

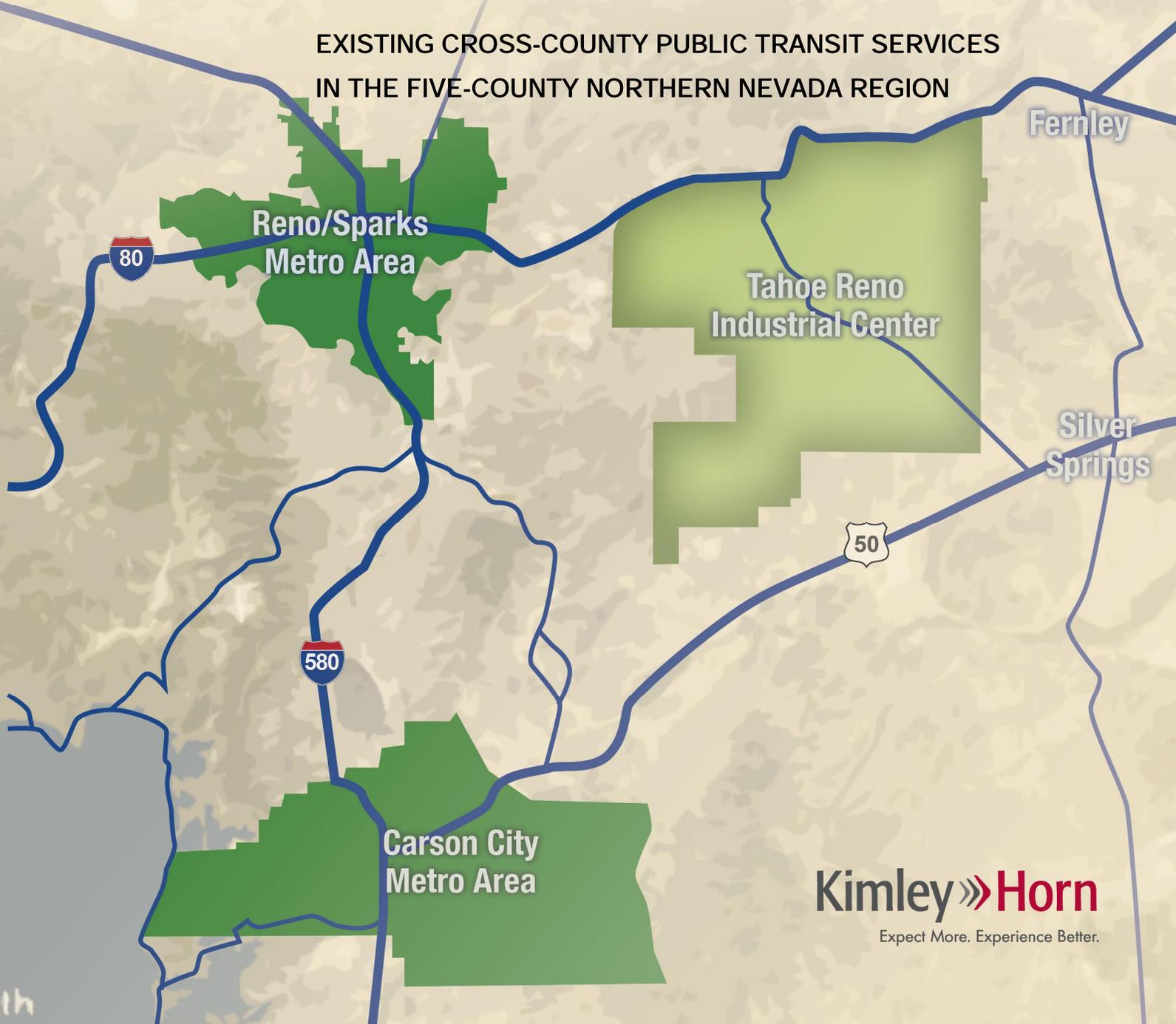


Inter-County and Regional

TRANSIT PLAN

TECHNICAL MEMORANDUM #1

EXISTING CROSS-COUNTY PUBLIC TRANSIT SERVICES
IN THE FIVE-COUNTY NORTHERN NEVADA REGION





TECHNICAL MEMORANDUM #1
FOR

INTER-COUNTY AND REGIONAL TRANSIT PLAN

Prepared for:



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LIST OF ACRONYMS

ADA	Americans with Disabilities Act
ADSD	Aging and Disability Services Division of the Nevada Department of Health and Human Services
CAMPO	Carson Area Metropolitan Planning Organization
CART	Churchill Area Regional Transportation
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CREST	Eastern Sierra Transit Authority
EDAWN	Economic Development Authority of Western Nevada
FTA	Federal Transit Administration
JAC	Jump Around Carson
MPO	Metropolitan Planning Organization
NDOT	Department of Transportation
NTD	National Transit Database
RNO	Reno-Tahoe International Airport
RTC	Regional Transportation Commission of Washoe County
STBG	Surface Transportation Block Grant Program
TRIC	Tahoe Reno Industrial Center

1. INTRODUCTION

With a growing economy, increased development activity, and employment growth in Northern Nevada, the Nevada Department of Transportation (NDOT) is developing a plan to explore solutions to address inter-county commuting needs in Northern Nevada.

The development of the Inter-County and Regional Transit Plan specifically focuses on cross-county commuter travel within the five-county region of Washoe County, Storey County, Carson City County, Lyon County, and Churchill County along the following corridors of interest:

- Interstate-80 (I-80) between Reno/Sparks and the Tahoe Reno Industrial Center (TRIC)
- USA Parkway between TRIC and Silver Springs
- US-50 between Silver Springs and Carson City
- Interstate-580 (I-580) between Carson City and Reno/Sparks

Special consideration is being given to commute trips between Reno/Sparks and TRIC, as I-80 is physically constrained, employment opportunities at TRIC are increasing, and congestion during commute hours occurs frequently. In addition to this transit plan, NDOT is currently studying traffic along I-80 at this area to identify potential capacity improvements.

1.1. Study Area Population

Based on the 2010 US Census, the five counties included within this study area have a combined population of approximately 557,500 with the following percentage of population breakdown per county:

- 76% - Washoe County (421,407 population)
- 10% - Carson City County (55,274 population)
- 9% - Lyon County (51,980 population)
- 4% - Churchill County (24,877 population)
- 1% - Storey County (4,010 population)

Based on 2015 US Census estimates, the populations of each of the counties has slightly declined with the exception of Washoe County which is estimated to have had a 10% increase from 2010 to 2015.

1.2. Study Area Employment

According to the Bureau of Labor Statistics, as of September 2017, there were approximately 281,400 jobs within the five-county study area with the following percentage of jobs per county:

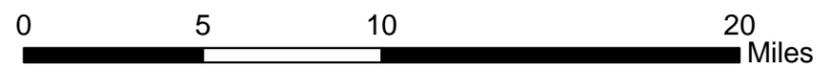
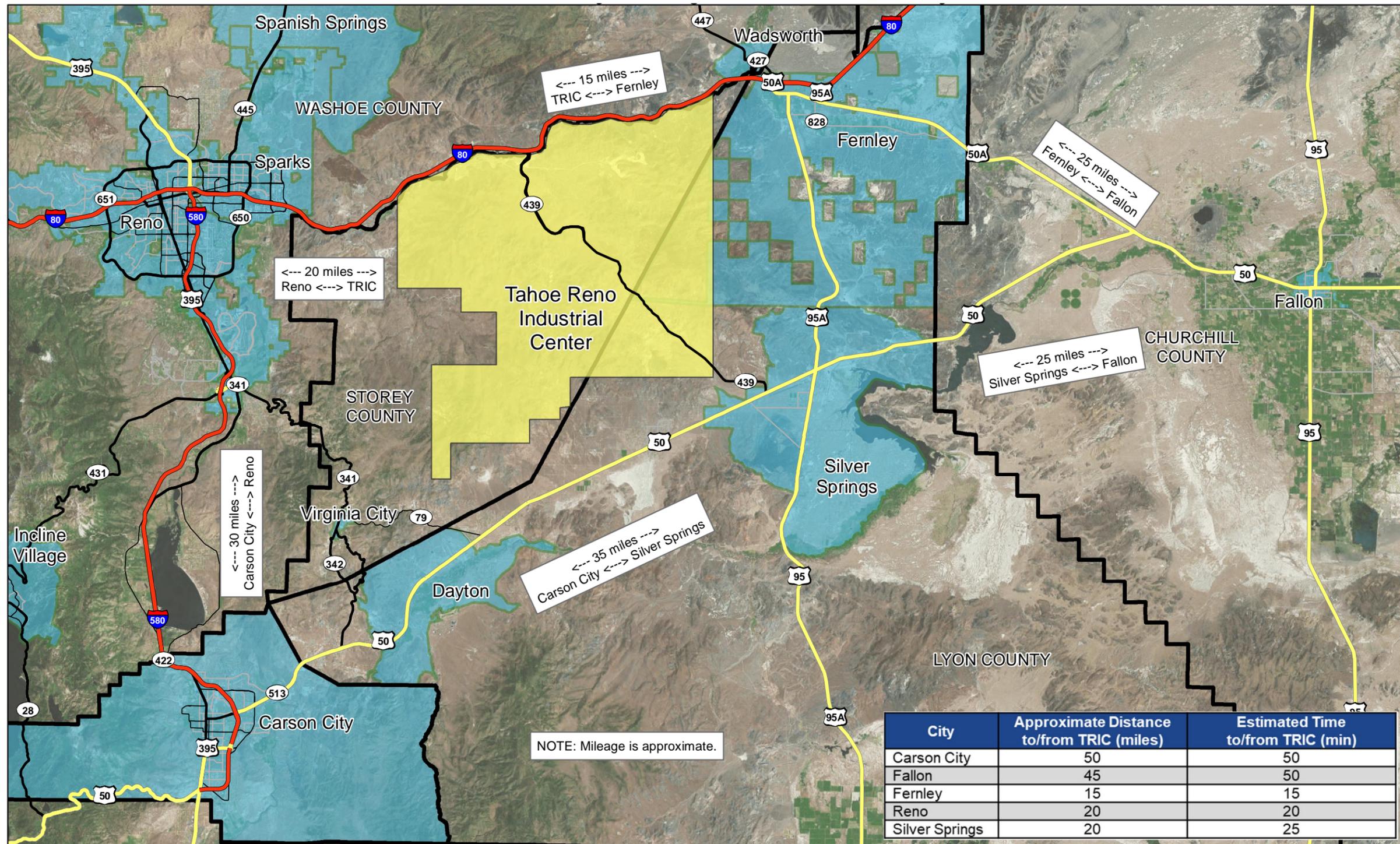
- 78% - Washoe County (218,832 jobs)
- 11% - Carson City County (30,238 jobs)
- 5% - Storey County (12,574 jobs)
- 4% - Lyon County (11,823 jobs)
- 3% - Churchill County (7,949 jobs)

As shown, Storey County, where TRIC is located, has a population of 4,010 while supplying the region with more than 12,500 jobs, justifying a focus on commuter needs between the major populations centers and TRIC.

1.3. Tahoe Reno Industrial Center (TRIC)

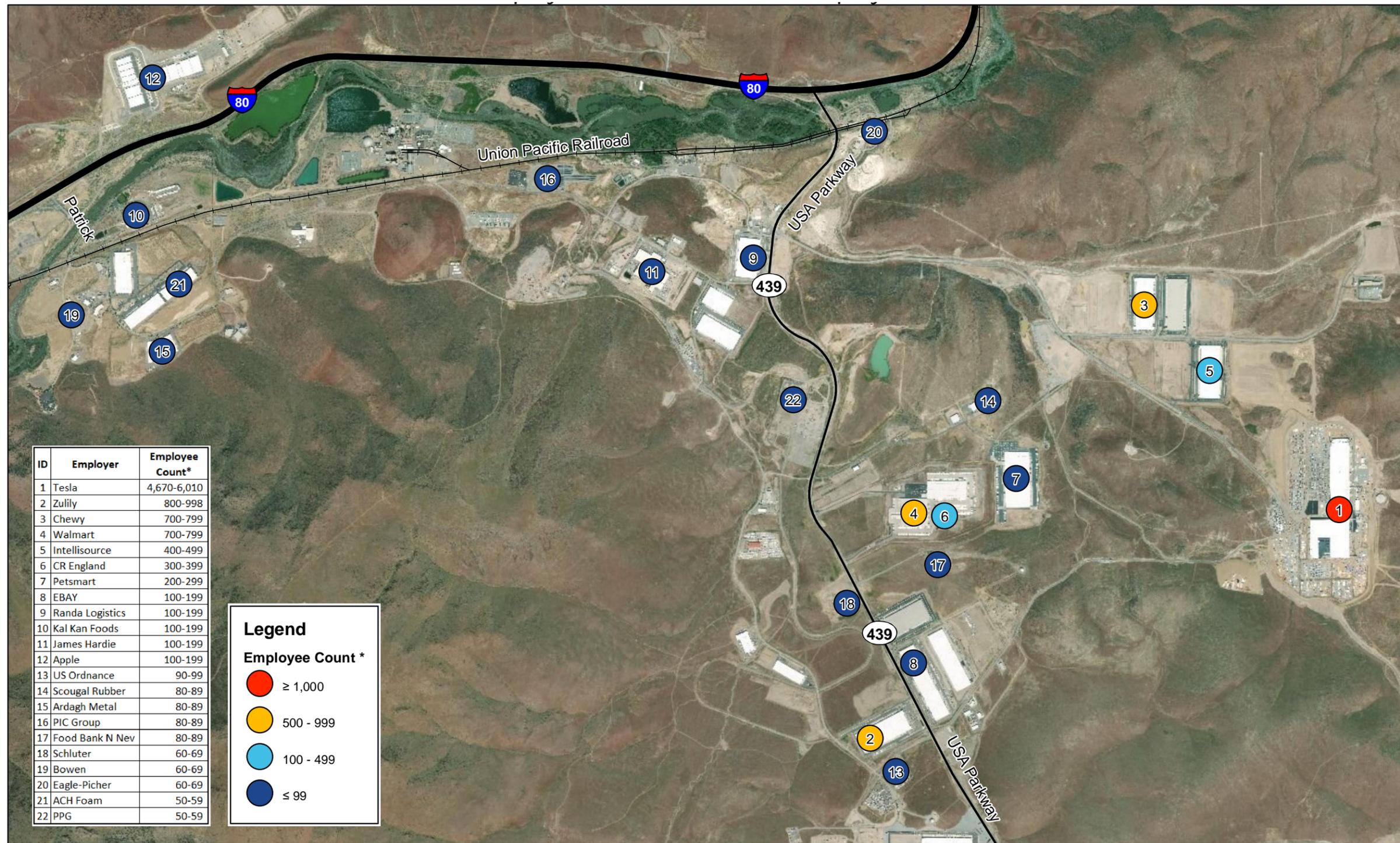
TRIC is located within Storey County, Nevada. According to the Economic Development Authority of Western Nevada (EDAWN) and the TRIC website (tahoereno.com), the industrial center has grown over the past 20 years to employ approximately 10,000 workers in manufacturing, distribution services, data storage, and warehousing. TRIC is a 107,000-acre industrial park that contains approximately 11 million square feet of industrial space housing over 125 companies. For the past two decades businesses have been relocating to TRIC and the number of employees at TRIC is anticipated to grow to 25,000 within the next ten years. Per EDAWN, with 75% of TRIC employees live north of I-80 in Reno/Sparks this growth is expected to continue to add to the congestion along I-80 during commute hours.

Figure 1 on the following page provides an overview of the study area and approximate distances between TRIC and areas where residential housing is provided. **Figure 2** identifies employers with more than 50 employees in and around TRIC.



* Data Source: Google Maps

Figure 1 – Inter-County and Regional Transit Plan Study Area with Approximate Travel Distances



0 0.5 1 2 Miles

* Data Source: Nevada Department of Employment, Training and Rehabilitation, 2017 4th Quarter

Figure 2 – Tahoe Reno Industrial Center Area Employers with More than 50 Employees

1.4. Purpose

This technical memorandum has been prepared to provide a summary of existing cross-county public transit services in the five-county Northern Nevada region. This technical memorandum provides a review of the Regional Transportation Commission (RTC) of Washoe County's REGIONAL CONNECTOR bus and VANPOOL program. It also provides a brief overview of other cross-county transit options within the five-county study area.

1.5. Document Organization

Technical Memorandum #1 is organized into the following sections:

- **Section 1** presents the project background and purpose of the technical memorandum.
- **Section 2** summarizes the RTC REGIONAL CONNECTOR and VANPOOL programs including service levels, ridership, and costs. The RTC TRIP MATCH service is also described.
- **Section 3** provides an overview of other cross-county transit services available in the five-county study area.
- **Appendices** include additional data from the National Transit Database (NTD), the RTC public transit and paratransit fiscal year 2018 budget, a summary of intra-county transit and shuttle service, and a map of agencies that have recently received rural transit grants from NDOT.

2. RTC WASHOE

The RTC was created in July 1979 to provide useful and efficient transportation systems to the people of Washoe County, including the City of Reno and the City of Sparks. The RTC serves as the area's Metropolitan Planning Organization (MPO) and according to their website (rtcwashoe.com) the RTC was created by combining the Regional Street and Highway Commission, the Regional Transit Commission, and the Washoe County Area Transportation Study Policy Committee to increase the effectiveness and efficiency in planning and implementing the surface transportation program within Washoe County.

The RTC operates the public transit system in the urbanized Reno/Sparks area branded RIDE and provides additional commuter services, namely the REGIONAL CONNECTOR (formerly known as INTERCITY) and the VANPOOL services, which are described in this section. The RTC TRIP MATCH carpooling service is also summarized in this section.

According to the NTD of the Federal Transit Administration (FTA), as of 2016 the RTC provides service to 136 of the 164 square miles of the Reno/Sparks urbanized area, accounting for 313,150 of the 392,141 urbanized population. In 2016 there were an average of 25,508 weekday trips on the RTC's transit system. Additional detail on funding is provided in **Appendix A** in the NTD 2016 Annual Agency Profile and **Appendix B** in the RTC's fiscal year 2018 Public Transit and Paratransit Final Budget.

2.1. RTC REGIONAL CONNECTOR Service

Information regarding service levels, cost, and ridership/revenue as provided by the RTC, the Carson Area Metropolitan Planning Organization (CAMPO), and the FTA are included in this section.

2.1.1. Service Levels

The RTC REGIONAL CONNECTOR service operates between Reno and Carson City. It is available Monday through Friday and does not operate on weekends and holidays. The service exists through collaboration between the RTC and CAMPO. The route has three morning round trips and three afternoon round trips. The average speed along this 33-mile route is 30 miles per hour (including stops); therefore, the roundtrip running time for the route is approximately one hour.

According to the RTC's website, one-way fares are offered at a regular price of \$5.00 for adults, a reduced price of \$2.50 for children aged 6 to 18 and seniors aged 60+ (reduced from 65+ on September 4, 2018), and children aged 5 and under are free. Passes valid for ten rides are also available at a regular price of \$42.50 and a reduced price of \$21.25. Transfers can be made to RTC RIDE, RTC RAPID, and RTC ACCESS in Reno and BlueGO and Jump Around Carson (JAC) in Carson City. The service also offers free WiFi access to passengers. **Figure 3** shows the most recent schedule for the REGIONAL CONNECTOR service. **Figure 4** shows the route of the REGIONAL CONNECTOR and stops.



Inter-County and Regional **TRANSIT PLAN**

Monday - Friday

From Downtown Reno			Carson City					To Downtown Reno		
Depart RTC 4TH STREET STATION A	Meadowwood Mall B	Walmart@ Virginia/ Damonite C	N. Carson St. & College Parkway D	Arrive Nevada Dept. of Transportation E	Depart Nevada Dept. of Transportation E	N. Carson St. & College Parkway D	Walmart@ Virginia/ Damonite C	Meadowwood Mall B	Arrive RTC 4TH STREET STATION A	
5:47	6:00	6:06	6:33	6:45	6:50	7:00	7:25	7:35	7:52	
6:17	6:30	6:36	7:03	7:15	7:20	7:30	7:55	8:05	8:22	
6:47	7:00	7:06	7:33	7:45	7:50	8:00	8:25	8:35	8:52	
3:05	3:19	3:25	3:52	4:05	4:10	4:21	4:46	4:59	5:17	
4:05	4:19	4:25	4:52	5:05	5:10	5:21	5:46	5:59	6:17	
5:27	5:41	5:47	6:14	6:27	6:32	6:43	7:08	7:21	7:37	

Light Type = AM **Bold Type = PM**

No Weekend Service

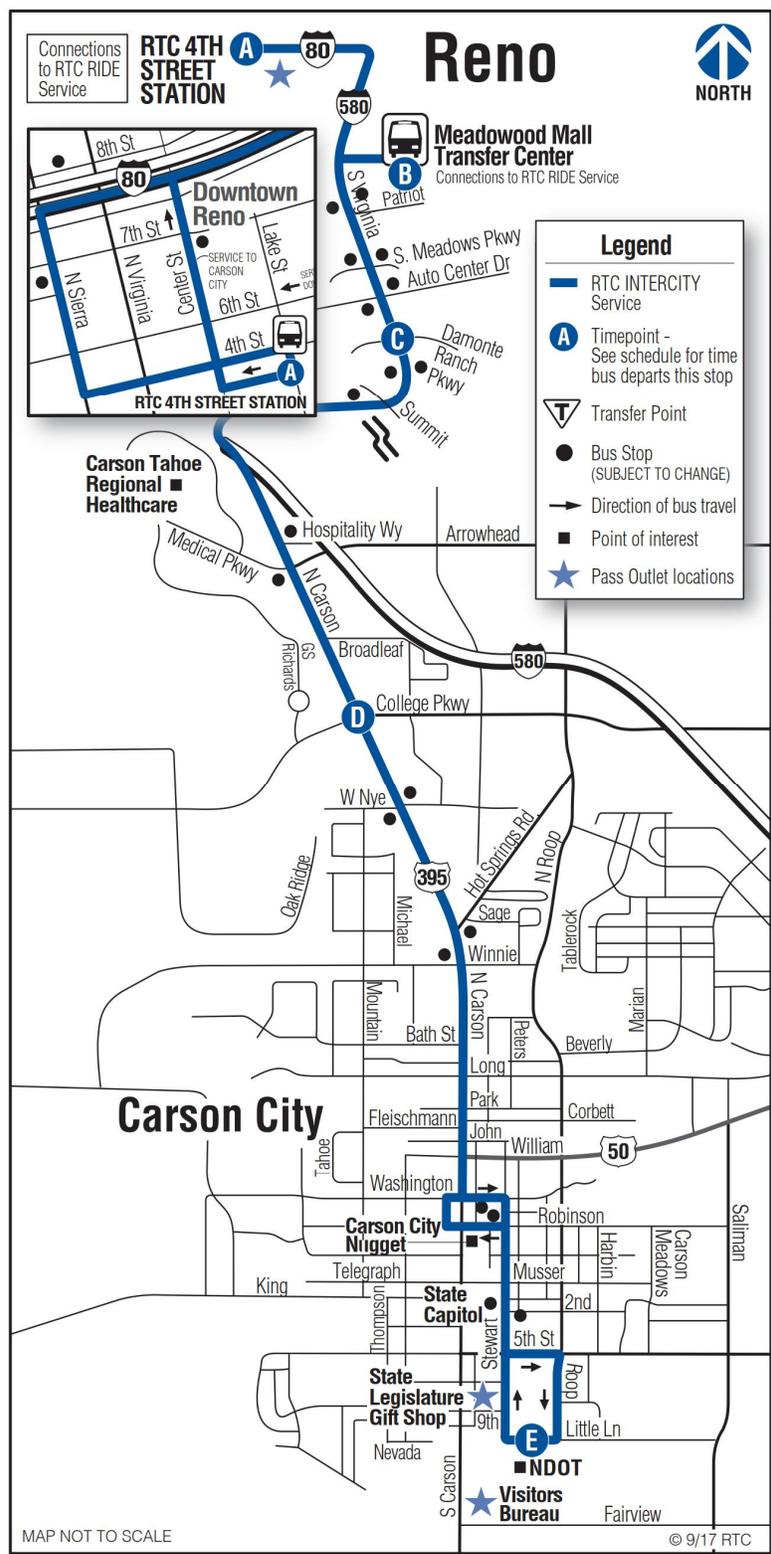
Source: RTC Washoe

Figure 3 – REGIONAL CONNECTOR Route Schedule

According to the RTC’s 2018-2022 Short Range Transit Plan (available online at <https://www.rtcwashoe.com/public-transportation/resources-and-reports/>), the REGIONAL CONNECTOR service has the second fewest riders by route (Table 4.1 - 159 weekday riders), the least productivity (Table 4.2 – 12.4 boardings per revenue hour), and the lowest on-time performance (Table 4.3 – 58.6% on-time adherence) of the RTC’s fixed transit routes. This may be attributed to the nature of the route, traveling long distances without boardings and the duration of travel per any given rider.



Inter-County and Regional **TRANSIT PLAN**



Source: RTC Washoe

Figure 4 – REGIONAL CONNECTOR Route Map



2.1.2. Costs

For the purposes of this technical memorandum, upon request, the RTC provided the most recent revenue and cost values for the REGIONAL CONNECTOR. The total average monthly operating cost from July 2017 to March 2018 was \$24,833 compared to an average monthly revenue from fares of \$7,699. **Table 1** shows total cost, cost paid by CAMPO, cost paid by the RTC, as well as cost paid by the transit user. The table also shows vehicle operating hours, ridership, and revenue.

Table 1 – RTC REGIONAL CONNECTOR Revenue and Costs (Fiscal Year 2018 Data)

Month	Days of Service	Total Vehicle Hours	Ridership	Revenue (Fare Box Receipts)	CAMPO Cost	RTC Cost	Total Cost	
2017	Jul	20	294.7	2,372	\$7,424	\$2,970	\$13,187	\$23,581
	Aug	23	338.9	3,250	\$10,172	\$2,957	\$13,989	\$27,118
	Sep	20	294.7	2,464	\$7,712	\$2,889	\$12,980	\$23,580
	Oct	22	324.1	2,575	\$8,059	\$3,296	\$14,583	\$25,938
	Nov	21	309.4	2,329	\$7,289	\$3,260	\$14,210	\$24,759
	Dec	20	292.5	2,255	\$7,058	\$3,035	\$13,315	\$23,407
2018	Jan	22	322.0	2,482	\$7,768	\$3,341	\$14,656	\$25,765
	Feb	20	293.6	2,202	\$6,892	\$3,100	\$13,502	\$23,494
	Mar	22	323.1	2,210	\$6,917	\$3,598	\$15,337	\$25,852
Monthly Average	21	310.3	2,460	\$7,699	\$3,161	\$13,973	\$24,833	
9-Month TOTAL	190	2,792.8	22,139	\$69,290	\$28,446	\$125,760	\$223,496	

Source: RTC Washoe data provided for this technical memorandum.

Total vehicle hours in operation as shown in **Table 1** include non-revenue hours. Based on the data provided for the nine-month period, there were an average of 37 non-revenue hours per month for the REGIONAL CONNECTOR. With an average monthly cost of \$24,833 and a monthly average of 273.4 vehicle revenue hours, the REGIONAL CONNECTOR service is currently being provided at a cost of \$90.83 per revenue service hour.

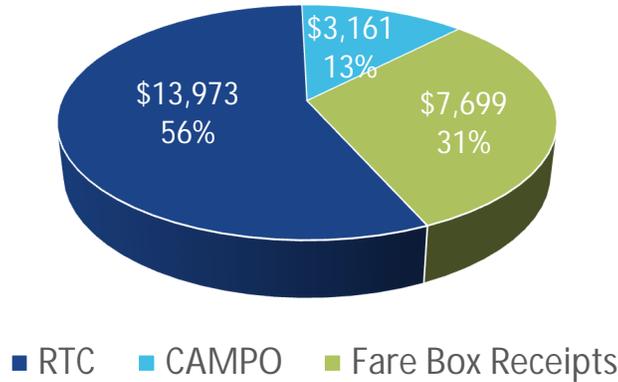
The operating cost of the service is split between the RTC and CAMPO, based on running time in each jurisdiction, but with layover and deadhead time split equally. **Table 2** shows summary statistics based on the provided ridership, cost, and revenue information.

Table 2 – RTC REGIONAL CONNECTOR Statistics (Fiscal Year 2018 Data)

Single Ride Adult Fare	Average Passenger Fare	Cost per Passenger	Cost per Total Vehicle Hour	Average Riders per Vehicle Hour
\$5.00	\$3.13	\$10.10	\$80.03	7.9

Source: RTC Washoe data provided for this technical memorandum.

Figure 5 provides a visual depiction of the percentage of operating costs currently covered by the RTC, CAMPO, and the transit user (fare box receipts).



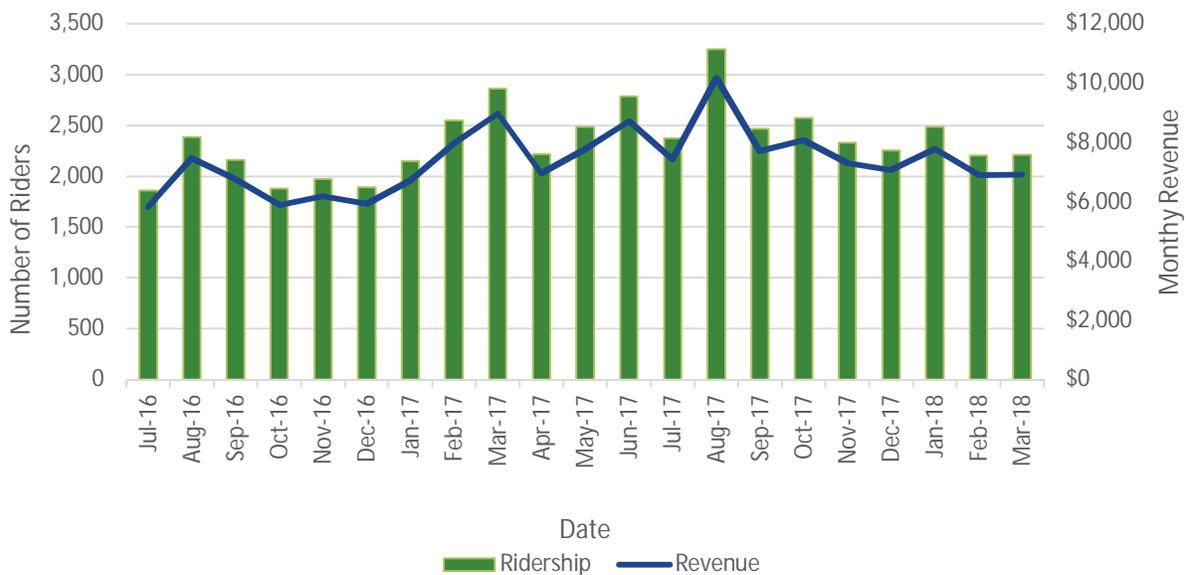
Source: RTC Washoe data provided for this technical memorandum.

Figure 5 – REGIONAL CONNECTOR Percent Operations Cost

2.1.3. Ridership and Revenue

The RTC REGIONAL CONNECTOR bus system had a 2017 monthly average of 2,524 passengers. Monthly ridership was generally consistent throughout the year with some peaking in March, June, and August of 2017.

The monthly average passenger count during the first quarter (January, February, March) of 2017 was 2,518 passengers. There was an 8.7% decrease in the first quarter of 2018, with a monthly average of 2,298 passengers during the first three months of 2018. **Figure 6** shows the ridership and approximate monthly revenue for the REGIONAL CONNECTOR bus system since July 2016.



Source: RTC Washoe data provided for this technical memorandum.

Figure 6 – REGIONAL CONNECTOR Ridership (July 2016 – March 2018)

2.1.4. Funding

The REGIONAL CONNECTOR is funded through three sources:

- Sales Tax - A 0.25% sales tax in Washoe County dedicated to public transportation with an additional portion of a 0.125% tax that is divided between transit and roads as seen fit by the RTC to meet the needs of the people.
- Far Box Recovery - Approximately one third (31%) of the service funding is collected from passenger fare box recovery.
- CAMPO - the portion of the service route operating within Carson City County is funded by CAMPO, billed quarterly by the RTC based on the hours operated in their jurisdiction minus passenger revenue.

Additional detail on funding is provided in **Appendix A** (NTD 2016 Annual Agency Profile).

2.2. RTC VANPOOL Service

2.2.1. Service Levels

Through collaboration between the RTC and Enterprise, the VANPOOL program is offered as a way for coworkers and other daily travelers to save money by sharing a vehicle for travelling to work, school, etc. A vanpool consists of a group of 5 to 14 people, typically all traveling to the same location. The vehicles provided by Enterprise are usually 7- to 14-passenger vehicles that are designed to travel long distances. Although no supplemental licenses are required, the primary and secondary drivers of the vanpool must be at least 25 years old, in good health, maintain good driving records, and be approved by Enterprise. The drivers are responsible for picking up and dropping off passengers, arranging for vehicle maintenance, and housing the vehicle at their residence or at a park-and-ride location when not being used.

The participants of a vanpool split the cost of monthly usage fees and gas. Monthly fees depend on the type of vehicle and number of participants. The RTC provides a subsidy as an incentive to use the VANPOOL service. Subsidy values include \$400 for up to 3,000 miles traveled per month, \$500 for up to 4,000 miles traveled per month, and \$600 for over 4,000 miles traveled per month. Out-of-pocket costs for VANPOOL users may vary due to the change in gas prices, number of participants in the VANPOOL and distances traveled.

2.2.2. Costs

The total cost and total RTC subsidy for the months of March, April, and May 2018 are shown in **Table 3**. The table also indicates the total number of trips using VANPOOL vans, revenue miles, and average number of riders per trip. As shown in the table, the cost to operate the program is more than twice that of the RTC subsidy (approximately \$57,467), meaning that revenue from the VANPOOL users pays for roughly half of the program (approximately \$65,651 per month).



Table 3 – VANPOOL Three-month Summary

Month	Number of Vans	Number of Trips	Vehicle Revenue Miles	Average Passengers per Trip	Average Commute Time (mins)	VANPOOL Participant Cost	RTC Subsidy	Total Program Cost
March 2018	137	5,078	219,941	5.7	54	\$60,720	\$56,000	\$116,720
April 2018	141	5,580	212,172	5.9	54	\$71,782	\$57,600	\$129,382
May 2018	144	6,252	234,954	6.0	57	\$64,452	\$58,800	\$123,252
Average	141	5,637	222,356	5.9	55	\$65,651	\$57,467	\$123,118

Source: RTC Washoe data provided for this technical memorandum.

2.2.3. Ridership

Between March and May 2018, approximately 45% of the VANPOOLS were used for trips to/from TRIC. Ridership information is shown for the February, March, and April in **Table 4**.

Table 4 – VANPOOL to/from TRIC Summary

Month	Number of Vans	Average Vehicle Capacity	Average Occupancy Rate	Vehicle Revenue Miles	Vehicle Revenue Hours	Days Operated	Average Passengers per Trip	Average Commute Time (mins)
February 2018	61	7.5	73.4%	58,932	1,663	19.1	5.5	43
March 2018	62	7.5	78.3%	55,501	1,573	17.8	5.9	43
April 2018	65	7.7	75.6%	66,448	1,907	20.3	5.8	43
Average	63	7.6	75.7%	60,294	1,704	19.1	5.7	43

Source: RTC Washoe data provided for this technical memorandum.

2.2.4. Funding

Enterprise provides vehicles, vehicle maintenance, and vehicle insurance for the VANPOOL program. The RTC subsidizes approximately 45% of the operating costs of the VANPOOL program, while the VANPOOL participants fund the remaining 55% of the vehicle lease and taxes. The VANPOOL users pay for 100% of the vehicle fuel. Funding comes from passengers and a



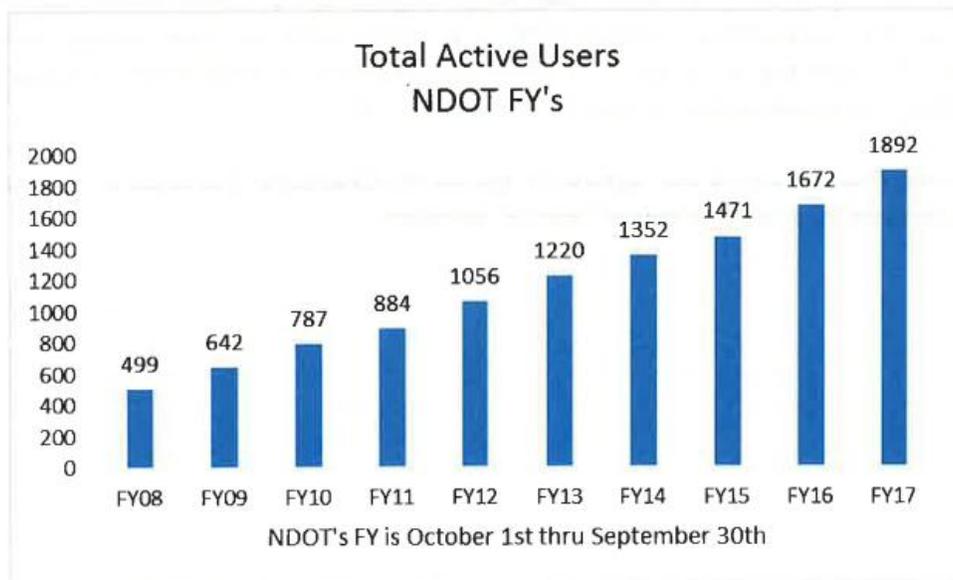
combination of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds and Surface Transportation Block Grant (STBG) funds with a local sales tax match.

2.3. RTC TRIP MATCH Service

This free, web-based service helps match registered users with other individuals who would like to carpool, bike, walk, and/or take the bus (rtcwashoe.greenride.com). The service allows an individual to enter their traveling preferences and contact preferred matches to discuss needs and expectations. The RTC currently has over 2,000 registered users, although there is no existing report for tracking how many individuals are using the service or with what frequency someone may carpool.

2.3.1. Users/Ridership

According to the 2017 RTC SMART TRIPS Trip Reduction Program Annual Report, in fiscal year 2017, there were 1,892 active users using the TRIP MATCH service, an increase of 13.2% as compared to 2016. **Figure 7** shows the consistent growth in active users on TRIP MATCH.



Source: 2017 RTC SMART TRIPS Trip Reduction Program Annual Report.

Figure 7 – RTC TRIP MATCH Active Users

Due to potential privacy issues, users are not required to register carpool partners, so the number of people that have established a carpool, or the number of people within any given carpool is unknown. The active users shown in **Figure 7** represent not only those using carpooling, but those riding a bike, walking, roller blading, taking the bus, telecommuting, vanpooling, and driving alone as well. In 2017, there were a total of 3,408 recorded trips, but as recording trips is voluntary, it is anticipated that more trips occurred and were not recorded by users.

2.3.2. Funding

The RTC offers the TRIP MATCH service through a partnership with Greenride and assumes a cost of approximately \$15,000 annually to have the website hosted.

3. OTHER SERVICES AVAILABLE

The following transportation options are provided within the study area, some specifically for paratransit and service to/from the Reno-Tahoe International Airport (RNO). Information regarding their operating schedules, stop locations, and estimated costs is included. This list is not intended to be exhaustive but was compiled of readily available information. It should be noted that these rural, paratransit and shuttle options are not considered to significantly impact commuter travel but are noted here as they are potential transit options in and around the five-county study area. Additional information on specific services that do not cross county lines are included in **Appendix C**. For reference, **Appendix D** includes a 2016 map with transit agencies that have received rural transit grants from NDOT (Transit Sub-Recipient Map).

3.1. Storey County

It should be noted that currently Storey County does not provide public transit.

3.2. CAMPO

According to the NTD, as of 2016 CAMPO provides service to 26 square miles, 23 of which are within the Carson City urbanized area, accounting for 53,859 of the 58,079 population. In 2016 there were 216,623 trips on the CAMPO's transit system. Additional detail on funding is provided in **Appendix A** (NTD 2016 Annual Agency Profile).

CAMPO does not provide any additional cross-county transit service within the study area other than their contribution to the RTC's REGIONAL CONNECTOR. More information on transit service within Carson City County is provided in **Appendix C**.

3.3. CART (Churchill Area Regional Transportation)

In 2016, CART reported to the FTA that there were 17,636 trips on their transit service during a total of 5,891 vehicle revenue hours. Additional detail on funding is provided in **Appendix A** (NTD 2016 Annual Agency Profile).

CART provides limited, scheduled cross-county transit. More information on Churchill County public transit is provided in **Appendix C**.

3.4. Lyon County Transit

Lyon County reported to the FTA that in 2016 there were 9,613 trips on their transit service during a total of 5,693 vehicle revenue hours. Additional detail on funding is provided in **Appendix A** (NTD 2016 Annual Agency Profile).

Lyon County Human Services operates the public transit system within Lyon County. There are five deviated fixed-routes that can be scheduled by appointment. These five routes generally serve the following areas:

- Reno/Sparks (Monday, Wednesday, Friday)



- Smith Valley (1st and 2nd Tuesday of the month)
- Yerington to Reno (3rd Tuesday of the month)
- Yerington to Carson City (4th Tuesday of the month)
- Carson City (Thursdays)

For fiscal year 2018, Lyon County provided 3,094 trips to out-of-town medical destinations, averaging 257 per month, many of those going to Reno/Sparks. In May 2018 the transit system opened to the general public; currently the service has less than ten riders per day unrelated to senior center/medical services.

Lyon County's deviated/fixed-route transportation is primarily funded by NDOT 5311. The Aging and Disability Services Division (ADSD) of the Nevada Department of Health and Human Services provides grants for senior center transportation. A county tax is utilized to fund items not covered by ADSD or NDOT.

3.5. Private Services

In addition to those services previously discussed there are for-hire services and on-demand app services such as limousines, taxis, Uber, Lyft, Scoop, and My Ride to Work available within the study area that can provide transit/carpooling options. These services will be further explored as part of this project.

3.5.1. My Ride to Work

My Ride to Work (<http://myridetowork.com/>) has contracts with various employers at TRIC and provides cars, vans, and coach buses for employees to/from TRIC on a daily basis. Based on a discussion with the company, currently the service has thousands of rides per day with designated pick-up/drop-off locations within the residential areas surrounding TRIC (including Reno/Sparks, Fallon, Carson City, and Fernley). My Ride to Work coordinated with employers to determine their employment base and determines optimal pick-up locations that are convenient to employee housing. Riders must sign up for the service and use badges to access the transit vehicles. Although My Ride to Work does not have direct data associated with how their riders access the pick-up locations, they have found that there is increased ridership when locating a pick-up location near a transit stop.

APPENDIX A

NATIONAL TRANSIT DATABASE ANNUAL AGENCY PROFILES



General Information

Urbanized Area Statistics - 2010 Census

Reno, NV-CA
 164 Square Miles
 392,141 Population
 94 Pop. Rank out of 498 UZAs
Other UZAs Served
 0 Nevada Non-UZA, 454 Carson City, NV

Service Consumption

36,104,273 Annual Passenger Miles (PMT)
 8,176,302 Annual Unlinked Trips (UPT)
 25,508 Average Weekday Unlinked Trips¹
 17,133 Average Saturday Unlinked Trips¹
 12,903 Average Sunday Unlinked Trips¹

Database Information

NTDID: 90001
 Reporter Type: Full Reporter

Service Area Statistics

136 Square Miles
 313,150 Population

Service Supplied

6,104,810 Annual Vehicle Revenue Miles (VRM)
 373,484 Annual Vehicle Revenue Hours (VRH)
 204 Vehicles Operated in Maximum Service (VOMS)
 226 Vehicles Available for Maximum Service (VAMS)

Modal Characteristics

Modal Overview

Vehicles Operated in Maximum Service

Mode	Vehicles Operated in Maximum Service		Uses of Capital Funds				Total
	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	
Commuter Bus	-	3	\$0	\$0	\$0	\$0	\$0
Demand Response	-	47	\$3,747,356	\$0	\$0	\$111,026	\$3,858,382
Demand Response - Taxi	-	7	\$0	\$0	\$0	\$0	\$0
Bus	-	54	\$0	\$325,775	\$5,565,340	\$220,455	\$6,111,570
Vanpool	-	93	\$0	\$0	\$0	\$0	\$0
Total	-	204	\$3,747,356	\$325,775	\$5,565,340	\$331,481	\$9,969,952

Operation Characteristics

Mode	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Passenger Miles	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Average	
											Spare Vehicles	Fleet Age in Years ^a
Commuter Bus	\$389,905	\$88,450	\$0	710,251	28,261	105,537	3,333	0.0	3	3	0.0%	11.0
Demand Response	\$6,528,458	\$573,353	\$3,858,382	1,495,376	202,060	1,242,658	77,420	0.0	49	47	4.1%	3.9
Demand Response - Taxi	\$356,227	\$65,127	\$0	160,926	22,752	140,665	5,685	0.0	7	7	0.0%	0.0
Bus	\$23,790,448	\$5,820,162	\$6,111,570	22,408,315	7,687,158	2,783,287	249,794	0.5	66	54	18.2%	7.9
Vanpool	\$1,034,906	\$743,600	\$0	11,329,405	236,071	1,832,663	37,252	0.0	101	93	7.9%	1.5
Total	\$32,099,944	\$7,290,692	\$9,969,952	36,104,273	8,176,302	6,104,810	373,484	0.5	226	204	9.7%	

Performance Measures

Service Efficiency

Mode	Operating Expenses per	
	Vehicle Revenue Mile	Vehicle Revenue Hour
Commuter Bus	\$3.69	\$116.98
Demand Response	\$5.25	\$84.33
Demand Response - Taxi	\$2.53	\$62.66
Bus	\$8.55	\$95.24
Vanpool	\$0.56	\$27.78
Total	\$5.26	\$85.95

Service Effectiveness

Mode	Operating Expenses per		Unlinked Trips per	
	Passenger Mile	Unlinked Passenger Trip	Vehicle Revenue Mile	Vehicle Revenue Hour
Commuter Bus	\$0.55	\$13.80	0.3	8.5
Demand Response	\$4.37	\$32.31	0.2	2.6
Demand Response - Taxi	\$2.21	\$15.66	0.2	4.0
Bus	\$1.06	\$3.09	2.8	30.8
Vanpool	\$0.09	\$4.38	0.1	6.3
Total	\$0.89	\$3.93	1.3	21.9

Financial Information

Sources of Operating Funds Expended

Fare Revenues	\$7,290,692	22.5%
Local Funds	\$0	0.0%
State Funds	\$16,766,727	51.6%
Federal Assistance	\$7,234,590	22.3%
Other Funds	\$1,179,597	3.6%
Total Operating Funds Expended	\$32,471,606	100.0%

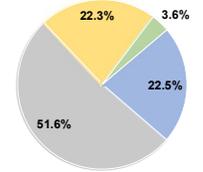
Sources of Capital Funds Expended

Fare Revenues	\$0	0.0%
Local Funds	\$0	0.0%
State Funds	\$3,044,070	30.5%
Federal Assistance	\$6,925,882	69.5%
Other Funds	\$0	0.0%
Total Capital Funds Expended	\$9,969,952	100.0%

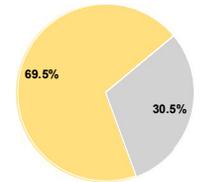
Summary of Operating Expenses (OE)

Salary, Wages, Benefits	\$3,336,460	10.4%
Materials and Supplies	\$1,883,057	5.9%
Purchased Transportation	\$22,055,858	68.7%
Other Operating Expenses	\$4,824,569	15.0%
Total Operating Expenses	\$32,099,944	100.0%
Reconciling OE Cash Expenditures	\$371,662	
Purchased Transportation (Reported Separately)	\$0	

Operating Funding Sources



Capital Funding Sources



Notes:
^aDemand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.
¹Average Unlinked Trips not available for Demand Response Taxi.

Carson Area Metropolitan Planning Organization

2016 Annual Agency Profile

Transportation Manager: Mrs Lucia Maloney

General Information

Urbanized Area (UZA) Statistics - 2010 Census

Carson City, NV
23 Square Miles
58,079 Population
454 Pop. Rank out of 498 UZAs

Other UZAs Served

0 Nevada Non-UZA

Service Area Statistics

26 Square Miles
53,859 Population

Service Consumption

216,623 Annual Unlinked Trips (UPT)

Service Supplied

277,968 Annual Vehicle Revenue Miles (VRM)
23,629 Annual Vehicle Revenue Hours (VRH)

Database Information

NTDID: 90215

Reporter Type: Reduced Reporter

Financial Information

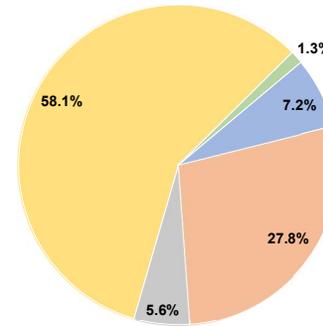
Sources of Operating Funds Expended

Fare Revenues	\$91,242	7.2%
Local Funds	\$352,096	27.8%
State Funds	\$71,476	5.6%
Federal Assistance	\$737,347	58.1%
Other Funds	\$16,105	1.3%
Total Operating Funds Expended	\$1,268,266	100.0%

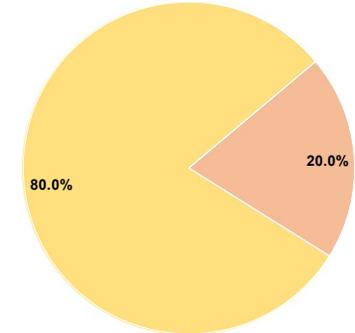
Sources of Capital Funds Expended

Fare Revenues	\$0	0.0%
Local Funds	\$74,223	20.0%
State Funds	\$0	0.0%
Federal Assistance	\$296,890	80.0%
Other Funds	\$0	0.0%
Total Capital Funds Expended	\$371,113	100.0%

Operating Funding Sources



Capital Funding Sources



Modal Characteristics

Operation Characteristics

Vehicles Operated at Maximum Service

Mode	Directly Operated	Purchased Transportation	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Average Fleet Age in Years ^a
Demand Response	-	4	\$404,922	\$27,655	\$71,140	24,798	80,904	8,364	4.6
Bus	-	4	\$863,344	\$63,587	\$299,973	191,825	197,064	15,265	5.8
Total	-	8	\$1,268,266	\$91,242	\$371,113	216,623	277,968	23,629	

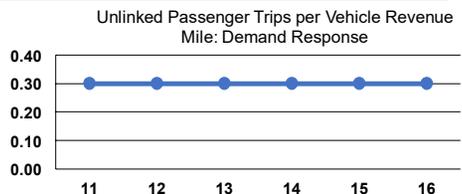
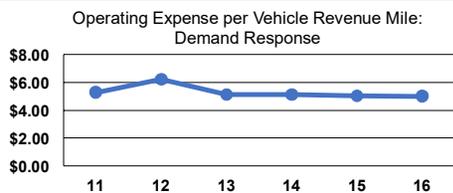
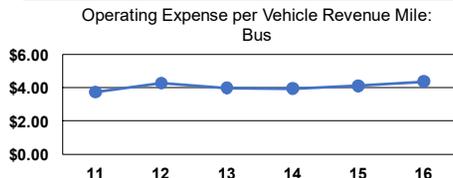
Performance Measures

Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Demand Response	\$5.01	\$48.41
Bus	\$4.38	\$56.56
Total	\$4.56	\$53.67

Service Effectiveness

Mode	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Demand Response	\$16.33	0.3	3.0
Bus	\$4.50	1.0	12.6
Total	\$5.85	0.8	9.2



Notes:

^aDemand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.

Churchill Area Regional Transit - CART

2016 Annual Agency Profile

Transportation Planner/Analyst: Ms. Jana Mabry

General Information

Service Consumption

17,636 Annual Unlinked Trips (UPT)

Service Supplied

79,196 Annual Vehicle Revenue Miles (VRM)
5,691 Annual Vehicle Revenue Hours (VRH)

Summary of Operating Expenses (OE)

\$345,868 Total Operating Expenses

Database Information

NTDID: 9R04-91103

Reporter Type: Rural General Public Transit

Financial Information

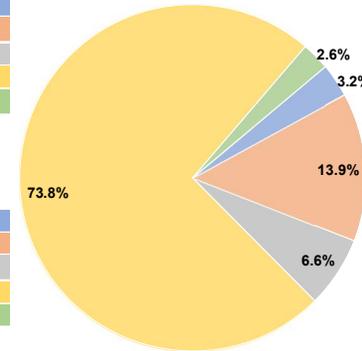
Sources of Operating Funds Expended

Fare Revenues	\$10,942	3.2%
Local Funds	\$47,964	13.9%
State Funds	\$22,880	6.6%
Federal Assistance	\$255,115	73.8%
Other Funds	\$8,967	2.6%
Total Operating Funds Expended	\$345,868	100.0%

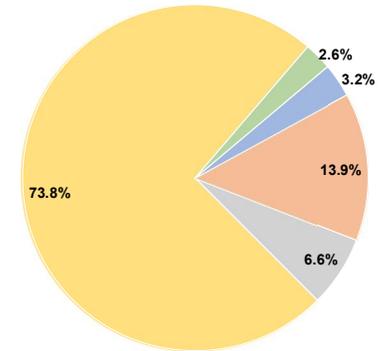
Sources of Capital Funds Expended

Fare Revenues	\$344	3.2%
Local Funds	\$1,509	13.9%
State Funds	\$720	6.6%
Federal Assistance	\$8,040	73.8%
Other Funds	\$282	2.6%
Total Capital Funds Expended	\$10,895	100.0%

Operating Funding Sources



Capital Funding Sources



Modal Characteristics

Operation Characteristics

Vehicles Operated at Maximum Service

Mode	Directly Operated	Purchased Transportation	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
Demand Response	8	-	\$309,690	\$9,545	\$9,755	17,039	70,914	5,290
Bus	1	-	\$36,178	\$1,741	\$1,140	597	8,282	401
Total	9	-	\$345,868	\$11,286	\$10,895	17,636	79,196	5,691

Performance Measures

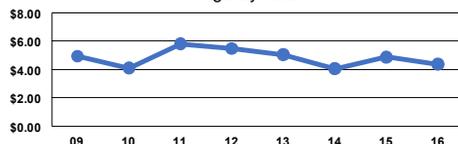
Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Demand Response	\$4.37	\$58.54
Bus	\$4.37	\$90.22
Total	\$4.37	\$60.77

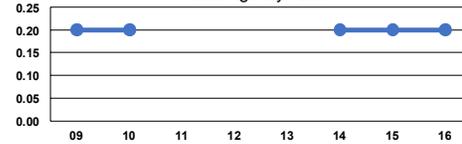
Service Effectiveness

Mode	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Demand Response	\$18.18	0.2	3.2
Bus	\$60.60	0.1	1.5
Total	\$19.61	0.2	3.1

Operating Expense per Vehicle Revenue Mile: Agency Total



Unlinked Passenger Trips per Vehicle Revenue Mile: Agency Total



Lyon County Human Services

2016 Annual Agency Profile

Transportation Planner/Analyst: Ms. Jana Mabry

General Information

Service Consumption

9,613 Annual Unlinked Trips (UPT)

Service Supplied

35,567 Annual Vehicle Revenue Miles (VRM)
5,693 Annual Vehicle Revenue Hours (VRH)

Summary of Operating Expenses (OE)

\$165,695 Total Operating Expenses

Database Information

NTDID: 9R04-91113

Reporter Type: Rural General Public Transit

Financial Information

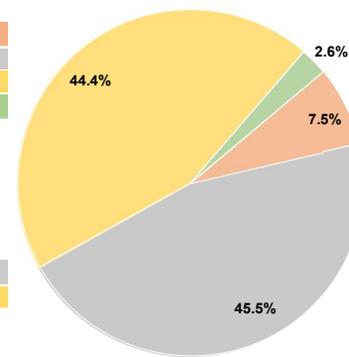
Sources of Operating Funds Expended

Fare Revenues	\$0	0.0%
Local Funds	\$12,387	7.5%
State Funds	\$75,453	45.5%
Federal Assistance	\$73,609	44.4%
Other Funds	\$4,246	2.6%
Total Operating Funds Expended	\$165,695	100.0%

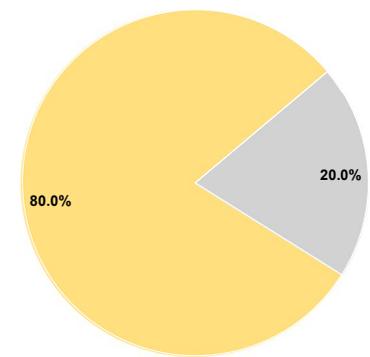
Sources of Capital Funds Expended

Fare Revenues	\$0	0.0%
Local Funds	\$0	0.0%
State Funds	\$10,373	20.0%
Federal Assistance	\$41,492	80.0%
Other Funds	\$0	0.0%
Total Capital Funds Expended	\$51,865	100.0%

Operating Funding Sources



Capital Funding Sources



Modal Characteristics

Operation Characteristics

Vehicles Operated at Maximum Service

Mode	Directly Operated	Purchased Transportation	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours
Demand Response	5	-	\$165,695	\$0	\$51,865	9,613	35,567	5,693
Total	5	-	\$165,695	\$0	\$51,865	9,613	35,567	5,693

Performance Measures

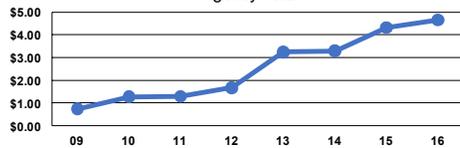
Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Demand Response	\$4.66	\$29.11
Total	\$4.66	\$29.11

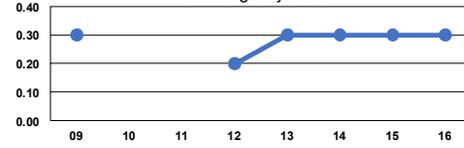
Service Effectiveness

Mode	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Demand Response	\$17.24	0.3	1.7
Total	\$17.24	0.3	1.7

Operating Expense per Vehicle Revenue Mile: Agency Total



Unlinked Passenger Trips per Vehicle Revenue Mile: Agency Total





APPENDIX B

RTC PUBLIC TRANSIT AND PARATRANSIT FINAL BUDGET FY 2018



**REGIONAL TRANSPORTATION COMMISSION
PUBLIC TRANSIT & PARATRANSIT
FINAL BUDGET
FOR FISCAL YEAR ENDING JUNE 30, 2018**

	FISCAL YEAR 2016 ACTUAL	FISCAL YEAR 2017 BUDGET	FISCAL YEAR 2017 ESTIMATED	FISCAL YEAR 2018 BUDGET
REVENUES & SOURCES:				
Public Transportation Sales Tax	\$ 22,161,346	\$ 23,112,866	\$ 23,491,027	\$ 24,900,488
Passenger Revenues	6,495,638	6,559,218	6,556,908	6,860,587
Investment Income	325,864	165,000	110,000	140,000
Advertising	181,404	200,000	175,000	200,000
FTA - 5339 (Discretionary)	1,301,572	2,542,501	113,997	32,000
FTA - 5307 & CMAQ	3,317,211	17,869,110	10,455,946	14,092,799
FTA - 5309 (Discretionary)	2,436,109	581,400	267,575	4,411,237
FTA - 5310	370,482	505,662	319,272	368,302
FTA - JARC(5316) & New Freedom(5317)	128,849	75,000	31,164	-
FTA - Preventive Maint/ADA Paratransit Svc	3,760,000	3,760,000	3,680,000	3,496,305
NDOT - ETR/TA Grants/Medicaid	1,189,742	1,525,000	1,241,484	1,821,277
INTERCITY (CAMPO)	51,454	45,000	40,825	42,000
CitiCare	102,366	141,000	107,400	61,825
Miscellaneous Reimbursements	244,375	53,000	130,000	5,700
Asset Proceeds	(2,952)	10,000	22,000	25,000
Lease Income	454,912	457,000	457,000	506,000
TOTAL REVENUES	42,518,372	57,601,757	47,199,597	56,963,520
Beginning Cash/Fund Balance	15,922,191	17,710,997	18,072,921	19,142,236
TOTAL SOURCES	\$ 58,440,563	\$ 75,312,754	\$ 65,272,518	\$ 76,105,757
EXPENDITURES & USES:				
OPERATING EXPENDITURES				
Public Transit - RTC RIDE	\$ 24,801,730	\$ 28,234,094	\$ 26,292,122	\$ 29,714,951
Paratransit - RTC ACCESS	7,158,120	8,353,330	7,719,404	9,235,408
TOTAL OPERATING EXPENDITURES	31,959,850	36,587,424	34,011,526	38,950,359
NON-OPERATING EXPENDITURES				
Capital Outlay - Public Transit - RTC RIDE	4,383,485	22,585,285	11,743,415	23,179,747
Capital Outlay - Paratransit - RTC ACCESS	3,840,557	1,177,720	139,340	1,147,869
TOTAL NON-OPER. EXPENDITURES	8,224,042	23,763,005	11,882,755	24,327,616
TOTAL EXPENDITURES	40,183,892	60,350,429	45,894,281	63,277,975
Operating Transfers Out	183,750	215,000	236,000	240,000
TOTAL EXPENDITURES AND OPER. TRANSFERS OUT	40,367,642	60,565,429	46,130,281	63,517,975
ENDING CASH/FUND BALANCE:				
Restricted for Federal Grant Match	2,500,000	2,500,000	2,500,000	4,500,000
Restricted for Self Insurance	250,000	250,000	250,000	250,000
Restricted for Transit Operations	15,322,921	11,997,325	16,392,236	7,837,782
TOTAL ENDING CASH/FUND BALANCE	18,072,921	14,747,325	19,142,236	12,587,782
TOTAL USES	\$ 58,440,563	\$ 75,312,754	\$ 65,272,518	\$ 76,105,757

5/5/17 2:23 PM

APPENDIX C

INFORMATION ON INTRA-COUNTY TRANSIT AND AIRPORT SHUTTLE SERVICE





RTC ACCESS – PARATRANSIT

Per the RTC’s website: “RTC ACCESS is the paratransit service that provides door-to-door, prescheduled transportation for people who meet the eligibility criteria of the Americans with Disabilities Act (ADA). RTC ACCESS passengers have disabilities which prevent them from riding RTC RIDE independently some or all of the time.”

- **Days of week:** Monday through Friday: 6:00 AM to 6:00 PM and weekends and holidays: 9:00 AM to 6:00 PM
- **Stops:** On-demand service generally serving the Reno/Sparks area
- **Cost:** \$3.00 (purchased in ticket books of 2 or 10)

CAMPO

JUMP AROUND CARSON (JAC)

Within Carson City, the JAC serves as the public transportation system. JAC buses operate Monday through Friday from 6:30 AM to 7:30 PM and on Saturdays from 8:30 AM to 4:30 PM. The service does not operate on Sundays or major holidays. The system operates three routes generally serving the northwest (Route 1), northeast (Route 2), and south (Route 3). More detailed information can be found here: <http://carson.org/residents/community-links/services/jac-jump-around-carson>

CART

In Churchill County, two services are provided for public transportation as summarized below. More detailed information can be found here: <http://thevcd.com/listing/cart.html>

Dial-a-Ride

This service operates on-demand within Churchill County. The buses operate Monday through Friday from 9:00 AM to 3:00 PM.

Senior Reno Transportation Shuttle

This shuttle operates once a week, alternating Tuesdays and Thursdays departing Fallon at 7:00 AM and departing Reno by 12:30 PM. The service is primarily in place to provide access to medical facilities in Reno.

The shuttle has a suggested donation of \$10.00 per trip for seniors and a \$20.00 fare for the general public.

Fallon Shuttle

The Fallon Shuttle operates in and around the city of Fallon from 9:00 AM to 1:00 PM, with \$2.00 fares for the general public and suggested donations of \$1.00 per ride for seniors. The shuttle provides a deviated fixed-route service within the city of Fallon.

CARSON VALLEY AIRPORTER

This service is currently not in operation but in the recent past provided a shuttle service between RNO, Carson City, Minden, and Gardnerville.



EASTERN SIERRA TRANSIT AUTHORITY (CREST)

- **Days of week:** Monday through Friday (no weekend service)
- **Stops:** Various stops at the following major areas: Reno (RNO and Greyhound Bus Station), Carson City, Gardnerville, Bridgeport, Lee Vining, Mammoth Lakes, Bishop, Big Pine, Independence, and Lone Pine
- **Cost:** Depends on distance traveled, \$17.00 to \$59.00 one-way with approximately 10% discounts for children, seniors, or disabled persons

A Joint Powers Authority was established creating this transit authority between the counties of Inyo, Mono, the City of Bishop, and the Town of Mammoth Lakes. The service is funded through local transportation taxes, California state transit assistance, state and federal grants and fares and revenue. More information can be found at estransit.com.

NORTH LAKE TAHOE EXPRESS

This shuttle operates three routes serving transit needs between RNO and North Lake Tahoe, Squaw Valley, and Truckee.

- **Days of week:** Daily
- **Stops:** Various stops at the following major areas: RNO, Squaw Valley, Alpine Meadows, West Shore, Tahoe City, Carnelian Bay, Truckee, Village at Northstar, Northstar California, Tahoe Vista, Kings Beach, Crystal Bay, and Incline Village
- **Cost:** Rates vary based on the number of people in the reservation from \$32.00 to \$49.00 per person one-way

This service is provided as a public-private collaboration with funding coming from North Lake Tahoe Resort Association, Placer County, Incline Village Crystal Bay Visitors Bureau, Hyatt Regency Lake Tahoe, Tahoe Biltmore Lodge & Casino, Town of Truckee, and the Truckee-Tahoe Airport District. The Washoe County Board of Commissioners have also provided funding in the past. More information can be found at northlaketahoeexpress.com.

SOUTH TAHOE AIRPORTER

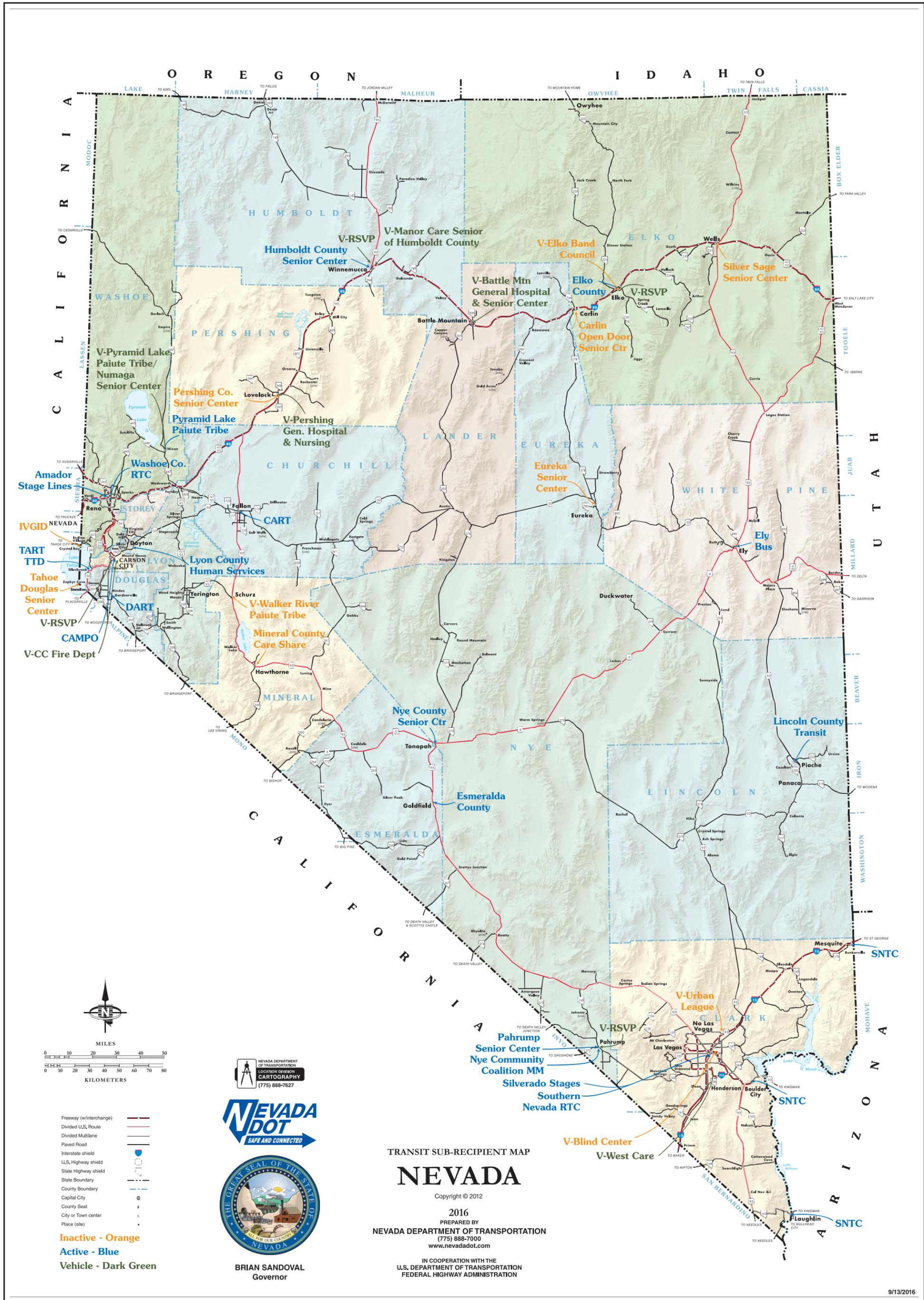
This shuttle service operates between RNO and South Lake Tahoe with no service in between.

- **Days of week:** Daily
- **Stops:** RNO, Lakeside Inn, Hard Rock, Edgewood, Harvey's, Lake Tahoe Resort Hotel, Harrah's, and MontBleu Resort
- **Cost:** \$29.75 one-way (\$25.50 for locals), \$53.00 roundtrip (\$45.50 for locals); child tickets are discounted by approximately 40% of adult fares

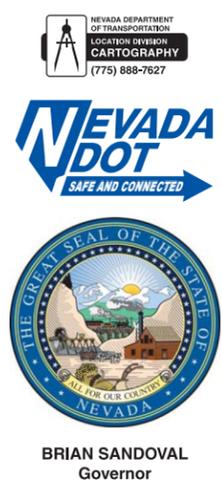
More information can be found at southtahoeairporter.com.

APPENDIX D
NDOT TRANSIT SUB-RECIPIENT MAP





- Freeway (w/interchange) —
 - Divided U.S. Route —
 - Divided Multilane —
 - Paved Road —
 - Interstate shield —
 - U.S. Highway shield —
 - State Highway shield —
 - State Boundary —
 - County Boundary —
 - Capital City ●
 - County Seat ●
 - City or Town center ●
 - Place (site) ●
- Inactive - Orange
Active - Blue
Vehicle - Dark Green



TRANSIT SUB-RECIPIENT MAP
NEVADA
 Copyright © 2012
 2016
 PREPARED BY
 NEVADA DEPARTMENT OF TRANSPORTATION
 (775) 888-7000
 www.nevadadot.com
 IN COOPERATION WITH THE
 U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION