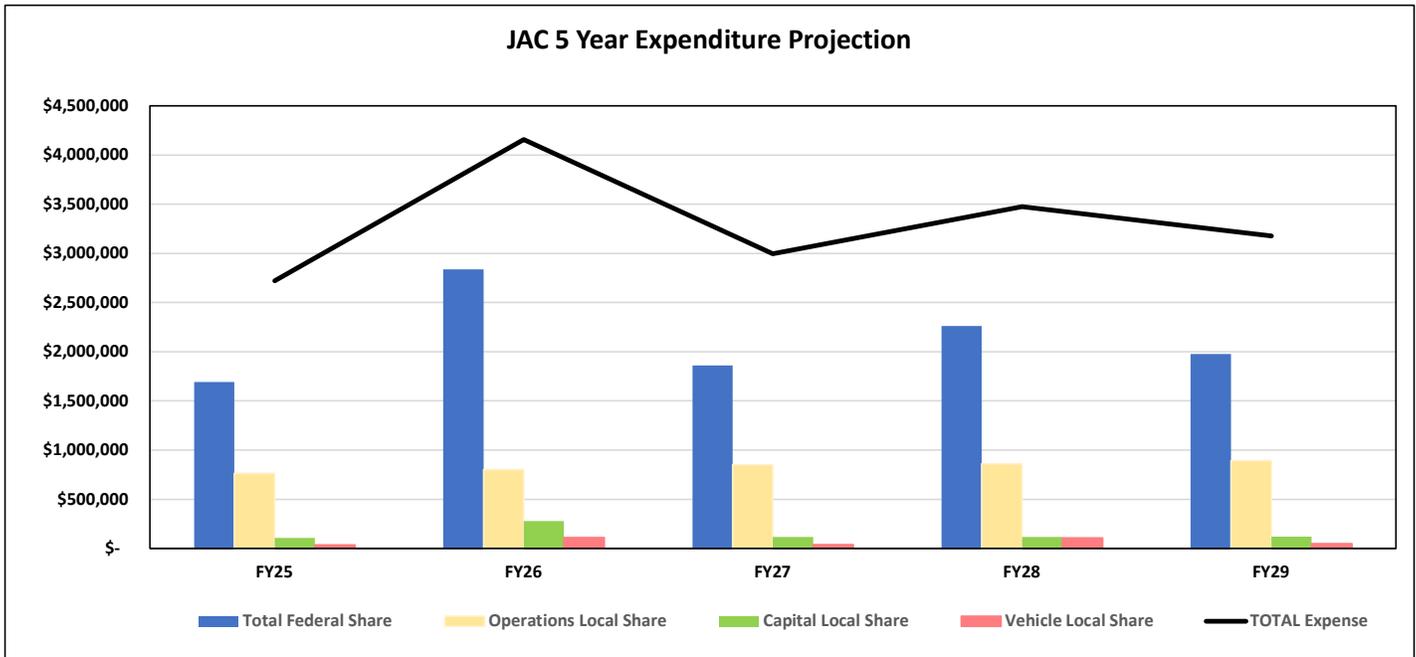
Operating @ 50% Match	FY25	FY26	FY27	FY28	FY29
TOTAL Operating Costs	\$ 1,935,065.59	\$ 2,030,656.81	\$ 2,146,050.73	\$ 2,166,586.54	\$ 2,254,577.38
Federal	\$ 1,051,187.47	\$ 1,099,748.78	\$ 1,165,402.66	\$ 1,177,028.91	\$ 1,223,552.99
Local	\$ 765,221.11	\$ 802,251.03	\$ 851,991.07	\$ 860,900.62	\$ 892,367.39

Vehicles @ 85/15% Match	FY25	FY26	FY27	FY28	FY29
TOTAL	\$ 250,000.00	\$ 730,000.00	\$ 270,000.00	\$ 720,000.00	\$ 325,000.00
Federal	\$ 212,500.00	\$ 620,500.00	\$ 229,500.00	\$ 612,000.00	\$ 276,250.00
Local	\$ 37,500.00	\$ 109,500.00	\$ 40,500.00	\$ 108,000.00	\$ 48,750.00

Capital Expenses @ 80/20% Match	FY25	FY26	FY27	FY28	FY29
TOTAL	\$ 535,731.00	\$ 1,396,574.86	\$ 579,237.85	\$ 588,222.61	\$ 597,287.06
Federal	\$ 428,584.80	\$ 1,117,259.89	\$ 463,390.28	\$ 470,578.09	\$ 477,829.65
Local	\$ 107,146.20	\$ 279,314.97	\$ 115,847.57	\$ 117,644.52	\$ 119,457.41

Total Expense	FY25	FY26	FY27	FY28	FY29
	\$ 2,720,797	\$ 4,157,232	\$ 2,995,289	\$ 3,474,809	\$ 3,176,864

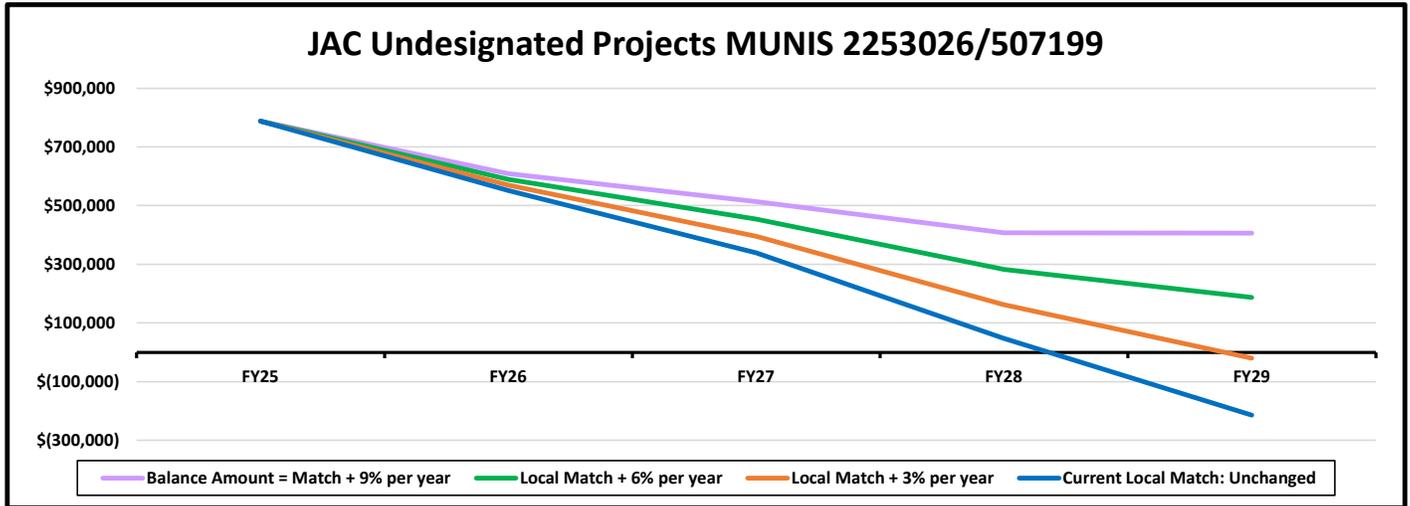
Federal & Local (match) Share	FY25	FY26	FY27	FY28	FY29
Federal Share	\$ 1,692,272	\$ 2,837,509	\$ 1,858,293	\$ 2,259,607	\$ 1,977,633
Fare Revenue	\$ 118,657	\$ 128,657	\$ 128,657	\$ 128,657	\$ 138,657
Local Share Operations	\$ 765,221	\$ 802,251	\$ 851,991	\$ 860,901	\$ 892,367
Local Share Vehicles	\$ 37,500	\$ 109,500	\$ 40,500	\$ 108,000	\$ 48,750
Local Share Capital Items	\$ 107,146	\$ 279,315	\$ 115,848	\$ 117,645	\$ 119,457
TOTAL Local Share Subtotal	\$ 909,867	\$ 1,191,066	\$ 1,008,339	\$ 1,086,545	\$ 1,060,575
Existing Available Local Match	794,800	954,800	794,800	794,800	799,800
Difference	\$ 115,067	\$ 236,266	\$ 213,539	\$ 291,745	\$ 260,775



JAC 5-Year Fiscal Projection FY 25-29

Local Match	FY25	FY26	FY27	FY28	FY29
Needed Local Match	909,867	1,191,066	1,008,339	1,086,545	1,060,575
Current General Fund Allocation	629,800	629,800	629,800	629,800	629,800
Other Match Sources	165,000	325,000	165,000	165,000	170,000
Total Existing Available Local Match	794,800	954,800	794,800	794,800	799,800
Difference	115,067	236,266	213,539	291,745	260,775
Local Match + 1% per year	794,800	961,098	807,459	813,884	825,372
Local Match + 3% per year	794,800	973,694	833,155	853,199	878,845
Local Match + 6% per year	794,800	992,588	872,643	915,102	965,108
Balance Amount = Match + 9% per year	794,800	1,011,482	913,265	980,609	1,059,830

JAC Undesignated Projects Account. Estm. Starting Balance in FY25 = \$903,100	FY25	FY26	FY27	FY28	FY29
Current Local Match: Unchanged	\$ 788,033	\$ 551,767	\$ 338,228	\$ 46,483	\$ (214,292)
Local Match + 1% per year	\$ 788,033	\$ 558,065	\$ 357,185	\$ 84,523	\$ (150,679)
Local Match + 3% per year	\$ 788,033	\$ 570,661	\$ 395,477	\$ 162,131	\$ (19,598)
Local Match + 6% per year	\$ 788,033	\$ 589,555	\$ 453,859	\$ 282,416	\$ 186,949
Balance Amount = Match + 9% per year	\$ 788,033	\$ 608,449	\$ 513,375	\$ 407,440	\$ 406,694



Carson City General Fund Transfers to JAC and associated percentages

Fiscal Year	2016	2017	2018	2019	2020	2021	2022	2023	2024
Total General Fund (GF) Revenue	69,304,095	72,315,273	76,605,675	80,963,674	85,505,703	95,146,394	97,725,317	103,536,361	114,432,465
GF Change (%)	3.98%	4.34%	5.93%	5.69%	5.61%	11.27%	2.71%	5.95%	10.52%
GF Allocated to JAC	400,000	400,000	400,000	400,000	466,300	466,300	66,300	504,800	629,800
JAC as a % of the GF	0.577%	0.553%	0.522%	0.494%	0.545%	0.490%	0.068%	0.488%	0.550%



Jump Around Carson (JAC)

Joint Board of Supervisors / Regional Transportation Commission Meeting

February 29, 2024

Chris Martinovich, PE | Transportation Manager

1

Summary of Service

- ▶ JAC operates 4 fixed routes and up to 6 paratransit vehicles
- ▶ Service Days / Hours
 - ▶ Monday to Friday: 6:30 am to 7:30 pm
 - ▶ Saturdays: 8:30 am to 4:30 pm
- ▶ Routes take 60 minutes to complete - Called 'Headway'



2

Administration

- ▶ JAC is operated by a Contracted Operator. First Transit is the operator of JAC through a contract with Carson City.
 - ▶ Contracted operator since September 2020.
 - ▶ Current contract September 1, 2023 - September 30, 2026, + 2 option years.
 - ▶ First Transit Employs 22 people, 11 full-time and 6 part-time drivers, 2 managers, 1 supervisor, and 2 dispatchers.
 - ▶ Bus Driver starting wage = \$19/hour for non-CDL and \$20/hour for CDL
- ▶ The City's Transit Coordinator oversees the day-to-day operations of First Transit.
- ▶ The Transportation Manager provides program oversight and serves at the Federal Transit Administration (FTA) Accountable Executive.

3

Safety

- ▶ JAC completes the Public Transit Agency Safety Plan (PTASP) each year. This plan outlines the past year's safety and sets safety targets for the following year.
- ▶ There were no fatalities or major injuries in FY 2023. There were zero (0) passenger injuries.
- ▶ JAC reported two (2) safety events for fixed route in FY 2023 as compared to two (2) for fixed route and one (1) for paratransit in FY 2022.
- ▶ JAC remains one of the safest forms of transportation in Carson City.

4

Vehicle Fleet

- ▶ JAC has 18 Total vehicles
 - ▶ Ten (10) fixed-route buses
 - ▶ 5 diesel pushers
 - ▶ 5 gasoline cut-away vans
 - ▶ Seven (7) Paratransit vehicles
 - ▶ 6 gasoline cut-away vans
 - ▶ 1 gasoline Promaster van
 - ▶ 1 crew vehicle
 - ▶ Seven of the cut-away vehicles can be used for either fixed-route or paratransit service.
 - ▶ Condition of vehicles is reviewed annually, and targets established through the Transit Asset Management Plan (TAM).

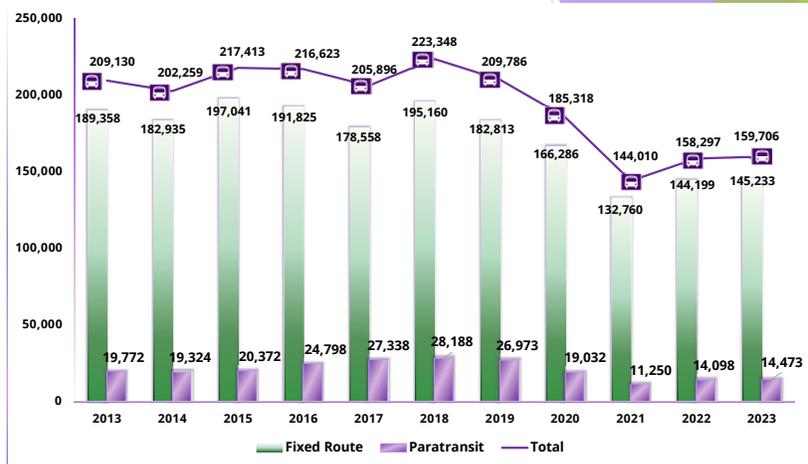


5

Ridership

- ▶ FY 2023 Weekday / Weekend average trips per day
 - ▶ Fixed = 512 / 282
 - ▶ Paratransit = 55 / 13
- ▶ Fixed- Route Ridership (CY 2023):
 - ▶ Route 1 = 43,000 trips
 - ▶ Route 3 = 38,000 trips
 - ▶ Route 2A = 36,000 trips
 - ▶ Route 2B = 30,000 trips
- ▶ Refer to Exhibit 5 of the handout

Fiscal Year (FY) Ridership



Fiscal Year (FY) Paratransit Ridership

FY	Trip Purpose*			Area		Trips by Day	
	Medicaid Trips	Medical & Dialysis Trips	General / Subscription Trips	3/4 Mile	Extended	Weekday	Saturday
2023	2,929	4,175	12,412	13,352	1,121	13,845	628

6

Ridership - Seniors

- ▶ JAC offers a Free Senior Bus Pass Program where any person over the age of 60 is eligible for a free annual senior bus pass.
- ▶ Grant through the State's Aging Disability Services Division (ADSD) reimburses the City for this program.
- ▶ Approaching 450 passes issued since July 2023.
- ▶ Plan to request \$108k in ADSD funding during the next round of grant applications.

7

Ridership - Paratransit



- ▶ JAC offers Paratransit Services through JAC Assist.
- ▶ Must offer services within $\frac{3}{4}$ -miles of a fixed route. We offer extended service for twice the cost up to 1-mile.
- ▶ Must be disabled or over 80 years old to be eligible.
- ▶ No limitations on destination or trip type as long as within the service area.
- ▶ Can schedule a many as 14-days or as little as 2-days in advance of the trip.
- ▶ Call or email for reservations.
- ▶ Jac Assist does not refuse rides, we may need to schedule the rider for an alternative time, earlier or later, but we always offer options.

8

Rider Feedback

- ▶ Surveys are conducted about annually for riders and non-riders
- ▶ Refer to Exhibit 1 of the handout for detailed 2023 survey information.
- ▶ Results are consistent with surveys completed in 2021 and past years
- ▶ Take Aways:
 - ▶ 80% of fixed route responders ride more than 3 times per week.
 - ▶ 94% of riders walk to the bus stop
 - ▶ Over 50% of responders are over the age of 60.
 - ▶ Over 90% of responders make less than \$50,000 per year.
 - ▶ People want expanded service, especially south (consistent input received in 2023, 2021, and 2017)
 - ▶ For many, JAC is essential for independence.

9

Fares

- ▶ Fares restarted in January 3, 2023
- ▶ Fare increase
- ▶ Cash Fares accepted on bus
- ▶ Paper media. Can be purchased at:
 - ▶ JAC Admin Building
 - ▶ Library
 - ▶ Treasurer’s Office
 - ▶ Sold to third parties
- ▶ Contactless Fare (Token Transit)
 - ▶ Fare capping
- ▶ Recently added a credit card reader at the JAC Admin Building

Fares	
Standard Adult	\$ 1.50
Reduced (Senior/Military/Youth/Disabled)	\$ 0.75
Monthly General	\$ 40.00
Monthly Reduced	\$ 20.00
4 yr and Under & Transfers	Free
JAC Assist (up to 3/4 mile)	\$ 3.00
JAC Assist (3/4 to 1 mile)	\$ 6.00
JAC Assist Monthly	\$ 60.00

10

Fare Revenue

JAC Historic Fare Revenues - By Fiscal Year (FY)						
FY15	FY16	FY17	FY18	FY19	FY20-22*	Average
\$ 102,267	\$ 91,244	\$ 96,894	\$ 102,610	\$ 93,391	\$ 53,555	\$ 97,281

- ▶ Total fares collected in FY 2023 (Jan-July) = \$76,665
 - ▶ Includes \$45,254 in passenger paid fares and \$17,765 in Medicaid paid fares
 - ▶ Contactless = \$9,747 of the total paid passenger fares

*Operated fare free between March 2020 and January 2023.

11

Funding and Operating Costs

- ▶ JAC Operates through a combination of federal, state, and local funding sources.
- ▶ Federal funding comes through CAMPO.
- ▶ Federal funds require a local match, which varies depending on the use.
- ▶ JAC operates well below the national average for operating costs. Details in the Exhibit 1.
- ▶ JAC also operates below many peer transit agencies when comparing operational statistics - Exhibit 4 of handout.

12

FTA Funding

- A portion of CAMPOs FTA funding comes through NDOT, and a portion is directly apportioned to CAMPO.
- **Direct Apportionments:**
 - Section 5307 Funding
- **Apportionments through NDOT :**
 - Section 5303 Funding - Planning Only
 - Section 5339 Funding
 - Section 5310 Funding
- **Other:**
 - Discretionary Grants and rural area formulas
 - Funding amount based on population

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FTA Funding

- **Section 5307**
 - Urbanized Area Formula Grants: Funds apportioned directly to CAMPO based on population and efficiency of operation.
 - About \$1.3-1.8M per year and used for:
 - JAC operations
 - Administration
 - Vehicle maintenance
 - Transit related projects (sidewalks, bike facilities, stops, security)
 - Local match is 50% for operating/admin, and 20% for vehicles/projects

14

FTA Funding

➤ Section 5339

- Bus and Bus Facilities - Can only be used for buses and bus related facilities like maintenance, storage, stops, etc.
- CAMPO gets about \$115,000 per year.
- 80% - 90% Federal / 10% - 20% Local match depending on the project type.

➤ Section 5310

- Mobility for Seniors and Individuals with disabilities - Can only be used for services related to these groups.
 - Used for JAC Paratransit operations, as example.
- CAMPO gets about \$170,000 per year.
- Local match is 20%.
- **While 5310 and 5339 funds are distributed to the State, CAMPO is the only MPO with less than 200,000 population, so NDOT provides all funds to CAMPO.**

15

State and Local Funding

➤ State Grants

- ADSD - Free Senior Bus Pass Program

➤ **Local match for JAC operations comes from various sources.**

- City General Fund. In FY 2024, the amount was \$629,800.
- Special purpose funds, like Redevelopment Authority.
- Misc. Revenue - Vehicle sales, Advertising, etc.
- Fares are not local match, but they reduce the cost of operation thus reducing both the federal and local match.

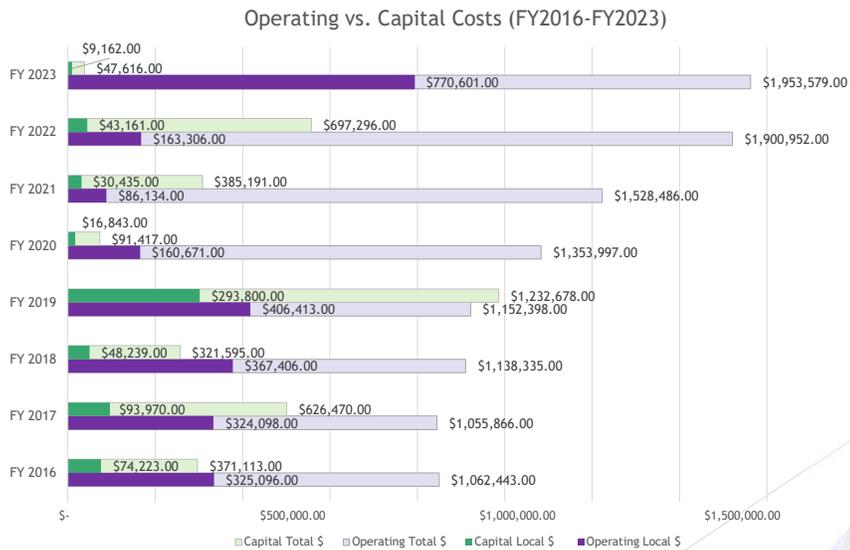
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Operating Cost Statistics

	FY 2020		FY 2021		FY 2022		FY 2023	
	Fixed	Paratransit	Fixed	Paratransit	Fixed	Paratransit	Fixed	Paratransit
Annual Unlinked Trips	166,286	19,032	132,760	11,250	144,199	14,098	145,233	14,473
Vehicle Revenue Hours	14,930	6,045	13,045	4,874	13,330	5,761	14,784	6,121
Vehicle Revenue Miles	172,492	55,960	150,741	42,629	156,711	52,664	170,734	55,302
Operating Cost per Unlinked Passenger Trip	\$7.44	\$13.20	\$8.41	\$36.61	\$10.00	\$32.54	\$9.86	\$36.02
Operating Cost per Vehicle Revenue Mile	\$7.17	\$4.49	\$7.41	\$9.66	\$9.20	\$8.71	\$8.39	\$9.43
Operating Cost per Vehicle Revenue Hour	\$82.89	\$41.57	\$85.60	\$84.51	\$108.19	\$79.63	\$96.88	\$85.16
Number of Passengers per Revenue Hour	11.1	3.1	10.2	2.3	10.8	2.4	9.8	2.4
Number of Passengers per Revenue Mile	1.0	0.3	0.9	0.3	0.9	0.3	0.9	0.3
Number of Passengers per revenue day	540	62	444	39	494	48	478	48
Farebox recovery rate	3.30%	6.50%	0.00%	0.00%	0.00%	0.00%	3.16%	6.03%

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Operating Costs



18

Future Operating Cost Projections



► Additional Detail included in Exhibit 6

19

Future Federal Funding

FTA Fund Type	Existing Available Apportioned Grants and Use	FTA Amount
5307*	FY 2021 Apportionment Ops/PM/Capital Items	
	Operating Assistance Available	\$1,304,956.00
	(Safety & Security)	\$13,200.00
	TOTAL	\$1,318,156.00
5307*	FY 2022 Apportionment Ops/PM/Capital Items	
	Operating Assistance Available	\$1,856,650.00
	(Safety & Security)	\$18,754.00
	TOTAL	\$1,875,404.00
5307*	FY 2023 Apportionment Ops/PM/Capital Items	
	Operating Assistance Available	\$1,895,639.00
	(Safety & Security)	\$19,148.00
	TOTAL	\$1,914,787.00
5307	Future FY 2024 - FY 2029 Apportionment	
	Operating Assistance Available	\$1,996,000/yr
	TOTAL	\$11,976,844.00
5339*	FY 2022 & FY 2023 Bus and Bus Facilities	
	Bus and Bus Facilities	\$144,458.00
	Douglas County - Subrecipient	\$85,000.00
	TOTAL	\$229,458.00
5339	Future FY 2024 - FY 2029 Bus and Bus Facilities	
	Bus and Bus Facilities	\$115,000/yr
	TOTAL	\$690,000.00
5310	Future FY 2024 - FY 2029 Senior and Disabled	
	Senior and Disabled	\$170,000/yr
	TOTAL	\$1,020,000.00

* Apportioned and available to execute now.

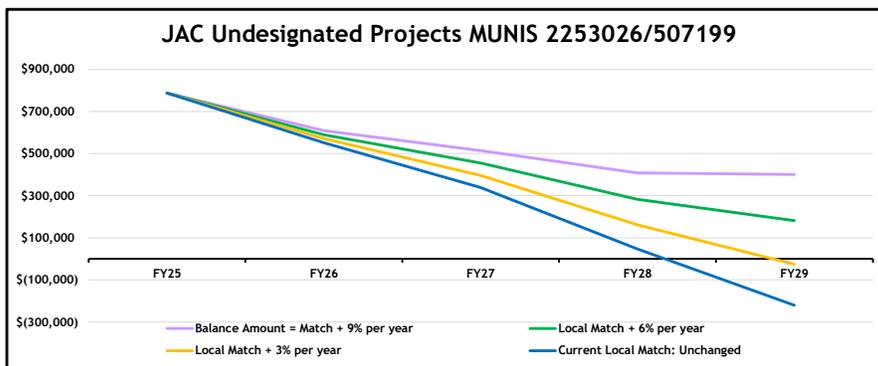
20

Future Matching Funding

- ▶ Beginning in FY 2024, there was about \$1,184,000 in the undesignated local match transit account. This is available as local match.
- ▶ Beginning in FY 2025, it is estimated there will be \$903,100 in undesignated local match funding available.
- ▶ The need for local match is expected to increase and has increased year over year.
- ▶ Staff analyzed different scenarios of local match to keep pace with anticipated operating and capital costs.
- ▶ Refer to Exhibit 6 of the handout.

21

Future Matching Funding



22

JAC Ridership and Service Enhancement & Modifications Possibilities

The following is a summary of some possible areas to promote, enhance, or modify the service. These are based on short- and long-range projects outlined in the Coordinated Human Services Plans as well as past discussions with other agencies and best practices conducted by other transit operators.

23

0) Recent/Planned Enhancements and Positives

- ▶ Contactless Fare through Token Transit - Collected \$9,747 in FY 2023 and \$6,990 in FY 2024 (Dec).
- ▶ Free WiFi on all buses
- ▶ Planned downtown transit center upgrades
- ▶ Bus stop enhancement projects - ADA compliance, lighting, signing
- ▶ Zero-Emission Planning for alternative fuels

24

1) Education on existing services

- ▶ Increase ridership by make people aware of how to ride JAC.
- ▶ Provide additional videos and outreach on how to use existing JAC Transloc application and the Token Contactless Fare application.
- ▶ Existing videos on the Website.

Ride transit with just your phone.

It is easier than ever to pay for transit. Buy your pass in-app and use your phone to board.



25

2) Advertise JAC through promotional campaigns

- ▶ Increase awareness of JAC in the community to change the perspective.
- ▶ Work with local media and social media to promote the services in the region.
- ▶ Potential use of television or radio media.

26

3) Sell more shelter, on-bus, and other advertising

- ▶ Collected \$28,242 in FY 2023
- ▶ Advertise that JAC has advertising available.
- ▶ Sell space on shelters and on buses.
- ▶ Potentially sell space on brochures or rider guides that are distributed in the community.
- ▶ Staff has had limited time to promote this and generally bases on who call us.



Carson City Public Works
 CARSON CITY REGIONAL
 TRANSPORTATION COMMISSION
 ADVERTISING POLICY
 Approved by CCRTC: May 12, 2010

PURPOSE

The Carson City Regional Transportation Commission (CCRTC) finds that the sale of advertising space on designated CCRTC vehicles is a practical and desirable means of generating revenue, which assists CCRTC in providing more economical transportation to the citizens in its service area. CCRTC sells advertising space solely for the purpose of raising additional revenue for its operations. CCRTC's advertising spaces are not dedicated as a public forum to the promotion or debate of political, social, religious or other unrelated public issues. CCRTC enacts this policy to establish the standards for advertisements acceptable for internal or external display on CCRTC vehicles, property and other designated locations.

POLICY

A. **Content** CCRTC's advertising spaces may be used only for advertisements:

1. Proposing a commercial transaction involving lawful goods or services in the Carson Area Metropolitan Planning Organization (CAMPO) area; and
2. Promoting, in a secular and non-sectarian manner, the programs of CCRTC and/or other community agencies.

Self advertising shall be subject to the following restrictions:

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4) Modify Routes or Service

- ▶ Review route revisions as described by the Coordinated Human Services Plan as well as actual ridership and ridership surveys.
- ▶ Review trip origins and destinations.
- ▶ Focus on increasing accessibility to major corridors such as Carson Street and William Street.
- ▶ Look for opportunities to increase transfer points between routes for quicker travel times across the City.
- ▶ Reduce routes or service areas, days, or times. This may reduce cost and ridership.

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5) Reduce headways and increase service frequency

- ▶ Provide more frequent service than one loop every 60-minutes.
- ▶ Could be structured to peak demand periods.
- ▶ Increasing service frequencies will increase ridership as the service becomes easier to use making it quicker to travel across the City.
- ▶ Likely result in a ridership increase.
- ▶ Increasing the frequency of buses requires adding buses which will increase the cost.

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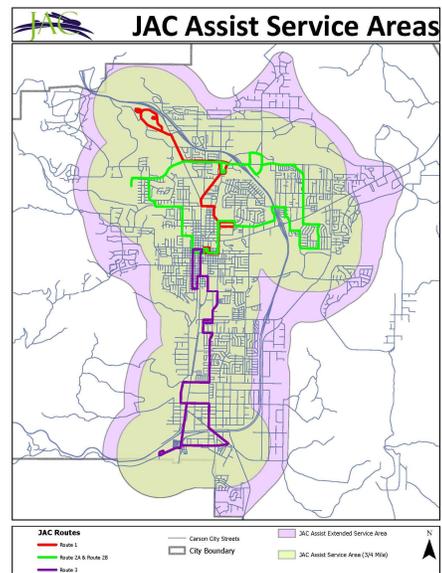
6) Leverage non-traditional local matching funding

- ▶ Use Redevelopment funding or other local funds as match for ADA compliance and sidewalk replacement projects within $\frac{1}{4}$ mile of a bus stop, or for bicycle facilities within 3-miles of a bus stop.
- ▶ Partnering with other organizations for local match for operating on routes that service tourism destinations or other cultural sites.

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7) JAC Assist Paratransit Service Area

- ▶ Potential expansion of the JAC Assist Extended Service Area per the map attached to encompass the majority of Carson City.
- ▶ Receive the occasional call requesting service outside the current service area.
- ▶ We currently have availability to accept more passengers without exceeding 6 vehicles.



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8) Expansion of service to Douglas County, Lyon County, Lake Tahoe, community organizations; Lifeline services.

- ▶ Lyon County has expressed interest in lifeline or other services to Dayton. This could allow JAC to receiving Section 5311 funding since this is outside the Carson City urbanized area. Match from Lyon County with no cost to Carson City.
- ▶ Expansion of JAC into Northern Douglas County. This could mean match is provided by Douglas County at not increase in cost to JAC.
- ▶ Tahoe (TTD) has expressed an interest in restoring an intercity route to South Lake Tahoe.
- ▶ Continued coordination with DART or other local transportation services.

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9) Enhancement of contactless fares

- ▶ Increase the use of contactless or electronic fares such as touch-n-go equipment on the buses to minimize the use of paper tickets.
- ▶ Allow flexibility and options to riders.
- ▶ Initial costs for hardware.



QR code scanning with digital fares

- **Prevent fraud:** QR code changes every 10 seconds
- **Better data:** collect data on validation for a more comprehensive picture on ridership
- **Integrated:** riders can still purchase fares across their preferred app
- **Fast boarding:** instant scanning

Scalable: simplify pass distribution

Give everyone the power to instantly send 1000s of passes

-  **Social Services** - Text a pass or easily approve reduced pass riders to purchase discounted passes.
-  **Schools and Employers** - Distribute thousands of passes for students, staff or employees.
-  **Conference/Convention Coordinators** - Create custom passes for special events.
-  **Family & Friends** - Anyone can send a pass instantly and electronically. [Try it today.](#)



UNL STUDENT 2023-2024

Download the Tranzit Transit App at startransit.com/app. Enter your university email and student ID below to receive a StarTran pass.

StarTran
Lynch's, Inc.

RIDER INFORMATION
Information about you getting the pass.

STUDENT ID#

UNL EMAIL

AUTHORIZATION
Security information about an access order to equipment.

STUDENT ID

2023 UNL Student Pass

SEND PASS

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Other Potential Transit Opportunities

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Downtown Transfer Center

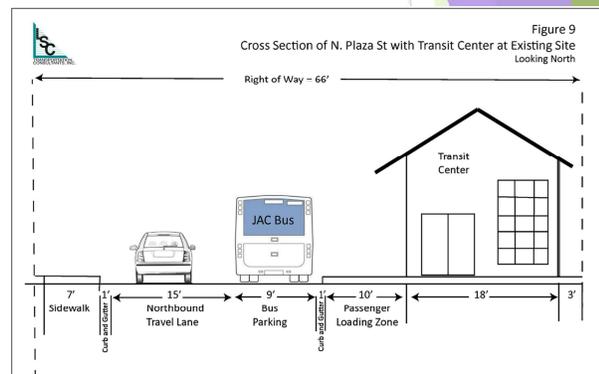
- ▶ Completed a Feasibility Study in 2023 - Exhibit 3.
- ▶ Developed Short-term and long-term recommendations
- ▶ Short-term recommendation:
 - ▶ Addresses some of the immediate concerns for drivers and passengers.
 - ▶ No property impacts or acquisitions.
 - ▶ Does not preclude future long-term improvements or transition to other sites.
 - ▶ Cost Estimate (2025) = \$234,000.
 - ▶ Scoping project using Redevelopment funding.

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Long-Term Recommendation

- ▶ Enhancement of the existing location on N. Plaza Street

- Site provides the best opportunity for growth and flexibility
- No private property impacts or acquisitions
- Conversion to a one-way street northbound provides added pedestrian safety
- Cost Estimate (2028) = \$3.4M
- Continued conversation about adjacent properties



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High frequency, downtown service for special events

- ▶ Develop and operate a high frequency (15-30 minutes) 'Trolley' service running between locations along Carson Street during certain events or certain hours.
- ▶ Destinations and limits have not been determined.
- ▶ Likely a new vehicle needed.
- ▶ Balance increase in cost with ridership return on investment

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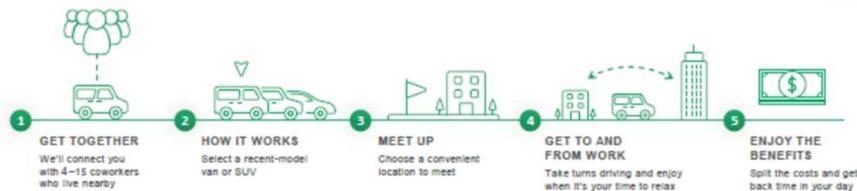
Alternative Fuels

- ▶ Section 5339(c) funding for low or no emission vehicles
- ▶ CAMPO Completing a Zero-Emission Transition Plan in accordance with FTA requirements. Grant funded through NV Energy (\$225K)
- ▶ Examining alternative fuels: Electric, Hydrogen fuel cell, hybrid electric
- ▶ Partnership opportunities with other transit agencies and their needs for regional services
- ▶ Additional NV Energy funding available - ERTEP

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Vanpool Services

- ▶ Partner with external companies to operate a Vanpool program in the region. The company provides and administers the vehicle, and the riders serve as drivers and coordinate trips.
- ▶ Can use Section 5307, 5311 and potentially Section 5323 funding.
- ▶ Can also use FHWA Carbon Reduction Plan funding.
- ▶ Riders and/or employers pay for the use of the service.
- ▶ Used by RTC Washoe and TTD.
- ▶ More to explore here.



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End

- ▶ Thank you!
- ▶ www.RideJAC.com
- ▶ 775.841.RIDE

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