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:

Planning Division
Nevada Department of Transportation
1263 South Stewart Street
Carson City, Nevada 89712

Prepared by:

Kimley-Horn
Kimley-Horn and Associates, Inc.
5370 Kietzke Lane
Suite 100
Reno, Nevada 89511
775-787-7552

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

© November 2018
092202043
2018-11-01 Tech Memo 1.docx
# Table of Contents

1. **Introduction** ....................................................................................................................... 1
   1.1. Study Area Population ...................................................................................................... 1
   1.2. Study Area Employment .................................................................................................. 1
   1.3. Tahoe Reno Industrial Center (TRIC) ............................................................................. 2
   1.4. Purpose ........................................................................................................................... 5
   1.5. Document Organization .................................................................................................. 5

2. **RTC Washoe** ...................................................................................................................... 6
   2.1. RTC Regional Connector Service ................................................................................... 6
       2.1.1. Service Levels ........................................................................................................ 6
       2.1.2. Costs ..................................................................................................................... 9
       2.1.3. Ridership and Revenue ......................................................................................... 10
       2.1.4. Funding ................................................................................................................. 11
   2.2. RTC Vanpool Service ...................................................................................................... 11
       2.2.1. Service Levels ....................................................................................................... 11
       2.2.2. Costs ..................................................................................................................... 11
       2.2.3. Ridership ................................................................................................................. 12
       2.2.4. Funding ............................................................................................................... 12
   2.3. RTC Trip Match Service ................................................................................................. 13
       2.3.1. Users/Ridership .................................................................................................... 13
       2.3.2. Funding ................................................................................................................. 14

3. **Other Services Available** .................................................................................................. 14
   3.1. Storey County ................................................................................................................ 14
   3.2. CAMPO .......................................................................................................................... 14
   3.3. CART (Churchill Area Regional Transportation) ............................................................. 14
3.4. Lyon County Transit

3.5. Private Services

3.5.1. My Ride to Work

APPENDICES

A – National Transit Database Annual Agency Profiles
B – RTC Public Transit and Paratransit Final Budget FY 2018
C – Information on Intra-County Transit Airport Shuttle Service
D – NDOT Transit Sub-Recipient Map

LIST OF FIGURES

Figure 1 – Inter-County and Regional Transit Plan Study Area with Approximate Travel Distances
Figure 2 – Tahoe Reno Industrial Center Area Employers with More than 50 Employees
Figure 3 – REGIONAL CONNECTOR Route Schedule
Figure 4 – REGIONAL CONNECTOR Route Map
Figure 5 – REGIONAL CONNECTOR Percent Operations Cost
Figure 6 – REGIONAL CONNECTOR Ridership (July 2016 – March 2018)
Figure 7 – RTC TRIP MATCH Active Users

LIST OF TABLES

Table 1 – RTC REGIONAL CONNECTOR Revenue and Costs (Fiscal Year 2018 Data)
Table 2 – RTC REGIONAL CONNECTOR Statistics (Fiscal Year 2018 Data)
Table 3 – VANPOOL Three-month Summary
Table 4 – VANPOOL to/from TRIC Summary
# List of Acronyms

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act</td>
</tr>
<tr>
<td>ADSD</td>
<td>Aging and Disability Services Division of the Nevada Department of Health and Human Services</td>
</tr>
<tr>
<td>CAMPO</td>
<td>Carson Area Metropolitan Planning Organization</td>
</tr>
<tr>
<td>CART</td>
<td>Churchill Area Regional Transportation</td>
</tr>
<tr>
<td>CMAQ</td>
<td>Congestion Mitigation and Air Quality Improvement Program</td>
</tr>
<tr>
<td>CREST</td>
<td>Eastern Sierra Transit Authority</td>
</tr>
<tr>
<td>EDAWN</td>
<td>Economic Development Authority of Western Nevada</td>
</tr>
<tr>
<td>FTA</td>
<td>Federal Transit Administration</td>
</tr>
<tr>
<td>JAC</td>
<td>Jump Around Carson</td>
</tr>
<tr>
<td>MPO</td>
<td>Metropolitan Planning Organization</td>
</tr>
<tr>
<td>NDOT</td>
<td>Department of Transportation</td>
</tr>
<tr>
<td>NTD</td>
<td>National Transit Database</td>
</tr>
<tr>
<td>RNO</td>
<td>Reno-Tahoe International Airport</td>
</tr>
<tr>
<td>RTC</td>
<td>Regional Transportation Commission of Washoe County</td>
</tr>
<tr>
<td>STBG</td>
<td>Surface Transportation Block Grant Program</td>
</tr>
<tr>
<td>TRIC</td>
<td>Tahoe Reno Industrial Center</td>
</tr>
</tbody>
</table>
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.
Figure 1 – Inter-County and Regional Transit Plan Study Area with Approximate Travel Distances

<table>
<thead>
<tr>
<th>City</th>
<th>Approximate Distance to/from TRIC (miles)</th>
<th>Estimated Time to/from TRIC (min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carson City</td>
<td>50</td>
<td>50</td>
</tr>
<tr>
<td>Fallon</td>
<td>45</td>
<td>50</td>
</tr>
<tr>
<td>Fernley</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>Reno</td>
<td>20</td>
<td>20</td>
</tr>
<tr>
<td>Silver Springs</td>
<td>20</td>
<td>25</td>
</tr>
</tbody>
</table>

* Data Source: Google Maps
Figure 2 – Tahoe Reno Industrial Center Area Employers with More than 50 Employees

Legend

<table>
<thead>
<tr>
<th>Employee Count *</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>≥ 1,000</td>
<td>Red</td>
</tr>
<tr>
<td>500 - 999</td>
<td>Orange</td>
</tr>
<tr>
<td>100 - 499</td>
<td>Blue</td>
</tr>
<tr>
<td>≤ 99</td>
<td>Light Blue</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th>Days of Service</th>
<th>Total Vehicle Hours</th>
<th>Ridership</th>
<th>Revenue (Fare Box Receipts)</th>
<th>CAMPO Cost</th>
<th>RTC Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jul</td>
<td>20</td>
<td>294.7</td>
<td>2,372</td>
<td>$7,424</td>
<td>$2,970</td>
<td>$13,187</td>
<td>$23,581</td>
</tr>
<tr>
<td>Aug</td>
<td>23</td>
<td>338.9</td>
<td>3,250</td>
<td>$10,172</td>
<td>$2,957</td>
<td>$13,989</td>
<td>$27,118</td>
</tr>
<tr>
<td>Sep</td>
<td>20</td>
<td>294.7</td>
<td>2,464</td>
<td>$7,712</td>
<td>$2,889</td>
<td>$12,980</td>
<td>$23,800</td>
</tr>
<tr>
<td>Oct</td>
<td>22</td>
<td>324.1</td>
<td>2,575</td>
<td>$8,059</td>
<td>$3,296</td>
<td>$14,583</td>
<td>$25,938</td>
</tr>
<tr>
<td>Nov</td>
<td>21</td>
<td>309.4</td>
<td>2,329</td>
<td>$7,289</td>
<td>$3,260</td>
<td>$14,210</td>
<td>$24,759</td>
</tr>
<tr>
<td>Dec</td>
<td>20</td>
<td>292.5</td>
<td>2,255</td>
<td>$7,058</td>
<td>$3,035</td>
<td>$13,315</td>
<td>$23,407</td>
</tr>
<tr>
<td>2018</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jan</td>
<td>22</td>
<td>322.0</td>
<td>2,482</td>
<td>$7,768</td>
<td>$3,341</td>
<td>$14,656</td>
<td>$25,765</td>
</tr>
<tr>
<td>Feb</td>
<td>20</td>
<td>293.6</td>
<td>2,202</td>
<td>$6,892</td>
<td>$3,100</td>
<td>$13,502</td>
<td>$23,494</td>
</tr>
<tr>
<td>Mar</td>
<td>22</td>
<td>323.1</td>
<td>2,210</td>
<td>$6,917</td>
<td>$3,598</td>
<td>$15,337</td>
<td>$25,852</td>
</tr>
<tr>
<td>Monthly Average</td>
<td>21</td>
<td>310.3</td>
<td>2,460</td>
<td>$7,699</td>
<td>$3,161</td>
<td>$13,973</td>
<td>$24,833</td>
</tr>
<tr>
<td>9-Month TOTAL</td>
<td>190</td>
<td>2,792.8</td>
<td>22,139</td>
<td>$69,290</td>
<td>$28,446</td>
<td>$125,760</td>
<td>$223,496</td>
</tr>
</tbody>
</table>

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)

<table>
<thead>
<tr>
<th></th>
<th>Single Ride Adult Fare</th>
<th>Average Passenger Fare</th>
<th>Cost per Passenger</th>
<th>Cost per Total Vehicle Hour</th>
<th>Average Riders per Vehicle Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>$5.00</td>
<td>$3.13</td>
<td>$10.10</td>
<td>$80.03</td>
<td>7.9</td>
<td></td>
</tr>
</tbody>
</table>

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

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

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

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

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.

![Total Active Users](image)

*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, 84 Pop. Rank out of 489 UZAs
- Other UZAs Served: 0 Nevada Non-UZA, 454 Carson City, NV

**Service Area Statistics**
- Nevada: 136 Square Miles, 313,150 Population, 226 Vehicles Available for Maximum Service (VAMS)
- Annual Vehicle Revenue Miles (VRM): 313,150
- Annual Vehicle Revenue Hours (VRH): 204
- Vehicles Operated in Maximum Service (VOMS): 226
- Vehicles Available for Maximum Service (VAMS): 204

**Modal Overview**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Vehicles Operated in Maximum Service</th>
<th>Uses of Capital Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Directly Operated</td>
<td>Purchased Transportation</td>
</tr>
<tr>
<td>Commuter Bus</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Demand Response</td>
<td>47</td>
<td></td>
</tr>
<tr>
<td>Bus</td>
<td>54</td>
<td></td>
</tr>
<tr>
<td>Vanpool</td>
<td>93</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>204</td>
<td></td>
</tr>
</tbody>
</table>

**Service Consumption**
- Annual Passenger Miles (PMT): 36,104,273
- Average Weekday Unlinked Trips¹: 100
- Average Saturday Unlinked Trips¹: 100
- Average Sunday Unlinked Trips¹: 100

**Database Information**
- NTID: 90061
- Reporter Type: Full Reporter

**Sources of Operating Funds Expended**
- Fare Revenues: $7,290,692 (22.5%)
- Full Reporter Local Funds: $0 (0.0%)
- State Funds: $16,766,727 (51.6%)
- Federal Assistance: $7,234,590 (22.3%)

**Operating Funding Sources**
- Total Operating Funds Expended: $32,471,606
- Capital Funding Sources: 100.0%
- Federal Assistance: 69.5%
- State Funds: 30.5%
- Other Funds: 0.0%

**Capital Funding Sources**
- Total Capital Funds Expended: $9,969,952

**Performance Measures**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Service Efficiency</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Operating Expenses per Vehicle Revenue Mile</td>
</tr>
<tr>
<td>Commuter Bus</td>
<td>$3.69</td>
</tr>
<tr>
<td>Demand Response</td>
<td>$5.25</td>
</tr>
<tr>
<td>Bus</td>
<td>$5.23</td>
</tr>
<tr>
<td>Vanpool</td>
<td>$5.26</td>
</tr>
<tr>
<td>Total</td>
<td>$5.26</td>
</tr>
</tbody>
</table>

**Notes:**
- ¹Average Unlinked Trips not available for Demand Response Taxi.

### Regional Transportation Commission of Washoe County

2016 Annual Agency Profile

Urbanized Area Statistics - 2010 Census
- Reno, NV-CA: 164 Square Miles, 392,141 Population, 84 Pop. Rank out of 454 UZAs
- Other UZAs Served: 0 Nevada Non-UZA, 454 Carson City, NV

Service Area Statistics
- Nevada: 136 Square Miles, 313,150 Population, 226 Vehicles Available for Maximum Service (VAMS)
- Annual Vehicle Revenue Miles (VRM): 313,150
- Annual Vehicle Revenue Hours (VRH): 204
- Vehicles Operated in Maximum Service (VOMS): 226
- Vehicles Available for Maximum Service (VAMS): 204

**Modal Overview**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Vehicles Operated in Maximum Service</th>
<th>Uses of Capital Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Directly Operated</td>
<td>Purchased Transportation</td>
</tr>
<tr>
<td>Commuter Bus</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Demand Response</td>
<td>47</td>
<td></td>
</tr>
<tr>
<td>Bus</td>
<td>54</td>
<td></td>
</tr>
<tr>
<td>Vanpool</td>
<td>93</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>204</td>
<td></td>
</tr>
</tbody>
</table>

**Service Consumption**
- Annual Passenger Miles (PMT): 36,104,273
- Average Weekday Unlinked Trips¹: 100
- Average Saturday Unlinked Trips¹: 100
- Average Sunday Unlinked Trips¹: 100

**Database Information**
- NTID: 90061
- Reporter Type: Full Reporter

**Sources of Operating Funds Expended**
- Fare Revenues: $7,290,692 (22.5%)
- Full Reporter Local Funds: $0 (0.0%)
- State Funds: $16,766,727 (51.6%)
- Federal Assistance: $7,234,590 (22.3%)

**Operating Funding Sources**
- Total Operating Funds Expended: $32,471,606
- Capital Funding Sources: 100.0%
- Federal Assistance: 69.5%
- State Funds: 30.5%
- Other Funds: 0.0%

**Capital Funding Sources**
- Total Capital Funds Expended: $9,969,952

**Performance Measures**

<table>
<thead>
<tr>
<th>Mode</th>
<th>Service Efficiency</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Operating Expenses per Vehicle Revenue Mile</td>
</tr>
<tr>
<td>Commuter Bus</td>
<td>$3.69</td>
</tr>
<tr>
<td>Demand Response</td>
<td>$5.25</td>
</tr>
<tr>
<td>Bus</td>
<td>$5.23</td>
</tr>
<tr>
<td>Vanpool</td>
<td>$5.26</td>
</tr>
<tr>
<td>Total</td>
<td>$5.26</td>
</tr>
</tbody>
</table>

**Notes:**
- 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: $74,223 (20.0%)
- Federal Assistance: $296,890 (80.0%)
- Other Funds: $0 (0.0%)

Operating Funding Sources
- Federal Assistance: 58.1%
- Local Funds: 27.8%
- State Funds: 5.6%
- Other Funds: 1.3%
- Total Operating Funds Expended: $1,268,266

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%)

Capital Funding Sources
- Federal Assistance: 58.1%
- Local Funds: 20.0%
- State Funds: 0.0%
- Other Funds: 0.0%
- Total Capital Funds Expended: $371,113

Notes:
- Demand 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

Source 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%)

Database Information
NTDID: 9R04-91103
Reporter Type: Rural General Public Transit

Financial Information

Operating Funding Sources
- 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%

Capital Funding Sources
- 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%

Modal Characteristics

Vehicle Operated at Maximum Service

<table>
<thead>
<tr>
<th>Mode</th>
<th>Directly Operated</th>
<th>Purchased Transportation</th>
<th>Operating Expenses</th>
<th>Fare Revenues</th>
<th>Uses of Capital Funds</th>
<th>Annual Unlinked Trips</th>
<th>Annual Vehicle Revenue Miles</th>
<th>Annual Vehicle Revenue Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Demand Response</td>
<td>8</td>
<td>-</td>
<td>$309,690</td>
<td>$9,545</td>
<td>$9,755</td>
<td>17,039</td>
<td>70,914</td>
<td>5,200</td>
</tr>
<tr>
<td>Bus</td>
<td>1</td>
<td>-</td>
<td>$36,178</td>
<td>$1,140</td>
<td>$1,140</td>
<td>8,282</td>
<td>79,196</td>
<td>401</td>
</tr>
<tr>
<td>Total</td>
<td>9</td>
<td>-</td>
<td>$345,868</td>
<td>$11,286</td>
<td>$10,895</td>
<td>17,636</td>
<td>79,196</td>
<td>5,691</td>
</tr>
</tbody>
</table>

Performance Measures

Service Efficiency

<table>
<thead>
<tr>
<th>Mode</th>
<th>Operating Expenses per Vehicle Mile</th>
<th>Operating Expenses per Vehicle Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Demand Response</td>
<td>$4.37</td>
<td>$58.54</td>
</tr>
<tr>
<td>Bus</td>
<td>$4.37</td>
<td>$90.22</td>
</tr>
<tr>
<td>Total</td>
<td>$4.37</td>
<td>$60.77</td>
</tr>
</tbody>
</table>

Unlinked Passenger Trips per Vehicle Mile: Agency Total

Operating Expense per Vehicle Mile: Agency Total

Unlinked Trips per Vehicle Mile: Agency Total
### 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)

<table>
<thead>
<tr>
<th>Sources of Operating Funds Expended</th>
<th>Operating Funding Sources</th>
<th>Capital Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>FARE REVENUES</td>
<td>$0</td>
<td>2.6%</td>
</tr>
<tr>
<td>_local Funds</td>
<td>$12,387</td>
<td>7.5%</td>
</tr>
<tr>
<td>state funds</td>
<td>$75,453</td>
<td>45.5%</td>
</tr>
<tr>
<td>federal assistance</td>
<td>$73,609</td>
<td>44.4%</td>
</tr>
<tr>
<td>other funds</td>
<td>$4,246</td>
<td>2.6%</td>
</tr>
<tr>
<td><strong>Total Operating Funds Expended</strong></td>
<td>$165,695</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sources of Capital Funds Expended</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>FARE REVENUES</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>local funds</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>state funds</td>
<td>$10,373</td>
<td>20.0%</td>
</tr>
<tr>
<td>federal assistance</td>
<td>$41,492</td>
<td>80.0%</td>
</tr>
<tr>
<td>other funds</td>
<td>$0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Total Capital Funds Expended</strong></td>
<td>$51,865</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

### Database Information
- NTDID: 9R04-91113
- Reporter Type: Rural General Public Transit

### Operation Characteristics

<table>
<thead>
<tr>
<th>VEHICLES OPERATED AT MAXIMUM SERVICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mode</td>
</tr>
<tr>
<td>Demand Response</td>
</tr>
<tr>
<td>Total</td>
</tr>
</tbody>
</table>

### Performance Measures

#### Service Efficiency

<table>
<thead>
<tr>
<th>Mode</th>
<th>Operating Expenses per Vehicle Revenue Mile</th>
<th>Operating Expenses per Vehicle Revenue Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Demand Response</td>
<td>$4.66</td>
<td>$29.11</td>
</tr>
<tr>
<td>Total</td>
<td>$4.66</td>
<td>$29.11</td>
</tr>
</tbody>
</table>

#### Service Effectiveness

<table>
<thead>
<tr>
<th>Mode</th>
<th>Operating Expenses per Unlinked Passenger Trip</th>
<th>Unlinked Trips per Vehicle Revenue Mile</th>
<th>Unlinked Trips per Vehicle Revenue Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Demand Response</td>
<td>$17.24</td>
<td>0.3</td>
<td>1.7</td>
</tr>
<tr>
<td>Total</td>
<td>$17.24</td>
<td>0.3</td>
<td>1.7</td>
</tr>
</tbody>
</table>
APPENDIX B

RTC PUBLIC TRANSIT AND PARATRANSIT FINAL BUDGET FY 2018
<table>
<thead>
<tr>
<th>REVENUES &amp; SOURCES:</th>
<th>FISCAL YEAR</th>
<th>FISCAL YEAR</th>
<th>FISCAL YEAR</th>
<th>FISCAL YEAR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2016 ACTUAL</td>
<td>2017 BUDGET</td>
<td>2017 ESTIMATED</td>
<td>2018 BUDGET</td>
</tr>
<tr>
<td>Public Transportation Sales Tax</td>
<td>$22,161,346</td>
<td>$23,112,866</td>
<td>$23,491,027</td>
<td>$24,900,488</td>
</tr>
<tr>
<td>Passenger Revenues</td>
<td>6,495,638</td>
<td>6,559,218</td>
<td>6,556,908</td>
<td>6,860,587</td>
</tr>
<tr>
<td>Investment Income</td>
<td>325,864</td>
<td>165,000</td>
<td>110,000</td>
<td>140,000</td>
</tr>
<tr>
<td>Advertising</td>
<td>181,404</td>
<td>200,000</td>
<td>175,000</td>
<td>200,000</td>
</tr>
<tr>
<td>FTA - 5339 (Discretionary)</td>
<td>1,301,572</td>
<td>2,542,501</td>
<td>113,997</td>
<td>32,000</td>
</tr>
<tr>
<td>FTA - 5307 &amp; CMAQ</td>
<td>3,317,211</td>
<td>17,869,110</td>
<td>10,455,946</td>
<td>14,092,799</td>
</tr>
<tr>
<td>FTA - 5309 (Discretionary)</td>
<td>2,436,109</td>
<td>581,400</td>
<td>267,575</td>
<td>4,411,237</td>
</tr>
<tr>
<td>FTA - 5310</td>
<td>370,482</td>
<td>505,662</td>
<td>457,000</td>
<td>506,000</td>
</tr>
<tr>
<td>FTA - JARC(5316) &amp; New Freedom(5317)</td>
<td>128,849</td>
<td>75,000</td>
<td>31,164</td>
<td>-</td>
</tr>
<tr>
<td>FTA - Preventive Maint/ADA Paratransit Svc</td>
<td>3,760,000</td>
<td>3,760,000</td>
<td>3,680,000</td>
<td>3,496,305</td>
</tr>
<tr>
<td>NDOT - ETR/TA Grants/Medicaid</td>
<td>1,189,742</td>
<td>1,525,000</td>
<td>1,241,484</td>
<td>1,821,277</td>
</tr>
<tr>
<td>INTERCITY (CAMPO)</td>
<td>51,454</td>
<td>53,000</td>
<td>40,825</td>
<td>506,000</td>
</tr>
<tr>
<td>CitiCare</td>
<td>102,366</td>
<td>141,000</td>
<td>107,400</td>
<td>61,825</td>
</tr>
<tr>
<td>Miscellaneous Reimbursements</td>
<td>244,375</td>
<td>53,000</td>
<td>130,000</td>
<td>5,700</td>
</tr>
<tr>
<td>Asset Proceeds</td>
<td>(2,952)</td>
<td>10,000</td>
<td>22,000</td>
<td>25,000</td>
</tr>
<tr>
<td>Lease Income</td>
<td>454,912</td>
<td>457,000</td>
<td>457,000</td>
<td>506,000</td>
</tr>
<tr>
<td>TOTAL REVENUES</td>
<td>$42,518,372</td>
<td>$57,601,757</td>
<td>$47,199,597</td>
<td>$56,963,520</td>
</tr>
</tbody>
</table>

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 | 23,179,474 |
| 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 |
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](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](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