

JAC Transit Development and Coordinated Human Services Plan

Short Term Transit Plan (STTP)

Coordinated Human Services Plan (CHSP)

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Short-Term Transit Plan (STTP)

Key components

- Short Range (1-5 Years)
- Long Range (10-20 Years)
- Financial Plan

Purpose

- Federal requirements
- Grant justification
- Planning guidance

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STTP Goals

RTP GOALS

- SAFETY**
Increase the safety of the transportation system for all users.
- PRESERVATION**
Maintain our region's existing transportation infrastructure.
- MOBILITY**
Ensure efficient and reliable movement of people and goods across modes by providing access to essential destinations and services.
- QUALITY OF LIFE**
Invest in a transportation system that supports the health, livability, and character of the region.
- PROSPERITY**
Support economic vitality and growth through strategic transportation investments.
- ADAPTABILITY**
Invest strategically in transportation trends and technologies that support the needs of the region.

STTP proposes strategies and tactics **specific to transit** that can be implemented within the projected budget over the next five years.

- Service development
- Organizational effectiveness
- Marketing and public awareness
- Agency coordination

Recommendations are aligned with RTP goals.

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Summary of Route Network Options

Scenario	Description	Cost	Implementation Timeline	Potential Change to Ridership
1 Coverage	Minor updates to current system	Neutral	0 – 1 year	Small increase
2 Ridership	Optimize network for ridership recovery	Moderate Capital Costs	0 – 2 years	Moderate Increase

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Summary of Service Level Options

Current funding may not support service levels with rising costs.

Option	Route Network	Estimated Annual Cost	Advantages	Risks
A	Maintain current span of service and annual operating hours	Percent increase dependent on external costs	Provides consistent service	Maintaining service levels in the short run may result in more drastic service cuts needed later

Ridership loss occurs with reduced service levels. Options to consider to match budget projections include:

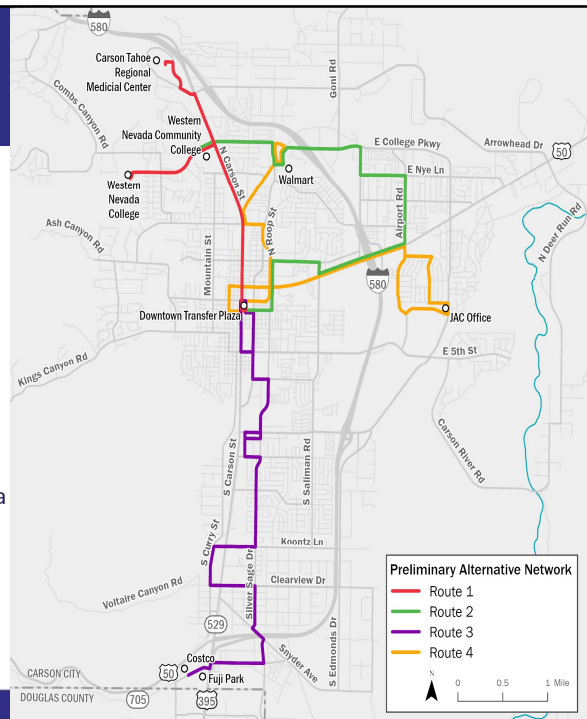
Option	Route Network	Estimated Annual Savings	Advantages	Risks
B	Reduce weekday hours	\$25,000/ vehicle, per service hour	Concentrates loss of service to trips that impact the fewest riders, and can be scaled	Reduced service, particularly during off-peak times, disproportionately impacts transit dependent riders
C	Repurpose up to 13 daily weekday hours and 8 Saturday hours from Route 2B	\$150,000	Route 2A would maintain service and reduced hours for 2B (lowest performing route) could be repurposed to serve more productive areas or held for cost savings	Ridership on Route 2A is likely to fall if Route 2B is eliminated
D	Eliminate Saturday service	\$200,000	Some hours could be repurposed for enhanced service on weekdays	Disproportionately impacts transit dependent riders. Will also negatively impact weekday ridership

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Conceptual Service Alternative: Network Optimization

Advantages include:

- More direct, bi-directional service
 - Bi-directional service to Stewart Community
 - Improved opportunities for stops to be more intuitive
- Key destinations:
 - Maintains service to current top destinations
 - Adds key medical destination, connection to RTC on N Carson Street, and access to JAC admin building
- New 30-minute service to compete with autos:
 - North Carson Street between the Downtown Transfer Plaza and West College Parkway
 - Hwy 50 between North Saliman Road and Airport Road
- Active paratransit riders not impacted by route changes
- Not a formal recommendation – public input needed.



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Coordinated Human Services Plan (CHSP)

Key components

- Identifies needs
- Establishes Goals/Strategies

Purpose

- Federal requirements
- Improves coordination





















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Outreach



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Strategy timeline

Goal	Strategy	Timeline	Priority
4.2.3	Ensure cash and non-digital fare options		
1.2.5	Ensure potential contracting partnerships with MTM, the current statewide broker for Non-Emergency Medical Transportation (NEMT) trips		
3.2.1	Expand driver customer service and disability training		
2.1.2	Develop a plan for amenity improvements: shelters, lighting, benches, and ADA upgrades		
6.1.2	Create regional mobility guide		
4.2.2	Translate key rider information		
4.2.1	Offer bilingual customer service		
7.1.3	Develop partnerships with healthcare, education, and workforce agencies		
5.1.2	Reassess routes for efficiency		
1.2.2	Establish interlocal agreements for cost-sharing		

 Short-term
  Mid-term
  Long-term
  Low
  Medium
  High

- Of the 45 total strategies, these 10 were identified for the Implementation Roadmap.

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Next Steps and Direction

- Open discussion
- Receive CAMPO input regarding items presented and finalize draft recommendations and priorities
- Review comments received during public comment period
 - Opened on 2/6/26 closes on 2/20/26
- Finalize and present to RTC

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