



Jump Around Carson (JAC) Transit System

Fiscal Year 2024 and 2025 Monitoring Report



INTRODUCTION: PUBLIC TRANSIT & OUTLOOK

Transit services remain an important, and often the only, transportation option for many people in Carson City. Providing a safe, friendly, and dependable service remains the mission of Jump Around Carson (JAC); however, JAC continued to face challenges presented by rising operational and labor costs, staffing changes, aging infrastructure, operator safety concerns, and limited local matching funds, consistent with transit agencies across the country.

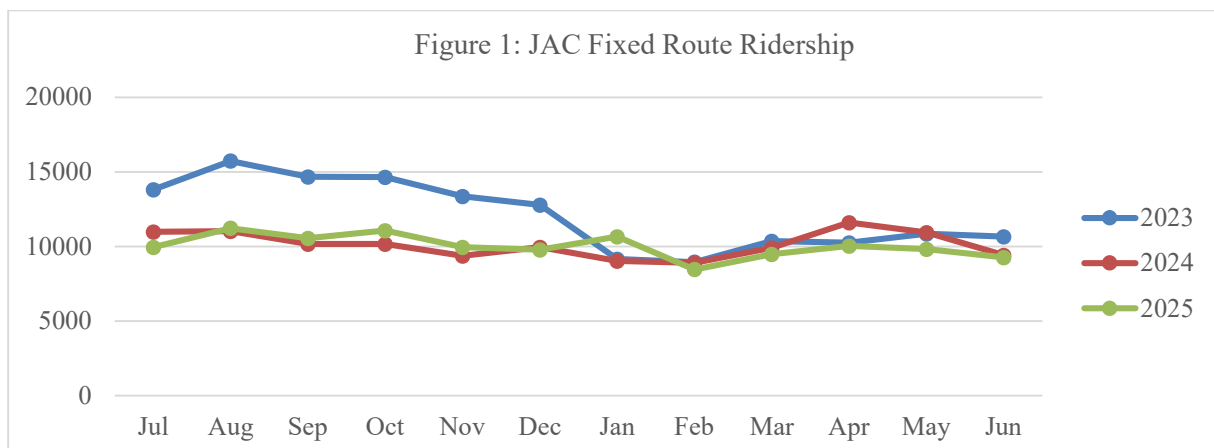
JAC, in coordination with CAMPO's RTP survey, collected rider and non-rider feedback from the community in June and July of 2025. Responses from this survey, which can be found in Appendix B, provided great insight for JAC staff to better understand the wants, needs, and opportunities for the transit system. 61% of respondents stated they never use public transit, while 30% said they want to use transit more to travel throughout the community. Public transportation came in third overall when respondents were asked to rank priorities for the region's transportation system over the next 25 years, outranking road condition & resiliency of infrastructure, and traffic congestion. Further responses indicate that improving access to new locations, expanding hours, lessening headways, and providing better access to information about the transit network would greatly benefit those who ride JAC.

As we work towards steady and consistent growth in ridership, it is important to recognize factors that influence ridership, such as service frequency and reliability, access to desired locations, ease of use, as well as external factors such as population density, car ownership, and socioeconomic conditions (Income, age, etc.). With ongoing efforts in the Transit Development and Coordinated Human Services Plan (TDCHSP), CAMPO and JAC are committed to identifying and addressing the community's needs around public transportation, while staying within current funding constraints. The TDCHSP, which is updated about every 5 years, will provide clear insight and recommendations to improve JAC's routes, services, and ridership.

FISCAL YEAR 2024 & 2025 OPERATIONS

The following sections summarize operational statistics and characteristics from FY 2024 & 2025. All tables and figures include FY 2023 data for consistency purposes.

1) RIDERSHIP



As shown in Figure 1, fixed route ridership experienced a steep decline midway through FY 2023. This drop in ridership can be attributed to the reimplementation of fares in January 2023, following a 3-year period of fare-free transit. Ridership in FY 2024 and 2025 followed similar trends, dipping slightly in fall and winter, rallying in spring, and remaining relatively flat in summer months. FY 2025 ridership hit its lowest point during the shortest month of the year, with February recording 8,458 trips, while ridership peaked in August with 11,226 trips. In FY 2024, JAC's fixed route service provided 121,380 unlinked passenger trips. In FY 2025, ridership decreased slightly to 120,239 unlinked passenger trips.

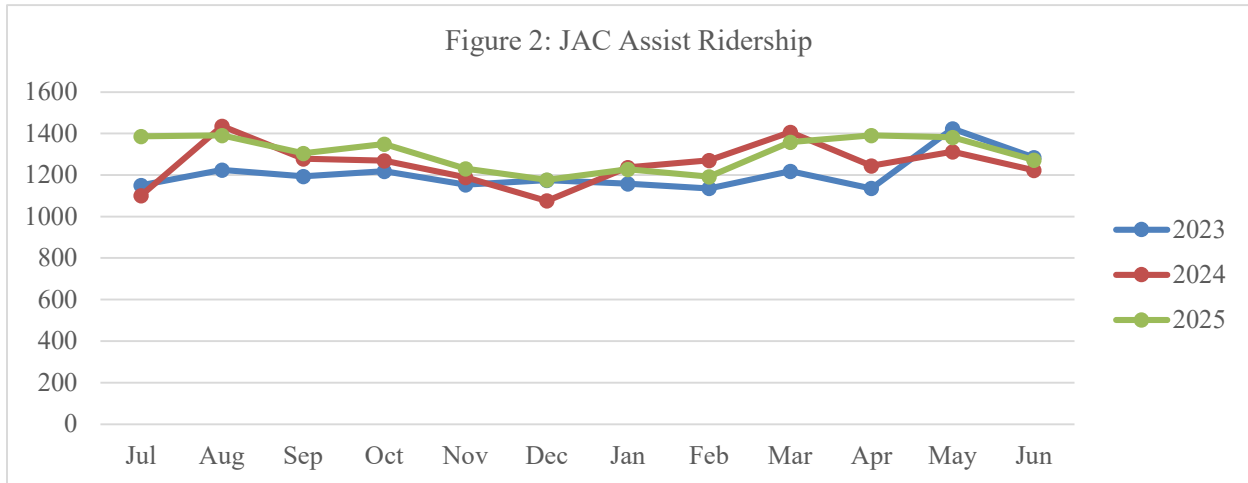


Figure 2 shows ridership for JAC Assist (ADA Paratransit). During FY 2024, JAC Assist provided 15,044 unlinked passenger trips, a 3.9% increase from FY 2023. FY 2025 ridership (15,660) had an annual ridership increase of 4% when compared to FY 2024. JAC Assist continues to be an invaluable service to many throughout the community who otherwise may not be able to reach or afford transportation to their medically necessary destinations.

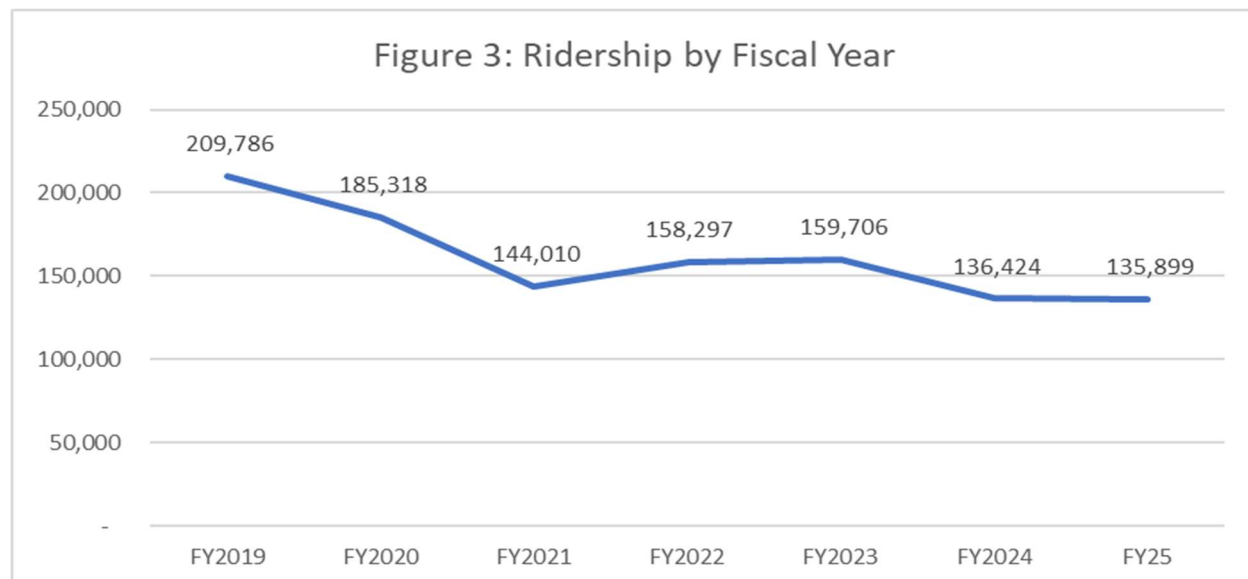
Table 1: JAC Assist Ridership Summary

FY	Trip Purpose*			Area		Trips by Day	
	Medicaid Trips	Medical & Dialysis Trips	General / Subscription Trips	3/4 Mile	Extended	Weekday	Saturday
2023	2,929	4,175	12,412	13,352	1,121	13,845	628
2024	2,990	6,207	10,738	14,502	542	14,301	743
2025	4,922	7,641	7,290	14,164	1,496	14,919	741

* Trips may be listed with multiple purposes.

Table 1 shows additional ridership details for JAC Assist. Staff continue to observe that JAC Assist's ridership is much more dependent on medical business types, including dialysis centers, adult daycares, and physicians' offices. The effectiveness of safety protocols and the essential services that JAC provides for its customers is clear and reflected in the YOY increases seen for medical and dialysis-related trips. Hours of peak business for JAC Assist are Monday, Wednesday, and Friday from 7:30am to 9:30am, and 2:00pm to 5:00pm.

Figure 3 details how JAC's overall ridership responded to COVID-19 shutdowns, pandemic-era fare policy, and the aftermath.



The COVID-19 pandemic, as detailed by the CDC, officially began in March of 2020 and ended in May of 2023. From FY 2019 through FY 2021, JAC saw ridership losses due to COVID-19 and national social distancing policies. In an effort to boost ridership, JAC followed fare policies implemented throughout the country by removing fares and making it free to ride the bus. As the world began to recover and with the help of free fares, ridership saw annual growth in FY 2022 and FY 2023. Halfway through FY 2023, fares were reimplemented, which helped lessen the amount of local matching funds required for FTA funding, but it reflected negatively on annual ridership.

2) Operational Efficiency

JAC uses Vehicle Revenue Hours (VRH) and Vehicle Revenue Miles (VRM) to account for the time and distance a vehicle is in revenue service. VRH and VRM exclude time and distance while traveling for administrative purposes, including maintenance, fueling, and driver training. Revenues and expenditures can be compared with other transit agencies through an analysis of the cost per revenue hour/mile statistic.

Table 2 provides a summary of the cost per revenue hour/mile for FY 2025 as compared to the previous two years. Additional statistics for FY 2024 are provided within the National Transit Database (NTD) report that has been compiled and included in the Appendix of this report. FY 2025 NTD reports are currently under review by the FTA and unavailable for this report.

Table 2: Cost per Revenue Hour/Mile/Trip

	FY 2023		FY 2024		FY 2025	
	Fixed	Paratransit	Fixed	Paratransit	Fixed	Paratransit
Annual Unlinked Trips	145,233	14,473	121,380	15,044	120,239	15,660
Vehicle Revenue Hours	14,784	6,121	14,777	6,164	13,620	5,359
Vehicle Revenue Miles	170,734	55,302	171,025	58,187	168,441	64,227
Operating Cost per Unlinked Passenger Trip	\$9.86	\$36.02	\$13.58	\$37.39	\$14.73	\$34.26
Operating Cost per Vehicle Revenue Mile	\$8.39	\$9.43	\$9.64	\$9.67	\$10.51	\$8.35
Operating Cost per Vehicle Revenue Hour	\$96.88	\$85.16	\$111.52	\$91.25	\$130.00	\$100.12
Number of Passengers per Revenue Hour	9.8	2.4	8.2	2.4	8.8	2.9
Number of Passengers per Revenue Mile	0.9	0.3	0.7	0.3	0.7	0.2
Number of Passengers per revenue day	478	48	398	49	396	52
Farebox recovery rate	3.16%	6.03%	4.52%	7.06%	3.87%	8.87%

JAC fixed route service reported 13,620 Vehicle Revenue Hours and \$1,770,599 in operations costs in FY 2025, for a cost per revenue hour of \$130.00, while the National Transit Database shows a national average of \$212.29 in 2023 (the latest available data). JAC Assist reported 5,359 Vehicle Revenue Hours and \$536,534 in operations costs in FY 2025, resulting in a cost per vehicle revenue hour of \$100.12, compared to the national average of \$203.60 in 2023. While comparing data across years is not ideal, the stark difference in cost per vehicle revenue hour highlights JAC's operational efficiency.¹

The Jump Around Carson bus fleet currently consists of 17 revenue vehicles, with an average of \$11,172 of maintenance costs per vehicle. No revenue vehicles were physically replaced in FY 2024 or 2025. Total maintenance costs (parts and labor) for FY 2025 were \$225,684. Replacing vehicles is a top priority for staff as keeping the fleet in a state of good repair through preventative maintenance and timely replacement reduces maintenance costs. Two vehicles were ordered in FY 2025 with delivery expected in Q4 of FY 2026.

3) Safety

JAC remains one of the safest forms of transportation in Carson City. JAC completes annual updates to its Public Transit Agency Safety Plan (PTASP). The PTASP outlines safety-related occurrences for the agency and establishes targets for the coming fiscal year. There were no fatalities or major injuries in FY 2025. JAC reported zero (0) assaults on transit workers in FY 2025 as compared to three (3) for fixed route in FY 2024.

The PTASP received updates in accordance with FTA regulations, including revised performance targets for FY 2026, the updated name of the CAMPO Chair, and an update to

¹ - 2023 NTD Service Data and Operating Expenses, <https://www.transit.dot.gov/ntd/data-product/ts21-service-data-and-operating-expenses-time-series-mode-2>

the name of the Chief Safety Officer, a title given to the Transit Coordinator, who is now Marcus Myers.

4) Administration and Coordination

JAC's transit is operated by a contracted operator, TransDev (DBA First Transit), who provides administration, dispatching, and drivers for the service. First Transit has been contracted with the Carson City RTC since August 2020. First Transit works closely with the Transit Coordinator, Marcus Myers, who oversees the day-to-day administration and management of JAC on behalf of the city. More than half of First Transit's staff (10 employees) have been serving the community on behalf of JAC for 5 years or more.

Improved coordination with MTM, Nevada's Non-Emergency Medical Transportation (NEMT) provider, has allowed JAC Assist to improve efficiency, ridership, and capture additional "organization pair fares," which help lessen the required local match. As detailed in Table 1, on page 2 of this report, Medicaid trips in FY 2025 increased by almost 2,000 trips as compared to the year prior (FY 2024).

Notable Events:

- ☐ FY 2024 was the first full fiscal year with the new fare schedule following COVID's free fares
- ☐ New Transit Coordinator hired in December of 2024
- ☐ JAC celebrated 20 years of service in October of 2025
- ☐ CAMPO selects DART as its first subrecipient of FTA funds
- ☐ JAC and CAMPO began efforts to update the Transit Development and Coordinated Human Services Plan

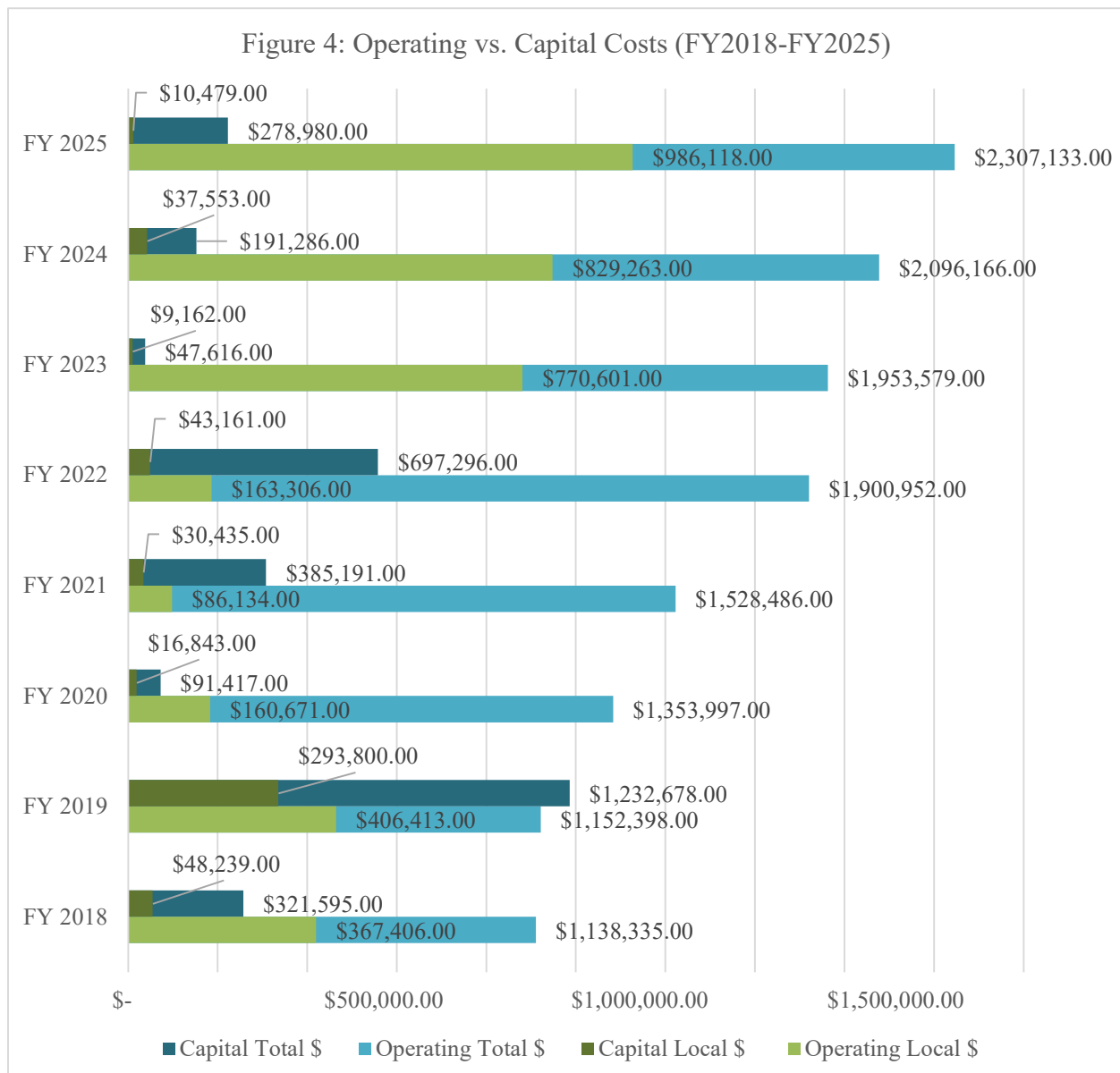
FUNDING AVAILABILITY: REVENUE AND EXPENSES

The FTA provides annual apportionments to fund operations and capital purchases for the JAC transit system. Federal apportionments are available through various funding types, including FTA Section 5307 (Urbanized Area Formula Grants), 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities), and 5339 (Grants for Buses and Bus Facilities) programs. These funds are apportioned directly to the Carson Area Metropolitan Planning Organization (CAMPO) and are formula-based. A local match is required for each of these funding sources. The match share for an individual expenditure can range from 15% to 50% depending on the project and funding program. Typically, 15% is required for bus purchases, 20% for other capital purchases and maintenance, and 50% for operating expenditures. The majority of the local match is provided through a transfer from Carson City's General Fund. In FY 2025, JAC received \$717,637 in General Fund transfers. JAC also receives local match for operations from State grants (\$127,845 in FY 2025) and through the sale of advertisements on buses and shelters (\$18,487). The total local match received in FY 2025 was \$863,969. JAC also receives revenue from ridership through the sales of fares. While fares cannot be used as local match, this revenue reduces the required local match. In FY 2025, JAC received \$116,080 in total fare revenue.



JAC expenditures can be categorized into capital expenses and operating expenses. Capital expenses consist of large purchases, including rolling stock. Operating expenses include all other purchases necessary for JAC operations, such as maintenance on the buses and the operations contract. While the occurrence of capital expenses can fluctuate and be planned for, operating expenses are more frequent and consistent. Operating expenses are tied to labor and fuel costs, and typically increase year over year.

All funds received or expended make up the Transit Fund budget, which includes the City's "225" accounts. FTA grant funds must be allocated to specific activities/projects at the time the grant application is submitted in the federal electronic grant award system. This often results in the fund balance for some projects remaining unused until a future need arises, or a grant amendment may be requested from FTA to allocate funds to another transit project when needed.



In FY 2025, JAC spent \$2,575,634 between operations and capital, compared to \$2,287,452 in FY 2024 and \$2,001,195 in FY 2023. The required local match in FY 2024 and FY 2025 is much higher than in previous years due to CARES Act funding (which did not require a local match) being largely depleted. The CARES Act funding was provided as a one-time apportionment and is expected to run out in FY 2026. While operating assistance from The CARES Act has been expended, there are still lingering dollars for Rolling Stock, Bus Station and Facilities Improvements, and Mobile Fare Collection Software. JAC's spending is expected to increase in FY 2026 and thereafter, due to several factors including, future operating contracts, ADA compliance upgrades at bus stops, and rolling stock purchases in conformance with JAC's adopted Transit Asset Management (TAM) Plan.

Annual apportionments of federal grant funds continue to become available to CAMPO. With section 5307, 5310, and 5339 grant funding, JAC must include a local share, largely contributed by Carson City's General Fund. Apportioned funding is further distributed into categories called Activity Line Items (ALI). The ALIs include categories such as preventative maintenance, operations, facility rehabilitation and restoration, and site safety/security, which is required to be 1% of each apportionment. The distribution of available, executed grant funding and their ALI distributions is provided in Table 3.

JAC typically relies heavily on FTA 5307 (Urbanized Area Formula Program) funding. FTA 5307 funding covers operations of the fixed route service as well as bus maintenance and site facility upgrades. It can also be used for bus and bus facilities as well as sidewalk, bicycle, and bus stop infrastructure. In terms of executed agreements, JAC (as of 9/30/25) has \$2,648,889 in unspent FTA section 5307 funding with \$1,102,815 required in local match. These totals include remaining CARES Act funding. There is \$6,711,754 in FTA 5307 apportioned funds available to CAMPO for execution from FY's 2023, 2024, and 2025 (Table 4). The required local match for these apportioned funds is not known as it depends on the use of the funding, but it is generally estimated to range from \$3,000,000 to \$4,250,000.

FTA 5310 funding is used for enhancing the mobility of seniors and people with disabilities. There is \$69,671 of 5310 funds remaining through CAMPO's executed apportionments. The remaining portion of these funds is available at a 100% federal share. The required remaining local match for these funds is \$0.00. CAMPO has not yet executed FY 2025's apportionment of \$200,155, which has a required local match of 20%.

Bus and Bus Facilities funding is captured under FTA's section 5339 program. JAC currently has four open grants with \$1,170,150 remaining in FTA funding that requires \$347,916 in local matching funds. CAMPO has awarded \$85,000 in funding to Douglas County as a subrecipient to be used towards the purchase of a new ADA-compliant transit vehicle for the DART program. The local match for this funding, \$15,000, will be provided by Douglas County. CAMPO has not yet executed FY 2025's apportionment of \$122,280, which requires a local match rate of 20%



Table 3: Transit Fund Grant Summary (as of September 30, 2025)

FTA Fund Type	Grant Title & Activity Line Item (ALI)	Original Budget Amount	Total Spent FTA	Total Spent Local	Total Remaining FTA	Total Remaining Local
5307	NV-2022-016 - FY 2020 Apportionments					
	Operating	\$1,304,000.00	\$652,000.00	\$652,000.00	(\$0.00)	\$0.00
	Capital Assistance - Preventive Maintenance	\$652,000.00	\$521,600.00	\$130,400.00	\$0.00	\$0.00
	Capital Non-Fixed Route ADA Paratransit	\$162,999.00	\$130,399.00	\$32,600.00	\$0.00	\$0.00
	Renovate Admin Facility (Safety & Security)	\$16,465.00	\$0.00	\$0.00	\$13,172.00	\$3,293.00
	TOTAL	\$2,135,464.00	\$1,303,999.00	\$815,000.00	\$13,172.00	\$3,293.00
5310	NV-2022-009 - FY 2020 & FY 2021 Apportionments					
	3rd Party Contracted Services	\$143,471.00	\$143,471.00	\$0.00	\$0.00	\$0.00
	Acquire- Mobile Fare Coll Equip	\$148,573.00	\$78,902.00	\$0.00	\$69,671.00	\$0.00
	TOTAL	\$292,044.00	\$222,373.00	\$0.00	\$69,671.00	\$0.00
5339	NV-2022-003 - FY 2020 & FY 2021 5339 Apportionment Solar Lighting for all Bus					
	Bus Station/Stops/Terminals	\$306,021.00	\$0.00	\$0.00	\$244,817.00	\$61,204.00
	TOTAL	\$306,021.00	\$0.00	\$0.00	\$244,817.00	\$61,204.00
5339	NV-2021-021 - FY 2019 5339 Apportionment Replacement Vehicle Purchase					
	Bus Rolling Stock - 35ft	\$144,006.00	\$0.00	\$0.00	\$122,405.00	\$21,601.00
	TOTAL	\$144,006.00	\$0.00	\$0.00	\$122,405.00	\$21,601.00
5339b	NV-2021-019 - FY 2019 5339(b) Bus & Bus Facilities, Bus Replacement					
	Bus Rolling Stock - 35ft	\$650,000.00	\$0.00	\$0.00	\$455,000.00	\$195,000.00
	TOTAL	\$650,000.00	\$0.00	\$0.00	\$455,000.00	\$195,000.00
5307	NV-2020-007 - FY 2020 CARES Act Apportionment Ops/PM/Capital Items					
	Operating	\$2,241,894.00	\$2,241,894.00	\$0.00	\$0.00	\$0.00
	Other Capital Items (Bus)	\$308,475.00	\$308,475.00	\$0.00	\$0.00	\$0.00
	Rehab/Renovate Admin Facility (safety & security)	\$37,253.00	\$37,253.00	\$0.00	\$0.00	\$0.00
	Rehab/Renovate Admin Facility	\$217,747.00	\$217,747.00	\$0.00	\$0.00	\$0.00
	ADP Software	\$33,600.00	\$33,600.00	\$0.00	\$0.00	\$0.00
	Bus Support Equip/Facilities Fare	\$71,290.00	\$59,936.00	\$8,562.00	\$11,354.00	\$0.00
	Rehab/Renovate Bus Station	\$51,250.00	\$8,151.00	\$0.00	\$43,099.00	\$0.00
	Rolling Stock (Three 24 Footers)	\$413,964.00	\$413,964.00	\$0.00	\$0.00	\$0.00
	Rolling Stock (Mini Van)	\$94,046.00	\$94,046.00	\$0.00	\$0.00	\$0.00
	Rolling Stock (Two 35 Foot to 24 Foot)	\$255,790.00	\$128,576.00	\$0.00	\$127,214.00	\$0.00
	TOTAL	\$3,725,309.00	\$3,543,642.00	\$8,562.00	\$181,667.00	\$0.00

Table 3: Cont.

FTA Fund Type	Grant Title & Activity Line Item (ALI)	Original Budget Amount	Total Spent FTA	Total Spent Local	Total Remaining FTA	Total Remaining Local
5307	NV-2020-002 - FY 2019 Apportionment Ops/PM/Capital Items					
	Operating	\$1,956,110.00	\$978,055.00	\$978,055.00	\$0.00	\$0.00
	Capital Assistance - Preventive Maintenance	\$265,000.00	\$211,999.00	\$53,000.94	\$1.00	(\$0.94)
	Capital Non-Fixed Route ADA Paratransit	\$193,550.00	\$154,841.00	\$38,709.00	(\$1.00)	\$1.00
	(Safety & Security)	\$19,355.00	\$6,022.00	\$1,506.53	\$9,462.00	\$2,364.47
	ADP Software	\$10,000.00	\$8,000.00	\$2,000.00	\$0.00	(\$0.00)
	Rehab/Renovate Bus Station	\$225,000.00	\$179,930.00	\$44,982.50	\$70.00	\$17.50
	TOTAL	\$2,669,015.00	\$1,538,847.00	\$1,118,253.97	\$9,532.00	\$2,382.03
5307	NV-2024-013 - FY 2021 5307 Apportionment Ops/PM/Capital Items					
	Operating	\$1,072,976.00	\$536,488.00	\$536,488.00	\$0.00	\$0.00
	Capital - Non-Fixed, Paratransit	\$164,770.00	\$131,816.00	\$32,954.00	\$0.00	\$0.00
	Rehab/Reno - Yard/Shop (Safety & Security)	\$16,477.00	\$0.00	\$0.00	\$13,182.00	\$3,295.00
	ADP Software	\$31,250.00	\$3,456.00	\$864.00	\$21,544.00	\$5,386.00
	Bus Stop Amenities	\$250,000.00	\$0.00	\$0.00	\$200,000.00	\$50,000.00
	Bus Rolling Stock	\$484,317.00	\$0.00	\$0.00	\$411,670.00	\$72,647.00
	TOTAL	\$2,019,790.00	\$671,760.00	\$570,306.00	\$646,396.00	\$131,328.00
5307	NV-2025-25-00 FY 2022 5307 Apportionment Ops/PM/Capital Items					
	Operating Assistance	\$1,500,000.00	\$6,866.00	\$6,865.48	\$743,134.00	\$743,134.52
	Capital Non-Fixed route ParaTransit	\$234,425.00	\$28,457.00	\$7,114.81	\$159,083.00	\$39,770.19
	Preventative Maintenance	\$300,000.00	\$41,959.00	\$10,489.13	\$198,041.00	\$49,510.87
	Rehab/Renovate Admin/Maintenance	\$23,444.00	\$0.00	\$0.00	\$18,755.00	\$4,689.00
	Rehab/Renovate Bus Terminal	\$150,663.00	\$0.00	\$0.00	\$120,530.00	\$30,133.00
	Bus Rolling Stock <30ft	\$16,158.00	\$0.00	\$0.00	\$13,734.00	\$2,424.00
	Bus Rolling Stock 35ft	\$640,995.00	\$0.00	\$0.00	\$544,845.00	\$96,150.00
	TOTAL	\$2,865,685.00	\$77,282.00	\$24,469.42	\$1,798,122.00	\$965,811.58
5339	NV-2025-28-00 FY 2022, 2023 & 2024 5339 Apportionment Rolling Stock/Bus station/DART Subaward					
	Rehab/Renovate - Bus Station	\$148,088.00	\$0.00	\$0.00	\$118,470.00	\$29,618.00
	Bus Rolling Stock < 30ft - DART	\$100,000.00	\$0.00	\$0.00	\$85,000.00	\$15,000.00
	Bus Rolling Stock <30ft	\$169,951.00	\$0.00	\$0.00	\$144,458.00	\$25,493.00
	TOTAL	\$418,039.00	\$0.00	\$0.00	\$347,928.00	\$70,111.00

Table 4: Existing FTA Apportionments yet to be executed

FTA Fund Type	Existing Available Apportioned Grants	FTA Amount
5307	FFY 2023 Apportionment Ops/PM/Capital Items	
50% Match Ops. 80% Match Cap.	Available - Operating Assistance	\$1,893,183.93
	(Safety & Security (1% Min))	\$19,123.07
	TOTAL	\$1,912,307.00
5307	FFY 2024 Apportionment Ops/PM/Capital Items	
50% Match Ops. 80% Match Cap.	Available - Operating Assistance	\$2,351,549.97
	(Safety & Security (1% Min))	\$23,753.03
	TOTAL	\$2,375,303.00
5307	FFY 2025 Apportionment Ops/PM/Capital Items	
50% Match Ops. 80% Match Cap.	Available - Operating Assistance	\$2,421,722.56
	(Safety & Security (1% Min))	\$2,421.44
	TOTAL	\$2,424,144.00
5339	FFY 2025 Bus and Bus Facilities	
80+% Match	Bus and Bus Facilities	\$122,280.00
	TOTAL	\$122,280.00
5310	FFY 2025 Senior and Disabled	
80% Match	Senior and Disabled	\$200,155.00
	TOTAL	\$200,155.00

OUTLOOK: CHALLENGES AND OPPORTUNITIES

1) Funding

JAC staff and leadership are committed to providing strong returns on investment in the form of quality service and increased ridership. However, continued sustainability and improvements to the service will rely heavily on matching funds that allow the service to maximize FTA apportionments. Without adequate local matching funds JAC may be unable to utilize future apportionments, resulting in grant funds reverting to the FTA to be redistributed to agencies who can provide the required local matching funds within the required timeframes. To date JAC has not been required to return any funds to the FTA due to Carson City's leadership providing remaining matching funds as needed.

JAC is investigating creative ways to utilize the federal funding expanding the scope to include more ADA and pedestrian related infrastructure. Staff is also looking for new local funding sources in partnership with other agencies or organizations to complete projects or provide new service that mutually benefits both parties. CAMPO contributes the federal funds, and the partner agency provides the local match.

2) Short- and Long-Term Service Enhancements

Improvements currently planned and/or underway include a solar lighting and bus stop sign project, the JAC transit center project, which will improve the safety and comfortability

of riders waiting for their bus, and improved access to information about the JAC transit system. Once completed, the TDCHSP will outline goals for JAC's short- and long-term improvements. These improvements will largely aim to maintain existing levels of service while remaining within known funding constraints, although service-related tradeoffs may be required if additional funding cannot be acquired. Increasing safety, reliability, and ridership all remain priorities for JAC's transit system.

These updates collectively improve accessibility of the JAC transit system for users of all ages and abilities and have the potential to increase ridership with limited or no increase in cost to the current transit budget. Furthermore, Carson City's continued investment in Complete Streets infrastructure complements JAC services. Elements like wide sidewalks and bicycle lanes help riders bridge the first/last mile gap, the part of the trip between their transit stop and the origin/destination. With so many riders walking less than 5 minutes to access JAC, there is significant untapped ridership potential as more Complete Street elements continue to be constructed.

CONCLUSION

Jump Around Carson has had the privilege of serving Carson City for the last 20 years, providing services that fill a void in the community and provide a vital transportation lifeline for those who need it. Additionally, JAC's transit funding has been used to improve infrastructure throughout the city, including new buses, ADA sidewalk improvements, bus stop shelters and benches, expanded fleet maintenance, a dedicated wash bay, and a tire facility currently under construction. JAC is poised to remain a reliable, economical, and friendly transportation option for the many residents and visitors who rely upon the services provided. Promoting the service and adapting to changing demographics, funding streams, and technology must be prioritized in order to successfully serve the riding public and continue meeting federal requirements. All staff who take part in JAC's operation are committed to serving the community and providing the highest quality transportation in and around Carson City.

ENJOY THE RIDE!



APPENDIX A: NTD 2024 Report

2024 Annual Agency Profile - Carson Area Metropolitan Planning Organization (NTD ID 90215)

Mailing Address: 3505 BUTTI WAY
CARSON CITY, NV

Website: www.carsonareampo.com/

Geographic Coverage

Primary Urbanized/Rural Area	Carson City, NV
Service Area Population	58,639
Service Area Sq. Miles	26
Other Areas Served:	
	Nevada Non-UZA

Assets

Revenue Vehicles	19
Service Vehicles	1
Facilities	2

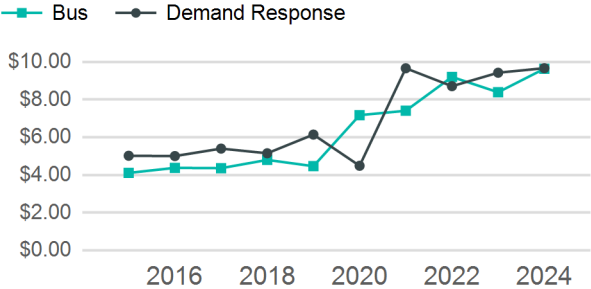
Service Consumed

Annual Unlinked Trips (UPT) 136,424

Service Supplied

Annual Vehicle Revenue Miles (VRM)	229,212
Annual Vehicle Revenue Hours (VRH)	20,941
Vehicles Operated in Maximum Service (VOMS)	10

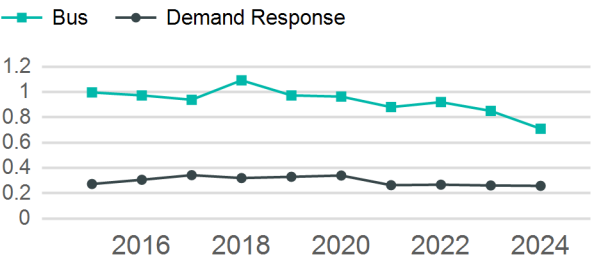
Operating Expenses per Vehicle Revenue Mile



Modal Characteristics

Mode	Annual Unlinked Passenger Trips	Directly Operated VOMS	Purchased Transportation VOMS	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
Bus	121,380	0	4	171,025	14,777
Demand Response	15,044	0	6	58,187	6,164
Total	136,424	0	10	229,212	20,941

Unlinked Passenger Trip per Vehicle Revenue Mile



Metrics

Mode	Service Efficiency		Service Effectiveness		
	OE per VRM	OE per VRH	UPT per VRM	UPT per VRH	OE per UPT
Bus	\$9.64	\$111.52	0.7	8.2	\$13.58
Demand Response	\$9.67	\$91.25	0.3	2.4	\$37.39
Total	\$9.64	\$105.55	0.6	6.5	\$16.20

2024 Annual Agency Profile - Carson Area Metropolitan Planning Organization (NTD ID 90215)

2024 Funding Breakdown

Summary of Operating Expenses (OE)

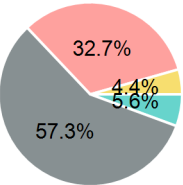
Sources of Operating Funds Expended

Operating Funding Sources

Mode	Operating Expenses	Fare Revenues
Bus	\$1,647,933	\$74,527
Demand Response	\$562,445	\$39,685
Total	\$2,210,378	\$114,212

Directly Generated	\$124,001
Federal Government	\$1,266,903
Local Government	\$722,724
State Government	\$96,750
Total Operating Funds Expended	\$2,210,378

- Directly Generated
- Federal Government
- Local Government
- State Government

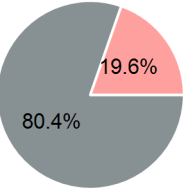


Capital Funding Sources

Sources of Capital Funds Expended

Directly Generated	\$0
Federal Government	\$153,733
Local Government	\$37,553
State Government	\$0
Total Capital Funds Expended	\$191,286

- Directly Generated
- Federal Government
- Local Government
- State Government



2024 Asset Management

Transit Asset Management (TAM) Tier Tier II

TAM Sponsor NTD ID

Metrics

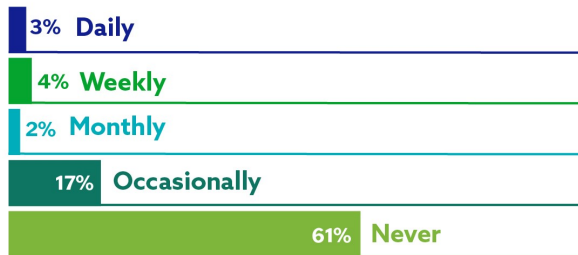
Mode	Average Fleet Age in Years
Bus	4.6
Demand Response	7.6

APPENDIX B: Rider Survey

CAMPO 2050 RTP & CHSP Survey Results

How often do you use the following types of transportation?

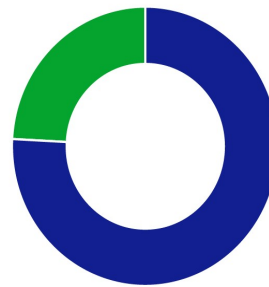
PUBLIC TRANSPORTATION/TRANSIT



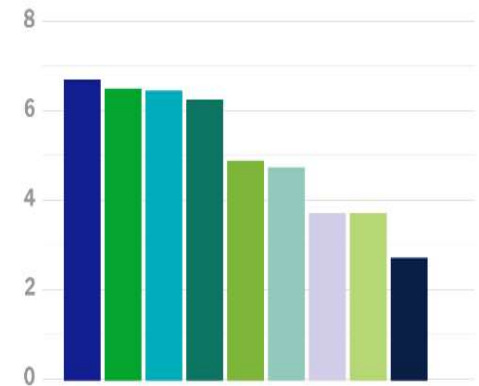
During the past year, were you UNABLE to travel because you did NOT have access to transportation?

76% Yes

24% No



Rank the following potential priorities for the region's transportation system over the next 25 years.



When I travel in my community, I would like to _____ more than I currently do:

30% Use Transit
26% Walk
25% Bike
16% Drive
3% Other



Which of the following factors prevented you from taking trips this past year?

6% I can't drive

8% I do not have a car

10% I can't pay for gas, parking, and/or insurance

10% I don't have anyone to take me

18% I don't have bus services in my area

3% I can't afford bus fare

19% I'm not familiar with transportation options

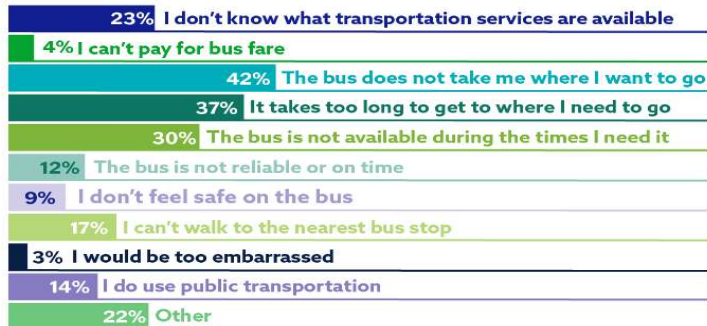
13% I don't feel safe or comfortable

47% Other

■ Sidewalk & Bike Facility Connectivity
■ Roadway Safety
■ Public Transportation
■ Road Condition & Resiliency of Infrastructure
■ Landscape & the Natural Environment
■ Traffic Congestion
■ ADA Accessibility
■ Public
■ Other

CAMPO 2050 RTP & CHSP Survey Results

What are the reasons why you do not choose (or cannot use) public transportation?

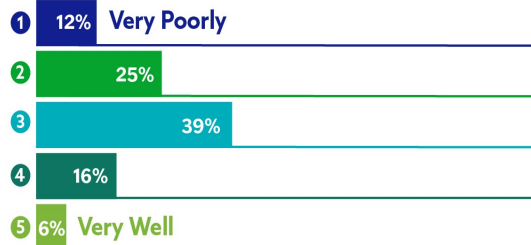


If you drive, are there any circumstances in which you would prefer not to drive?



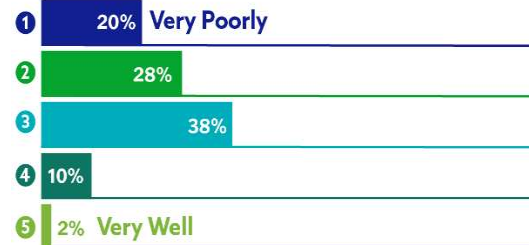
Rate how well you think the following areas are performing in the CAMPO region (1-5).

PUBLIC PARTICIPATION & INFORMATION SHARING



Rate how well you think the following areas are performing in the CAMPO region (1-5).

EASE & FREQUENCY OF PUBLIC TRANSPORTATION



Rate how well you think the following areas are performing in the CAMPO region (1-5).

ACCESS TO PUBLIC TRANSPORTATION

