



**NOTICE OF MEETING OF THE
CARSON AREA METROPOLITAN PLANNING
ORGANIZATION (CAMPO)**

Day: Wednesday
Date: June 12, 2019
Time: Beginning at 4:30 pm
Location: Community Center, Sierra Room, 851 East William Street, Carson City, Nevada

AGENDA

AGENDA NOTES: The Carson Area Metropolitan Planning Organization (CAMPO) 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 Carson Area Metropolitan Planning Organization staff in writing at 3505 Butti Way, Carson City, Nevada, 89701, or Comments@CarsonAreaMPO.com, 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 on the CAMPO website 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 CAMPO 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 CAMPO'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 CAMPO Board may approach the podium and speak on any matter relevant to or within the authority of CAMPO. 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 CAMPO 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 – Discussion and possible approval of the May 8, 2019 draft minutes.

6. PUBLIC MEETING ITEM(S):

6-A For Information Only – Presentation and discussion on Task 5.1 Asset Planning and Management of CAMPO’s 2019/2020 Unified Planning Work Program (UPWP).

Staff Summary: Task 5.1 Asset Planning and Management involved the hiring of pavement surveying specialist to collect information on pavement distress type, frequency, and severity to calculate a pavement condition index score for 134 lane miles of roads in Douglas County.

6-B For Possible Action – Discussion and possible action regarding submission of a grant application to the Federal Transit Administration (FTA) for Federal Fiscal Year (FFY) 2019 Grants for Buses and Bus Facilities Program seeking a total of \$650,000, with local match of \$195,000 (30%), to replace two Jump Around Carson (JAC) transit system fixed route vehicles.

Staff Summary: FTA has announced an additional year of Federal funding of the Grants for Buses and Bus Facilities Program under Section 5339(b) Title 49, United States Code. The application will request funding to replace two Jump Around Carson (JAC) transit system fixed route vehicles that will have met their federally defined useful life. To improve CAMPO’s chances for award of the 2019 grant funding, a larger local match of 30% rather than the minimum 20% is proposed.

6-C For Information Only – Presentation and discussion on Task 3.2 Transit Planning of CAMPO’s 2019/2020 Unified Planning Work Program (UPWP).

Staff Summary: Task 3.2 Transit Planning includes development of a JAC Transit Development and Coordinated Plan. Staff will provide an informational presentation on current progress on development of the plan and will provide a summary of activities and work products to date.

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

7-A Future Agenda Items

8. BOARD COMMENTS: For Information Only – Status reports and comments from the members of the CAMPO Board.

9. The Next Meeting is Tentatively Scheduled – 4:30 p.m., Wednesday, July 10, 2019, at the Sierra Room - Community Center, 851 East William Street.

10. PUBLIC COMMENT: Members of the public who wish to address the CAMPO Board may approach the podium and speak on any matter relevant to or within the authority of CAMPO. 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 CAMPO 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.

11. ADJOURNMENT: For Possible Action

This agenda has been posted at the following locations on Thursday, June 6, 2019, 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>

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CARSON AREA METROPOLITAN PLANNING ORGANIZATION**Minutes of the May 8, 2019 Meeting****Page 1****DRAFT**

A regular meeting of the Carson Area Metropolitan Planning Organization was scheduled for 4:30 p.m. on Wednesday, May 8, 2019 in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

PRESENT: Chairperson Mark Kimbrough
 Vice Chairperson Greg Stedfield
 Member Lori Bagwell
 Member Brad Bonkowski
 Member Jon Erb
 Member Vida Keller
 Member Chas Macquarie
 Ex-Officio Member Sondra Rosenberg

STAFF: Lucia Maloney, Transportation Manager
 Dirk Goering, Senior Transportation Planner
 Daniel Anderson, Transportation Planner / Analyst
 Michael Reynolds, Transit Coordinator
 Todd Reese, Deputy District Attorney
 Kathleen King, Chief Deputy Clerk

NOTE: A recording of these proceedings, the CAMPO'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 DETERMINATION OF A QUORUM (4:31:34) - Chairperson Kimbrough called the meeting to order at 4:31 p.m. Ms. King called the roll; a quorum was present.

2. AGENDA MANAGEMENT NOTICE (4:31:58) - Chairperson Kimbrough entertained modifications to the agenda; however, none were forthcoming.

3. DISCLOSURES (4:32:22) - Chairperson Kimbrough entertained disclosures; however, none were forthcoming.

4. PUBLIC COMMENT (4:32:31) - Chairperson Kimbrough entertained public comment; however, none was forthcoming.

5. POSSIBLE ACTION ON APPROVAL OF MINUTES - March 13, 2019 (4:32:51) - Chairperson Kimbrough introduced this item, and entertained a motion. **Member Bonkowski moved to approve the minutes, as corrected. Member Bagwell seconded the motion. Motion carried 7-0.**

6. PUBLIC MEETING ITEMS:

6(A) DISCUSSION AND POSSIBLE ACTION TO AUTHORIZE THE TRANSPORTATION MANAGER TO SIGN COOPERATIVE AGREEMENT NO. PR186-19-804 FOR COMMITMENT TO COMPLETE THE FISCAL YEAR 2020 UNIFIED PLANNING WORK PROGRAM, AND TO AUTHORIZE THE TRANSPORTATION MANAGER TO SIGN FUTURE AMENDMENTS TO THIS AGREEMENT REGARDING TIME EXTENSIONS OR TO A

CARSON AREA METROPOLITAN PLANNING ORGANIZATION

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CHANGE IN THE VALUE OF FUNDING OF UP TO TEN PERCENT OF THE INITIAL FUNDING AMOUNT (4:33:15) - Chairperson Kimbrough introduced this item, and Ms. Maloney presented the agenda materials. Member Macquarie noted a necessary correction to the table included at page two of the staff report. Ms. Maloney responded to questions of clarification regarding funding amounts, as reflected in the staff report and in the cooperative agreement.

Chairperson Kimbrough entertained questions or comments of the CAMPO members and of the public and, when none were forthcoming, a motion. **Member Bagwell moved to authorize the Transportation Manager to sign Cooperative Agreement No. PR186-19-804, for commitment to complete the FY 2020 Unified Planning Work Program, and to authorize the Transportation Manager to sign future amendments to this agreement regarding time extensions or a change in the value of funding of up to ten percent of the initial funding amount. Member Macquarie seconded the motion.** Chairperson Kimbrough entertained discussion on the motion and, when none was forthcoming, called for a vote. **Motion carried 7-0.**

6(B) DISCUSSION AND POSSIBLE ACTION TO APPROVE AN AMENDMENT TO THE 2019 / 2020 UNIFIED PLANNING WORK PROGRAM (4:41:50) - Chairperson Kimbrough introduced this item, and Ms. Maloney presented the agenda materials. Chairperson Kimbrough entertained CAMPO member questions or comments and public comments. (4:47:48) Chairperson Kimbrough responded to questions of clarification from Denny French. Chairperson Kimbrough entertained additional public comment and, when none was forthcoming, a motion. **Member Bonkowski moved to approve CAMPO's FY 2019 / 2020 Two-Year Unified Planning Work Program, as amended in Exhibit 2. Member Macquarie seconded the motion.** Chairperson Kimbrough entertained discussion on the motion and, when none was forthcoming, called for a vote. **Motion carried 7-0.**

6(C) DISCUSSION AND POSSIBLE ACTION REGARDING APPROVAL OF A FORMAL AMENDMENT TO CAMPO'S FEDERAL FISCAL YEAR 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM (4:49:41) - Chairperson Kimbrough introduced this item, and Mr. Goering presented the agenda materials. Mr. Goering and Ms. Maloney responded to questions of clarification. Chairperson Kimbrough entertained public comment and, when none was forthcoming, a motion. **Member Bagwell moved to approve the formal amendment, as provided in Exhibit 2. Vice Chairperson Stedfield seconded the motion.** Chairperson Kimbrough called for a vote on the pending motion. **Motion carried 7-0.**

6(D) PRESENTATION AND DISCUSSION REGARDING THE 2018 JUMP AROUND CARSON NON-RIDER SURVEY CONDUCTED OCTOBER 2 THROUGH DECEMBER 2, 2018, AS PART OF THE UNIFIED PLANNING WORK PROGRAM (4:57:09) - Chairperson Kimbrough introduced this item, and Ms. Maloney presented the agenda materials. Discussion followed regarding the survey results, and ways to reach more potential participants. In response to a comments, Ms. Maloney advised that the Rotary Club had donated funding to purchase and install five bus shelters. "Those five shelters are going in this week at North Carson Street ..., one on Koontz [Lane] right by Peg's ... and Raley's. There's one on Airport [Road] just north of Nye [Lane]. There's one on College [Parkway] just west of where Airport [Road] hits College [Parkway], also a heavily used stop. And there's a fifth one on Fleischmann ... and Mountain. ... Thank you, again, to the Rotary Club for the local match and you can expect a press release probably next week."

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In reference to previous comments, Ms. Maloney expressed the opinion that the survey results “reaffirmed what we knew. There was indication in the survey that folks might ride if amenities were improved which really goes to show ... maybe it’s that we can improve ridership. And so ... it gave us some hope and some things to look at. There was value there.”

Chairperson Kimbrough entertained additional CAMPO member comments and, when none were forthcoming, public comment. (5:07:43) Denny French suggested changing the color or the font of the survey notice on the utility bills. He further suggested that the offer of free rides for completing the survey may compel participation. He discussed concerns over safety in and around the JAC shelters, and advised of having been verbally accosted. “If I had been sitting in that particular shelter, I would have been pinned in by the individual and been in a possible physical confrontation with them. ... And the sides that are facing the oncoming buses are blocked often by what was intended ... to be available for advertisements. So any design should take some of those things into consideration; a way in and a way out that doesn’t include my having to go through somebody.” Chairperson Kimbrough thanked Mr. French for his comments, and entertained additional public comment. None was forthcoming.

7. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS; FUTURE AGENDA ITEMS (5:12:37) - Chairperson Kimbrough introduced this item, and Ms. Maloney reviewed the tentative agenda for the June CAMPO meeting.

8. CAMPO MEMBER COMMENTS (5:13:46) - Chairperson Kimbrough entertained CAMPO member comments. Member Keller suggested that making transit available in Lyon County would generate a great deal of participation in future surveys.

9. THE NEXT MEETING IS TENTATIVELY SCHEDULED FOR 4:30 P.M. ON WEDNESDAY, JUNE 12, 2019 IN THE COMMUNITY CENTER SIERRA ROOM, 851 EAST WILLIAM STREET (5:14:50) - Chairperson Kimbrough read this information into the record.

10. PUBLIC COMMENT (5:14:57) - Chairperson Kimbrough entertained public comment. (5:15:16) Denny French commended the JAC Transit System and, particularly, the drivers. (5:16:10) Ms. Maloney introduced Transit Coordinator Michael Reynolds and provided an overview of his accomplishments since starting with the City.

11. ACTION TO ADJOURN (5:17:46) - Upon motion by Member Erb, Chairperson Kimbrough adjourned the meeting at 5:17 p.m.

The Minutes of the May 8, 2019 Carson Area Metropolitan Planning Organization meeting are so approved this ____ day of June, 2019.

MARK KIMBROUGH, Chair

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STAFF REPORT

Report To: The Carson Area Metropolitan Planning Organization (CAMPO)

Meeting Date: June 12, 2019

Staff Contact: Dirk Goering, Senior Transportation Planner

Agenda Title: For Information Only – Presentation and discussion on Task 5.1 Asset Planning and Management of CAMPO’s 2019/2020 Unified Planning Work Program (UPWP).

Staff Summary: Task 5.1 Asset Planning and Management involved the hiring of pavement surveying specialist to collect information on pavement distress type, frequency, and severity to calculate a pavement condition index score for 134 lane miles of roads in Douglas County.

Agenda Action: Other/Presentation

Time Requested: 10 minutes

Proposed Motion

-N/A

Background/Issues & Analysis

Pavement Condition Index (PCI) is the most commonly used metric nationally for assessing pavement condition. Published specifications for collecting and calculating PCI exists (ASTM D6433). CAMPO funds have been used for collecting pavement PCI data for Carson City in 2015 and 2017. The detailed survey documents the type, severity, and extent of each distress. A scale 0-100 is used for indexing the pavement condition.

The survey, performed by Applied Pavement Technology, Inc., for Douglas County was completed in April of this year and surveyed approximately 40 lane miles of regional roads and 94 lane miles of local roads. The pavement was surveyed with a specialized van that utilizes a 3D laser crack measurement system to detect pavement distresses such as cracks, potholes, and pavement texture. Throughout the data collection process, the consultant performed quality control measures to ensure survey accuracy. After the data was collected it was imported into CAMPO’s and Douglas County’s pavement management software databases, along with additional quality control measures. The pavement management software will analyze the pavement distresses and assist Douglas County staff in developing future pavement work plan efforts. A map of the pavement condition information collected is attached for reference.

Applicable Statute, Code, Policy, Rule or Regulation

-N/A

Financial Information

Is there a fiscal impact? Yes No

If yes, Fund Name, Account Name / Account Number: CAMPO fund, Unified Planning Work Program account, Task 5.1 Asset Planning and Management / 245-3028-431.12-01

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: UPWP tasks are reimbursable with Federal planning funds at a rate of 95%. The 5% local match has been budgeted. The agreement with Applied Pavement Technology, Inc. was for an amount of \$25,139, which is within the UPWP Task 5.1 task budget of \$44,950.

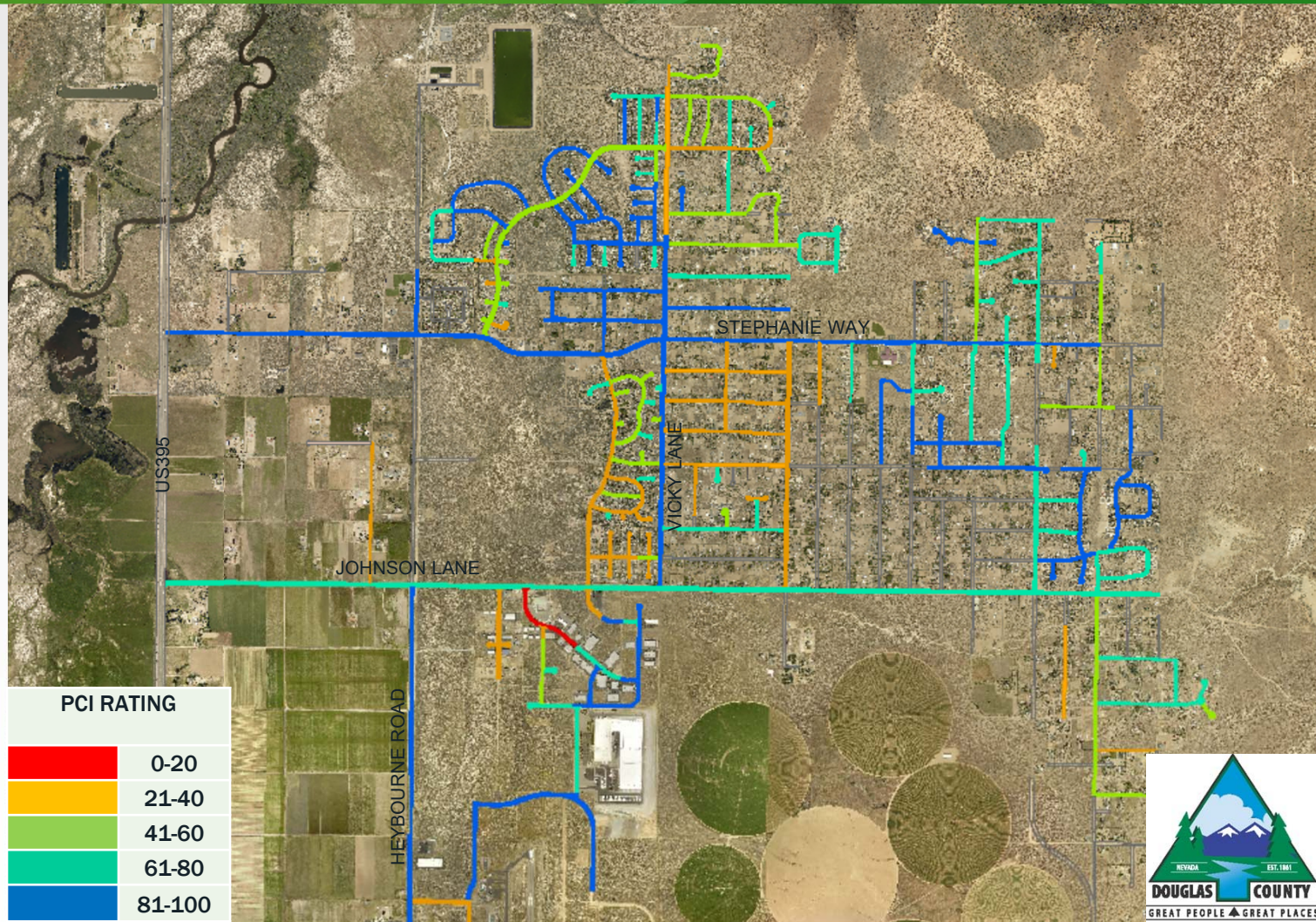
Supporting Material

-Exhibit-1: Pavement Condition Map for Northern Douglas County

-Exhibit-2: CAMPO's Unified Planning Work Program Cost/Funding Summary Table

CAMPO SURVEY RESULTS

JOHNSON LANE AREA



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The attached Cost/Funding Summary Table is an excerpt from:

The Carson Area Metropolitan Planning Organization's

Unified Planning Work Program

Last amended May 8, 2019

Full document available here:

<https://carson.org/government/departments-g-z/public-works/campo-carson-area-metropolitan-planning-organization/documents>

**Table 5.1 CAMPO FY 2019 and FY 2020 UPWP Cost/Funding Summary
Amended 5/8/2019**

Major Work Element	Work Task		Funding Breakdown		
	Task #	Description	CPG	Local Match	Total Cost
1.0 MPO Administration	1.1	General Administration and Work Program Oversight	\$148,487	\$7,815	\$156,302
	1.2	UPWP Development and Administration	\$14,250	\$750	\$15,000
	1.3	MPO Representation	\$57,000	\$3,000	\$60,000
	1.4	Professional Development	\$52,250	\$2,750	\$55,000
2.0 Regional Coordination and Engagement	2.1	Public Participation	\$19,000	\$1,000	\$20,000
	2.2	Regional Transit Coordination and Engagement	\$12,350	\$650	\$13,000
3.0 Regional Multimodal Planning	3.1	2040 Regional Transportation Plan (RTP)*	\$27,922	\$1,470	\$29,392
	3.2	Transit Planning*	\$90,250	\$4,750	\$95,000
	3.3	ITS Planning	\$13,348	\$703	\$14,050
	3.4	Updates to Supporting Regional Planning Documents and Policies*	\$33,250	\$1,750	\$35,000
	3.5	Regional Consistency Review	\$23,750	\$1,250	\$25,000
4.0 Transportation Performance Management	4.1	MAP-21/FAST Act Implementation and Performance Measures	\$30,400	\$1,600	\$32,000
	4.2	Update and Maintain the Transportation Improvement Program	\$22,800	\$1,200	\$24,000
	4.3	Maintain Travel Demand Model*	\$39,900	\$2,100	\$42,000
	4.4	Data Management, Collection, and Performance Measurement	\$42,750	\$2,250	\$45,000
5.0 Asset Planning and Management	5.1	Maintain Pavement Management System*	\$42,703	\$2,248	\$44,950
	5.2	Roadway Asset Management	\$28,500	\$1,500	\$30,000
	5.3	Non-Motorized Asset Management*	\$25,650	\$1,350	\$27,000
	5.4	Transit Asset Management	\$11,400	\$600	\$12,000
Total Funding			\$735,959	\$38,735	\$774,694

*Consultant involvement is expected



STAFF REPORT

Report To: The Carson Area Metropolitan Planning Organization (CAMPO)

Meeting Date: June 12, 2019

Staff Contact: Michael Reynolds, Transit Coordinator

Agenda Title: For Possible Action – Discussion and possible action regarding submission of a grant application to the Federal Transit Administration (FTA) for Federal Fiscal Year (FFY) 2019 Grants for Buses and Bus Facilities Program seeking a total of \$650,000, with local match of \$195,000 (30%), to replace two Jump Around Carson (JAC) transit system fixed route vehicles.

Staff Summary: FTA has announced an additional year of Federal funding of the Grants for Buses and Bus Facilities Program under Section 5339(b) Title 49, United States Code. The application will request funding to replace two Jump Around Carson (JAC) transit system fixed route vehicles that will have met their federally defined useful life. To improve CAMPO's chances for award of the 2019 grant funding, a larger local match of 30% rather than the minimum 20% is proposed.

Agenda Action: Formal Action/Motion

Time Requested: 5 Minutes

Proposed Motion

I move to approve submission of the grant application as presented.

Background/Issues & Analysis

On May 15, 2019, FTA announced the opportunity to apply for the competitive grant application. Applications are due June 21, 2019.

The grant is highly competitive, with only 107 out of 339 projects being funded during the previous grant cycle. To improve CAMPO's chances for award of the 2019 grant funding, a larger local match of 30% rather than the minimum 20% is proposed. The larger local match is modeled after a previous successful grant application in FFY 2017. Carson City's Capital Improvement Program (CIP) and JAC's Transit Asset Management Plan estimates a cost of \$650,000 for the replacement of vehicles in Fiscal Year 2020.

Applicable Statute, Code, Policy, Rule or Regulation

-49 USC § 5339(b)

Financial Information

Is there a fiscal impact? Yes No

If yes, Fund Name, Account Name / Account Number: Transit fund, Vehicle Purchase Account / #225-3026-430.77-05

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: If awarded, a local match of \$195,000 (30%) would be budgeted for Fiscal Year 2021 using available General Fund funding in the Transit Fund. This local match amount would be combined with the requested \$455,000 (70%) in grant funding for a total balance of \$650,000 for the purchase of two replacement vehicles for JAC.

Alternatives

-N/A

Supporting Material

-Exhibit-1: 5339(b) Notice of Funding Opportunity (NOFO)

Board Action Taken:

Motion: _____

1) _____

2) _____

Aye/Nay

(Vote Recorded By)

the facts do not appear to warrant a hearing. If any interested parties desire an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- **Website:** <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- **Fax:** 202-493-2251.
- **Mail:** Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, W12-140, Washington, DC 20590.
- **Hand Delivery:** 1200 New Jersey Avenue SE, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by July 1, 2019 will be considered by FRA before final action is taken. Comments received after that date will be considered if practicable.

Anyone can search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <http://www.dot.gov/privacy>. See also <http://www.regulations.gov/#!privacyNotice> for the privacy notice of www.regulations.gov.

Issued in Washington, DC.

John Karl Alexy,

Acting Associate Administrator for Railroad Safety.

[FR Doc. 2019-09959 Filed 5-14-19; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket Number FRA-2019-0038]

Petition for Waiver of Compliance

Under part 211 of Title 49 Code of Federal Regulations (CFR), this document provides the public notice

that by a document dated April 9, 2019, the Port Authority Trans Hudson Corporation (PATH) petitioned the Federal Railroad Administration (FRA) for a waiver of compliance from certain provisions of the Federal railroad safety regulations contained at 49 CFR part 240, subpart B, *Component Elements of the Certification Process*, and subpart D, *Administration of the Certification Programs*. FRA assigned the petition Docket Number FRA-2019-0038.

Specifically, PATH requests relief from the requirement of performing one unannounced test each calendar year for each locomotive engineer as required by 49 CFR 240.129(e)(1) and 49 CFR 240.303(a), (c). PATH explains that with the implementation of Positive Train Control (PTC) on its system, it is impossible for an engineer to fail any of the allowable unannounced tests because PTC will automatically perform the desired function with or without intervention from the engineer.

A copy of the petition, as well as any written communications concerning the petition, is available for review online at www.regulations.gov and in person at the U.S. Department of Transportation's (DOT) Docket Operations Facility, 1200 New Jersey Avenue SE, W12-140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

Interested parties are invited to participate in these proceedings by submitting written views, data, or comments. FRA does not anticipate scheduling a public hearing in connection with these proceedings since the facts do not appear to warrant a hearing. If any interested parties desire an opportunity for oral comment and a public hearing, they should notify FRA, in writing, before the end of the comment period and specify the basis for their request.

All communications concerning these proceedings should identify the appropriate docket number and may be submitted by any of the following methods:

- **Website:** <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- **Fax:** 202-493-2251.
- **Mail:** Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, W12-140, Washington, DC 20590.
- **Hand Delivery:** 1200 New Jersey Avenue SE, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

Communications received by July 1, 2019 will be considered by FRA before

final action is taken. Comments received after that date will be considered if practicable.

Anyone can search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). Under 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its processes. DOT posts these comments, without edit, including any personal information the commenter provides, to www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at <https://www.transportation.gov/privacy>. See also <https://www.regulations.gov/privacyNotice> for the privacy notice of www.regulations.gov.

Issued in Washington, DC.

John Karl Alexy,

Deputy Associate Administrator for Railroad Safety.

[FR Doc. 2019-09958 Filed 5-14-19; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Fiscal Year 2019 Competitive Funding Opportunity; Grants for Buses and Bus Facilities Program

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of Funding Opportunity (NOFO).

SUMMARY: The Federal Transit Administration (FTA) announces the opportunity to apply for approximately \$423.35 million in fiscal year (FY) 2019 funds under the Grants for Buses and Bus Facilities Program (CFDA#20.526). As required by federal public transportation law and subject to funding availability, funds will be awarded competitively to assist in the financing of capital projects to replace, rehabilitate, purchase or lease buses and related equipment, and to rehabilitate, purchase, construct or lease bus-related facilities. Projects may include costs incidental to the acquisition of buses or to the construction of facilities, such as the costs of related workforce development and training activities, and project administration expenses. FTA may award additional funds if they are made available to the program prior to the announcement of project selections.

DATES: Complete proposals must be submitted electronically through the

GRANTS.GOV “APPLY” function by 11:59 p.m. Eastern Time on June 21, 2019. Prospective applicants should initiate the process by promptly registering on the *GRANTS.GOV* website to ensure completion of the application process before the submission deadline. Instructions for applying can be found on FTA’s website at <http://transit.dot.gov/howtoapply> and in the “FIND” module of *GRANTS.GOV*.

The *GRANTS.GOV* funding opportunity ID is FTA–2019–003–TPM. Mail and fax submissions will not be accepted.

FOR FURTHER INFORMATION CONTACT: Mark Bathrick, FTA Office of Program Management, 202–366–9955, or mark.bathrick@dot.gov.

SUPPLEMENTARY INFORMATION:

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- A. Program Description
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- I. Federal Awarding Agency Contacts

A. Program Description

Section 5339(b) of Title 49, United States Code, as amended by the Fixing America’s Surface Transportation (FAST) Act (Pub. L. 114–94, Dec. 4, 2015), authorizes FTA to award funds for the Grants for Buses and Bus Facilities Program through a competitive process, as described in this notice, for capital projects to replace, rehabilitate, purchase or lease buses and related equipment and to rehabilitate, purchase, construct or lease bus-related facilities.

The purpose of the Grants for Buses and Bus Facilities Program is to assist in the financing of capital projects for buses and bus facilities, including replacing, rehabilitating, purchasing, or leasing buses or related equipment, and rehabilitating, purchasing, constructing, or leasing bus-related facilities.

The Grants for Buses and Bus Facilities Program provides funds under 49 U.S.C. 5339(b)(1), to eligible applicants including designated recipients that allocate funds to fixed route bus operators, states or local governmental entities that operate fixed route bus service, and Indian tribes. FTA also may award grants to eligible recipients for projects to be undertaken by subrecipients. Eligible subrecipients include all otherwise eligible applicants and also private nonprofit organizations

engaged in public transportation. In accordance with 49 U.S.C. 5339(b)(2), FTA will “consider the age and condition of buses, bus fleets, related equipment, and bus-related facilities” in selecting projects for funding. FTA may prioritize projects that demonstrate how they will address significant repair and maintenance needs, improve the safety of transit systems and deploy connective projects that include advanced technologies to connect bus systems with other networks.

B. Federal Award Information

Federal public transportation law at 49 U.S.C. 5338(a)(2)(M) authorizes \$267,059,980 in FY 2019 funds for the Section 5339(b) Grants for Buses and Bus Facilities Program. The Consolidated Appropriations Act, 2019 appropriated an additional \$160,000,000 for the Grants for Buses and Bus Facilities Program. After the mandatory oversight takedown of \$3,840,450 and the addition of \$130,710 in unallocated FY 2018 program funding, FTA is announcing the availability of \$423,350,240 for the Grants for Buses and Bus Facilities Program through this notice.

As required under 49 U.S.C. 5339(b)(5), a minimum of 10 percent of the amount awarded under the Grants for Buses and Bus Facilities Program will be awarded to projects located in rural areas. As required by 49 U.S.C. 5339(b)(8), no single grantee will be awarded more than 10 percent of the amounts made available. FTA may further cap the amount a single recipient or State may receive as part of the selection process. In FY 2018, for example, the largest amount awarded to a single applicant was \$11,000,000 and no State received more than 8 percent of the total funding available.

FTA will grant pre-award authority to incur costs for selected projects beginning on the date that project selections are announced. Funds are only available for projects that have not incurred costs prior to the selection of projects, and will remain available for obligation for three Federal fiscal years, not including the year in which the funds are allocated to projects.

C. Eligibility Information

1. Eligible Applicants

Under 49 U.S.C. 5339(b)(1), eligible applicants include designated recipients that allocate funds to fixed route bus operators, states or local governmental entities that operate fixed route bus service, and Indian tribes. Eligible subrecipients include all otherwise eligible applicants and also private

nonprofit organizations engaged in public transportation.

Under 49 U.S.C. 5339(b)(3), States may submit a statewide application on behalf of public agencies or private nonprofit organizations engaged in public transportation in rural areas or for other areas for which a State allocates funds. Except for projects proposed by Indian tribes, all proposals for projects in rural (non-urbanized) areas must be submitted by a State, either individually or as a part of a statewide application. States and other eligible applicants may also submit consolidated proposals for projects in urbanized areas. The submission of a statewide or consolidated urbanized area application shall not preclude the submission and consideration of any application from other eligible recipients in an urbanized area in a State. Proposals may contain projects to be implemented by the recipient or its subrecipients.

To be considered eligible, applicants must be able to demonstrate the requisite legal, financial and technical capabilities to receive and administer Federal funds under this program.

2. Cost Sharing or Matching

The maximum federal share for projects selected under the Grants for Buses and Bus Facilities Program is 80 percent of the net project cost (*i.e.*, the local amount should be at least 20 percent of the net project cost, not 20 percent of the requested grant amount), unless noted below by one of the exceptions.

a. The maximum Federal share is 85 percent of the net project cost of acquiring vehicles (including clean-fuel or alternative fuel vehicles) that are compliant with the Clean Air Act (CAA) and/or the Americans with Disabilities Act (ADA) of 1990.

b. The maximum Federal share is 90 percent of the net project cost of acquiring, installing or constructing vehicle-related equipment or facilities (including clean fuel or alternative-fuel vehicle-related equipment or facilities) that are required by the ADA of 1990, or that are necessary to comply with or maintaining compliance with the Clean Air Act. The award recipient must itemize the cost of specific, discrete, vehicle-related equipment associated with compliance with ADA or CAA to be eligible for the maximum 90 percent Federal share for these costs.

Eligible sources of local match include the following: Cash from non-Government sources other than revenues from providing public transportation services; revenues derived from the sale of advertising and

concessions; amounts received under a service agreement with a State or local social service agency or private social service organization; revenues generated from value capture financing mechanisms; or funds from an undistributed cash surplus; replacement or depreciation cash fund or reserve; or new capital. In addition, transportation development credits or documentation of in-kind match may substitute for local match if identified in the application.

If an applicant proposes a Federal share greater than 80 percent, the application must clearly explain why the project is eligible for the proposed Federal share.

3. Eligible Projects

Under 49 U.S.C. 5339(b)(1), eligible projects are capital projects to replace, rehabilitate purchase, or lease buses, vans, and related equipment, and capital projects to rehabilitate, purchase, construct, or lease bus-related facilities.

Recipients are permitted to use up to 0.5 percent of their requested grant award for workforce development activities eligible under 49 U.S.C. 5314(b) and an additional 0.5 percent for costs associated with training at the National Transit Institute, to pay not more than 80 percent of the cost of eligible activities (see 49 U.S.C. 5314(b)(4) and 49 U.S.C. 5314(c)(4)(A)). Applicants must identify the proposed use of funds for these activities in the project proposal and identify them separately in the project budget.

D. Application and Submission Information

1. Address

Applications must be submitted electronically through *GRANTS.GOV*. General information for submitting applications through *GRANTS.GOV* can be found at <https://www.transit.dot.gov/funding/grants/applying/applying-fta-funding> along with specific instructions for the forms and attachments required for submission. Mail and fax submissions will not be accepted. A complete proposal submission consists of two forms: The SF424 Application for Federal Assistance (downloaded from *GRANTS.GOV*) and the supplemental form for the FY 2019 Grants for Buses and Bus Facilities Program (downloaded from *GRANTS.GOV* or the FTA website at www.transit.dot.gov/busprogram). Applicants may also attach additional supporting information. Failure to submit the information as required can delay or prevent review of the application.

2. Content and Form of Application Submission

A complete proposal submission consists of two forms: The SF424 Application for Federal Assistance and the FY 2019 Grants for Buses and Bus Facilities Program supplemental form. The supplemental form and any supporting documents must be attached to the "Attachments" section of the SF424. A complete application must include responses to all sections of the SF424 Application for Federal Assistance and the supplemental form, unless indicated as optional. The information on the supplemental form will be used to determine applicant and project eligibility for the program, and to evaluate the proposal against the selection criteria described in part E of this notice.

FTA will accept only one supplemental form per SF424 submission. FTA encourages States and other applicants to consider submitting a single supplemental form that includes multiple activities to be evaluated as a consolidated proposal. If a State or other applicant chooses to submit separate proposals for individual consideration by FTA, each proposal must be submitted using a separate SF424 and supplemental form.

Applicants may attach additional supporting information to the SF424 submission, including but not limited to letters of support, project budgets, fleet status reports or excerpts from relevant planning documents. Supporting documentation must be described and referenced by file name in the appropriate response section of the supplemental form, or it may not be reviewed.

Information such as applicant name, Federal amount requested, local match amount, description of areas served, etc. may be requested in varying degrees of detail on both the SF424 and Supplemental Form. Applicants must fill in all fields unless stated otherwise on the forms. Applicants should not place N/A or "refer to attachment" in lieu of typing in responses in the field sections. If information is copied into the supplemental form from another source, applicants should verify that pasted text is fully captured on the supplemental form and has not been truncated by the character limits built into the form. Applicants should use both the "Check Package for Errors" and the "Validate Form" validation buttons on both forms to check all required fields on the forms, and ensure that the federal and local amounts specified are consistent.

The SF424 Mandatory Form and the Supplemental Form will prompt applicants for the required information, including:

- a. Applicant Name
- b. Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number
- c. Key contact information (including contact name, address, email address, and phone)
- d. Congressional district(s) where project will take place
- e. Project Information (including title, an executive summary, and type)
- f. A detailed description of the need for the project
- g. A detailed description on how the project will support the Bus Infrastructure Program's objectives
- h. Evidence that the project is consistent with local and regional planning objectives
- i. Evidence that the applicant can provide the local cost share
- j. A description of the technical, legal and financial capacity of the applicant
- k. A detailed project budget
- l. An explanation of the scalability of the project
- m. Details on the local matching funds
- n. A detailed project timeline

3. Unique Entity Identifier and System for Award Management (SAM)

Each applicant is required to: (1) Be registered in SAM before submitting an application; (2) provide a valid unique entity identifier in its application; and (3) continue to maintain an active SAM registration with current information at all times during which the applicant has an active Federal award or an application or plan under consideration by FTA. These requirements do not apply if the applicant: (1) Is an individual; (2) is excepted from the requirements under 2 CFR 25.110(b) or (c); or (3) has an exception approved by FTA under 2 CFR 25.110(d). FTA may not make an award until the applicant has complied with all applicable unique entity identifier and SAM requirements. If an applicant has not fully complied with the requirements by the time FTA is ready to make an award, FTA may determine that the applicant is not qualified to receive an award and use that determination as a basis for making a Federal award to another applicant. All applicants must provide a unique entity identifier provided by SAM. SAM registration takes approximately 3–5 business days, but FTA recommends allowing ample time, up to several weeks, for completion of all steps. For additional information on obtaining a unique entity identifier, please visit www.sam.gov.

4. Submission Dates and Times

Project proposals must be submitted electronically through *GRANTS.GOV* by 11:59 p.m. Eastern on June 21, 2019. Mail and fax submissions will not be accepted.

FTA urges applicants to submit applications at least 72 hours prior to the due date to allow time to correct any problems that may have caused either *Grants.gov* or FTA systems to reject the submission. Proposals submitted after the deadline will only be considered under extraordinary circumstances not under the applicant's control. Deadlines will not be extended due to scheduled website maintenance. *GRANTS.GOV* scheduled maintenance and outage times are announced on the *GRANTS.GOV* website.

Within 48 hours after submitting an electronic application, the applicant should receive two email messages from *GRANTS.GOV*: (1) Confirmation of successful transmission to *GRANTS.GOV* and (2) confirmation of successful validation by *GRANTS.GOV*. If confirmations of successful validation are not received or a notice of failed validation or incomplete materials is received, the applicant must address the reason for the failed validation, as described in the email notice, and resubmit before the submission deadline. If making a resubmission for any reason, applicants must include all original attachments regardless of which attachments were updated and check the box on the supplemental form indicating this is a resubmission.

Applicants are encouraged to begin the process of registration on the *GRANTS.GOV* site well in advance of the submission deadline. Registration is a multi-step process, which may take several weeks to complete before an application can be submitted. Registered applicants may still be required to take steps to keep their registration up to date before submissions can be made successfully: (1) Registration in the System for Award Management (SAM) is renewed annually; and, (2) persons making submissions on behalf of the Authorized Organization Representative (AOR) must be authorized in *GRANTS.GOV* by the AOR to make submissions.

5. Funding Restrictions

Funds under this NOFO cannot be used to reimburse applicants for otherwise eligible expenses incurred prior to FTA award of a Grant Agreement until FTA has issued pre-award authority for selected projects.

6. Other Submission Requirements

Applicants are encouraged to identify scaled funding options in case insufficient funding is available to fund a project at the full requested amount. If an applicant indicates that a project is scalable, the applicant must provide an appropriate minimum funding amount that will fund an eligible project that achieves the objectives of the program and meets all relevant program requirements. The applicant must provide a clear explanation of how the project budget would be affected by a reduced award. FTA may award a lesser amount whether or not a scalable option is provided.

E. Application Review

FTA will evaluate project proposals for the Grants for Buses and Bus Facilities Program based on the criteria described in this notice. Projects will be evaluated primarily on the responses provided in the supplemental form. Additional information may be provided to support the responses; however, any additional documentation must be directly referenced on the supplemental form, including the file name where the additional information can be found.

1. Demonstration of Need

Applications will be evaluated based on the quality and extent to which they demonstrate how the proposed project will address an unmet need for capital investment in bus vehicles and/or supporting facilities. For example, an applicant may demonstrate an excessive reliance on vehicles that are beyond their intended service life, insufficient maintenance facilities due to size or condition, a vehicle fleet that is insufficient to meet current ridership demands or passenger facilities that are insufficient for their current use. Applicants should address whether the project represents a one-time or periodic need that cannot reasonably be funded from FTA formula program allocations and State or local resources. As a part of the response for demonstration of need, applicants should provide the following information:

a. For bus projects (replacement, rehabilitation or expansion): Applicants must provide information on the age, condition and performance of the asset(s) to be replaced or rehabilitated by the proposed project. For service expansion requests, applicants must provide information on the proposed service expansion and the benefits for transit riders and the community from the new service. For all vehicle projects, the proposal must address how the

project conforms to FTA's spare ratio guidelines.

b. For bus facility and equipment projects (replacement, rehabilitation and/or expansion): Applicants must provide information on the age and condition of the asset to be rehabilitated or replaced relative to its minimum useful life.

2. Demonstration of Benefits

Applications will be evaluated based on how well they describe how the proposed project will improve the condition of the transit system, improve the reliability of transit service for its riders and enhance access and mobility within the service area.

System Condition: FTA will evaluate the potential for the project to improve the condition of the transit system by repairing and/or replacing assets that are in poor condition or have surpassed their minimum or intended useful life benchmarks, lowering the average age of vehicles in the fleet and/or reducing the cost of maintaining outdated vehicles, facilities and equipment.

Service Reliability: FTA will evaluate the potential for the project to reduce the frequency of breakdowns or other service interruptions caused by the age and condition of the agency's bus fleet. Applicants should document their current service reliability metrics and benchmark goals, including their strategy for improving reliability with or without the award of Bus and Bus Facilities Program funds.

Enhanced Access and Mobility: FTA will evaluate the potential for the project to improve access and mobility for the transit riding public, such as through increased reliability, improved headways, creation of new transportation choices or eliminating gaps in the current route network. Proposed benefits should be based on documented ridership demand and be well-described or documented through a study or route planning proposal.

3. Planning and Local/Regional Prioritization

Applicants must demonstrate how the proposed project will be consistent with local and regional long-range planning documents and local government priorities. This will involve assessing whether the project is consistent with the transit priorities identified in the long range plan; and/or contingency/illustrative projects included in that plan; or the locally developed human services public transportation coordinated plan. Applicants are not required to submit copies of such plans, but should describe how the project will support regional goals. Additional

consideration will be given to applications including support letters from local and regional planning organizations, local government officials, public agencies and/or non-profit or private sector partners attesting to the consistency of the proposed project with these plans. Applicants may also address how the proposed project will impact overall system performance, asset management performance or specific performance measures tracked and monitored by the applying entity to demonstrate how the proposed project will address local and regional planning priorities.

Evidence of additional local or regional prioritization (*i.e.*, Statewide Transportation Improvement Plan and Long Range Transportation Plan) should include letters of support for the project from local government officials, public agencies (*i.e.*, Metropolitan Planning Organizations) and non-profit or private sector partners.

4. Local Financial Commitment

Applicants must identify the source of the local cost share and describe whether such funds are currently available for the project or will need to be secured if the project is selected for funding. FTA will consider the availability of the local cost share as evidence of local financial commitment to the project. Additional consideration will be given to those projects for which local funds have already been made available or reserved. Applicants should submit evidence of the availability of funds for the project, for example by including a board resolution, letter of support from the State or other documentation of the source of local funds such as a budget document highlighting the line item or section committing funds to the proposed project. In addition, as evidence of local financial commitment, an applicant may propose a local cost share that is greater than the minimum requirement. Additional consideration will be given to those projects that propose a larger percentage of local cost share.

5. Project Implementation Strategy

Projects will be evaluated based on the extent to which the project is ready to implement within a reasonable period of time and whether the applicant's proposed implementation plans are reasonable and complete.

In assessing whether the project is ready to implement within a reasonable period of time, FTA will consider whether the project qualifies for a Categorical Exclusion, or whether the required environmental work has been initiated or completed for projects that

require an Environmental Assessment or Environmental Impact Statement under the National Environmental Policy Act of 1969 (NEPA), as amended. The proposal must also state whether grant funds can be obligated within 12 months from time of award, if selected, and indicate the timeframe under which the Metropolitan Transportation Improvement Program and/or Statewide Transportation Improvement Program can be amended to include the proposed project. Additional consideration will be given to projects for which grant funds can be obligated within 12 months from time of award.

In assessing whether the proposed implementation plans are reasonable and complete, FTA will review the proposed project implementation plan, including all necessary project milestones and the overall project timeline. For projects that will require formal coordination, approvals or permits from other agencies or project partners, the applicant must demonstrate coordination with these organizations and their support for the project, such as through letters of support.

6. Technical, Legal and Financial Capacity

Applicants must demonstrate that they have the technical, legal and financial capacity to undertake the project. FTA will review relevant oversight assessments and records to determine whether there are any outstanding legal, technical or financial issues with the applicant that would affect the outcome of the proposed project. Applicants with outstanding legal, technical or financial compliance issues from an FTA compliance review or Federal Transit grant-related Single Audit finding must explain how corrective actions taken will mitigate negative impacts on the proposed project.

F. Review and Selection Process

In addition to other FTA staff that may review the proposals, a technical evaluation committee will evaluate proposals based on the published evaluation criteria. After applying the above criteria, the FTA Administrator will consider the following key Departmental objectives:

- (A) Supporting economic vitality at the national and regional level;
- (B) Utilizing alternative funding sources and innovative financing models to attract non-Federal sources of infrastructure investment;
- (C) Accounting for the life-cycle costs of the project to promote the state of good repair;

(D) Using innovative approaches to improve safety and expedite project delivery; and

(E) Holding grant recipients accountable for their performance and achieving specific, measurable outcomes identified by grant applicants.

Prior to making an award, FTA is required to review and consider any information about the applicant that is in the Federal Awardee Performance and Integrity Information Systems (FAPIIS) accessible through SAM. An applicant, may review and comment on information about itself that a Federal awarding agency previously entered.

The FTA Administrator will determine the final selection of projects for program funding. In determining the allocation of program funds, FTA may consider geographic diversity, diversity in the size of the transit systems receiving funding, the applicant's receipt of other competitive awards, projects located in or that support public transportation service in a qualified opportunity zone designated pursuant to 26 U.S.C. 1400Z-1, and the percentage of local share provided. Not less than 10 percent of the Buses and Bus Facilities Program funds will be distributed to projects in rural areas. In addition, FTA will not award more than 10 percent of the funds to a single grantee.

G. Federal Award Administration

1. Federal Award Notice

Final project selections will be posted on the FTA website. FTA will also publish a list of the selected projects, a summary of final scores for selected projects, Federal award amounts and recipients in the **Federal Register**. Selected recipients should contact their FTA regional offices for additional information regarding allocations for projects under the Grants for Buses and Bus Facilities Program.

At the time the project selections are announced, FTA will extend pre-award authority for the selected projects. There is no blanket pre-award authority for these projects before announcement.

2. Award Administration

Funds under the Grants for Buses and Bus Facilities Program are available to designated recipients that allocate funds to fixed route bus operators, state or local governmental entities that operate fixed route bus service, and Indian tribes. There is no minimum or maximum grant award amount apart from the restriction that FTA will not award more than ten percent of the funds to a single grantee; however, FTA intends to fund as many meritorious

projects as possible. Only proposals from eligible recipients for eligible activities will be considered for funding. Due to funding limitations, proposals that are selected for funding may receive less than the amount originally requested. In those cases, applicants must be able to demonstrate that the proposed projects are still viable stand-alone projects that can be completed with the amount awarded.

3. Administrative and National Policy Requirements

a. Pre-Award Authority

The FTA will issue specific guidance to recipients regarding pre-award authority at the time of selection. The FTA does not provide pre-award authority for competitive funds until projects are selected and even then there are Federal requirements that must be met before costs are incurred. For more information about FTA's policy on pre-award authority, please see the FY 2018 Apportionment Notice published on July 16, 2018 which can be accessed at <http://www.gpo.gov/fdsys/pkg/FR-2018-07-16/pdf/2018-14989.pdf>.

b. Grant Requirements

If selected, awardees will apply for a grant through FTA's Transit Award Management System (TrAMS). Recipients of Grants for Buses and Bus Facilities Program funding in urban areas are subject to the grant requirements of the Section 5307 Urbanized Area Formula Grant program, including those of FTA Circular 9030.1E. Recipients of funding in rural areas are subject to the grant requirements of the Section 5311 Formula Grants for Rural Areas Program, including those of FTA Circular 9040.1G. All recipients must follow the Grants Management Requirements of FTA Circular 5010.1E, and the labor protections of 49 U.S.C. 5333(b). Technical assistance regarding these requirements is available from each FTA regional office.

c. Buy America

The FTA requires that all capital procurements meet FTA's Buy America requirements per 49 U.S.C. 5323(j), which require that all iron, steel, or manufactured products be produced in the United States, to help create and protect manufacturing jobs in the United States. The Grants for Buses and Bus Facilities Program will have a significant economic impact toward meeting the objectives of the Buy America law. The FAST Act amended the Buy America requirements to provide for a phased increase in the

domestic content for rolling stock. For FY 2019, the cost of components and subcomponents produced in the United States must be more than 65 percent of the cost of all components. For FY 2020 and beyond, the cost of components and subcomponents produced in the United States must be more than 70 percent of the cost of all components. There is no change to the requirement that final assembly of rolling stock must occur in the United States. The Buy America requirements can be found in 49 CFR part 661 and additional guidance on the implementation of the phases increase in domestic content can be found at 81 FR 60278 (Sept. 1, 2016). Any proposal that will require a waiver must identify in the application the items for which a waiver will be sought. Applicants should not proceed with the expectation that waivers will be granted, nor should applicants assume that selection of a project under the Grants for Buses and Bus Facilities Program that includes a partnership with a manufacturer, vendor, consultant, or other third party constitutes a waiver of the Buy America requirements applicable at the time the project is undertaken. Consistent with Executive Order 13858 *Strengthening Buy-American Preferences for Infrastructure Projects*, signed by President Trump on January 31, 2019, applicants should maximize the use of goods, products, and materials produced in the United States, in Federal procurements and through the terms and conditions of Federal financial assistance awards.

d. Disadvantaged Business Enterprise

FTA requires that its recipients receiving planning, capital and/or operating assistance that will award prime contracts exceeding \$250,000 in FTA funds comply with the Disadvantaged Business Enterprise (DBE) program regulations at 49 CFR part 26. The rule requires that, prior to bidding on any FTA-assisted vehicle procurement, entities that manufacture vehicles or perform post-production alterations or retrofitting must submit a DBE Program plan and annual goal methodology to FTA. Further, to the extent that a vehicle remanufacturer is responding to a solicitation for new or remanufactured vehicles with a vehicle to which the remanufacturer has provided post-production alterations or retro-fitting (e.g., replacing major components such as engine to provide a "like new" vehicle), the vehicle remanufacturer is considered a transit vehicle manufacturer and must also comply with the DBE regulations.

FTA will then issue a transit vehicle manufacturer (TVM) concurrence/

certification letter. Grant recipients must verify each entity's compliance with these requirements before accepting its bid. A list of compliant, certified TVMs is posted on FTA's web page at <https://www.fta.dot.gov/regulations-and-guidance/civil-rights-ada/eligible-tvms-list>. Please note that this list is nonexclusive and recipients must contact FTA before accepting bids from entities not listed on this Web posting. Recipients may also establish project-specific DBE goals for vehicle procurements. FTA will provide additional guidance as grants are awarded. For more information on DBE requirements, please contact Janelle Hinton, Office of Civil Rights, 202-366-9259, email: janelle.hinton@dot.gov.

e. Planning

FTA encourages applicants to notify the appropriate State Departments of Transportation and MPOs in areas likely to be served by the project funds made available under this program. Selected projects must be incorporated into the long-range plans and transportation improvement programs of States and metropolitan areas before they are eligible for FTA funding.

f. Standard Assurances

By submitting a grant application, the applicant assures that it will comply with all applicable federal statutes, regulations, executive orders, directives, FTA circulars and other federal administrative requirements in carrying out any project supported by the FTA grant. Further, the applicant acknowledges that it is under a continuing obligation to comply with the terms and conditions of the grant agreement issued for its project with FTA. The applicant understands that Federal laws, regulations, policies and administrative practices might be modified from time to time and may affect the implementation of the project. The applicant agrees that the most recent Federal requirements will apply to the project, unless FTA issues a written determination otherwise. The applicant must submit the Certifications and Assurances before receiving a grant, if it does not have current certifications on file.

g. Reporting

Post-award reporting requirements include the electronic submission of Federal Financial Reports and Milestone Progress Reports in FTA's electronic grants management system.

H. Technical Assistance and Other Program Information

This program is not subject to Executive Order 12372, "Intergovernmental Review of Federal Programs." FTA will consider applications for funding only from eligible recipients for eligible projects listed in Section C. Complete applications must be submitted through *GRANTS.GOV* by 11:59 p.m. eastern time on June 21, 2019. For assistance with *GRANTS.GOV* please contact *GRANTS.GOV* by phone at 1-800-518-4726 or by email at support@grants.gov. Contact information for FTA's regional offices can be found on FTA's website at <https://www.transit.dot.gov/about/regional-offices/regional-offices>.

I. Federal Awarding Agency Contacts

For further information concerning this notice, please contact the Grants for Buses and Bus Facilities Program manager, Mark Bathrick, via email at mark.bathrick@dot.gov or by phone at 202-366-9955. A TDD is available for individuals who are deaf or hard of hearing at 800-877-8339. In addition, FTA will post answers to questions and requests for clarifications on FTA's website at <http://transit.dot.gov/busprogram>. FTA staff will also conduct a webinar for potential applicants to learn more about the program and submittal process.

To ensure the receipt of accurate information about eligibility or the program, applicants with questions are encouraged to contact FTA directly, rather than through intermediaries or third parties.

K. Jane Williams,

Acting Administrator.

[FR Doc. 2019-09439 Filed 5-14-19; 8:45 am]

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U.S.-CHINA ECONOMIC AND SECURITY REVIEW COMMISSION

Notice of Open Public Hearing

AGENCY: U.S.-China Economic and Security Review Commission.

ACTION: Notice of open public hearing.

SUMMARY: Notice is hereby given of the following hearing of the U.S.-China Economic and Security Review Commission.

The Commission is mandated by Congress to investigate, assess, and report to Congress annually on "the national security implications of the economic relationship between the United States and the People's Republic of China." Pursuant to this mandate, the Commission will hold a public hearing in Washington, DC on June 7, 2019 on "Technology, Trade, and Military-Civil Fusion: China's Pursuit of Artificial Intelligence, New Materials, and New Energy."

DATES: The hearing is scheduled for Thursday, June 7, 2019 at 9:30 a.m.

ADDRESSES: TBD, Washington, DC. A detailed agenda for the hearing will be posted on the Commission's website at www.uscc.gov. Also, please check the Commission's website for possible changes to the hearing schedule. *Reservations are not required to attend the hearing.*

FOR FURTHER INFORMATION CONTACT: Any member of the public seeking further information concerning the hearing should contact Leslie Tisdale Reagan, 444 North Capitol Street NW, Suite 602, Washington, DC 20001; telephone: 202-624-1496, or via email at lreagan@uscc.gov. *Reservations are not required to attend the hearing.*

SUPPLEMENTARY INFORMATION:

Background: This is the fifth public hearing the Commission will hold during its 2019 report cycle. This hearing will examine China's development of artificial intelligence, new materials, and energy storage, renewable energy, and nuclear power. It will assess China's capabilities in producing and commercializing these technologies vis-à-vis the United States and its ambitions to export these technologies and shape their global governance in ways that disadvantage the United States. The hearing will also consider China's potential military application of these technologies and strategic implications for the United States. The hearing will be co-chaired by Vice Chairman Robin Cleveland and Commissioner Thea Lee. Any interested party may file a written statement by June 7, 2019 by mailing to the contact above. A portion of each panel will include a question and answer period between the Commissioners and the witnesses.

Authority: Congress created the U.S.-China Economic and Security Review Commission in 2000 in the National Defense Authorization Act (Pub. L. 106-398), as amended by Division P of the Consolidated Appropriations Resolution, 2003 (Pub. L. 108-7), as amended by Public Law 109-108 (November 22, 2005), as amended by Public Law 113-291 (December 19, 2014).

Dated: May 10, 2019.

Daniel W. Peck,

Executive Director, U.S.-China Economic and Security Review Commission.

[FR Doc. 2019-10011 Filed 5-14-19; 8:45 am]

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STAFF REPORT

Report To: The Carson Area Metropolitan Planning Organization (CAMPO)

Meeting Date: June 12, 2019

Staff Contact: Lucia Maloney, Transportation Manager

Agenda Title: For Information Only – Presentation and discussion on Task 3.2 Transit Planning of CAMPO’s 2019/2020 Unified Planning Work Program (UPWP).

Staff Summary: Task 3.2 Transit Planning includes development of a JAC Transit Development and Coordinated Plan. Staff will provide an informational presentation on current progress on development of the plan and will provide a summary of activities and work products to date.

Agenda Action: Other/Presentation **Time Requested:** 10 minutes

Proposed Motion

-N/A

Background/Issues & Analysis

CAMPO approved the UPWP funding be used by Carson City Regional Transportation Commission (RTC) on a contract with LSC Transportation Consultants, Inc. for development of a Jump Around Carson (JAC) Transit Development and Coordinated Plan (TDCP) in February 2019. The TDCP serves three primary objectives: (1) a short-range (1-5 year) planning document; (2) a long-range (10-20 year) planning document; and, (3) a coordinated public transit-human services planning document.

The plan will include an evaluation of the current system and its procedures, suggested short-term and long-term improvements, a forecast of future ridership and impacts to the administrative and operations structure, and a broad vision of capital requirements to meet recommended changes for both the short-term and long-term. It will include a comparison of JAC’s transit system to peer systems, a detailed guide for the five-year plan, and a financial plan with specific emphasis on alternative funding sources.

In addition to stakeholder meetings, an online survey, and public meetings, the contract scope of work includes the following deliverables: Technical Memorandum #1 – *Existing Conditions Report*; Technical Memorandum #2 – *Short- and Long-Range Operational and Capital Alternatives and Coordination Strategies Report*; and a *Draft/Final Plan*. Exhibit-1 contains the final Technical Memorandum #1, *Existing Conditions Report*.

Two stakeholder meetings have been conducted (April 29th & May 14th) as part of the planning effort. A third stakeholder meeting is planned for early July after release of the draft plan. Minutes from the April 29th stakeholder meeting are contained within Exhibit-2. A few of the takeaways from the May 14th meeting include a desire for:

- Later Saturday service for employment and events (consider later service in the summer as a seasonal option)
- JAC Assist riders may be encouraged to use JAC's fixed route bus system if routes were expanded to cover more population centers
- Electronic fare using prepaid cards or smart phone purchasing would be beneficial to JAC passengers on fixed routes and the JAC Assist, as well as provide better accounting for fares and ridership.

A total of 61 people responded to an online survey conducted from April 29th to May 28th. Some feedback received from the survey includes:

Transit Service Characteristics ranked on a scale of 1 to 5, 1 is poor and 5 is excellent:

- 14% ranked on-time performance as poor (commonly ranked as a 1) – this characteristic was ranked the lowest most frequently (currently, bus stops are serviced hourly)
- 38% ranked bus frequency as being in the poor range (commonly ranked as a 2)
- 87% feel safe onboard the buses (commonly ranked as a 4 or 5)
- 73% feel the fare value was “excellent” (commonly ranked as a 5)

JAC Improvements

- 18% would like to see service to new locations. Responses included suggestions for new bus stops at schools, Topsy Lane, and along Saliman Road
- 17% would like to see more shelters and benches at bus stops

JAC Information

- 37% of people get bus service information from the website
- 20% use the printed transit guide

These preliminary findings are shown graphically in Exhibit-3.

When compared to the rider and non-rider surveys previously conducted, there is consistently a desire for additional bus stops and bus stop amenities, and a desire for more frequent service. The major difference from a prior survey is that respondents this time believe the fare is reasonable, compared to the previous survey which respondents noted the fare being too expensive. More information on this survey will be included in a technical memo from the consultant.

The project is on schedule with the consultant currently conducting the alternatives analysis and drafting Technical Memorandum #2 to be provided to CAMPO staff in June. The draft plan is expected to be released in July with the final plan on schedule for August CAMPO approval.

Applicable Statute, Code, Policy, Rule or Regulation

-N/A

Financial Information

Is there a fiscal impact? Yes No

If yes, Fund Name, Account Name / Account Number: CAMPO fund, Unified Planning Work Program account, Task 3.2 Transit Planning / 245-3028-431.12-01

Is it currently budgeted? Yes No

Explanation of Fiscal Impact: UPWP tasks are reimbursable with Federal planning funds at a rate of 95%. The 5% local match has been budgeted. This project was approved at the February 2018 CAMPO meeting.

Supporting Material

- Exhibit-1: Technical Memorandum #1, Existing Conditions Report
- Exhibit-2: April 29th, Stakeholder Meeting Minutes
- Exhibit-3: Preliminary Survey Results

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JAC Transit Development and Coordinated Human Services Plan

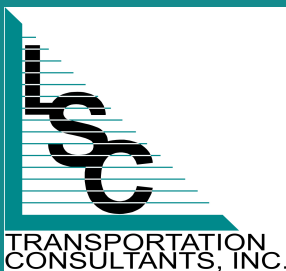
Technical Memorandum One: Existing Conditions



Prepared for the



**Carson Area Metropolitan Planning Organization
(CAMPO)
and
Carson City Regional Transportation Commission
(RTC)**



JAC Transit Development and Coordinated Plan Technical Memorandum One: Existing Conditions

Prepared for

CCarson Area Metropolitan Planning Organization (CAMPO))
Carson City Regional Transportation Commission (RTC)

Prepared by

LSC Transportation Consultants, Inc.
PO Box 5875
2690 Lake Forest Road, Suite C
Tahoe City, California, 96145

May 23, 2019

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The Carson City Regional Transportation Commission (RTC), using funding through the Nevada Department of Transportation (NDOT) and the Carson Area Metropolitan Planning Organization (CAMPO), has retained LSC Transportation Consultants, Inc. to prepare a Transit Development and Coordinated Plan (TDCP) for the Jump-Around-Carson (JAC) public transit program and the CAMPO service area. This planning process provides an opportunity to develop integrated short- and long-range plans for the JAC public transit program, and ensures that the program meets the needs of the region's human services organizations by promoting coordination amongst agencies.

This Working Paper is the first in a series of interim documents that will ultimately result in a final plan document. This specific document presents and reviews the setting for transportation services (including demographic factors), current and recent plans and the recent operating history of the public transit service supplied by the Carson City, as well as an overview of connecting services extending beyond the city. The current transit program is compared with those operating in peer cities. Finally, the existing social service programs and mobility services are summarized.

This document is intended to serve as a "resource" for the subsequent steps of evaluating options for transit improvements and developing the short-range and long-range plan. As such, any comments or suggestions generated by review of this document are welcome, and will be considered and addressed in future plan documents.

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The area governed under CAMPO is overseen by numerous organizations and agencies with various existing plans and studies. As a basis for the TDCP, it is useful to review these existing plans to consider how transit services can coordinate with them in the future. Below is a summary of the most relevant planning and transportation related documents to date that have been taken into consideration during the planning process for the JAC TDCP.

Nevada Department of Transportation (NDOT) Coordinated Plans (2014 and 2018)

In the *2014 NDOT Coordinated Plan*, NDOT identified transportation needs for Douglas County and Carson City. These needs included the establishment of Dial-a-Ride services for seniors, simplification of transit transfers and trip planning, increased intercity fixed routes to and from Douglas County, and additional wheelchair lift assistance. NDOT outlined statewide strategies to increase funding for specialized services, coordinate planning between jurisdictions, advance technology to improve services, enhance services offered through driver trainings and administrator management, and increase intercity bus services between counties.

In the *2018 NDOT Coordinated Plan*, NDOT outlined plans to establish a statewide coordinating council with participation from MPOs and designated regional mobility managers. NDOT also highlighted a need to expand medical service options, increase public transportation in Douglas County, and develop vanpool and shuttle services through volunteer driver programs.

JAC Transit System Federal Fiscal Year 2019-2022 Transit Asset Management Plan (2018)

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 JAC Transit System completed their plan in October, 2018. The TAM Plan contained the following elements:

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

NDOT One Nevada Transportation Plan (2018)

The *NDOT One Nevada Transportation Plan* provides guidance to NDOT, and its partners, including MPOs, RTCs, local governments, and modal transportation providers, for planning, developing, operating, and maintaining Nevada’s multimodal transportation system. The plan is intended to guide transportation investments across the state for the next 20 years. The following long term goals were identified for the State:

- Enhance Safety
- Preserve Infrastructure
- Optimize Mobility
- Transform Economies
- Foster Sustainability
- Connect Communities

The action plan for achieving these included increasing agency communication, engaging stakeholders, developing policy and process guidelines, and improving data collection and analysis. In addition to these action items, the plan identified specific focus areas that included CAMPO area general improvements along the Carson Freeway and US 395.

Washoe County Regional Transportation Commission (RTC) Regional Transportation Plan (2017)

The 2040 Washoe RTC RTP identifies the long-term transportation investments that will be made in the urbanized area of Reno, Sparks, and Washoe County, Nevada, also known as the Truckee Meadows. The following four guiding principles were derived from community input:

- Safe and healthy communities
- Economic development and diversification
- Sustainability
- Increased travel choices

While the plan focuses on complete street improvements within Washoe County, projects affecting the northern portions of Interstate 580 and US 395 were identified. As these highways ultimately affect access to Carson City, they have been considered in this plan. Elements that specifically pertain to Carson City are the replacement of diesel buses on the RTC INTERCITY route with battery electric buses, The RTP also indicates that the RTC Vanpool program includes 6 vanpools operating between Reno/Sparks and Carson City.

Tahoe Transportation District Short Range Transit Plan (2017)

The Short Range Transit Plan (SRTP) guides the development of the Tahoe Transportation District’s (TTD) goals, objectives, and policies for the next five years of transit service within the Lake Tahoe Region. The SRTP is developed within the context of the long range transit plan, Linking Tahoe: Lake Tahoe Transit Master Plan (TMP), which is aimed at implementing a new vision for transit as “the vehicle for change in the Tahoe Region.” The SRTP identified the following goals:

- Safety
- Workforce Development
- Fleet Expansion and Replacement
- Facility Capacity and Modernization
- Future Service and Route Proposals

TTD receives policy direction from an eleven-member Board of Directors comprised of one member appointed from each of the following: the Boards of Supervisors of El Dorado and Placer Counties, the City of South Lake Tahoe City Council, the Boards of County Commissioners of Douglas and Washoe Counties, the Carson City Board of Supervisors, the Truckee-North Tahoe Transportation Management

Association (TNT-TMA), and the South Shore Transportation Management Association (SSTMA). The SRTP identified opportunities for expansion of existing services through the restoration of regularly scheduled, single seat service from the Stateline Transit Center to Carson City, though no specific plans or timing of new service are defined.

Nevada Statewide Transportation Improvement Program (2016)

The Statewide Transportation Improvement Program (STIP) is a four year, fiscally constrained, planning and programming document created within the Code of Federal Regulation. With guidance from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) a funding forecast is created to prioritize State projects by year. The STIP addressed all four Metropolitan Planning Organizations (MPOs), including CAMPO, for federal fiscal years 2016-2019.

The plan discussed general statewide funding sources for the individual MPOs such as the Nevada Transportation Alternatives Program (TAP). NDOT's TAP distributes funds based on three broad project category types: 1) community improvement activities, 2) non-motorized transportation, and 3) safe routes to schools.

CAMPO 2040 Regional Transportation Plan (2016)

The *2040 CAMPO Regional Transportation Plan (RTP)* is a long-term planning document, intended to analyze the regional transportation network and to identify current and future needs to maintain a safe, efficient, and sustainable transportation system. The RTP was supported by the following five goals:

- Increase the safety of the transportation system for all users
- Maintain a sustainable regional transportation system
- Increase the mobility and reliability of the transportation system for all users
- Maintain and develop a multi-modal transportation system that supports economic vitality
- Provide an integrated transportation system

The RTP defines a series of performance measures, with the objective to improve transit system efficiencies and accessibilities. It refers to the Carson City Transit Development Plan (TDP) for specific service improvement plan elements.

Carson City Transit Development Plan (2014)

The *Carson City Transit Development Plan (TDP)* was developed to meet local priorities for existing transportation services including improving capital, modifying the existing operational system, and increasing funding for existing program needs over the next five years. The most recent TDP, prepared by DKS Associates Transportation Solutions, evaluated existing demographic data, transit performance, and major trip generators to identify potential system improvements. The five major recommendations that resulted from the TDP were the following:

- 1) Maintain existing service levels
- 2) Increase evening service

- 3) Add routes
- 4) Provide Sunday service
- 5) Increase service frequency

Furthermore, the TDP found that while ridership levels had increased over the years, operating hours and mileage had not grown consistently. The TDP concluded that JAC would need to secure additional non-Federal and/or local funding in order to successfully implement transit service expansions.

State of Nevada Coordinated Public Transit – Human Services Transportation Plan (2011)

The most recent State CHSTP, prepared by Fehr and Peers, focused on the transportation needs of individuals with disabilities, older adults, and people with limited incomes throughout the State of Nevada. The plan provided an overview of the demographics, public involvement process, existing services, and potential strategies to address human service transportation needs in Nevada. The following statewide service needs were identified with corresponding recommended strategies to meet those needs.

- Increased funding
 - Streamline grant approval procedures
 - Aid in joint multi-provider purchase agreements to reduce costs
 - Coordination of planning and services
- Coordination of planning and services
 - Undertake coordinated planning on a regional basis with area providers
 - Facilitate regional working groups to leverage assets and promote intercity collaboration
 - Offer an annual meeting with providers throughout Nevada and NDOT
 - Maintain a central transit website and assist in the creation of provider websites where appropriate
 - Develop a database of service providers
 - Provide user-friendly transit maps showing route connectivity
 - Pursue cross state line coordination where applicable
- Apply technology to improve service
 - Support joint-use technological investment by multiple providers
 - Expand the use of GPS and GIS technology
 - Identify and distribute “best practice” technology information
 - Explore the feasibility of using smart card media to improve fare and user data collection for larger transit systems
- Improve service provider capabilities
 - Provide standardized driver training
 - Provide administrator management and planning training
 - Develop an informational database/library as a resource for service providers
- Increase intercity bus service
 - Prioritize intercity bus service needs; focus on key routes to major destinations
 - Explore and initiate service options in cooperation with service providers
 - Review timetables to promote cross-provider transit connections

Carson City Unified Pathways Master Plan (2018)

This document, adopted in 2016 and revised in 2018, provides a comprehensive plan for improvements of non-motorized facilities throughout Carson City. As access to bus stops by pedestrians and bicyclists is vital to the effectiveness of a public transit system, this document will be used in the consideration of future bus stop locations as well as regarding improvements in access to existing stops.

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INTRODUCTION

Public transportation is an important service in and around Carson City. Transit services provide mobility to residents, including access to important educational, medical, recreational, social, and economic services. In addition to being important to residential quality of life in Carson City and beyond, public transit services assist in supporting educational programs, public and private employers, and social service programs throughout the region.

STUDY AREA

The study area for this plan encompasses the entire CAMPO region. As shown in Figure 1, this area includes Carson City, a portion of nearby northern Douglas County, as well as a portion of nearby western Lyon County (including Dayton). Carson City, officially the Consolidated Municipality of Carson City, is an independent city and the capital of the state of Nevada. The area is located 32 miles south of Reno and 15 miles north of Minden. The area is characterized by the Sierra Nevada on the west and the Carson River Valley. Primary access consists of US Route 50 (US 50) for travel west to Lake Tahoe and east to Fallon, and US Highway 395 for travel north to Reno and south to Gardnerville and Minden.

CAMPO is a federally recognized metropolitan planning organization formed on February 26, 2003. Creation of the MPO was required after the Carson City urbanized area exceeded a population of 50,000 residents in the 2000 US census. CAMPO is the designated local decision-making body responsible for carrying out the metropolitan transportation planning process for the Carson City urbanized area.

POPULATION

Population Trends: Historic and Projected Population

According to the US Census Bureau's American Community Survey, the 2017 population for the Carson City was 54,219 persons. This represents a decrease of approximately 1,055 persons, or 2 percent, since the 2010 US Census. However, based on the most recent 2040 CAMPO RTP forecast, the current population has grown by 6 percent (57,661) over the past two years and is anticipated to continue growing to 72,916 (26 percent) by 2040. A slight population decline of 3 percent is expected within Douglas County over the next 40 years, while Lyon County's population is expected to grow by nearly 35 percent. Table 1 illustrates historic, current, and projected population rates over time, as well as regional predictions through 2040.

Transit Dependent Populations

A review of current population and demographic characteristics is presented in Table 2 and the discussion below. Data is provided for each of the population subsets that are considered to be "transit dependent". In other words, these groups tend to rely more frequently on public transportation for their mobility needs based on age, income status, or lack of private vehicles available to them. Understanding the population trends, as well as where within the Carson City and greater CAMPO

Figure 1
CAMPO Region

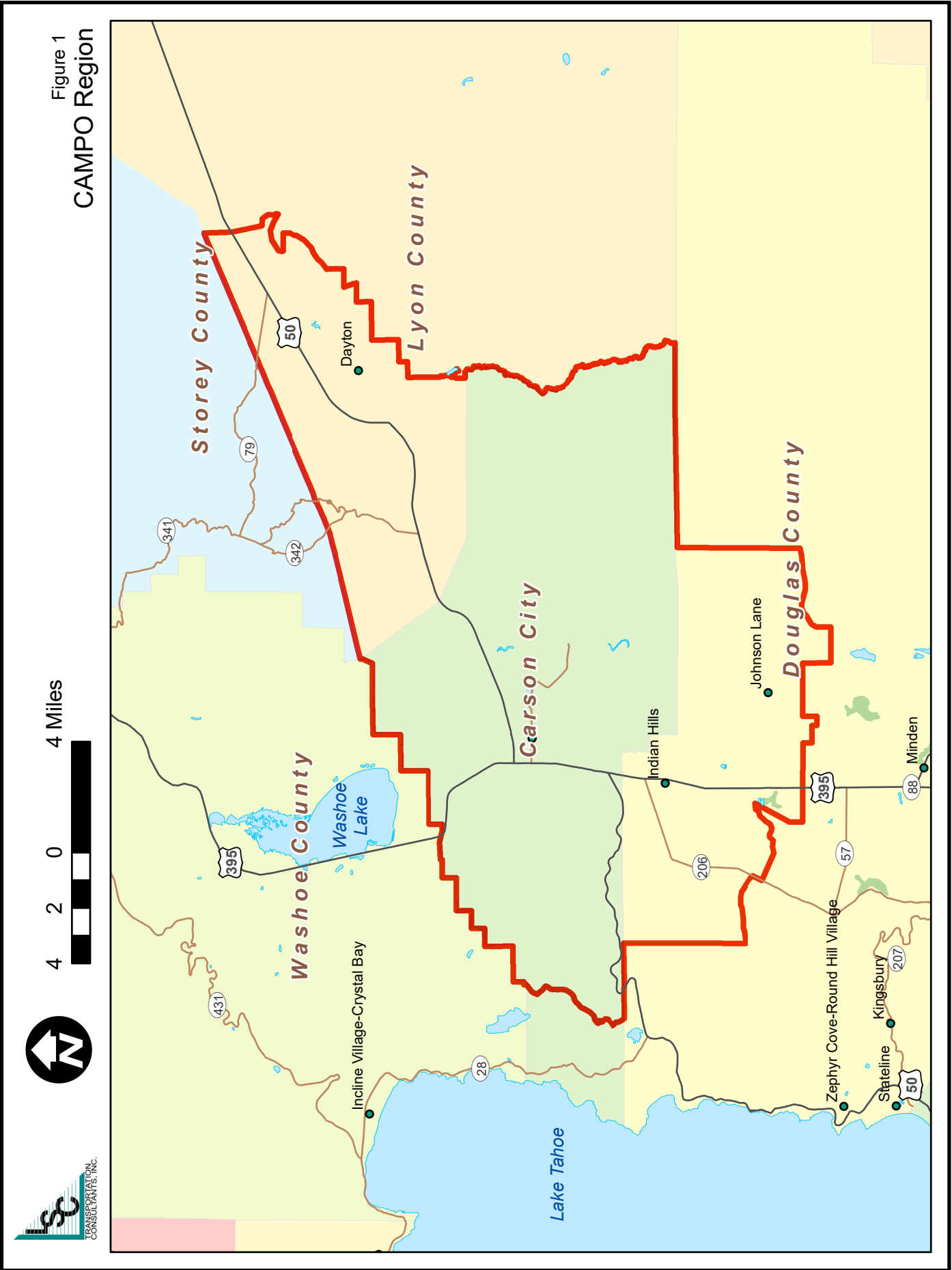


TABLE 1: Historic and Projected Populations

	Historic					Current	Projected	
	1970	1980	1990	2000	2010	2019	2030	2040
Carson City	15,468	32,022	40,443	52,457	55,274	57,661	65,594	72,915
Annual Percent Growth	--	7.5%	2.4%	2.6%	0.5%	0.4%	1.3%	1.1%
Growth Over Previous Period	--	107%	26%	30%	5%	4%	14%	11%
Douglas County	6,882	19,421	27,637	41,259	46,997	48,230	47,462	46,852
Annual Percent Growth	--	10.9%	3.6%	4.1%	1.3%	0.3%	-0.2%	-0.1%
Growth Over Previous Period	--	182%	42%	49%	14%	3%	-2%	-1%
Lyon County	8,221	13,594	20,001	34,501	51,980	58,112	68,506	78,324
Annual Percent Growth	--	5.2%	3.9%	5.6%	4.2%	1.1%	1.7%	1.3%
Growth Over Previous Period	--	65%	47%	72%	51%	12%	18%	14%
CAMPO Region*	-	-	-	72,500	83,370	87,623	97,758	107,986
Annual Percent Growth	--	--	--	--	1.4%	0.5%	1.1%	1.0%
Growth Over Previous Period	--	--	--	--	15%	5%	12%	10%
State of Nevada	488,738	800,493	1,201,833	1,998,257	2,700,551	3,115,609	3,382,551	--
Annual Percent Growth	--	5.1%	4.1%	5.2%	3.1%	1.4%	0.8%	--
Growth Over Previous Period	--	64%	50%	66%	35%	15%	9%	--

*Note: Historic CAMPO Region includes Carson City and estimated proportions of Lyon and Douglas Counties
Source: US Census Bureau and 2040 CAMPO RTC

TABLE 2: CAMPO Demographic Characteristics by Census Tract

Census Tracts	Total Population	Youth (5-17 Yrs)		Senior (65 & Over)		Low Income		Disabled		Zero Vehicle Households		
		#	% of Census Tract	#	% of Census Tract	#	% of Census Tract	#	% of Census Tract	Total Households	#	% of Households
Carson City												
1	3,015	387	12.8%	686	22.8%	306	10.1%	656	21.8%	1,483	215	14.5%
2	3,451	560	16.2%	890	25.8%	421	12.2%	750	21.7%	1,603	106	6.6%
3	3,708	387	10.4%	1,215	32.8%	240	6.5%	576	15.5%	1,653	42	2.5%
4	3,653	650	17.8%	706	19.3%	504	13.8%	750	20.5%	1,640	88	5.4%
5.01	6,027	1,087	18.0%	684	11.3%	1,075	17.8%	1,464	24.3%	2,541	266	10.5%
5.02	3,512	364	10.4%	755	21.5%	729	20.8%	952	27.1%	1,666	343	20.6%
6	6,529	1,313	20.1%	882	13.5%	1,361	20.8%	1,845	28.3%	2,302	141	6.1%
7.01	3,718	569	15.3%	776	20.9%	505	13.6%	873	23.5%	1,561	69	4.4%
7.02	3,268	459	14.0%	637	19.5%	141	4.3%	804	24.6%	1,404	31	2.2%
8	4,413	439	9.9%	922	20.9%	313	7.1%	706	16.0%	1,127	58	5.1%
9	5,142	700	13.6%	1,284	25.0%	981	19.1%	1,531	29.8%	2,155	29	1.3%
10.01	4,140	880	21.3%	334	8.1%	822	19.9%	897	21.7%	1,587	107	6.7%
10.02	3,643	525	14.4%	728	20.0%	300	8.2%	393	10.8%	1,436	18	1.3%
Subtotal	54,219	8,320	15.3%	10,499	19.4%	7,698	14.2%	12,197	22.5%	22,158	1,513	6.8%
Douglas County Within CAMPO												
19	405	63	15.6%	141	34.8%	11	2.6%	31.2	7.7%	158	0	0.0%
20	3,367	594	17.6%	576	17.1%	460	13.7%	567	16.8%	1,317	32	2.4%
21	2,179	249	11.4%	511	23.5%	98	4.5%	227	10.4%	869	25	2.9%
22	6,389	780	12.2%	1,988	31.1%	287	4.5%	1,007	15.8%	2,688	29	1.1%
Subtotal	12,340	1,686	13.7%	3,216	26.1%	856	6.9%	1,832	14.8%	5,032	86	1.7%
Lyon County Within CAMPO												
9603.1	1,689	289	17.1%	386	22.9%	455	26.9%	423	25.0%	721	28	3.9%
9603.2	9,678	1,524	15.7%	1,527	15.8%	1,354	14.0%	2,022	20.9%	3,607	99	2.7%
9603.3	4,581	524	11.4%	1,218	26.6%	444	9.7%	1,257	27.4%	1,809	18	1.0%
Subtotal	15,948	2,337	14.7%	3,131	19.6%	2,253	14.1%	3,702	23.2%	6,137	145	2.4%
CAMPO Region Total	82,507	12,343	15.0%	16,846	20.4%	10,807	13.1%	17,731	21.5%	33,327	1,744	5.2%

Source: US Census

region these persons are located, can help better define transit needs and determine if the transit program is serving these groups. Table 2 includes US Census data organized by census tracts within the CAMPO region.

Youth (5 to 17 years old)

According to the *2013-2017 American Community Survey*, 15.3 percent of the census tract study area population was considered youth. For the purposes of this study, the youth population is defined as persons who are between 5 and 17 years of age. The total CAMPO region totals (rather than by census tract) show a youth population of 12,343, which is 15 percent of the total population. The highest youth concentrations, as shown in Figure 2, are located within Carson City Census Tracts 10.01, 6, and 5.01, Douglas County Census Tract 20, and Lyon County Census Tract 9603.1. In general, these reflect concentrations of youths in central Carson City as well as in the Dayton area.

Senior (65 and Over)

Another important group to consider for transit services is the senior population, defined as persons age 65 and older. The total CAMPO region totals (rather than by census tract) show a senior population of 16,846, which is 20.4 percent of the total population. The highest concentrations of senior persons are shown in Figure 3. These higher populations are located in western Carson City, northern Douglas County and the Dayton area.

Low Income

Low income persons are defined by poverty status reported to the US Census, which are persons who have been living below or at the poverty line over the last 12 months. Data by Carson City Census Tract indicates that approximately 14.2 percent of the population is considered low income. This figure is consistent with the 2010 U.S. Census population (14 percent). The areas within the Carson City with the highest concentrations include Census Tracts 5.02, 6, 9, and 10.01, focusing on the central area east of Carson Street. Approximately 13.1 percent of people living within the CAMPO region are considered low-income. This information is presented in Figure 4.

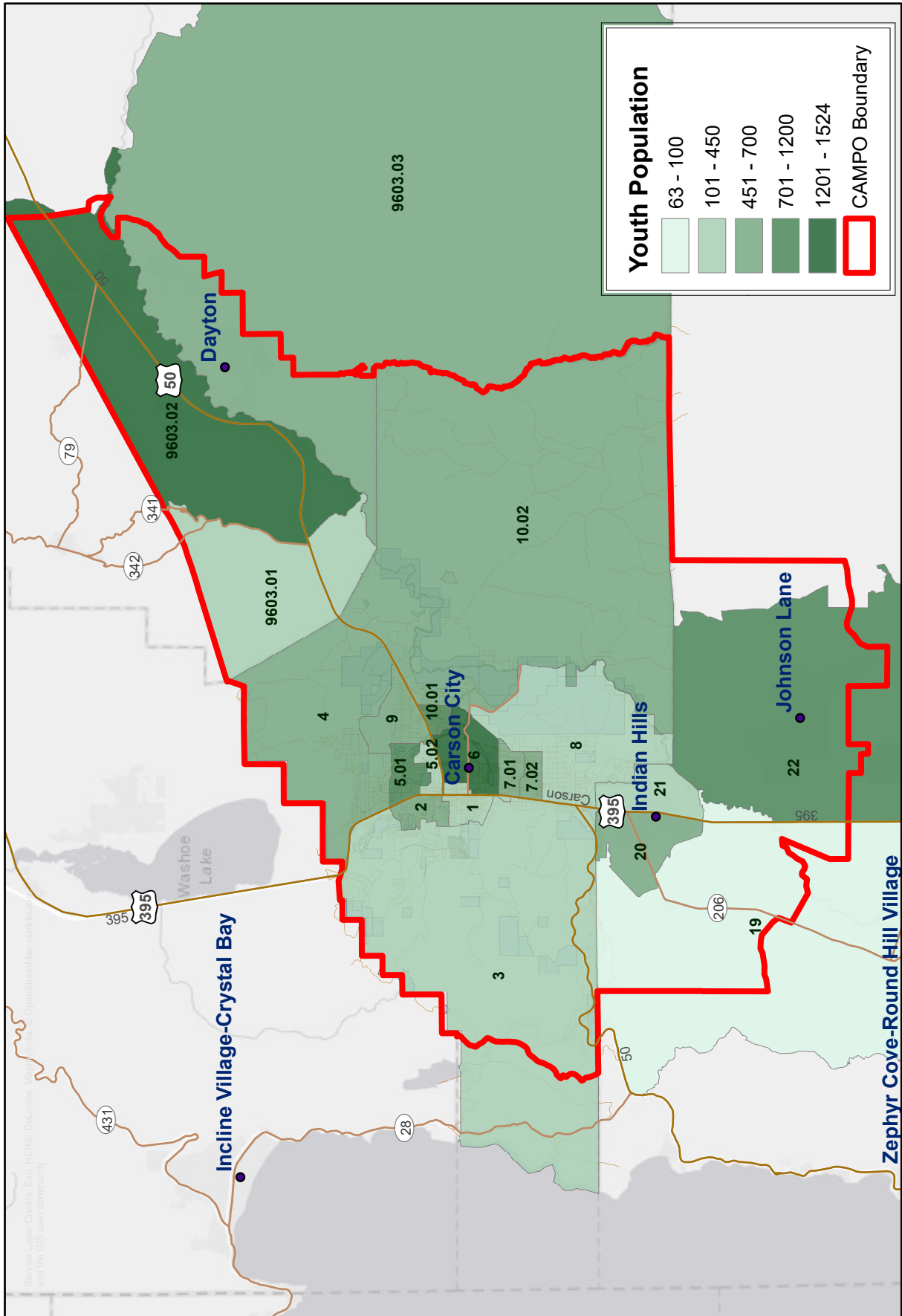
Disabled

Data for mobility-limited persons is available from the *2013-2017 American Community Survey*, as shown in Figure 5. Approximately 12,197 persons in Carson City, or 22.5 percent, have a disability that limits a person's mobility and potential to use public transportation. In Lyon County 3,702 people (21.5 percent) have a disability limiting their mobility followed by Douglas County at 1,832 people (14.8 percent). Relatively high numbers of persons with disabilities live in central Carson City and in the Dayton area.

Zero Vehicle Households

Households that do not have a vehicle available for use typically are more reliant on public transportation, as there are no other options available besides getting a ride with a friend or family member. As shown in Table 2, roughly 5.2 percent of the households in the CAMPO study area do not have a vehicle available. As shown in Figure 6, the highest concentrations of zero vehicle households are

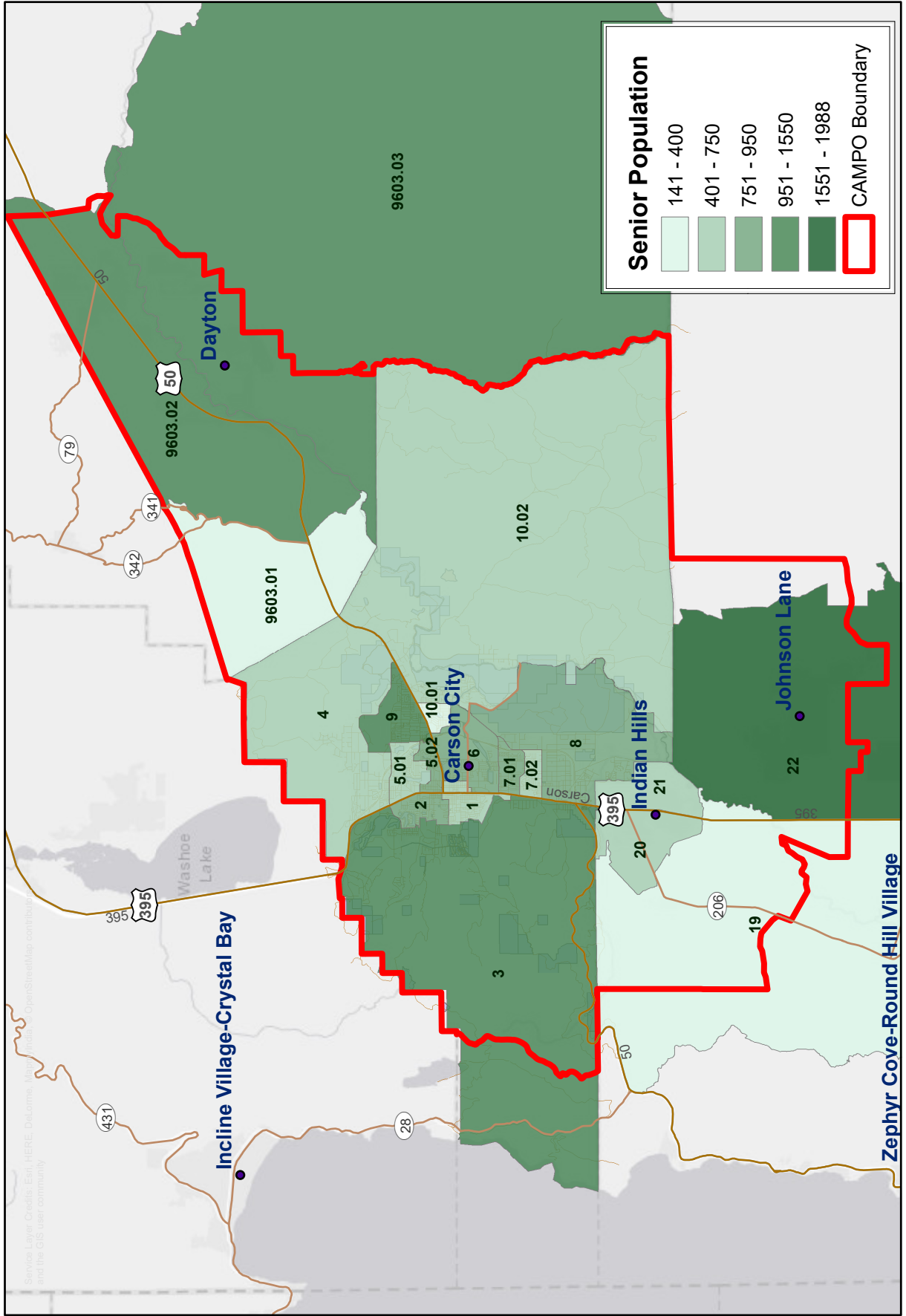
Figure 2
Youth Population (5 to 17 Years Old)



Service Layer Credits: Earth HERE, DataColum, Mapbox, OpenStreetMap contributors, and the GIS user community

Figure 3

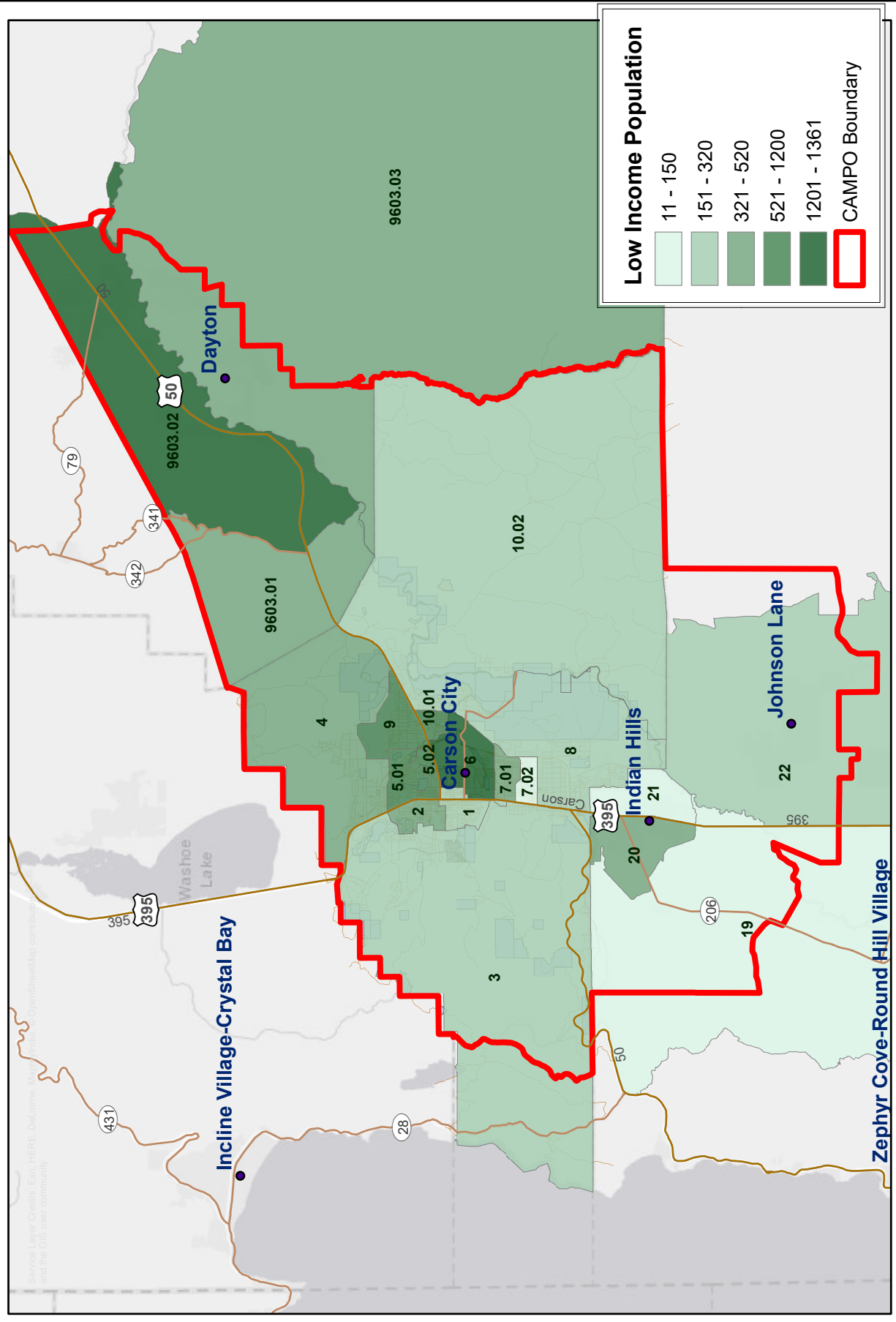
Senior Population (65 Years Old and Over)



Service Layer Credits: Earth HERE, DeLorme, Mapbox, OpenStreetMap contributors, and the GIS user community

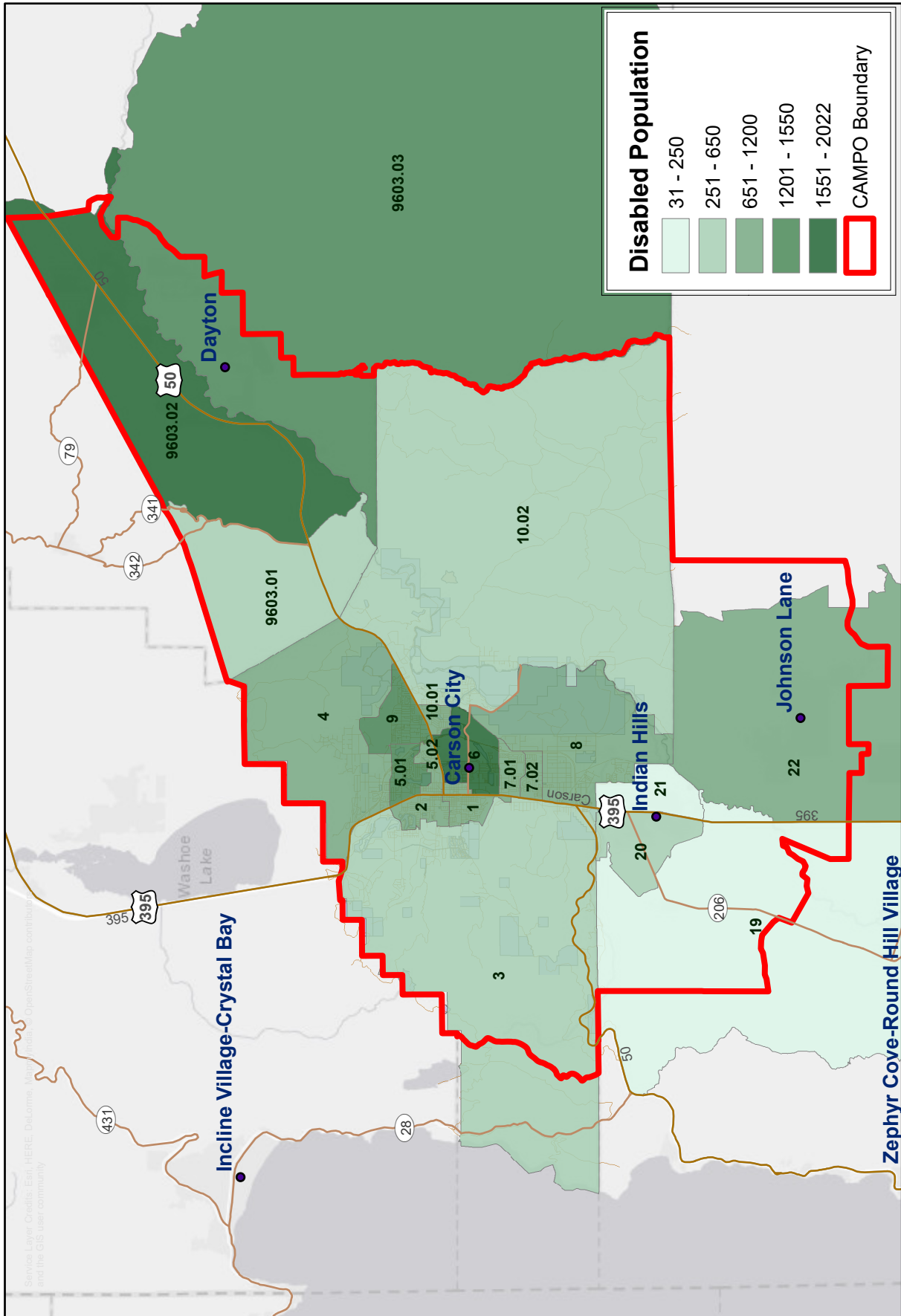
Figure 4

Low Income Population



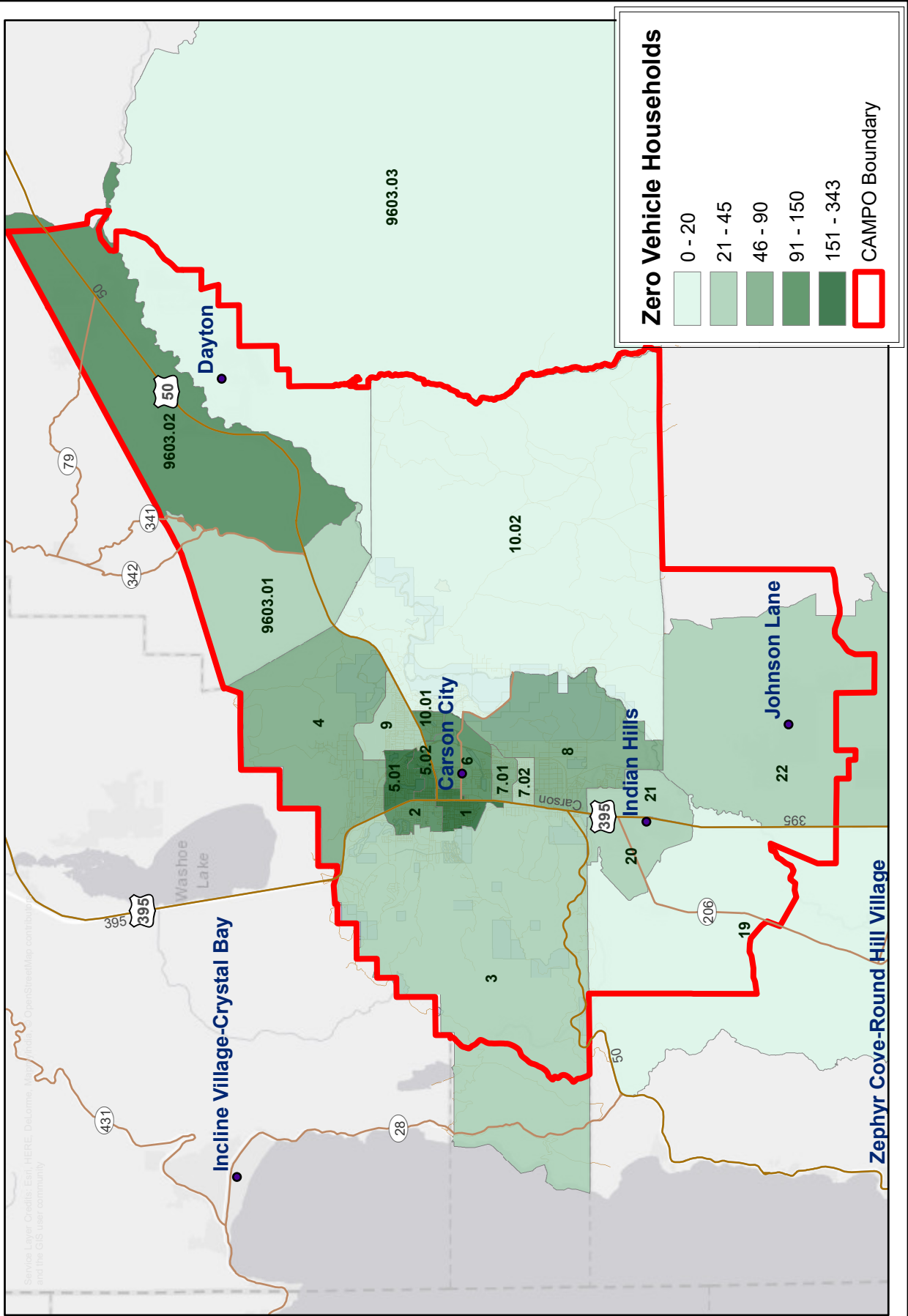
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Figure 5
Disabled (Mobility Limited) Population



Service Layer Credits: Earth HERE, DataColum, Mapbox, OpenStreetMap contributors, and the GIS user community

Figure 6
Zero Vehicle Households



Service Layer Credits: Earth HERE, DeLorme, Mapbox, OpenStreetMap contributors, and the GIS user community

located in Carson City Census Tracts 1, 5.01, and 5.02 (the central portion of Carson City on both sides of Carson Street), along with the Dayton area.

EMPLOYMENT

According to the 2013-2017 American Community Survey, the overall unemployment rate for the Carson City is approximately 7.7 percent, followed by Lyon County at 7.6 percent, and Douglas County at 5.7 percent, as shown in Table 3. While Carson City’s cumulative unemployment rate is lower than the state of Nevada (8 percent), Census Tracts 9 and 10.01 experience the highest concentrations of unemployment in CAMPO at 18.8 percent and 11.7 percent, respectively. Consequently, both tracts are characterized as having the highest percentage of low income residents. These unemployment rates are closely followed by Douglas County Census Tracts 19 (11.4 percent) and 20 (12.1 percent).

TABLE 3: CAMPO Employment Status, 2017-18					
Census Tract	Population In Labor Force	Population Employed	Population Unemployed	Unemployment Rate	Population Not in Labor Force
Carson City					
1	1,472	1,362	110	7.5%	1,543
2	1,557	1,518	39	2.5%	1,894
3	1,695	1,539	156	9.2%	2,013
4	1,743	1,624	119	6.8%	1,910
5.01	3,248	3,053	195	6.0%	2,779
5.02	1,651	1,524	127	7.7%	1,861
6	3,005	2,861	144	4.8%	3,524
7.01	2,058	1,951	107	5.2%	1,660
7.02	1,863	1,727	136	7.3%	1,405
8	1,462	1,335	127	8.7%	2,951
9	2,358	1,915	443	18.8%	2,784
10.01	2,314	2,043	271	11.7%	1,826
10.02	1,967	1,902	65	3.3%	1,676
<i>Subtotal</i>	<i>26,393</i>	<i>24,354</i>	<i>2,039</i>	<i>7.7%</i>	<i>27,826</i>
Douglas County Within CAMPO					
19	322	285	37	11.4%	83
20	2,693	2,367	326	12.1%	674
21	1,832	1,773	59	3.2%	347
22	5,538	5,372	166	3.0%	851
<i>Subtotal</i>	<i>10,385</i>	<i>9,798</i>	<i>587</i>	<i>5.7%</i>	<i>1,955</i>
Lyon County Within CAMPO					
9603.1	1,358	1,237	121	8.9%	331
9603.2	7,672	6,989	683	8.9%	2,006
9603.3	3,828	3,487	341	8.9%	753
<i>Subtotal</i>	<i>12,858</i>	<i>11,714</i>	<i>1,144</i>	<i>8.9%</i>	<i>3,090</i>
CAMPO Region	49,636	45,865	3,771	7.6%	32,871
<i>Source: 2013- 2017 American Community Survey 5-Year Estimates</i>					

Commute Patterns

The following summarizes commute patterns gathered by the US Census 2015 Longitudinal Employer Household Dynamics (LEHD). It is important to consider that it also includes information for employees that do not necessarily report to work on a daily or consistent basis, and can include persons who have a permanent resident in one location, but stay elsewhere during their work week. Nevertheless, it provides the best available picture of commuting patterns. The top portion of the table presents information about where residents of Carson City work, while the lower portion shows where people live that work within the Carson City.

Where Carson City Residents Work

As shown in Table 4, 51.6 percent of employed Carson City residents work within the county, followed by those working in Washoe County (23.3 percent), Douglas County (10.3 percent), Lyon County (4.8 percent) and Clark County (2.2 percent). Of this employed population, approximately 16.8 percent work

TABLE 4: Carson City Commute Pattern Data, 2015

<i>Where Carson City Residents Commute to...</i>					
County	Persons	% of Total	City/Town	Persons	% of Total
Carson City, NV	11,123	51.6%	Carson City, NV	11,123	51.6%
Washoe County, NV	5,027	23.3%	Reno, NV	3,614	16.8%
Douglas County, NV	2,216	10.3%	Sparks, NV	863	4.0%
Lyon County, NV	1,042	4.8%	Indian Hills, NV	379	1.8%
Clark County, NV	465	2.2%	Minden, NV	301	1.4%
El Dorado County, CA	206	1.0%	Stateline, NV	277	1.3%
Storey County, NV	167	0.8%	Incline Village, NV	272	1.3%
Placer County, CA	149	0.7%	Gardnerville, NV	211	1.0%
Churchill County, NV	109	0.5%	Paradise, NV	158	0.7%
Elko County, NV	96	0.4%	South Lake Tahoe, CA	154	0.7%
All Other Locations	953	4.4%	All Other Locations	4,201	19.5%
<i>Total Number of Jobs</i>		21,553	100%	<i>Total Number of Jobs</i>	
<i>Where Carson City Employees Commute From...</i>					
County	Persons	% of Total	City/Town	Persons	% of Total
Carson City, NV	11,123	44.7%	Carson City, NV	11,123	44.7%
Washoe County, NV	4,924	19.8%	Reno, NV	2,221	8.9%
Douglas County, NV	3,240	13.0%	Dayton, NV	1,387	5.6%
Lyon County, NV	3,116	12.5%	Sparks, NV	974	3.9%
Clark County, NV	536	2.2%	Indian Hills, NV	781	3.1%
Churchill County, NV	313	1.3%	Gardnerville Ranchos, NV	717	2.9%
Storey County, NV	143	0.6%	Johnson Lane, NV	678	2.7%
Humboldt County, NV	118	0.5%	Gardnerville, NV	361	1.5%
El Dorado County, CA	97	0.4%	Fernley, NV	252	1.0%
Nevada County, CA	94	0.4%	Minden, NV	198	0.8%
All Other Locations	1,171	4.7%	All Other Locations	6,183	24.9%
<i>Total Number of Workers</i>		24,875	100%	<i>Total Number of Workers</i>	
<i>Source: US Census LEHD Database, 2015</i>					

within Reno. Only 4 percent of Carson City residents commute to Sparks, followed by Indian Hills (1.8 percent), Minden (1.4 percent) and Stateline (1.3 percent). This data indicates that many jobs are located close to where residents live, resulting in shorter commute trips and less need for long distance commute travel to other urban areas.

Where Persons Employed in Carson City Live

Most workers in Carson City (44.7 percent) live in Carson City, followed by those commuting in from Washoe County (19.8 percent), Douglas County (13 percent) and Lyon County (12.5 percent). Of those commuting to Carson City from outside the city, 8.9 percent are commuting from Reno, followed by Dayton (5.6 percent), Sparks (3.9 percent), and Indian Hills (3.1 percent).

In comparing these commute patterns, approximately 2,629 more workers are commuting into Carson City from neighboring counties for employment than those living and working within Carson City. It is also worth noting that more Carson City residents are commuting to Reno (a net northbound flow of 1,393 persons) for work than those commuting from Reno to Carson City. While 5.6 percent of those commuting to Carson City are coming from Dayton, only 0.6 percent of Carson City employees are commuting to Dayton.

MAJOR TRANSIT ACTIVITY CENTERS

Major activity centers typically include large commercial retail areas, public and private educational institutions, medical centers, government facilities, and consolidated residential areas. Activity centers within the Carson City and CAMPO region that are most likely to generate trips (and potential transit ridership) are summarized below and shown in Figures 7 through 11. Similar maps for social service activity centers are provided in Chapter 6.

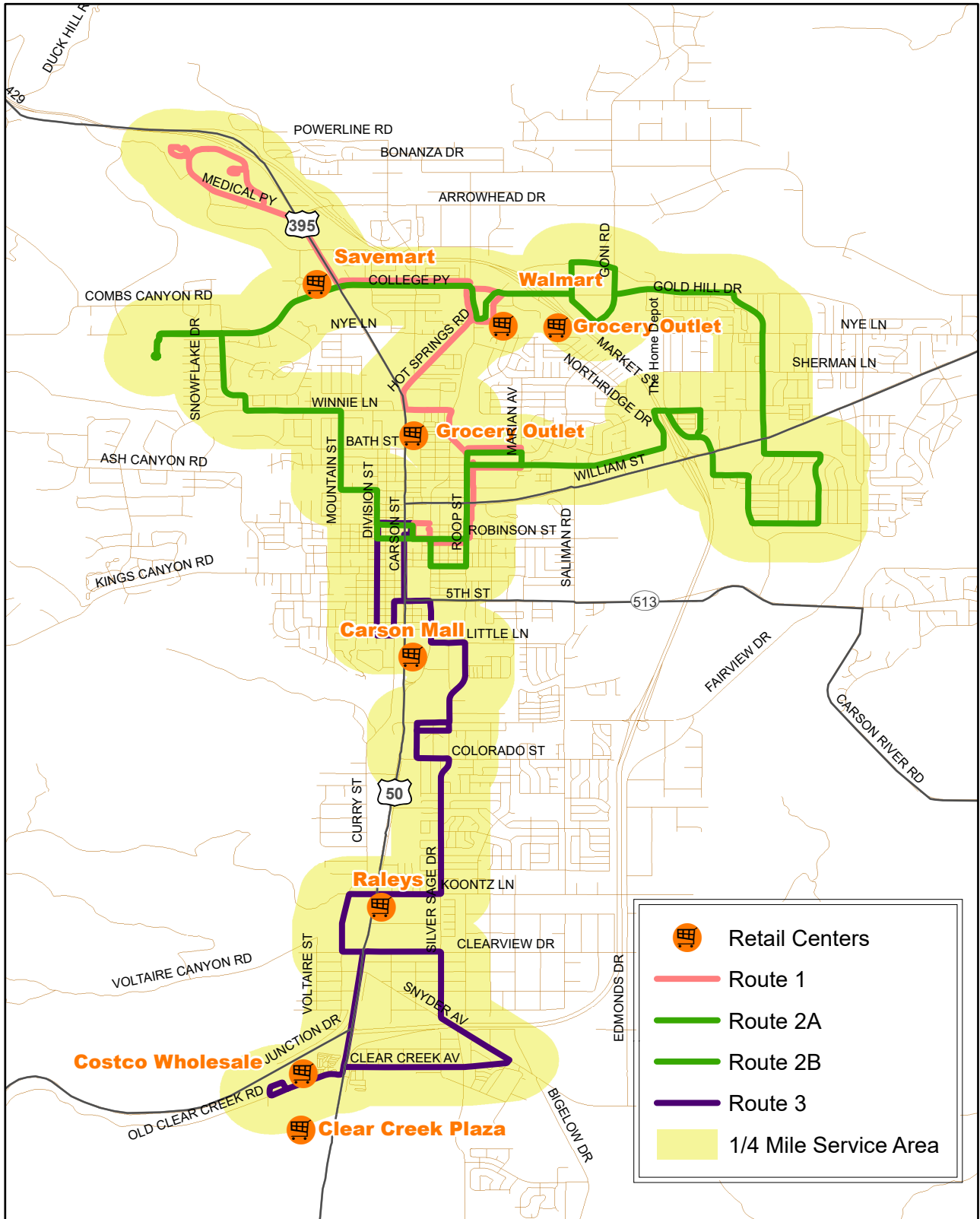
Commercial Retail

Carson City and the CAMPO region has several concentrated retail areas located along major commercial roads such as Carson Street/US 395, College Parkway, and North Roop Street. Major commercial retail stores are listed below and shown in Figure 7.

- *Walmart Supercenter- 3200 Marketplace Street*
- *Clear Creek Plaza – 3790 US 395*
- *The Home Depot – 3185 Marketplace Street*
- *Savemart – 3620 North Carson Street*
- *Costco Wholesale- 700 Old Clear Creek Road*
- *FoodMaxx – 3325 US 80*
- *Grocery Outlet Bargain Market – 1831 North Carson*
- *Raleys – 3701 South Carson Street*
- *Carson Mall – 1227 South Carson Street*



Figure 7
Retail Centers



Educational Institutions

Carson City Unified School District

The Carson City Unified School District offers public education to approximately 7,680 students throughout Carson City (Figure 8). The district includes six elementary schools, two middle schools, one alternative high school, and one comprehensive high school.

Elementary, Middle and High Schools include:

- Carson High School – 1111 North Saliman Road (2,210 students)
- Pioneer High – 202 East Corbett Street (161 students)
- Carson Middle School – 1140 West King Street (1,210 students)
- Eagle Valley Middle School – 4151 East Fifth Street (679 students)
- Bordewich Elementary – 110 South Thompson Street (634 students)
- Empire Elementary – 1260 Monte Rosa Drive (503 students)
- Fremont Elementary – 1511 Firebox Road (505 students)
- Fritsch Elementary – 504 Bath Street (543 students)
- Mark Twain Elementary – 2111 Carriage Crest Drive (581 students)
- Seeliger Elementary – 2800 South Saliman Road (584 students)
- Adult / Prison Education – 275 East Park Street, Building E
- Carson City School Administration Offices – 1402 West King Street

Western Nevada College

Western Nevada College has campuses in five major western Nevada cities, including the Carson City campus located at 2201 West College Parkway. Of the 8,000 students currently enrolled in Western Nevada College Fall 2018 semester, 875 students attend the Carson City campus full time.

Private Schools

- Bethlehem Lutheran School offers K-8 grades and is located at 1837 Mountain Street. There are approximately 150 students currently enrolled.
- St. Teresa of Avila Catholic School offers preschool through 8th grade and is located on 567 Richmond Avenue.

Medical Centers

Carson Tahoe Regional Medical Center is located at 1600 Medical Parkway and is a part of Carson Tahoe Health. It is one of the larger medical centers in the northwest portion of Carson City. Other surrounding services within this medical development include Carson Tahoe Cancer Center, Carson Tahoe Sierra Surgery, and the Merriner Cottages. Other major medical facilities are described below and shown in Figure 9.

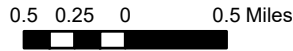
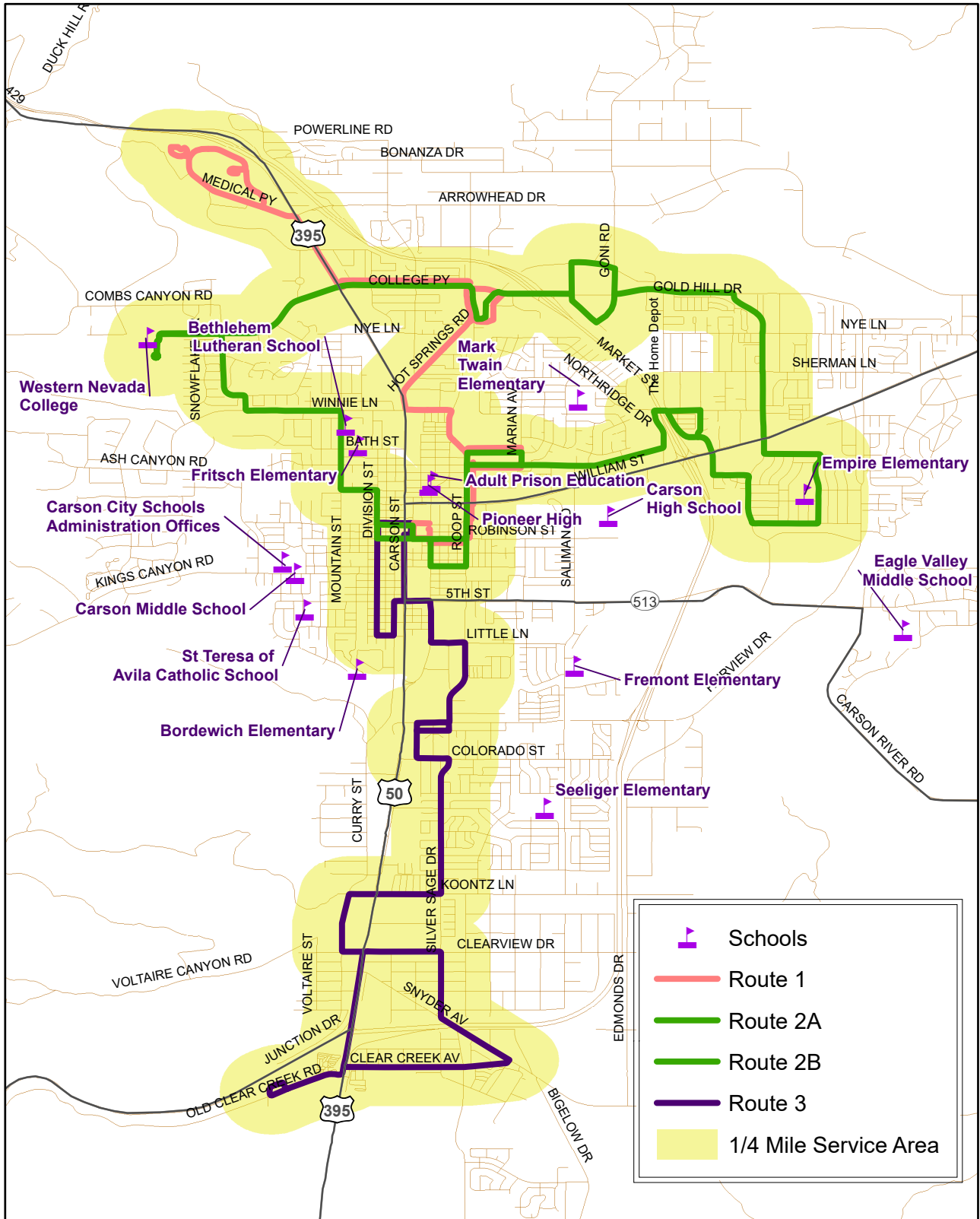


Figure 8
Public and Private Schools



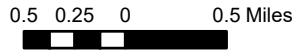
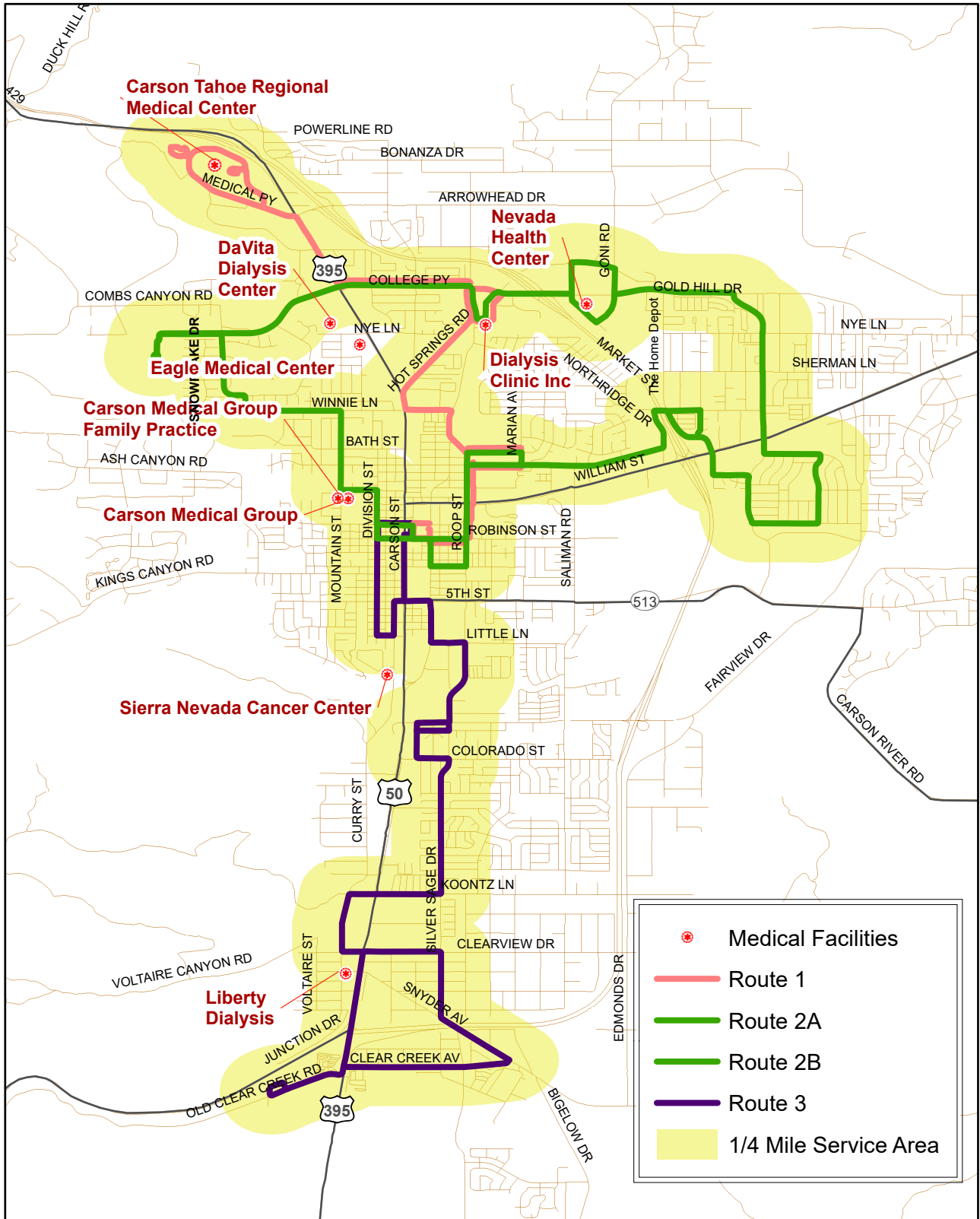


Figure 9
Medical Facilities



- *Carson Tahoe Specialty Medical Center* - 775 Fleischmann Way
- *Sierra Nevada Cancer Center* - 1460 South Curry Street, Suite 100
- *Dialysis Clinic Inc* – 778 Basque Way
- *DaVita Carson City Dialysis Center* – 3246 North Carson Street, Suite 110
- *Liberty Dialysis* – 4500 South Carson Street
- *Eagle Medical Center* - 2874 North Carson Street
- *Carson Medical Group Family Practice* - 1200 Mountain Street
- *Nevada Health Centers*- 3325 Research Way

Government Facilities

The following is a list of State and local government buildings within Carson City (Figure 10). Additional social service-related government agencies are discussed in Chapter 6.

- *Nevada State Prison* - 3301 E 5th Street
- *NDOT* – 1263 South Stewart Street
- *Nevada State Capitol Building* – 101 North Carson Street
- *Governor’s Office* – 101 North Carson Street
- *Carson City Sheriff’s Office* - 911 E Musser Street
- *Carson City Federal Building* - 705 N. Plaza Street
- *Carson City Public Works Department* – 3505 Butti Way
- *Carson City City Hall* – 201 North Carson Street
- *Carson City Airport* – 2600 East College Parkway
- *Carson City DMV* – 555 Wright Way
- *Carson City Justice Court* – 885 East Musser Street
- *Carson City Community Center* – 851 East William Street

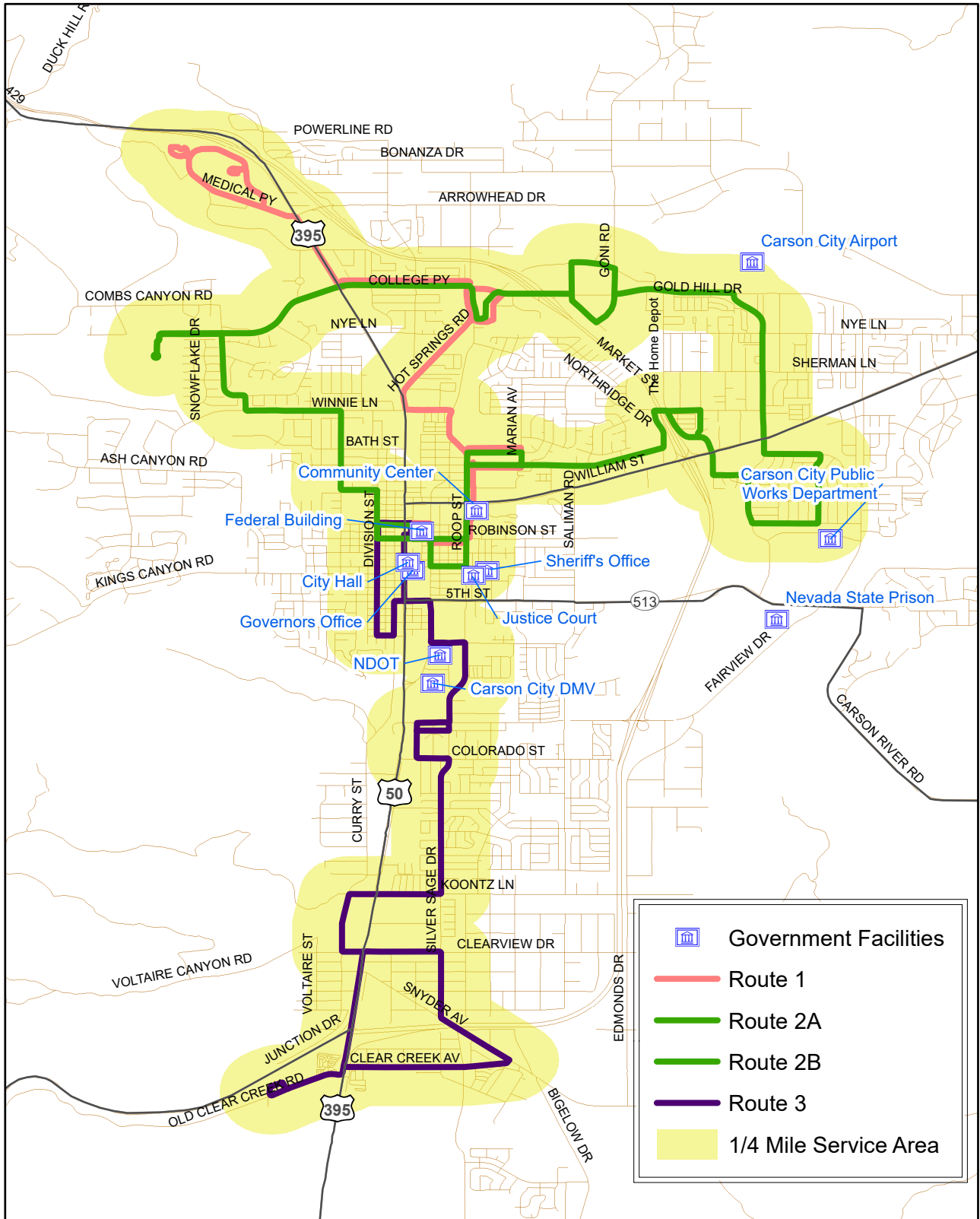
MAJOR DEVELOPMENT

Major residential and commercial development is expected within the CAMPO region over the next decade. The following developments have either been recently constructed, entitled, and/or issued a building permit. These developments are all shown in Figure 11.

- | | |
|---|--|
| <ul style="list-style-type: none"> • <i>Carson Hills Apartments</i> (310 units) • <i>Clearview Ridge</i> (73 units) 4530 and 4580 Cochise Street (143 units) • <i>My Place Hotel</i> (64 rooms) • <i>Lompa Ranch and Railroad Development</i> • <i>Lakeview</i> (27 homes) • <i>Timberline</i> (12 homes) • <i>Silver Oak</i> (448 units) – • <i>Villas Apartments</i> (150 units) • <i>Mills Landing Townhomes</i> (83 homes) | <ul style="list-style-type: none"> • <i>Edmonds Townhomes</i> (16 homes) • <i>Lompa Phase 1 & 2</i> (393 units) • <i>RD Lompa Apartments</i> • <i>Arbor Villas Townhomes</i> (140 homes) • <i>Vintage</i> (212 units) • <i>Quail Run</i> (37 homes) <i>Jackson Village</i> (31 units) • <i>Ross Park</i> (23 units) • <i>Schulz Ranch</i> (236 homes) • <i>Schulz</i> (6 homes) |
|---|--|



Figure 10
Government Facilities



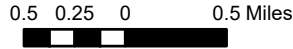
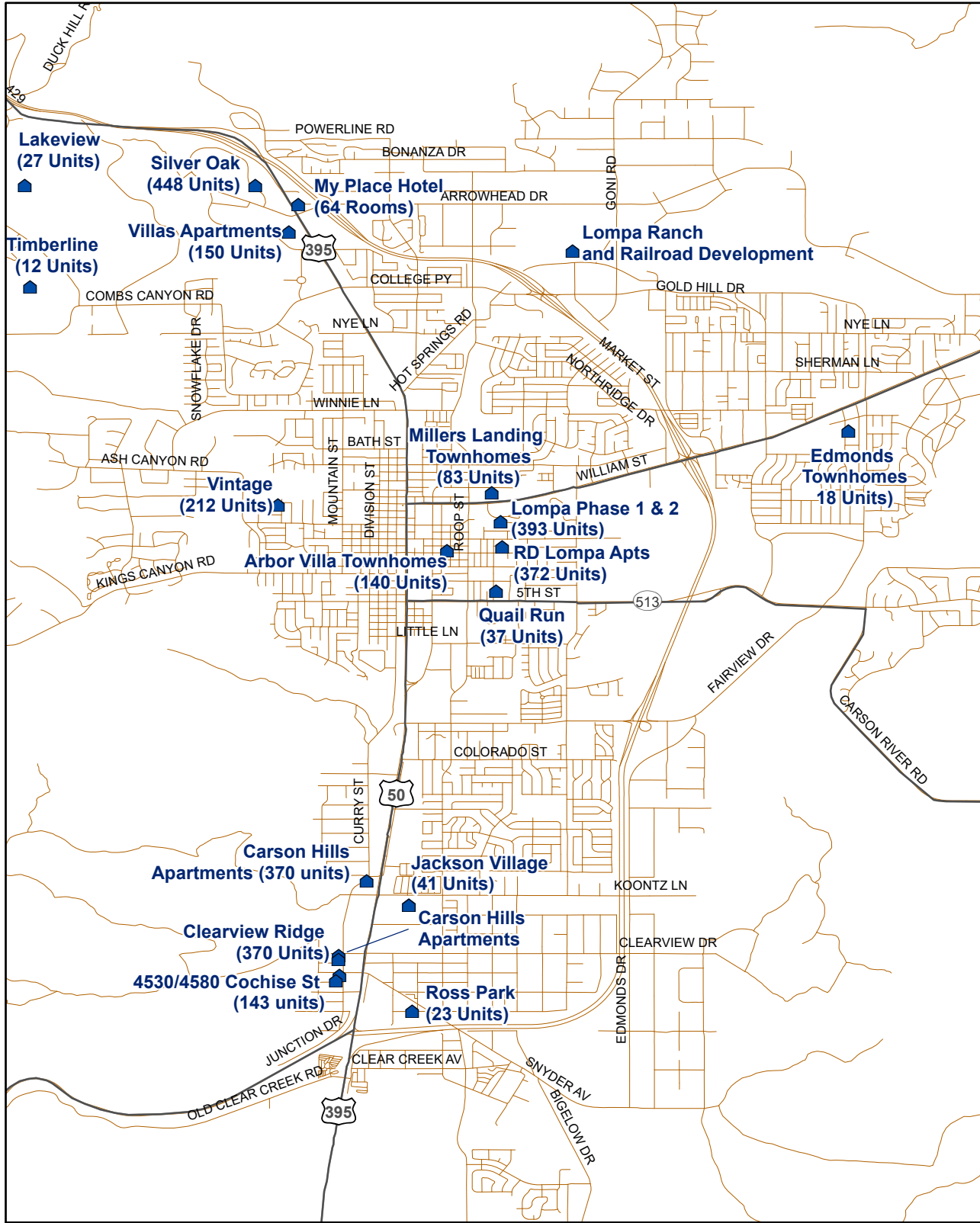


Figure 11
Planned Developments



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Evaluation of Current Transportation Services

INTRODUCTION

Following the consolidation of Ormsby County and Carson City in 1969, Carson City implemented a council-manager form of government with a council (Board of Supervisors) serving as a governing body. Nearly 30 years later, the Carson City urbanized area exceeded a population of 50,000 residents, thus requiring the formation of a Metropolitan Planning Organization. CAMPO formed in 2003 and became the designated local decision-making body responsible for carrying out the metropolitan transportation planning process for the Carson City urbanized area.

In response to the 2005 *CAMPO Short Range Transit Plan*, the Jump Around Carson (JAC) transit program was initiated. Operation of the fixed route and demand response / ADA paratransit services is overseen by the RTC and carried out through a contractor (MV Transportation). Maintenance, fueling, and overall administrative services are provided by the Carson City Public Works Department and CAMPO.

GOVERNANCE

Carson City

The Board of Supervisors consists of four publicly elected officials and the Mayor. The Board of Supervisors then hire a City Manager to carry out the policies it establishes. All of the members of the Board serve 4-year staggered terms. The Mayor and Supervisors from Ward 2 and Ward 4 are elected during the Presidential election years. The Supervisors from Ward 1 and Ward 3 are elected during off-Presidential election years.

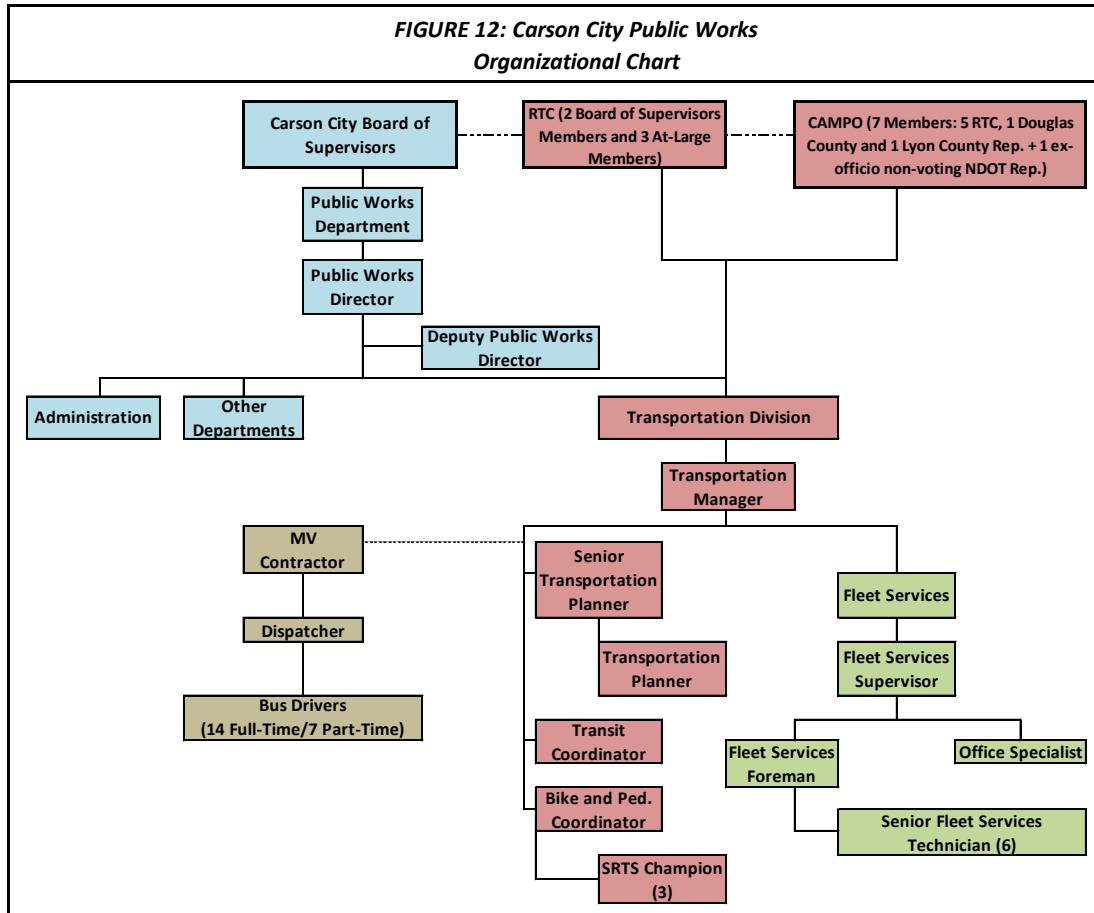
The Mayor is Chairman of, and presides over, all Board meetings. The Board approves the budget, determines tax rates, focuses on the community's goals, major projects, capital financing and strategic planning, land use development, growth management, master plans, and contractual agreements.

Carson City Regional Transportation Commission and Carson City Public Works Department

The Carson City Public Works Department is made up of many divisions, including the Operations divisions of Streets, Water, Sewer, Storm Water, Wastewater, Environmental, Landfill, and Utility Billing. The Transportation Division, which includes Transportation Planning, transportation improvement project coordination, and JAC Transit, is overseen by both RTC and CAMPO.

The Carson City Public Works Department employees provide staffing for RTC. The Transportation Manager is also the principal staff person responsible for administration of all CAMPO activities. The transportation planners primarily prepare federally required CAMPO planning documents and are responsible for completing CAMPO's Unified Planning Work Program. The Transit Coordinator is responsible for verifying and applying for FTA and FHWA funds, and is the primary contact person for duties related to CAMPO's role as the Designated Recipient and Grantee.

The RTC is comprised of two (2) seats filled by the Board of Supervisors and three (3) at-large seats. The RTC establishes priorities and recommends appropriate funding for transportation improvement projects within Carson City. The RTC meets the second Wednesday of every month in the Sierra Room of the Carson City Community Center. Figure 12 provides a brief overview of government organization.



CAMPO

CAMPO is governed by a seven (7)-member board consisting of the five (5) members of the Carson City Regional Transportation Commission (RTC), one (1) member representing Douglas County, and one (1) member representing Lyon County. A representative from the Nevada Department of Transportation (NDOT) sits on the board serving as an ex officio, non-voting member. Carson City provides the staffing necessary to execute the daily functions and responsibilities of the MPO.

The primary responsibility of CAMPO is to ensure existing and future expenditures for transportation projects and programs are based on a continuing, cooperative and comprehensive (3-C) planning process. CAMPO does not own nor operate the transportation systems they serve; rather it serves in the overall coordination and consensus-building role in planning and programming funds for projects and operations.

Among other state and federal requirements, CAMPO is required to develop a regional transportation plan (RTP) with a minimum 20-year planning horizon and a transportation improvement program (TIP) with a four-year horizon.

EXISTING SERVICES

The JAC system is managed by Carson City Public Works staff, and is managed by the Transportation Manager and Transit Coordinator. The City (functioning as the RTC) contracts with a private firm (currently MV Transportation, Inc.) to operate these services with private employees, while remaining under the direct supervision of the RTC. The RTC is responsible for overall policy development, budgeting, fleet procurement, major fleet maintenance, and contract oversight. MV is responsible for the day-to-day operations of the service, including: client registration; hiring, training, and supervising operations staff; trip booking; scheduling and dispatch; vehicle operations; and, minor preventive maintenance. The MV employees enlisted to carry out the contract with JAC include a General Manager, an Operations Manager, dispatchers, and 21 drivers, 7 of which are part-time employees. Trip routing and scheduling are accomplished with the use of scheduling software provided by the RTC, and maintenance is performed by employees of the Carson City Public Works Fleet Maintenance Division. Fuel is provided by the City outside of the MV contract.

The JAC transit services operated on behalf of Carson City includes four fixed routes (Route 1, 2A, 2B, and 3), and a demand response / ADA complementary paratransit service (JAC Assist). These services are presented and evaluated in detail below.

JAC Fixed Routes

JAC hours of operation are Monday through Friday, 6:30 a.m. to 7:30 p.m. and Saturday 8:30 a.m. to 4:30 p.m. Each route operates on a 60-minute headway from the Downtown Transfer Plaza, which facilitates transfers to the entire service area. Below is a brief description of all four routes, which are also depicted in Figure 13.

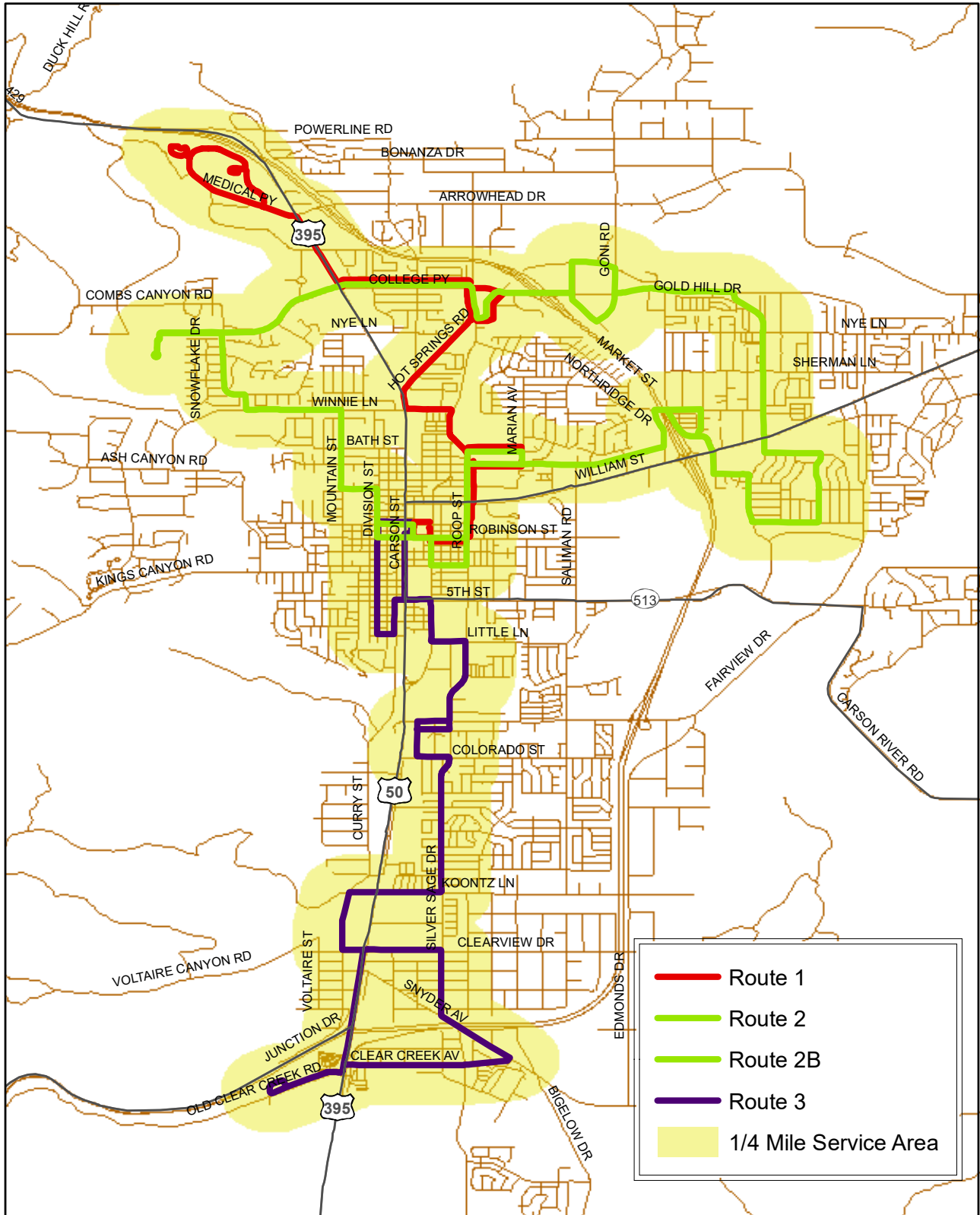
- **Route 1** serves the northwest portion of Carson City. After leaving the Downtown Transfer Station the bus serves the Carson City Senior Center, the Walmart shopping center, the public library, and the community center before making its way up to the Carson Tahoe Medical Center.
- **Routes 2A and 2B** serve the center portion of Carson City, running both clockwise (Route 2A) and counterclockwise (Route 2B) on virtually identical paths. Major stops along these routes include Western Nevada Community College, Mental Health and Development Services, Child and Family Services, Sierra Nevada Health Center and the Boys and Girls Club.
- **Route 3** serves the southern portion of Carson City, running south towards Carson City Hall, NDOT, Costco, and Fuji Park.

JAC Assist

JAC Assist provides complementary paratransit service in order to serve the travel needs of disabled individuals. The service is provided with smaller vehicles as “origin to destination” service. JAC Assist



Figure 13
JAC Fixed Routes



buses operate during the same days and hours as the JAC fixed route service (6:30 AM to 7:24 PM). This service is provided to comply with regulations of the Americans with Disabilities Act (ADA) of 1990, which require each recipient of Federal funds operating a fixed route transit system to provide a complementary paratransit service for disabled individuals who are unable to use fixed route.

Individuals who wish to be considered for JAC Assist must complete an application, have the information verified by a medical professional, and be certified by JAC as ADA paratransit eligible.

FARE STRUCTURE

JAC fixed route fares are \$1.00 for adults and \$0.50 for children ages 5 to 18, seniors (age 60 and older), and persons with disabilities. Children under age five ride free. In addition, senior passengers may enroll in a Senior Bus Pass Program that offers unlimited free rides on all regular fixed routes. Monthly passes are available for \$25.00/\$12.50, and a 10-ride pass is available for \$8.00/\$4.00

JAC Assist fares are \$2.00 per one-way trip with an origin and destination within ¼ mile of any fixed route. As a matter of local policy, paratransit service is provided an additional ¼-mile (total of 1 mile from any fixed route) for a fare of \$4.00 per one-way trip with an origin or destination within this non-ADA zone.

EXISTING FLEET AND FACILITIES

As shown in Table 5, the JAC transit program has a total of 18 vehicles in the fleet, including 10 designated for fixed route service and 8 which are used in either fixed route or demand responsive service. The demand response vehicles range from a seating capacity of 5 to 21 seats and one wheelchair position, although additional seats may be moved to accommodate up to three wheelchairs at a time. The fixed route vehicles range in capacity from 21 to 32 seats, and have one or two wheelchair

TABLE 5: JAC Transit Revenue Fleet Inventory

Vehicle		Make	Model	Length	Seating		Anticipated Project Year	Investment Priority Tier
ID#	Year				Capacity	Odometer		
4005	2007	GMC	Uplander	17'	5	55,912	-	Low
4229	2009	Starcraft	Allstar	25'	21	135,207	2020	High
4230	2009	Starcraft	Allstar	25'	21	126,317	2020	High
4237	2012	Arboc Mobility	Spirit of Mobility	21'	8	99,623	2022	Medium
4238	2012	Arboc Mobility	Spirit of Mobility	21'	8	114,900	2022	Medium
4239	2012	Arboc Mobility	Spirit of Mobility	21'	8	109,900	2022	Medium
4241	2015	Arboc Mobility	Spirit of Mobility	21'	8	58,432	2027*	Low
4242	2015	Arboc Mobility	Spirit of Mobility	21'	8	66,846	2027*	Low
4233	2010	EDN (El Dorado National)	Passport	35'	31	245,898	2019	High
4234	2010	EDN (El Dorado National)	Passport	35'	31	2,811,093	2019	High
4236	2011	EDN (El Dorado National)	Passport	35'	31	143,618	2021	Medium
4240	2013	EDN (El Dorado National)	Passport	35'	31	115,216	2021	Medium
4243	2016	Arboc Mobility	Spirit Liberty	35'	32	77,589	2028*	Low
4244	2016	Arboc Mobility	Spirit Liberty	35'	32	77,048	2028*	Low
4245	2018	Arboc Mobility	Spirit Liberty	35'	32	39,384	2030*	Low

*Note: These vehicles were not ranked in the TAM Plan. As a guideline, the FTA 12-Year recommendation has been applied to determine replacement year.
Source: CAMPO Transit Asset Management Plan (TAM), 2019-2022

positions, and a two-capacity bike rack. Vehicles are stored at 3770 Butti Way and maintained at fleet maintenance facility located at 3505 Butti Way.

Based on the age and mileage of the vehicles, all of the vehicles are due to reach the end of their expected life as defined by the Federal Transit Administration (FTA) during the plan period. Therefore, an aggressive capital replacement plan will be needed.

RIDERSHIP PATTERNS

As shown in Figures 14 and 15, Ridership heat maps were generated for both the JAC fixed route and JAC Assist services. The stops that are most frequented are those in the downtown Federal plaza area, followed by the stops near College Parkway and Hot Springs Road.

TRANSIT RIDERSHIP TRENDS

Annual Ridership

Table 6 and Figure 16 show ridership trends by service for the past eight years. As shown, systemwide ridership has varied from a high of approximately 223,300 passengers in Fiscal Year (FY) 2017-18, to a low of 166,200 in FY 2010-11. Since 2012, annual ridership for the JAC fixed routes has grown overall to a 2017/18 figure of 195,160. Overall fixed route ridership has increased by 3 percent over the last five years, and 9 percent in the most recent year. Looking at these figures by route, overall ridership over the last five years has grown by 7 percent on Route 3, 6 percent on Route 2B and 4 percent on Route 2A, while falling by 3 percent on Route 1.

Service	Fiscal Year								Trend	
	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	Last 5 Yrs	Last Year
<i>JAC</i>										
Route 1	42,523	54,186	55,272	53,327	54,213	54,092	50,840	53,453	-3%	5%
Route 2A	33,705	40,828	43,664	42,635	43,657	44,360	42,318	45,587	4%	8%
Route 2B	30,833	37,457	40,133	38,707	39,117	36,947	37,062	42,451	6%	15%
Route 3	45,054	51,245	50,289	48,266	59,790	56,223	47,986	53,636	7%	12%
WNC	--	--	--	--	264	228	224	33	--	--
<i>Subtotal</i>	<i>152,115</i>	<i>183,716</i>	<i>189,358</i>	<i>182,935</i>	<i>197,041</i>	<i>191,850</i>	<i>178,430</i>	<i>195,160</i>	3%	9%
<i>JAC Assist</i>	14,071	13,812	17,128	17,557	19,192	22,299	27,338	28,188	65%	3%
<i>Systemwide</i>	166,186	197,528	206,486	200,492	216,233	214,149	205,768	223,348	8%	9%

Source: Ridership by Route Data, Carson City Public Works Department, Received March 15, 2019

While the fixed route ridership has fluctuated, ridership on JAC Assist has been steadily increasing since a nominal drop in ridership of 2 percent during FY 2011-12. Overall, ridership has grown by 65 percent over the past five years, including 3 percent in the most recent year. As nationwide bus ridership has

Figure 14
JAC Fixed Route Ridership Heatmap

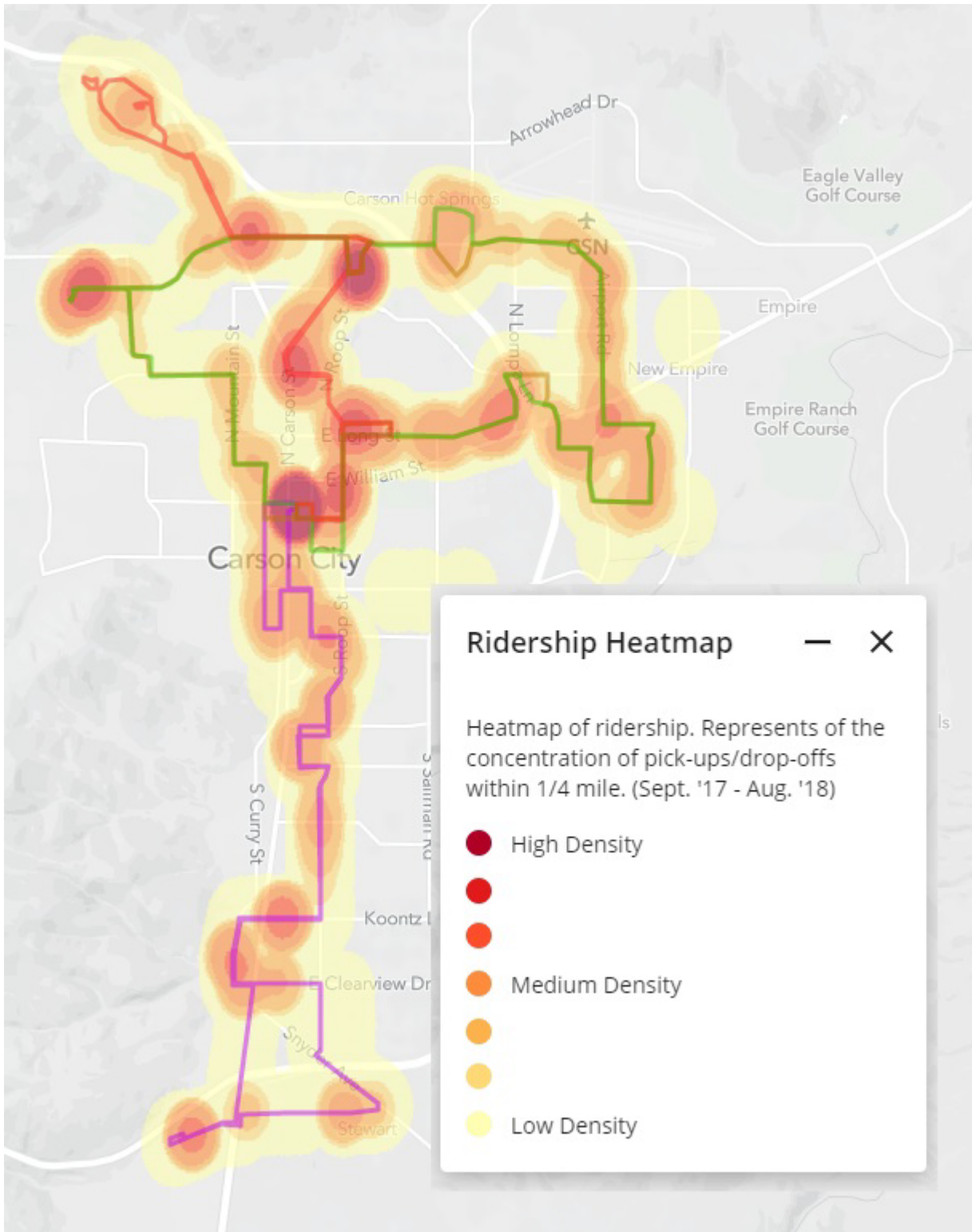


Figure 15
JAC Assist Ridership Heatmap

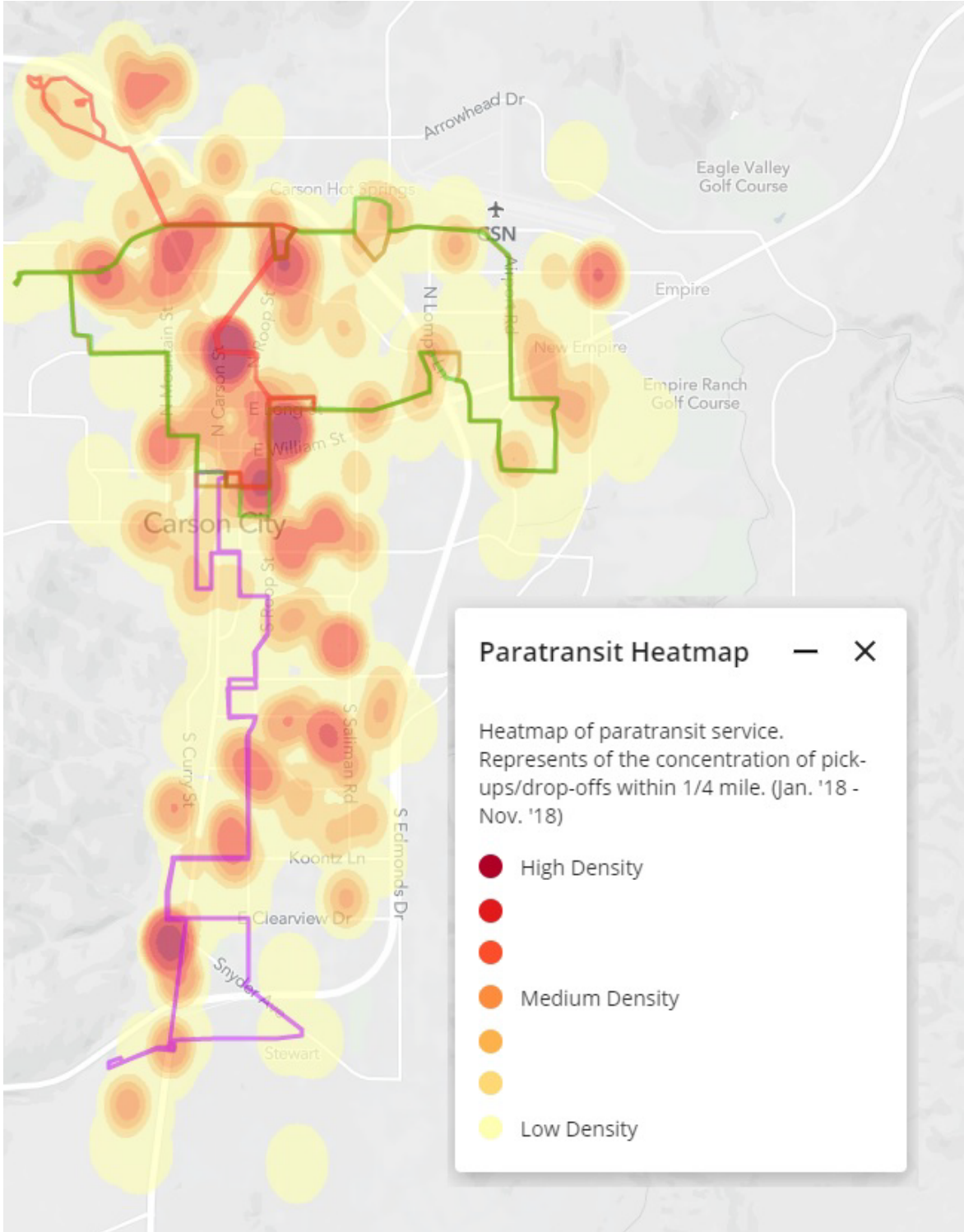
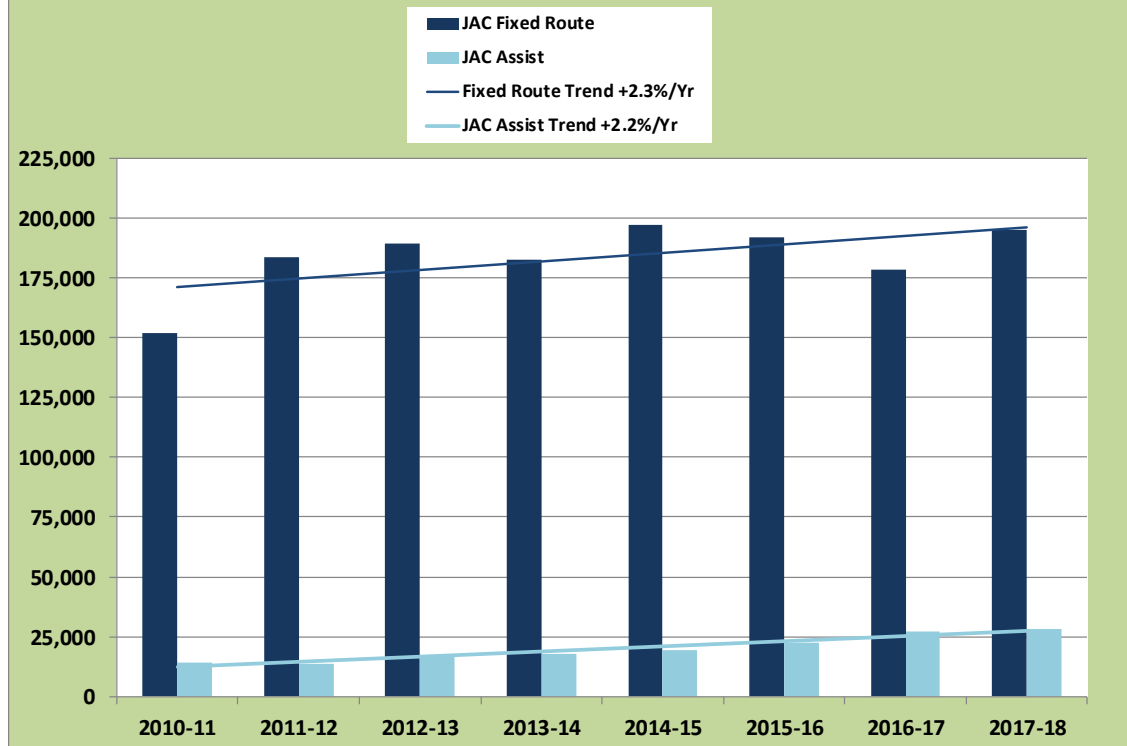


FIGURE 16: JAC Systemwide Annual Ridership



fallen 1.8 percent during 2018¹, it should be noted that JAC Transit’s overall modest growth comes at a time when many other public transit services have seen declines in ridership.

Ridership by Month

Table 7 and Figure 17 show ridership monthly trends by service for the past three fiscal years. As indicated, service on the JAC fixed route services typically peaks between May and October and is lowest in mid-winter. Ridership on the busiest month (August) is 22 percent above the least busy month (February). JAC Assist ridership also rises between May and October, with the busiest month (August) 45 percent higher than the slowest month (February).

Ridership by Day of Week

Ridership data is tracked by weekdays and Saturday. The average ridership by route is shown in Table 8. As shown, Route 1 experiences the highest weekday average daily ridership (185 passengers) followed by Route 3 (180 passengers). Route 2B carries the lowest weekday ridership (144 passengers). Saturday ridership is highest for Route 1 followed by Route 2A. Average Saturday ridership on the fixed route is just over half that of the average weekday. In contrast, the average weekday JAC Assist ridership (104 passengers) is nearly eight times the average Saturday ridership (12.8 passengers).

¹ APTA: Public Transit Ridership Down in 2018, <https://www.smartcitiesdive.com/news/apta-public-transit-ridership-down-in-2018/552860/>, Accessed April 2019.

TABLE 7: Historical JAC Ridership by Month

Month	JAC Fixed Routes				JAC Assist			
	2016	2017	2018	% Change 2016 to 2018	2016	2017	2018	% Change 2016 to 2018
July	18,402	15,532	16,799	-10%	1,864	2,132	2,529	26%
August	19,779	16,834	18,440	-7%	1,952	2,500	2,905	33%
September	15,794	16,122	16,227	3%	1,796	2,168	2,456	27%
October	17,248	15,046	17,198	0%	1,877	2,146	2,715	31%
November	13,692	14,469	15,180	10%	1,734	2,092	2,246	23%
December	14,921	14,148	15,215	2%	1,995	2,272	2,010	1%
January	13,819	12,390	15,610	11%	1,717	2,215	2,179	21%
February	15,781	12,838	15,136	-4%	1,761	2,205	2,117	17%
March	16,347	15,455	15,666	-4%	1,940	2,554	2,126	9%
April	15,387	13,646	15,474	1%	1,821	2,185	2,146	15%
May	14,605	15,349	17,318	16%	1,879	2,514	2,378	21%
June	16,075	16,601	16,897	5%	1,963	2,355	2,381	18%
Monthly Average	15,988	14,869	16,263	2%	1,858	2,278	2,349	21%
Total Ridership	191,850	178,430	195,160	2%	22,299	27,338	28,188	21%

Source: JAC Systemwide Fiscal Year Ridership Report, 2019

FIGURE 17: FY 2018 JAC Fixed Route and JAC Assist Ridership by Month

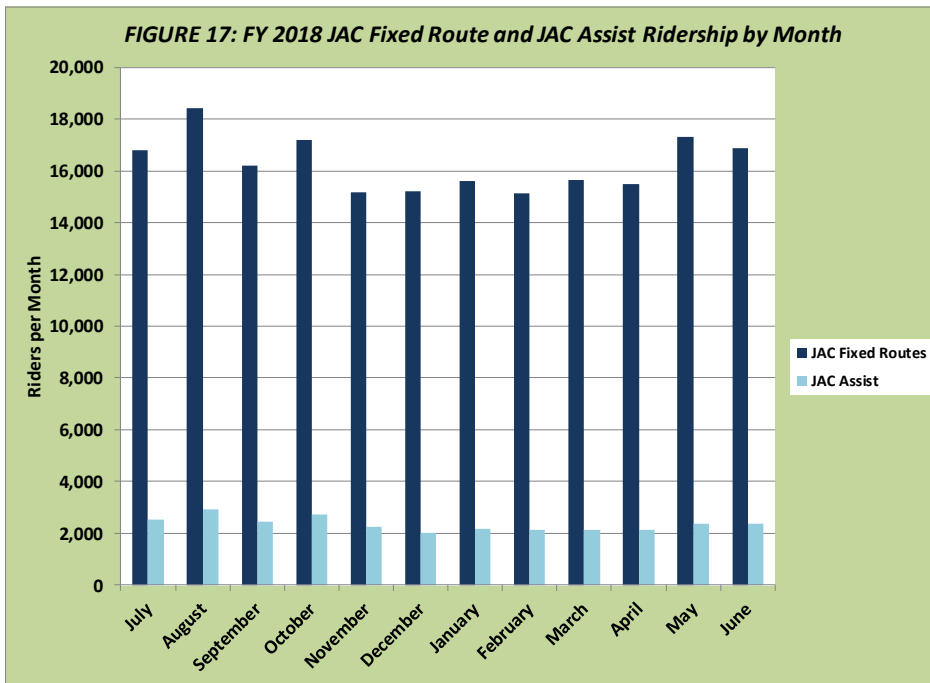


TABLE 8: Average Daily Ridership

	Route 1	Route 2A	Route 2B	Route 3	Fixed Route Total	JAC Assist
	Weekday	185.1	155.1	144.2	180.3	664.6
Saturday	107.7	92.2	81.0	63.8	344.6	12.8

Source: Ecolane JAC Ridership data provided March, 2019

Average Ridership by Hour of the Day for Weekday/Saturday

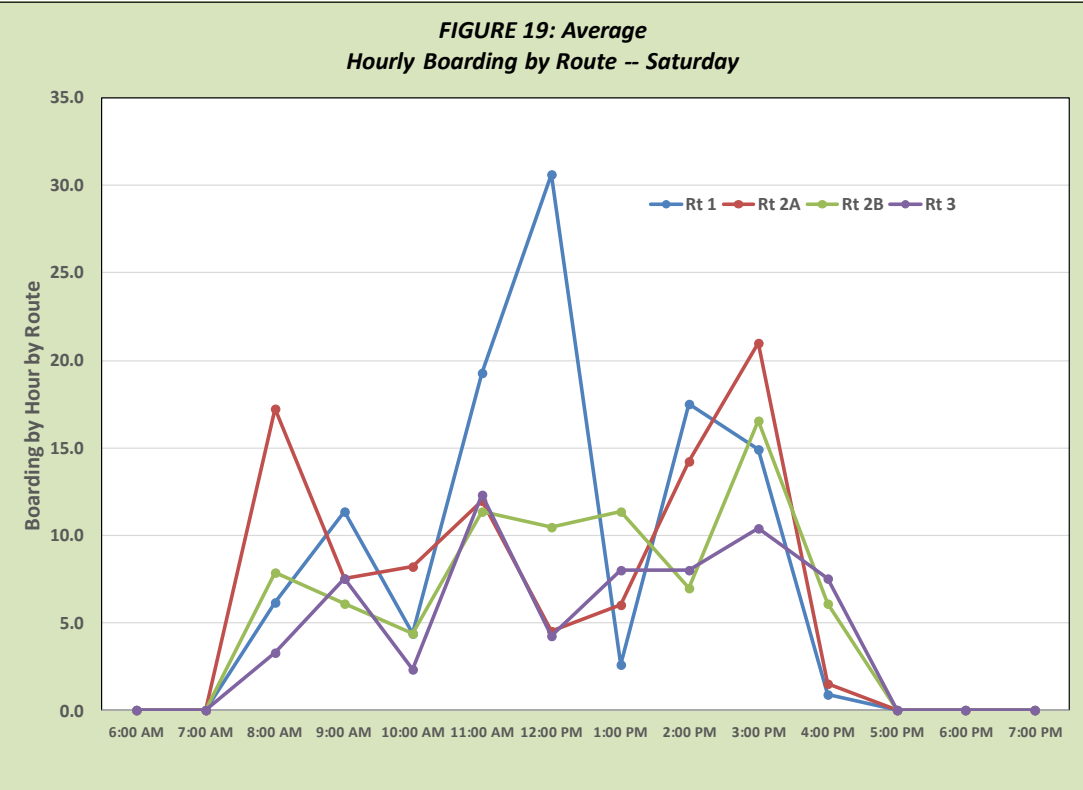
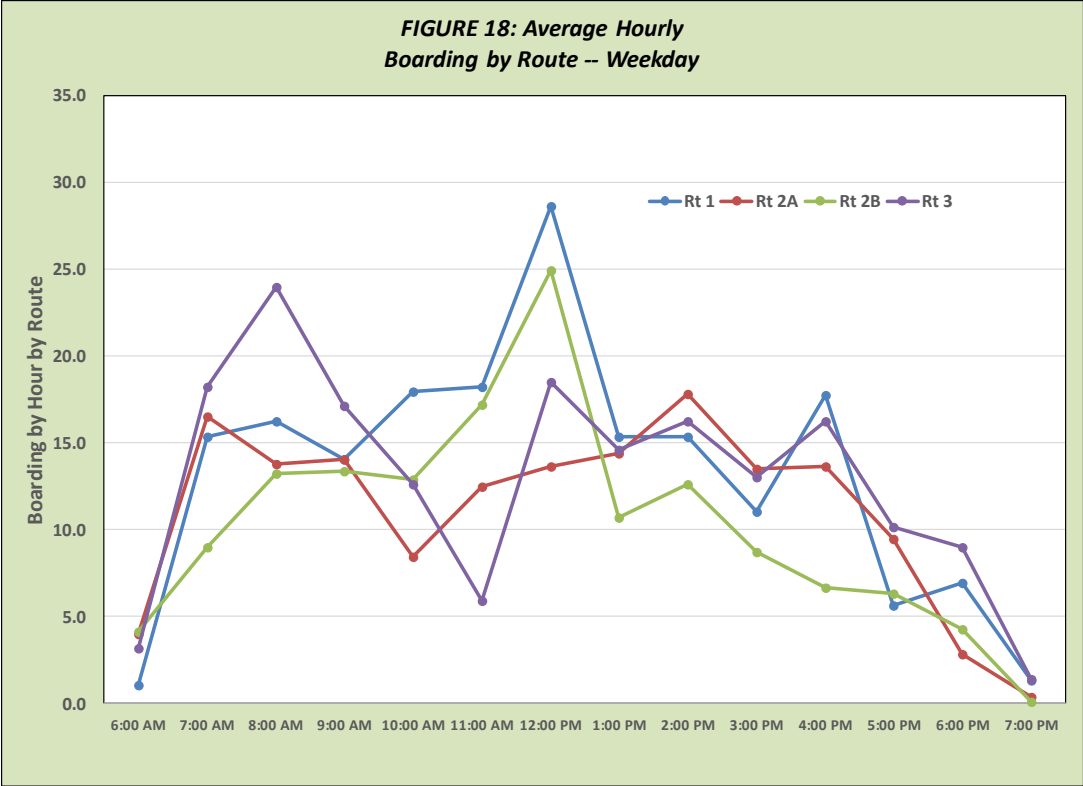
Average weekday and Saturday ridership by hour is shown in Table 9, Figure 18, and Figure 19. As shown, the overall ridership is highest in the Noon hour on weekdays and in the 3 PM hour on Saturdays. Overall, this ridership pattern indicates a mix of commuters, shoppers and persons traveling for other reasons.

Based on this data, the following conclusions can be made about each route:

- **Route 1:** Ridership peaks at noon on both weekdays and Saturdays with the lowest ridership occurring between 5:00 PM and 7:00 PM. Route 1 average daily ridership during weekdays and Saturdays is the highest of all routes.
- **Route 2A:** Weekday ridership is highest around 2:00 PM with low ridership occurring between 6:00 PM and 7:00 PM. Saturday ridership experiences two peaks at both the 8:00 AM and 3:00 PM hours.
- **Route 2B:** Weekday ridership rises between 6:00 AM and reaches its peak at noon. After 3:00 PM ridership steadily declines to under 5 passengers per hour after 6:00 PM. Saturday ridership rises to a peak of 16 passengers an hour at 3:00 PM.
- **Route 3:** Weekday morning ridership is the highest of all the routes reaching nearly 24 passengers by 8:00 AM with the routes second highest ridership occurring at noon. Saturday ridership peaks around 11:00 AM and does not surpass 12 passengers at any point in the day. Route 3 has the lowest Saturday ridership of all routes with only about 64 passengers.

Hour Beginning	Average Weekday					Average Saturday				
	Rt 1	Rt 2A	Rt 2B	Rt 3	Total	Rt 1	Rt 2A	Rt 2B	Rt 3	Total
6:00 AM	1.1	4.0	4.1	3.2	12.4	--	--	--	--	--
7:00 AM	15.4	16.5	9.0	18.2	59.1	--	--	--	--	--
8:00 AM	16.3	13.8	13.2	24.0	67.3	6.1	17.2	7.8	3.3	34.5
9:00 AM	14.1	14.0	13.4	17.2	58.7	11.4	7.5	6.1	7.6	32.5
10:00 AM	18.0	8.5	12.9	12.6	51.9	4.4	8.2	4.4	2.4	19.3
11:00 AM	18.2	12.5	17.2	5.9	53.8	19.3	12.0	11.3	12.3	54.9
12:00 PM	28.6	13.7	25.0	18.5	85.7	30.6	4.5	10.5	4.3	49.8
1:00 PM	15.4	14.4	10.7	14.6	55.1	2.6	6.0	11.3	8.0	28.0
2:00 PM	15.4	17.8	12.6	16.3	62.1	17.5	14.2	7.0	8.0	46.8
3:00 PM	11.1	13.5	8.7	13.1	46.4	14.9	21.0	16.5	10.4	62.8
4:00 PM	17.8	13.7	6.7	16.3	54.4	0.9	1.5	6.1	7.6	16.0
5:00 PM	5.6	9.5	6.3	10.2	31.6	--	--	--	--	--
6:00 PM	6.9	2.9	4.2	9.0	23.0	--	--	--	--	--
7:00 PM	1.3	0.4	0.1	1.4	3.2	--	--	--	--	--
TOTAL	185.1	155.1	144.2	180.3	664.7	107.7	92.2	81	63.8	344.7

Source: Ecolane data. Totals for March 2019, factored by hourly ridership proportions for Sept and Oct 2017.



Ridership by Fare category

As shown in Table 10, single ride fares make up the overwhelming majority (95 percent) of all boardings on JAC fixed route buses. Of these single rides, 60.8 percent are purchased by adults using general fare followed by 15.2 percent disabled persons, 12.7 percent seniors, and 11.3 percent youth. Only 2.9 percent of all fixed route boardings are by 10-ride pass, and 2.6 percent using a monthly pass. Of those using paratransit, 58.8 percent are using it generally, followed by 32.7 percent of seniors and 8.5 percent disabled persons.

TABLE 10: JAC Ridership by Fare Type

	JAC Fixed Route						JAC Assist		
	10 Day Ride Pass	% of Total	Monthly Pass	% of Total	Single Fare	% of Total	Total by Fare Type	% of Total	
Adult/General	765	48.2%	444	30.3%	31,925	60.8%	33,133	15,310	58.8%
Senior	63	4.0%	400	27.3%	6,646	12.7%	7,109	8,511	32.7%
Disabled	654	41.3%	425	29.0%	7,977	15.2%	9,056	2,208	8.5%
Youth	104	6.5%	197	13.5%	5,917	11.3%	6,217	-	
Total	1,586		1,466		52,465		55,516	26,029	
% of Total	2.9%		2.6%		94.5%		100%	100%	

Source: JAC FY 2017-18 Actual Revenue Report

RIDER CHARACTERISTICS

A transit survey was conducted on the fixed-route and paratransit services during the week of October 30, 2018 to understand travel patterns, preferences, and capture basic demographics of the riding public. The survey was conducted as CAMPO's FY 2017-2018 Unified Planning Work Program (UPWP) transit rider preference survey.

During this time, a survey administrator was physically on board each route, interacting with customers and assisting them with the survey as needed. A total of 295 surveys were completed, and some highlights of the results are as follows:

- 87 percent of respondents walk to and from bus stops, with about 5 percent using a bicycle (all JAC fixed-route buses are equipped with bicycle racks); 57 percent typically spend no more than 10 minutes getting to and from a bus stop. These figures reflect the importance of sidewalks and bicycle facilities providing access to the bus stops.
- Over 80 percent of respondents agreed that service has improved since changes to routes and schedules were implemented on April 1, 2017.
- Over half of respondents said they would be likely to use some form of electronic fare payment, should JAC implement such a feature (i.e., reloadable card or payment by mobile app).
- Respondents were asked to share how they prefer to get information and news about JAC, and the two media receiving the most votes were "JAC Website" and "JAC Mobile App".

- The most commonly suggested way to improve service, across all routes, was to implement changes to routes and/or stops.
- Respondents were asked to rank nine different potential improvements to JAC in order of importance to them. The two highest ranked were “Additional Hours of Service” and “Additional Days of Service”.
- Demographically, there was a fairly even mix of age ranges amongst respondents, with only those with age 17 or below category receiving minimal representation.

A total of 29 surveys were also completed by users of the JAC Assist Paratransit service. Although not a statistically significant sampling, information gleaned from the completed surveys is useful for future service planning.

NON-RIDER CHARACTERISTICS

CAMPO staff also conducted a survey of area residents that do not use the JAC system. A total of 43 responses yielded useful insight into awareness of the transit service and how changes in service could be perceived by persons not currently using the service:

- 49 percent of respondents indicated they were “not at all familiar” with JAC service, along with 23 percent that said they were “not very familiar”. This indicates a need for additional marketing.
- When asked the main reason they don’t ride JAC for their most frequent trips, the greatest response (47%) said they need their car during the day for work or to run errands. This was followed by 19 percent that indicated that there was no bus stop near their house. No other response garnered more than 5 percent of responses.
- Respondents were asked to indicate if they agreed or disagreed with four statements about the bus service. Approximately 91 percent disagreed with the statement “the bus service is convenient for me.” A majority also disagreed with the other three statements regarding “the buses are comfortable and clean” (63 percent), “I feel safe and secure on the bus” (56 percent) and “The bus fares are affordable” (53 percent). While it should be noted that most of these respondents did not have much first-hand experience with the transit program, these results do indicate the public attitudes that a promotional campaign would need to address.
- These non-riders were asked “What service delivery improvements would make you more inclined to use JAC transit service?”, with multiple responses allowed. The most popular response was for adding a bus stop near their residence and improving bus stop amenities and improving frequency to half-hourly, all of which were mentioned by 26 percent of respondents. 19 percent indicated “addition of a bus stop near my destination”, while 14 percent mentioned both “faster service” and “improved technology, such as ability to purchase fares on my phone, etc.” No other responses were mentioned by more than 7 percent of respondents.

JAC FINANCIAL CHARACTERISTICS

Revenues

Table 11 provides revenues available to the JAC transit program as per the FY 2017-18 Carson City JAC budget summary provided. As shown, the Carson City General Fund and Federal Transit Administration (FTA) Operating funds represent the largest operating revenue sources for transit at 36 percent and 30 percent, respectively. Intergovernmental operating revenue is primarily made by FTA 5307 (30 percent), followed by FTA 5310 (16 percent), the Carson City Senior Transportation Grant and the Division of Health Care Financing and Policy Medicaid Services at 5 percent and 3 percent, respectively. JAC fixed route and JAC Assist paratransit fares only make up 8.8 percent of the overall operating funds.

Source	Total	% of Total
Operating Revenues		
Fares		
Fixed Route Fares	\$70,865	6.4%
Paratransit Fares	\$26,029	2.4%
<i>Subtotal</i>	<i>\$96,894</i>	
Intergovernmental		
Div. of Health Care Financing and Policy - Medicaid Services (Net)	\$34,306	3.1%
Carson City Senior Transportation Grant	\$50,000	4.5%
FTA 5310	\$175,228	15.9%
FTA 5307 Operating	\$332,788	30.1%
<i>Subtotal</i>	<i>\$592,322</i>	
Investment Interest	\$1,495	0.1%
General Fund	\$400,000	36.2%
Refunds and Reimbursements	\$465	0.0%
Rents and Royalties	\$14,298	1.3%
<i>Operations Subtotal</i>	<i>\$1,105,473</i>	
Capital Revenue		
FTA 5307 Capital	\$745,705	
Total Revenue	\$1,851,179	
<i>Source: JAC Fiscal Year 2017-18 Budget Report</i>		

Expenses

Operational expenses over the last five fiscal years are shown Table 12. As shown, the overall expenses have increased by 18 percent since FY 2012-13. The largest financial items to note include a 145 percent increase in vehicle management and maintenance and a 41 percent increase in administrative benefits over the last five years. In the opposite direction, decreases in operation expenses include a 39 percent decrease in fuel costs, followed by a 21 percent reduction in administrative salaries.

TABLE 12: Operational Expense Trends Over 5-Year Period

	Annual Operational Expense by Fiscal Year					% Change FY
	2012-13	2014-15	2015-16	2016-17	2017-18	2012-13 to 2017-18
Administrative Salaries	\$67,474	\$43,786	\$49,413	\$51,194	\$53,291	-21%
Administrative Benefits	\$25,868	\$21,430	\$27,759	\$31,007	\$36,370	41%
Other Admin. Operating Costs	\$75,151	\$91,903	\$87,015	\$113,321	\$73,227	-3%
Operating Contract	\$580,205	\$591,299	\$648,984	\$654,057	\$688,196	19%
RTC Intercity	\$33,233	\$34,904	\$31,218	\$38,272	\$33,379	0%
Vehicle Maintenance	\$103,000	\$130,266	\$171,867	\$212,966	\$252,580	145%
Vehicle Fuel	\$156,557	\$155,624	\$130,645	\$93,518	\$96,261	-39%
Total	\$1,041,488	\$1,069,211	\$1,146,901	\$1,194,335	\$1,233,305	18%

Source: JAC Budget Summary, Received April 9, 2019

Operating Cost and Model

The actual operating cost of the JAC program in FY 2017-18 was \$1,233,305. When evaluating individual services or developing and evaluating service alternatives, it is useful to develop a “cost model,” which can easily show the financial impact of any proposed changes, as shown in Table 13. In a cost model, individual budget line items are assigned to one of three cost categories, depending on the service quantity that most directly drives the individual cost: the vehicle-hours of service (such as for driver or contractor salaries), the vehicle-miles of service (such as for vehicle fuel or maintenance) or fixed costs that do not vary with relatively modest changes in service quantities (such as administrative or marketing costs). For FY 2017-18, the resulting JAC cost model equation is:

$$\begin{aligned}
 \text{Operating Cost} &= \$0.82 \times \text{total vehicle miles} \\
 &+ \$35.96 \text{ per vehicle service hour} \\
 &+ \$180,266 \text{ annually for fixed costs}
 \end{aligned}$$

This equation can be used to estimate the cost of any changes in service, such as the operation of additional routes or changes in service span as well as evaluate JAC performance by route.

OPERATING STATISTICS AND PERFORMANCE

Systemwide Operational Trends

Table 14 presents FY 2017-18 systemwide service operating costs and performance. Note that the costs are fully allocated to the individual services based upon the cost equation, with fixed costs allocated based on the proportion of vehicle-hours of service. The top portion considers each of the routes and services, for all days of service. A review of this data indicates the following:

TABLE 13: Fiscal Year 2017-18 Operating Cost and Model

	Allocation Category		
	Fixed	Vehicle - Hours	Vehicle - Miles
Salaries and Wages	\$52,027		
Overtime	\$1,264		
Grant Fund Allocation	-\$33,788		
<i>Subtotal By Category</i>	\$19,503		
Employee Benefits			
Medicare	\$717		
Retirement	\$14,568		
Group Insurance	\$20,419		
Workers' Compensation	\$666		
Phone Allowance	\$788		
<i>Subtotal By Category</i>	\$37,158		
Services and Supplies			
Professional Services	\$4,289		
Operating Contract		\$688,196	
RTC Intercity	\$33,379		
Vehicle Repair & Maintenance		\$129,310	
Travel	\$3,469		
Office Supplies	\$1,807		
Operating Supplies		\$17,025	
Vehicle Fuel/Oil			\$96,261
Telephone	\$2,679		
Power	\$2,430		
Heating	\$2,520		
General Fund	\$38,220		
Fleet Management			\$123,270
Grant Allocation	\$31,385		
Technical Equipment	\$3,428		
<i>Subtotal By Category</i>	\$123,606	\$834,531	\$219,531
Grand Total by Category	\$180,266	\$834,531	\$219,531
Cost Model			
Unit Quantities	-	23,209	266,655
Cost per Unit	-	\$35.96	\$0.82
<i>Source: Fiscal Year 2017-18 JAC Budget Report and Vehicle Hour/Miles Reports</i>			

- Systemwide productivity (as measured in one-way passenger trips per vehicle revenue hour) is 9.6 trips per vehicle hour.
 - JAC fixed routes provide 13 passenger trips per hour. Route 1 is the most productive (14.3) followed by Route 3 (14.1), though Route 2 figures are not significantly lower (12.2 for 2A and 11.4 for 2B).
 - JAC Assist Dial a Ride services provide 3.4 passenger trips per hour.

- Systemwide passengers per vehicle service mile is 0.8.
 - JAC fixed route services 1.1 passengers per vehicle service mile. The relative values for the individual routes follow the same pattern as that for the passenger per vehicle service-hour.
 - JAC Assist services 0.3 passenger per vehicle service mile.

- Systemwide operating cost per one-way passenger trip is \$6.33
 - JAC fixed route services are \$4.71 per one-way passenger trip. This ranges from a low of \$4.24 on Route 1 to a high of \$5.42 on Route 2B.
 - JAC Assist route services are over triple the fixed route at \$17.59 per one-way passenger trip.

- Subsidy per trip reflects the desired output of a transit service (ridership) and the most important input (public subsidy or taxpayer dollars). A lower figure is preferred, as it reflects that less public funding is required for each passenger served. As shown, JAC Assist is the most expensive type of service with a subsidy per trip of \$16.66, while the fixed route service requires only \$4.35 in subsidy per passenger-trip. Operating subsidy per trip systemwide is \$5.90.

The performance analysis for all weekday service and for Saturday service is shown in the lower portion of Table 14. Of note, the overall Saturday service is more productive than the weekday service, at 10.1 passenger-trips per vehicle hour. Routes 1, 2A and 2B are all more productive on Saturday than on weekdays, though Route 3 productivity is 38 percent lower on Saturday. Productivity of JAC Assist is also much lower (by 55 percent) on Saturday than on weekdays. The overall cost per passenger-trip on Saturday is only 7 percent lower than on weekday, while the subsidy per passenger-trip is 6 percent lower. Saturday performance is strong in comparison with other similar transit systems, indicating a relatively strong demand for transit service on Saturday in Carson City.

REGIONAL TRANSPORTATION SERVICES

The following describes existing public and private transportation services serving Carson City and the greater CAMPO region.

Tahoe Transportation District (TTD Services)

Lake and Valley Express Service

The Tahoe Transportation District operates Route 19X connecting Carson City with Gardnerville, along with Route 22 that provides service between Gardnerville and South Lake Tahoe. Both routes provide daily connections between the South Shore area of Lake Tahoe and the Carson Valley. Route 19X offers service from 6:00 AM until 8:00 PM. This route begins in Gardnerville, Nevada at the Douglas County Community and Senior Center located at 1329 Waterloo Lane and continues north along the US 395 corridor through Minden, Nevada. The northbound route ends at the Downtown Transit Center in Carson City, where it turns around heading south for the return trip of this bi-directional route through Carson Valley. Transfers to Route 22 at the Douglas County Community and Senior Center provide access to Stateline, Nevada in the Tahoe Basin. Northbound buses arrive at the Downtown Transit Center at 7:40 AM, 9:40 AM, 4:10 PM, 6:10 PM and 7:40 PM, while southbound departures are provided

TABLE 14: JAC Performance Analysis

Performance Measures	Fixed Route					JAC Assist	Systemwide
	Route 1	Route 2A	Route 2B	Route 3	Total		
Total: All Days							
One-Way Passenger-Trips	53,453	45,587	42,451	53,636	195,127	28,188	223,315
Vehicle Service Hours	3,733	3,733	3,732	3,792	14,990	8,220	23,209
Vehicle Service Miles	41,898	43,543	46,096	47,075	178,612	88,043	266,655
Marginal Operating Costs (Excluding Depreciation)	\$197,707	\$199,061	\$201,141	\$204,542	\$802,451	\$431,877	\$1,234,329
Allocated Fixed Costs (Allocated by Vehicle-Hrs)	\$28,993	\$28,993	\$28,989	\$29,450	\$116,424	\$63,842	\$180,266
Total Allocated Operating Costs (1)	\$226,700	\$228,054	\$230,130	\$233,992	\$918,876	\$495,719	\$1,414,595
Farebox Revenues	\$15,319	\$17,754	\$16,204	\$18,771	\$70,865	\$26,029	\$96,894
Operating Cost per One-Way Passenger-Trip	\$4.24	\$5.00	\$5.42	\$4.36	\$4.71	\$17.59	\$6.33
Passengers per Vehicle Service Hour	14.3	12.2	11.4	14.1	13.0	3.4	9.6
Passengers per Vehicle Service Mile	1.3	1.0	0.9	1.1	1.1	0.3	0.8
Farebox Recovery Ratio ⁽²⁾	6.8%	7.8%	7.0%	8.0%	7.7%	5.3%	6.8%
Subsidy Per Trip	\$3.95	\$4.61	\$5.04	\$4.01	\$4.35	\$16.66	\$5.90
Weekdays							
One-Way Passenger-Trips	47,234	40,166	37,682	49,842	174,924	27,524	202,448
Vehicle Service Hours	3,324	3,324	3,323	3,376	13,347	7,804	21,150
Vehicle Service Miles	37,306	38,771	41,044	41,916	159,038	85,969	245,007
Marginal Operating Costs (Excluding Depreciation)	\$176,040	\$177,246	\$179,098	\$182,127	\$714,512	\$411,981	\$1,126,492
Allocated Fixed Costs (Allocated by Vehicle-Hrs)	\$25,815	\$25,815	\$25,812	\$26,222	\$103,666	\$60,611	\$164,276
Total Allocated Operating Costs (1)	\$201,856	\$203,062	\$204,910	\$208,349	\$818,177	\$472,591	\$1,290,768
Farebox Revenues	\$13,536	\$15,643	\$14,384	\$17,443	\$63,527	\$25,416	\$88,943
Operating Cost per One-Way Passenger-Trip	\$4.27	\$5.06	\$5.44	\$4.18	\$4.68	\$17.17	\$6.38
Passengers per Vehicle Service Hour	14.2	12.1	11.3	14.8	13.1	3.5	9.6
Passengers per Vehicle Service Mile	1.3	1.0	0.9	1.2	1.1	0.3	0.8
Farebox Recovery Ratio ⁽²⁾	6.7%	7.7%	7.0%	8.4%	7.8%	5.4%	6.9%
Subsidy Per Trip	\$3.99	\$4.67	\$5.06	\$3.83	\$4.31	\$16.25	\$5.94
Saturday							
One-Way Passenger-Trips	6,219	5,421	4,769	3,794	20,203	664	20,867
Vehicle Service Hours	409	409	409	416	1,643	416	2,059
Vehicle Service Miles	4,592	4,772	5,052	5,159	19,574	2,074	21,648
Marginal Operating Costs (Excluding Depreciation)	\$21,667	\$21,815	\$22,043	\$22,416	\$87,940	\$19,897	\$107,837
Allocated Fixed Costs (Allocated by Vehicle-Hrs)	\$3,177	\$3,177	\$3,177	\$3,227	\$12,759	\$3,231	\$15,990
Total Allocated Operating Costs (1)	\$24,844	\$24,992	\$25,220	\$25,643	\$100,699	\$23,128	\$123,826
Farebox Revenues	\$1,782	\$2,111	\$1,820	\$1,328	\$7,337	\$613	\$7,950
Operating Cost per One-Way Passenger-Trip	\$3.99	\$4.61	\$5.29	\$6.76	\$4.98	\$34.83	\$5.93
Passengers per Vehicle Service Hour	15.2	13.3	11.7	9.1	12.3	1.6	10.1
Passengers per Vehicle Service Mile	1.4	1.1	0.9	0.7	1.0	0.3	1.0
Farebox Recovery Ratio ⁽²⁾	7.2%	8.4%	7.2%	5.2%	7.3%	2.7%	6.4%
Subsidy Per Trip	\$3.71	\$4.22	\$4.91	\$6.41	\$4.62	\$33.91	\$5.55
<i>Source: FY 2017-18 JAC Systemwide Reports and Operational Budget Summary Report</i>							
<i>Note 1: Marginal costs plus fixed costs allocated by the % of vehicle-hours of service.</i>							

at 6:15 AM, 7:45 AM, 9:45 AM, 4:15 PM and 6:15 PM. The one-way fare is \$4.00 for the general public, and \$2.00 for seniors, Veterans, persons with disabilities and Medicare recipients.

Washoe County RTC

The Washoe County Regional Transportation Commission (RTC) began operating transit services in 1978. Today there are numerous route and service options offered, including RTC RIDE and RTC Regional

Connector. The RTC Ride service consists of 30 fixed routes serving Reno, Sparks and other areas of Washoe County (exclusive of the Tahoe Basin).

The RTC Regional Connector service consists of commuter transportation between Reno and Carson City. The route serves five stops in total, including three in Reno (4th Street Station, Meadowood Mall and the Wal-Mart at Damonte Ranch) and six in Carson City (including the Downtown Transfer Plaza and the southern terminus at the NDOT offices on Little Lane). Southbound, six runs per day are operated, arriving in Carson City at 6:45 AM, 7:15 AM, 7:45 AM, 4:12 PM, 5:12 PM and 6:37 PM. Northbound, runs depart Carson City at 5:47 AM, 6:17 AM, 6:47 AM, 3:05 PM, 4:05 PM and 5:30 PM. No weekend service is provided. A single ride fare is \$5.00 for general public, with a 10-ride pass available at \$42.50. This route carries approximately 30,000 riders per year (or 120 per service day).

Washoe RTC Regional Connector service provides connections to both JAC and TTD services. Transfers to the JAC service can be made in Carson City at the Downtown Transfer Plaza. TTD passengers on most runs will need to first transfer to JAC before transferring to RTC Intercity.

Private Transportation Services

Rural Senior Volunteer Program (RSVP)

The RSVP Transportation Program provides free rides to the low income elderly for whom no other appropriate transportation is available. This service enables many seniors access to medical services, especially in the rural areas where public transit may not be an option. RSVP does not charge for rides, but does accept donations. A mobility manager service is also provided to assist with providing information and coordinating available services.

Carson City School District

The Carson City School District maintains a significant fleet of 45 school buses and transports an average of roughly 2,100 students per school day on 29 designated routes. Buses are also used for field trips and, when necessary, for emergency evacuation.

Capitol Cab Company

Capitol Cab Company operates a fleet of taxi cabs which serve all of Carson City, Douglas County, and as far as Silver Springs in Lyon County. Service is also provided to the north on I-580/US Highway 395 into Washoe County. In addition, \$1 rides are provided by Capitol Cab through an agreement between JAC transit and Western Nevada College.

Peer Analysis of Transportation Services

A “peer analysis” is a useful tool in comparing a transit program with other, similar programs. This can provide a good context for the ridership and performance figures, and help in identifying areas of relative strength and weakness. This discussion first presents the peer systems selected for comparison, followed by the data and analysis.

PEER TRANSIT OPERATORS

Table 15 displays operating data for five municipally operated transit systems serving similar areas. These peer cities were chosen based on the following characteristics:

- Service areas with similar population (50,000 to 75,000).
- Service areas of similar size. (The peer areas range from 18 square miles to 31, compared with the 23 square miles served by JAC).
- Absence of a major university or four-year college that impacts demand for transit.
- A location not immediately adjacent to a major metropolitan area.
- A location in the western U.S., but not in California (due to the unique funding and regulatory environment in California).

TABLE 15: JAC Transit Fixed Route Peer Analysis

		Input Data						
		Peak Buses	Annual Ridership	Vehicle Service Hours	Vehicle Service Miles	Service Area Population ⁽¹⁾	Annual Operating Costs	Fare Revenues
JAC Transit	Carson City, NV	4	195,160	14,990	178,612	57,561	\$802,451	\$70,865
City of Loveland Transit (COLT)	Loveland, CO	3	96,660	10,779	183,678	66,859	\$1,132,687	\$79,429
Great Falls Transit System	Great Falls, MT	13	407,085	33,049	418,446	64,010	\$2,490,277	\$222,101
River Cities Transit	Longview, WA	9	377,835	26,372	344,310	61,598	\$3,033,187	\$153,470
CATC	Casper, WY	6	153,760	19,612	236,404	64,548	\$997,241	\$65,166
Cheyenne Transit	Cheyenne, WY	8	59,466	26,718	328,286	73,588	\$948,954	\$116,002
Peer Average		7.8	218,961	24,234	303,000	66,578	\$1,659,794	\$111,546
JAC Rank		5	3	5	6	6	6	5

		Performance Measures							
		Annual Vehicle Service Hours per Capita	Annual Ridership per Capita	Passengers per Vehicle-Hour	Passengers per Mile	Operating Cost per Hour	Cost per Psgr-Trip	Subsidy Per Psgr-Trip	Farebox Ratio
JAC Transit		0.26	3.39	13.0	1.09	\$53.53	\$4.11	\$3.75	8.8%
City of Loveland Transit (COLT)		0.16	1.45	9.0	0.53	\$105.08	\$11.72	\$10.90	7.0%
Great Falls Transit System		0.52	6.36	12.3	0.97	\$75.35	\$6.12	\$5.57	8.9%
River Cities Transit		0.43	6.13	14.3	1.10	\$115.02	\$8.03	\$7.62	5.1%
CATC		0.30	2.38	7.8	0.65	\$50.85	\$6.49	\$6.06	6.5%
Cheyenne Transit		0.36	0.81	2.2	0.18	\$35.52	\$15.96	\$14.01	12.2%
Peer Average		0.35	3.43	9.1	0.69	\$76.36	\$9.66	\$8.83	7.9%
JAC Percent of Peer Average		-27%	-1%	43%	59%	-30%	-57%	-58%	11%
JAC Rank (1 = Best)		5	3	2	2	3	1	1	3

Source: NTD Monthly Summary, 2017

A brief overview of each system follows:

- *City Of Loveland Transit* – This system is located along the northern front range of Colorado and serves an area very similar in population and size as Carson City. COLT provides five routes (two half-hourly and three hourly) along with DAR service over a 12-hour operating day on weekdays and 9 hours on Saturday.
- *River Cities Transit* – Longview is located in the southwestern portion of Washington, approximately 1 ½ hours north of Portland, Oregon. This transit system provides service to a population slightly larger than JAC transit (61,000). The city operates six fixed route lines (a mix of hourly and half-hourly service) and a DAR service 12.5 hours per weekday and 10 hours on Saturday. Ridership is greater than JAC's at approximately 380,000 passengers per year.
- *Great Falls Transit* – Great Falls is located in the northeastern portion of Montana approximately 1 ½ hours north of Helena. The service area population for this region is 64,000 with an annual ridership of about 407,000. The district runs seven fixed routes and a DAR service six days per week: 12 hours on weekdays and 8 hours on Saturdays. One route is hourly, while the other six are hourly in the mid-day and half-hourly in peak periods.
- *CATC (Casper Area Transportation Coalition)* – Casper is a city with a service area population of 57,561 in central Wyoming. Six routes provide service 12 hours per day on weekdays and four routes operate 8 hours of service on Saturday.
- *Cheyenne Transit* – This program operates six hourly routes over 13 hours per weekday and 7 hours on Saturday. It serves an area in southeast Wyoming with population of 59,446 that is, similar to Carson City, a state capital.

Other transit systems that were considered, but not included in the peer analysis, are listed below along with the reason they were not included:

- Jefferson City, Missouri – Population of only 43,000 is too small to be a good comparison.
- St. George, Utah – The presence of Dixie State University impacts the transit ridership.
- Grand Junction, Colorado – At a service area population of 101,846, this community is substantially larger than Carson City's.

Data was collected for 2017 (the most recent year with audited data available). As shown in the top portion of Table 15, Carson City's transit program has the smallest service area population of the six peer systems (though only 4,037 behind Longview, Washington). It also has a relatively small fixed route transit program, ranking 5th in terms of annual vehicle-service hours and peak buses in operation and 6th in terms of annual vehicle-miles. It also has the lowest annual operating costs of the six systems. However, the fixed route ridership is third from the highest, behind only Great Falls and Longview.

The bottom portion of Table 15 presents a performance analysis of the various peer systems. A review of this indicates the following:

- The **cost per vehicle-hour of service** ranges between \$35.52 in Cheyenne and \$105.08. At \$53.53, JAC is fully 30 percent below the peer average, and is the third most efficient provider of transit service.
- The **annual vehicle service hours per capita** provided by JAC is 0.26, fifth out of the six systems and 27 percent below the peer average. This indicates that the Carson City fixed route transit program is relatively modest compared to most of the peers.
- JAC fixed route service generates a relatively high number of **passenger trips per vehicle-hour of service** (also known as the service productivity). At 13.0, this figure is only behind the River Cities Transit program in Longview, Washington, and is 43 percent above the peer average.
- Similarly, JAC serves a relatively high number of **passenger-trips per vehicle-mile of service**, coming in just behind Longview and 59 percent above the peer average.
- The use of public transit in Carson City is very close to the peer average, with 3.39 **transit trips per person per year**. Only the systems in Great Falls and Longview generate more transit use per person.
- JAC's **cost per passenger-trip**, and \$4.11, is the lowest of any of the peer systems, and is a full 57 percent below the peer average.
- An important measure of a transit service is the operating subsidy (costs minus passenger fares) per passenger-trip. This compares the key public "input" to a transit program (public funding) to the key desired "output" (passenger-trips). JAC is the best of the six peer systems by this measure, as it requires only \$3.75 compared to a range of the peers of \$5.57 to \$14.01.
- Finally, the "farebox ratio" is the proportion of operating costs that are covered by the passenger fares. The peer systems range from a low of 5.1 percent in Longview to a high of 12.2 percent in Cheyenne. The JAC fixed routes generate a figure of 8.8 percent, slightly above the average of 7.9 percent.

Overall, these figures reflect well on the cost-efficiency of the JAC program (particularly given the relatively high wage rates along the West Coast). The relatively low vehicle service-hours per capita and high passengers per vehicle-hour and vehicle-mile indicate that service could be expanded while still resulting in transit figures that stay well within those of the peer systems.

DEMAND RESPONSE SERVICE PEER COMPARISON

A similar peer analysis was conducted for the demand response paratransit services operated in each community to address the Americans with Disabilities Act (ADA) requirements. As shown in the top portion of Table 16, a review of the characteristics of the various services indicates the following:

- The JAC Assist program, with a peak of four vehicles in operation, is relatively small with only the COLT program operating fewer vehicles.

- Service levels are also relatively modest, with annual vehicle service-hours and service-miles roughly half of the peer average.
- Annual operating costs and fare revenues are also relatively low. JAC Assist operating costs are 35 percent below that of the peer average.
- Annual JAC Assist ridership ranks fourth out of the six systems, with an annual ridership just slightly lower than the peer average.

TABLE 16: JAC Demand Response Peer Analysis

		Input Data						
Transit System	City	Peak Buses	Annual Ridership	Vehicle Service Hours	Vehicle Service Miles	Service Area Population ⁽¹⁾	Annual Operating Costs	Fare Revenues
JAC Assist	Carson City, NV	4	28,188	8,220	88,043	57,561	\$431,877	\$26,029
City of Loveland Transit (COLT)	Loveland, CO	2	9,257	4,254	53,227	66,859	\$246,772	\$14,249
Great Falls Transit System	Great Falls, MT	7	34,066	13,375	160,282	64,010	\$606,536	\$63,195
River Cities Transit	Longview, WA	15	49,546	22,600	184,707	61,598	\$1,592,693	\$35,145
CATC	Casper, WY	7	46,523	17,062	214,740	64,548	\$1,038,963	\$57,101
Cheyenne Transit Program	Cheyenne, WY	6	17,999	9,680	112,411	73,588	\$659,443	\$59,758
Peer Average		7.4	31,478	16,447	170,619	66,578	\$1,097,033	\$50,668
JAC Rank		5	4	5	5	6	5	5

		Performance Measures						
	Annual Vehicle Service Hours per Capita	Annual Ridership per Capita	Passengers per Vehicle-Hour	Passengers per Mile	Operating Cost per Hour	Cost per Psgr-Trip	Subsidy Per Psgr-Trip	Farebox Ratio
JAC Transit	0.14	0.49	3.4	0.32	\$52.54	\$15.32	\$14.40	6.0%
City of Loveland Transit (COLT)	0.06	0.14	2.2	0.17	\$58.01	\$26.66	\$25.12	5.8%
Great Falls Transit System	0.21	0.53	2.5	0.21	\$45.35	\$17.80	\$15.95	10.4%
River Cities Transit	0.37	0.80	2.2	0.27	\$70.47	\$32.15	\$31.44	2.2%
CATC	0.26	0.72	2.7	0.22	\$60.89	\$22.33	\$21.10	5.5%
Cheyenne Transit Program	0.13	0.24	1.9	0.16	\$68.12	\$36.64	\$33.32	9.1%
Peer Average	0.21	0.49	2.3	0.21	\$60.57	\$27.12	\$25.39	6.6%
JAC Percent of Peer Average	-31%	0%	49%	55%	-13%	-43%	-43%	-9%
JAC Rank (1 = Best)	4	4	1	1	2	1	1	3

Source: NTD Monthly Summary, 2017

The peer performance analysis for the demand response services, shown in the bottom portion of Table 16, indicates the following:

- JAC Assist is relatively cost-efficient, second only to Great Falls with regards to the **operating cost per vehicle service-hour** and 13 percent below the peer average.
- The **annual ridership per capita**, at 0.49 trips per person per year, is exactly equal to the peer average.
- The productivity (**passenger-trips per vehicle service-hour**) of JAC Assist is the highest of all the peers, at 3.4 passengers per hour. This is 49 percent higher than the peer average of 2.3.

- Similarly, the **passenger-trips per vehicle service-mile** is the highest of the peers, and 55 percent above the peer average.
- The **operating cost per passenger-trip** for JAC Assist is \$15.32 – the lowest of the peer systems, and fully 43 percent below the peer average of \$27.12 and less than half that of two of the peers.
- JAC Assist is also at the top of the peers with regards to the **subsidy per passenger-trip**, requiring \$14.40 compared to a peer average of \$25.39.
- The **farebox ratio** for JAC Assist, at 6.0 percent, is close to the peer average of 6.6 percent.

Overall, this analysis indicates that the JAC Assist is very efficient with regards to the costs of serving paratransit passengers, with operating costs and subsidy per trip much lower than the peer average. This is a result of relatively high passenger-trips per service-hour (second from the highest) and relatively low cost per service-hour (second from the lowest). It also bears noting that the high passenger-trips per service-hour is not a result of serving a lower (and therefore more easily served) area, as the JAC Assist service area is similar to the average of the peer systems.

In review of these results, it should be kept in mind that the goal of an ADA paratransit program is typically not to maximize ridership. As the cost to serve a passenger-trip on a paratransit service is much higher than fixed route services (3.7 times, in the case of the JAC Assist program), the goal of an ADA paratransit program is to fully serve those persons in need of door-to-door service at a high quality, rather than maximizing ridership.

PEER FARE COMPARISON

As part of the peer analysis, a comparison of the fares charged on the various systems was also conducted, as shown in Table 17:

- The “base” one-way full fare is \$1.00 for five of the six peer systems (including JAC), with the Cheyenne Transit Program charging \$1.50.
- Four of the systems (including JAC) charge a \$0.50 fare for seniors, persons with disabilities and persons showing a Medicare card. The exceptions are the COLT system (\$0.60) and the Cheyenne Transit Program which does not provide a discount but (like JAC) has funding available to provide free rides for seniors that register.
- Two of the systems provide a day pass (good for unlimited rides over the course of a day), which JAC does not offer.
- Three of the six peer systems offer a punch pass. JAC’s punch pass provides a discount to the full fare as does the Cheyenne punch pass, while the Great Falls punch pass does not provide a discount.

- With the exception of the River Cities Transit program in Longview, all of the peer systems offer a monthly pass. At \$25.00 for the general public (and \$12.50 for youth, seniors and persons with disabilities), JAC’s monthly pass is the least expensive. Assuming a regular rider makes one round trip on 22 days per month, JAC’s monthly pass allow boarding at only \$0.57 per trip for general public and \$0.28 for discount riders.
- All of the six peer systems provide free transfers. The Cheyenne system uses tokens, while the remainder use paper slips. While larger transit systems are generally doing away with transfer slips in favor of day passes, this is not the case for systems similar to JAC.
- None of the six peer systems provide any sort of electronic passes for passengers.
- JAC Assist’s fare of \$2.00 is second-highest of the six peers, behind the \$3.00 charged in Cheyenne and equal to the \$2.00 charged in Loveland.

TABLE 17: JAC Fare Peer Comparison

	One-Way Fare			General Public Day Pass	General Public Punch Pass			General Public Monthly Pass	Free Transfers?	Electronic Passes?	Paratransit Fare
	General Public	Senior, Disabled, Medicare	Youth or Student		Cost	Rides	Cost per Ride				
JAC Transit	\$1.00	\$0.50 (1)	\$0.50	--	\$8.00	10	\$0.80	\$25.00	Yes	No	\$2.00
River Cities Transit	\$1.00	\$0.50	\$1.00	\$2.00		None		--	Yes	No	\$0.50
Great Falls Transit System	\$1.00	\$0.50	\$0.75	\$4.00	\$10.00	10	\$1.00	\$30.00	Yes	No	\$1.00
City of Loveland Transit (COLT)	\$1.00	\$0.60	\$0.50	--		None		\$30.00	Yes	No	\$2.00
CATC	\$1.00	\$0.50	\$0.75	--		None		\$30.00	Yes	No	\$1.50
Cheyenne Transit Program	\$1.50	\$1.50(1)	\$1.25	--	\$30.00	22	\$1.36	\$45.00	Yes	No	\$3.00

Source: Transit System Websites, Accessed April 10, 2019 Note 1: Fares are voluntary for registered seniors (60+)

Overall, transit fares in Carson City are consistent with the peers with regards to the one-way fare, relatively low for persons using punch passes or monthly passes, and generally consistent with the peers regarding the paratransit fare. This indicates that, if additional passenger revenues are needed, consideration should be given to raising the monthly pass rate and/or the punch pass rate.

Existing Social Service Programs and Transportation Services

This CHSTP update assesses existing CAMPO social service programs available as well as current social service transportation providers. The transportation needs for individuals with disabilities and seniors are prioritized due to their potential transit dependency. In addition, gaps in service are identified and analyzed in detail. These social service programs are summarized in Table 18.

- | | |
|--|-------------------------------------|
| ❖ Senior service organizations | ❖ Mental health facilities |
| ❖ Health and welfare organizations | ❖ Military/Veteran services |
| ❖ Area Agency on Aging | ❖ Vocational rehabilitation centers |
| ❖ Developmental disability organizations | ❖ Community Action Programs |
| ❖ Tribal organizations | ❖ Jobs training sites |
| ❖ School districts | ❖ Healthcare facilities |
| ❖ Religious groups | |

Senior Services

Senior services and living communities within the CAMPO region are described below.

Health Services

- RSVP is a program supporting senior to senior volunteering throughout Carson City.
- Carson City Senior Citizens Center is located at 911 Beverly Drive and hosts activities and meals for approximately 200 people per day.
- Home Instead – 444 West Washington Street

Living Communities

- Sierra Place at Carson City – 1111 West College Parkway (75 units)
- Skyline Estates Senior Living and Memory Care – 2861 Mountain Street
- Christina Courts Apartments and Sierra Ridge Apartments – 1800 and 1820 Russell Way
- Autumn Village I and II – 1101 Beverly Drive
- Carson Plaza Independent Retirement Living – 2120 East Long Street
- The Lodge Assisted Living and Memory Care – 2200 East Long Street (90 units)

Community Health and Social Services

Carson City's non-profit and social services for youth, homeless, and disabled populations are described below.

- Boys and Girls Club is located at 1870 Russell Way. The Boys and Girls Club offers after school activities for Carson City youth.
- FISH is located at 138 East Long Street. FISH provides food, clothing, shelter and medical aid to the homeless, hungry and underemployed within the Carson City community.
- Focus House is located at 57 Gibson Avenue and provides short term housing for those facing homelessness.

TABLE 18: Carson City Area Social Services				
Agency	Address	Hours of Operation	Services Provided	Transportation Inventory
Senior Services				
<i>Health Services</i>				
RSVP	2621 Northgate Ln Suite 6	Weekdays 8:00 AM to 5:00 PM	A program supporting senior to senior volunteering throughout Carson City.	-
Carson City Senior Citizens Center	911 Beverly Drive	Weekdays 9:00 AM to 4:00 PM	A center that hosts activities and meals for approximately 200 people per day.	-
Home Instead	444 West Washington Street	Weekdays 9:00 AM to 5:00 PM	Provides in-home care for aging persons.	Staff, personal vehicles
<i>Living Communities</i>				
Sierra Place at Carson City	1111 West College Parkway	-	These living communities typically have age minimums to apply and vary by services provided. They offer between 75 to 100 units and offer some in-home assistance to their residents.	-
Skyline Estates Senior Living and Memory Care	2861 Mountain Street	-		-
Christina Courts Apartments and Sierra Ridge Apartments	1800 and 1820 Russell Way	-		-
Autumn Village I and II	1101 Beverly Drive	-		-
Carson Plaza Independent Retirement Living	2120 East Long Street	-		-
The Lodge Assisted Living and Memory Care	2200 East Long Street	-		-
Community Social Services				
Boys and Girls Club	1870 Russell Way	School Year - 3:00 PM to 6:30 PM Summer - 7:00 AM to 6:30 PM	A national non-profit that offers after school activities for Carson City youth.	-
FISH	138 East Long Street	9:00 AM to 6:00 PM, Closed Sundays	A non-profit providing food, clothing, shelter and medical aid to the homeless, hungry and underemployed within the Carson City community.	-
Focus House	57 Gibson Avenue	Weekdays and Weekends, 8:00 AM to 10:00 PM	A program that provides short term housing for those facing homelessness.	-
Reach	709 East Robinson Street	Weekdays 9:00 AM to 3:00 PM	A program providing day programs, housing, and support for those living with disabilities.	-
Going Places / Moving Forward	244 East Winnie Lane	Weekdays 8:00 AM to 3:00 PM	Provides support, activities, and job training for people living with disabilities.	-
Frost Yasmer Estates	1009 East 5th Street	-	Provides affordable and accessible housing units for those living with disabilities.	-
Ormsby Association of Carson City	930 East Corbett Street	Weekdays 7:00 AM to 5:00 PM	Provides support, activities, and job training for people living with disabilities.	-
Holdsworth	502 East John Street	Weekdays 8:00 AM to 5:00 PM	Provides housing, job training, access to recreation, access to health care, socialization and skill assessment for those living with disabilities.	Staff uses personal vehicles and three vans.
Carson Tahoe Behavioral Health	1080 North Minnesota Street	24 Hours	Provides social services and mental health support to community.	-
Carson Mental Health Center	1665 Old Hot Springs Road	Weekdays 8:00 AM to 5:00 PM	Provides social services and mental health support to community.	-
Carson City Community Counseling Center	205 S. Pratt Ave	Weekdays 9:00 AM to 5:00 PM	Provides mental health services to those living in poverty.	-
Nevada Food for Thought	3246 North Carson Street	Monday - Thursday, 9:00 AM to 1:00 PM	Provides food to local students and their families weekly.	-
National Alliance on Mental Illnesses	1711 North Roop Street	-	Provides mental health services nationally	-
McKinney Vento Services	-	-	Provides school-based services.	-
Advocates to End Domestic Abuse	32 Sierra Avenue	Monday - Friday 8:00 AM to 4:00 PM (24 emergency support services)	Provides domestic violence support and shelter.	-
Career and Vocational Services				
Join Inc	7116 North Carson Street, Suite 108	Weekdays, 8:00 AM to 5:00 PM	Provides career training services and access to free education to people ages 17 and older.	-
Career and Technical Education (Western Nevada College)	2201 West College Parkway	Weekdays, 8:00 AM to 5:00 PM	Provides vocational education and training in various subjects.	-
Nevada Department of Employment Training and Rehabilitation	500 East Third Street	Weekdays, 8:00 AM to 5:00 PM	Provides assistance in vocational rehabilitation and workforce placing.	-
Nevada Job Connect	1929 North Carson Street	Monday - Thursday, 8:00 AM to 5:00 PM	Provides a website database of workforce opportunities.	-
Labor Finders	1802 North Carson	Weekdays, 8:00 AM to 6:00 PM	Provides online and in-person staffing services.	-
Government				
Nevada Department of Health and Human Services	4126 Technology Way, #100	Weekdays, 8:00 AM to 5:00 PM	A state government department comprised of five Divisions including: Aging and Disability Services, Child and Family Services, Health Care Financing and Policy (Medicaid), Public and Behavioral Health, and Welfare and Supportive Services.	-
Bureau of Indian Affairs	311 East Washington Street	Weekdays, 8:00 AM to 5:00 PM	Promotes economic opportunities and protection of American Indians, Indian tribes, and Alaska Natives.	-
Nevada Rural Housing Authority	3695 Desatoya Drive	Weekdays, 8:00 AM to 5:00 PM	Offers various forms of housing and home ownership support for rural communities of Nevada	-
Carson City Health and Human Services	900 East Long Street	Weekdays, 8:00 AM to 5:00 PM	Provides affordable health care services.	-
Aging and Disability Services Division	3416 Goni Road, #132	Weekdays, 8:00 AM to 5:00 PM	Develops and coordinates services for aging population of Nevada.	-
Child and Family Services	4126 Technology Way, 3rd Floor	Weekdays, 8:00 AM to 5:00 PM	Provides welfare, mental health, and judicial services for children and their families.	-
Veterans Resource Centers of America	106 East Adams Street, Suite 203	Weekdays, 8:00 AM to 5:00 PM	Provides health and economic resources for veterans.	-

- *Reach* is located at 709 East Robinson Street and provides training and support for disabled adults.
- *Going Places / Moving Forward* – 244 East Winnie Lane
- *Frost Yasmer Estates* – 1802 North Carson Street
- *Holdsworth* – 502 East John Street
- *Carson Tahoe Behavioral Health* – 1080 North Minnesota Street
- *Carson Mental Health Center* – 1665 Old Hot Springs Road
- *Nevada Food for Thought* – 3246 North Carson Street
- *National Alliance on Mental Illnesses* – 1711 North Roop Street

Career and Vocational Training Services

Career training programs offer opportunities to those who have recently become unemployed, are seeking training in new industries, or who are interested in obtaining higher education and skills.

- *Join, Inc.* – 716 North Carson Street, Suite 108
- *Career and Technical Education (Western Nevada College)* – 2201 West College Parkway
- *Nevada Department of Employment Training and Rehabilitation* – 500 East Third Street
- *Nevada Job Connect* – 1929 North Carson Street
- *Labor Finders* – 1802 North Carson

Government Social Services

As the State of Nevada’s capital, there are several government agency offices and services located in Carson City. The following is list of these services.

- *Nevada Department of Health and Human Services* – 4126 Technology Way, #100
- *Bureau of Indian Affairs* – 311 East Washington Street
- *Nevada Rural Housing Authority* – 3695 Desatoya Drive
- *Carson City Health and Human Services* – 900 East Long Street
- *Aging and Disability Services Division* – 3416 Goni Road, #132
- *Child and Family Services* – 4126 Technology Way, 3rd Floor
- *Veterans Resource Centers of America* – 106 E Adams Street, Suite 203

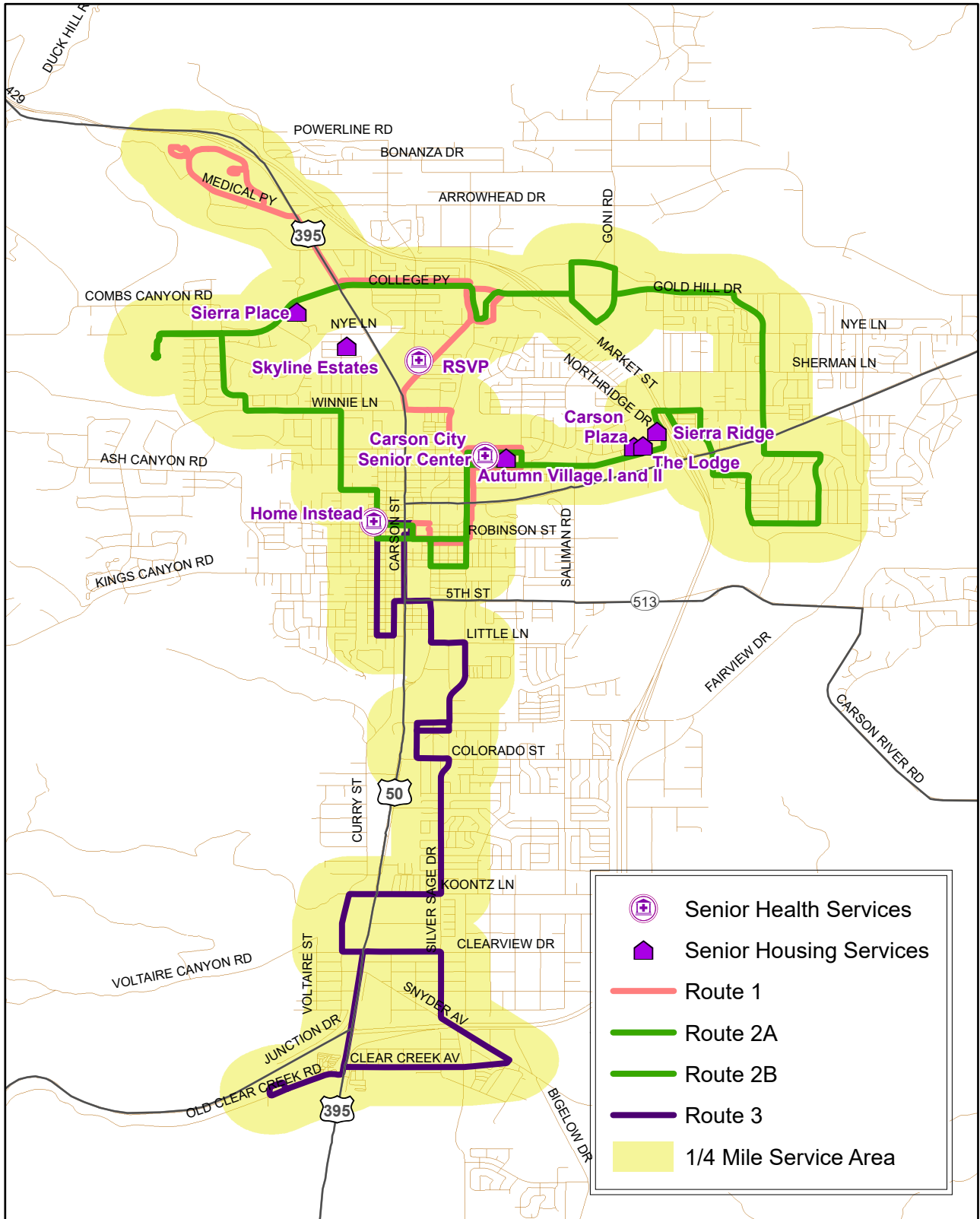
IDENTIFIED GAPS IN SERVICE

Figures 20 through 23 illustrate the identified social service program locations in and around Carson City. As shown in these figures, almost all of the existing JAC fixed routes serve within ¼ mile of these social services. The key exceptions are:

- Health and Human Services Department on Arrowhead Drive.
- Skyline Estates Senior Living and Memory Care on the northern end of Mountain Street.
- FISH on N. Carson Street
- Frost Yasmer Estates on East 5th Street

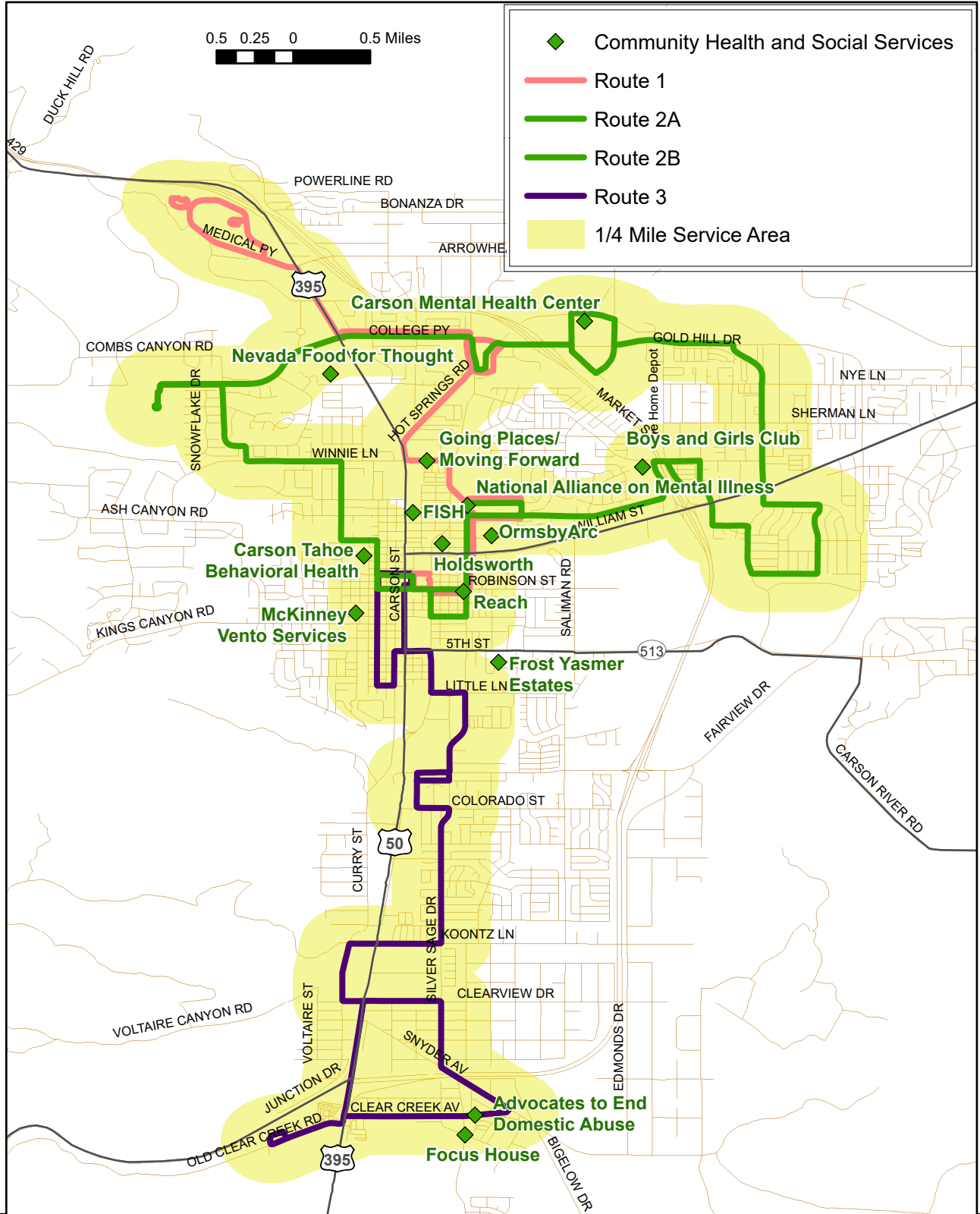


Figure 20
Social Services - Senior Services





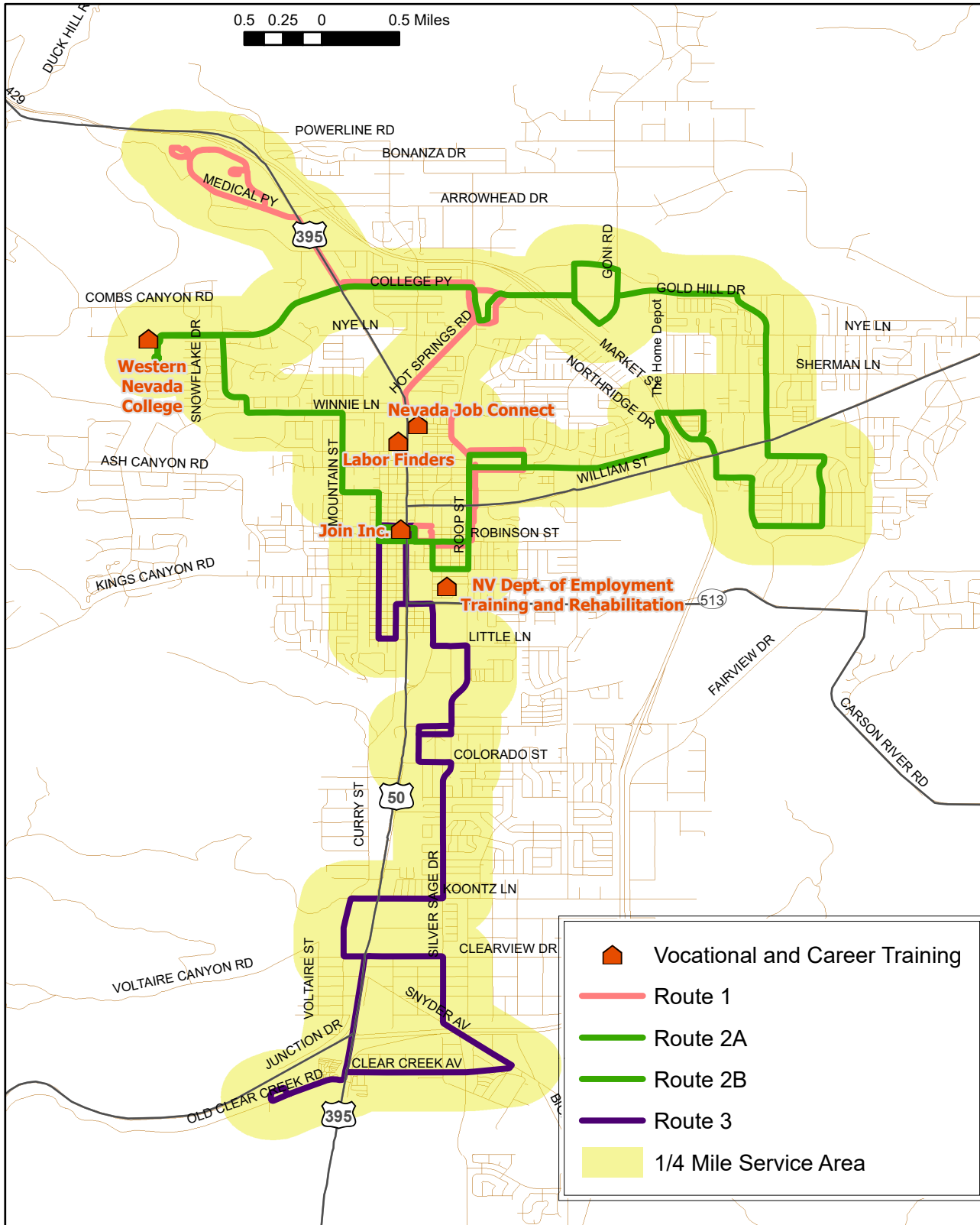
Social Services - Community Social Services





Social Services - Career and Vocational Training Services

Figure 22

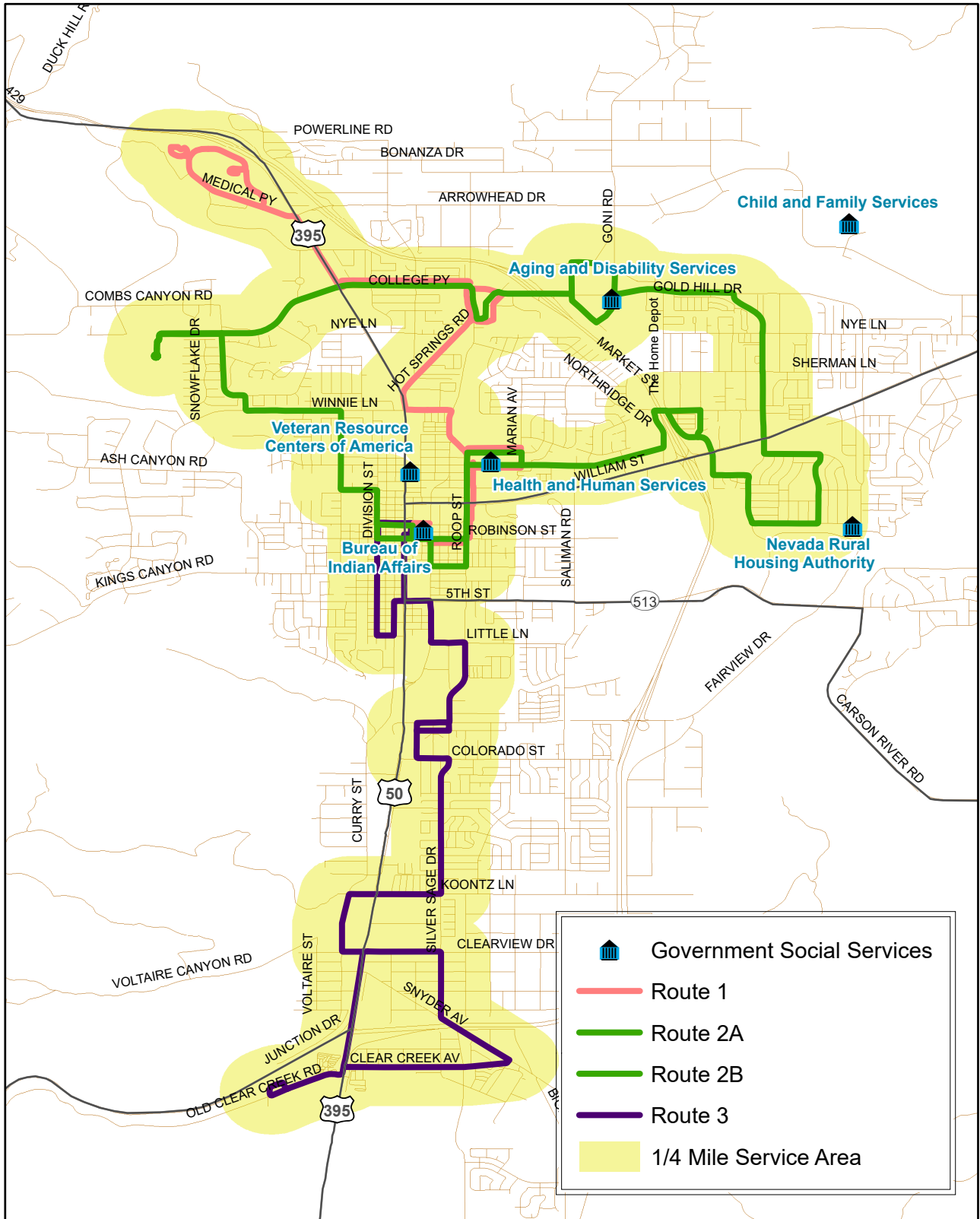




0.5 0.25 0 0.5 Miles

Figure 23

Social Services - Government



As shown in Table 18, only a few of the services identified offer private transportation services to their clients and participants.

CONCLUSIONS

While conducting outreach, it became apparent that a majority of the identified services encourage their participants to use the JAC fixed routes and JAC Assist programs as their primary mode of independent transportation when possible. Many of the services offer support to their clients through assisting them in applying for discounted passes, showing them how to use the buses affectively, and providing free passes for them when possible.

April 29th, 2019

**CAMPO/Carson City Transportation Stakeholder Workshop
Meeting Minutes**

Introductions / Attendee Highlights

- Dirk Goering, Carson City
- Michael Reynolds, Carson City
- Gordon Shaw & Justine Rembac, LSC
- Sheryl Christian and Linda Skaggs (Douglas County and Senior Center)
 - 10 vans
 - Mostly seniors
 - WAVE (Welcome All Vets Everywhere) <https://nevadawave.org/>
 - RSVP
- Brooke Danner (Storey County Senior Center)
 - 40 seniors enrolled in transportation program.
- George Fink (TTD)
- Elizabeth Best and Angela Holt (Western Nevada College)
 - Would like expanded routes to accommodate more students and night classes
- Laura Austin
 - Students outside 1 miles radius do not have access to buses
- Melissa Chandler and Lewis Lem (NDOT)
- Chas Macquarie (CAMPO)
- Mary Winkler (Ormsby ARC)
 - Concerned for people who can no longer be served by JAC Assist due to their being outside of the service area boundary
 - Currently operating 1 van
- Jackie Rhea (Advocates to End Domestic Violence)
- Kenneth Stokes (Ormsby ARC)

- Shayla Holmes (Lyon County Human Services)
- Courtney Warner (Carson City Senior Center)
 - Used to provide recreational trips
 - Provides JAC bus passes
 - Meals on Wheels
- DeeDee Foremaster (RCIL/Do Drop Inn)
 - Would like to see free passes for disabled adults
- Mark Maloney (Washoe RTC)
- Jamaa Cinque (NAMI)
 - Support groups are held after 3:00PM on Saturdays
- Warren Batino (Senior Companion Program)

Break Out Groups

1) What are the strengths and weaknesses of the existing public mobility network?

Strengths:

- Current JAC Transit fares are affordable
- JAC, Carson City, and CAMPO agencies work well together and have local expertise
- JAC Transit schedule is good
- The major medical center is well served by transit
- Taxi voucher program is a great option
- JAC Free senior bus passes
- Current system serves low income housing
- Bilingual inclusion
- Phone app is clear and easy to use

Weaknesses:

- Bus route service area is limited
- No late evening service
- ¼ mile service area doesn't consider proximity to bus stops
- RSVP is filling in gaps and there are challenges with that
- Low to no transit services within the highlands (Virginia City,
- Restricted funding sources
- Lack of communication of services to the public
- No free passes for disabled persons
- No service to 5th street corridor (Frost/Yasmer)
- Service to FISH is too far away

- No service to Lyon County
- No service to industrial areas

2) What are the top priority transportation needs for each organization? For the community as a whole?

- Storey County Senior Center – Needs service for their seniors and those who are under the age of 60 but are disabled such as people with different abilities and veterans. The region is 75% seniors though there are no RTC connections in the Virginia City/Gold Hill/Mark Twain areas as well
- Western Nevada College – Would like improved evening service for their students attending night courses at Carson City High School
 - It would be nice to serve Moundhouse and Dayton as well since many students come from these regions
- Lyon County Senior Center – Currently at capacity for being able to serve their community. There is no public transit at all.
- Douglas County Senior Center – Going to Reno require two transfers which sometimes discourages ridership.
- NAMI – Later Saturday service
 - Mica Drive service
 - Sunday service (coordination with religious institutions)
- Carson City Senior Center
 - Better connections to social security offices in Reno (Vassar/Harvard)
 - Extend ADA boundary for JAC Assist service area
 - Provide transit “trainers” volunteer program who guide people in using the buses to get around
 - RSVP volunteer Program
- School District- Need to show overlay of school zones and provide more stops for schools
- OACC - Pick up and drop off needed for disabled persons working in industrial area
- Lyon County – Needs access to health care
- Advocates to End Domestic Violence
 - Thrift store stops
 - East Carson City Coverage
 - Expanded hours

3) What strategies should be pursued to address these needs?

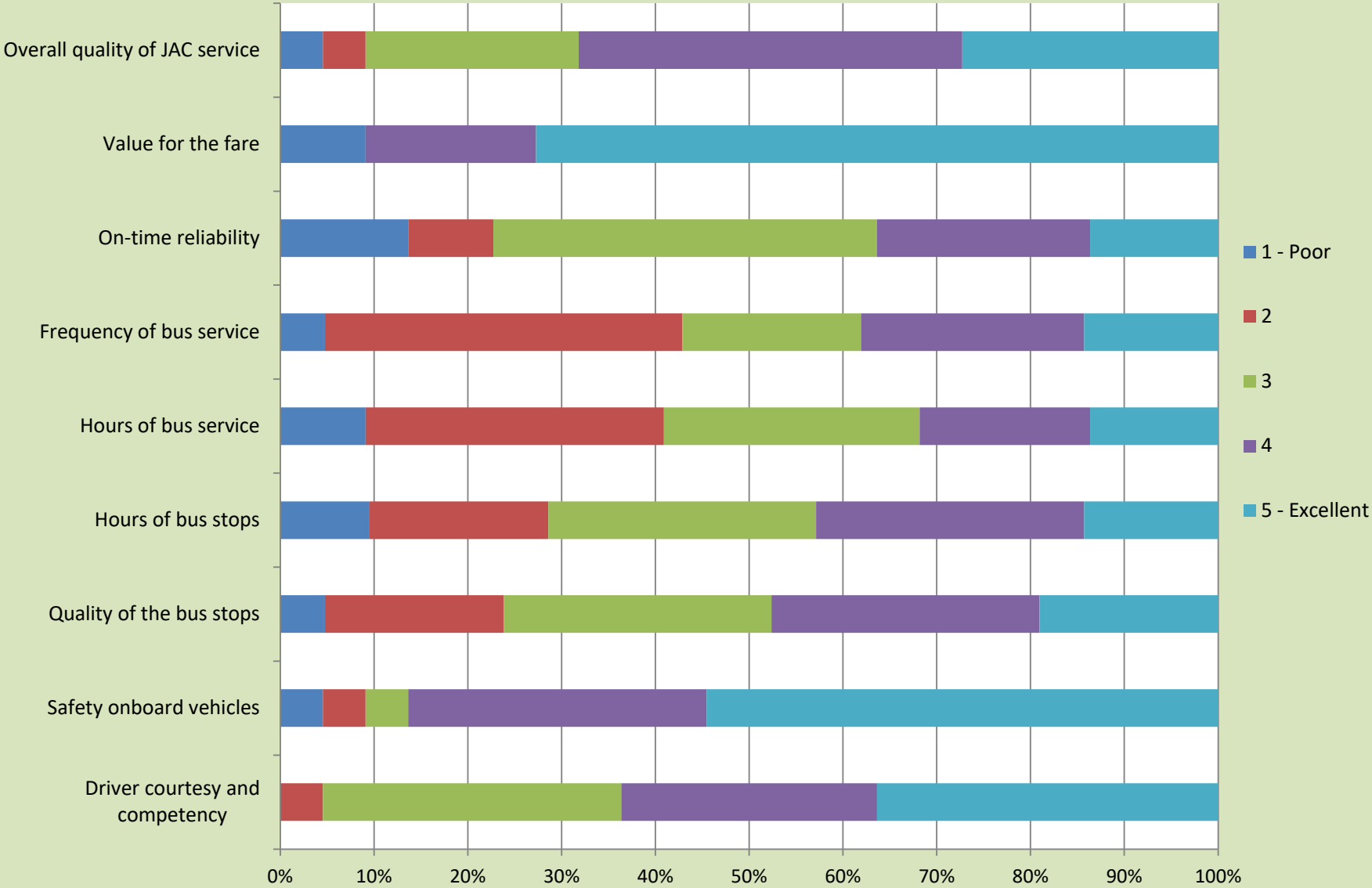
- Connect WAVE with Storey County Senior Center
- Family Support Council/DART Partnership is a good example of resource sharing and communication between providers
- Providing more service to elementary schools to increase ridership (DART noticed increases through their partnership with the local community center and providing service to the community center from school)

- Circulate more pamphlets with information about existing services to all service providing agencies identified
- Partnerships with big businesses to provide bus passes for their employees (Starbucks plant, industrial areas)
- Vanpool services
- NEMT Services
- Evening voucher program
- Pool funding sources for CAMPO region
- Carson/Lyon commuter runs (AM/PM)
- Smaller paratransit vans
- Group ticket discounts
- More innovative technology (be able to request ride through app)
- Demand response hub
- Special Event bus services

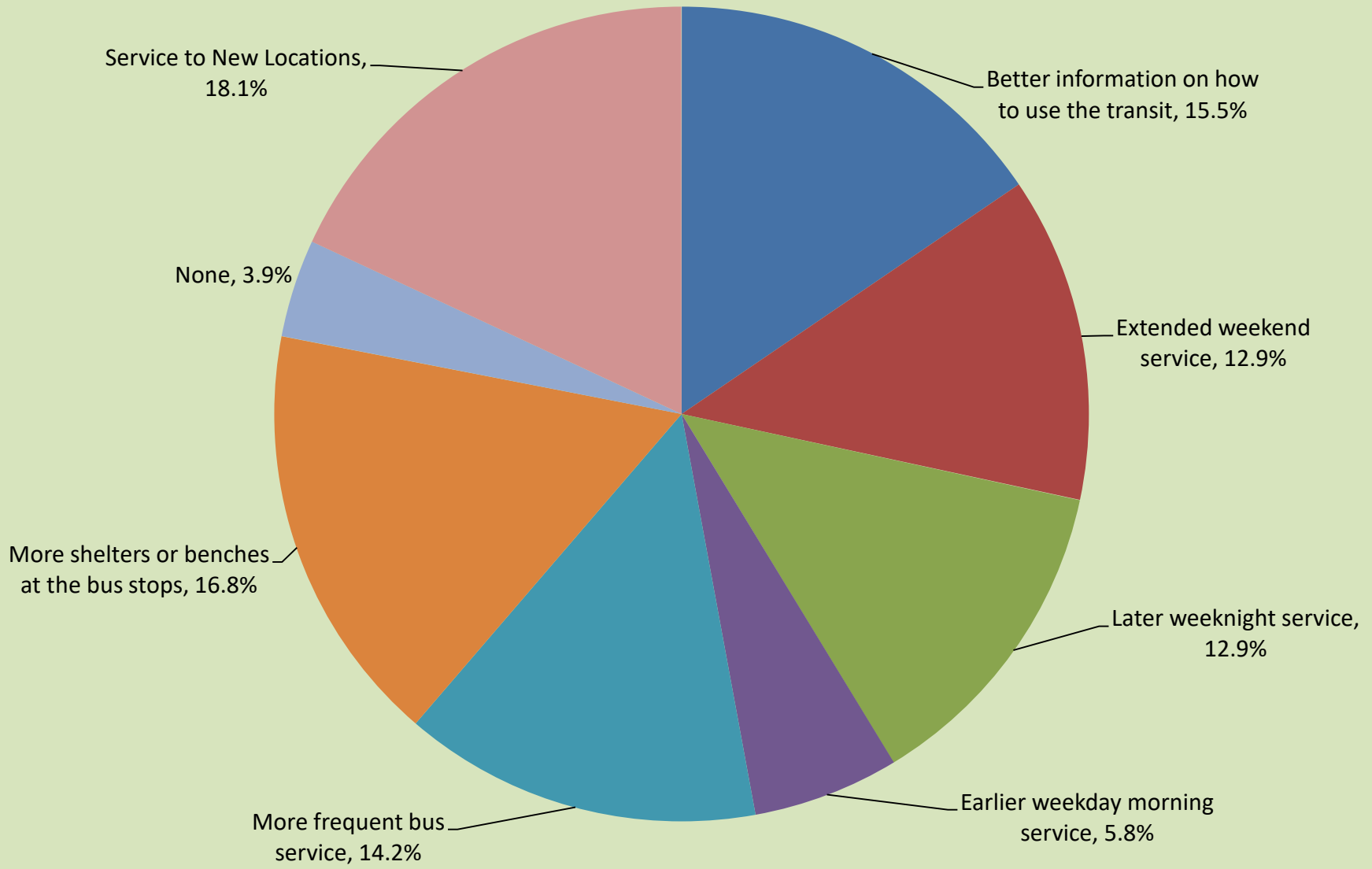
Services to add to list:

- National Alliance on Mental Illnesses:
 - 1711 N Rook St Carson City, NV 89706 (775-350-7977)
- Ormsby ARC – Update information
 - 930 E. Corbett Street
 - Services provided 24/7
 - Office hours are 7AM-5PM Mon-Friday
- McKinney Vento Services
 - School-based social services
- Ruth Aberasturi Student Support Services Center
- Advocates to End Domestic Abuse
 - 32 Sierra Avenue
 - M-F 8AM-4PM (24 emergency support services)
 - Domestic Violence Shelter Program

Ranking JAC Transit Characteristics



What JAC Transit improvements would encourage you to use JAC or ride more frequently?



How would you locate information about JAC Transit services?

