



JAC Fact Sheet

JAC Transit System Service

- Fixed route and paratransit services
- Each service operates 6:30 a.m. to 7:30 p.m. Monday – Friday and 8:30 a.m. to 4:30 p.m. on Saturdays
- Complementary paratransit service is required of every public entity operating a fixed route system
- Four fixed routes (Routes 1, 2A, 2B, and 3)
- Four fixed route vehicles operate at a time; vehicles operate on one hour headways (time between vehicle arrivals at a given location), which is considered the minimum by industry standards to provide a useful service
- Each route is scheduled to depart the transfer plaza at the same time each run, complete its respective route, and then meet back up at the transfer plaza in order to create more convenient access to all parts of the service area
- The JAC transfer center also accommodates other transit systems (such as RTC Intercity, BlueGo, and the Silver State Mainline) in order to help create more seamless regional connections
- Four paratransit vehicles operating (at most) at the same time
- Hundreds of disabled individuals and individuals age 80+ currently eligible for this service

Ridership

- Has grown by **107%** from fiscal year 2007 to 2016; the total for FY16 was 214,203
- Paratransit ridership was 22,299 in FY16
- Ridership for the free senior bus pass program, made possible through a grant by the State Aging and Disability Services Division, was 74,353 in FY16
- JAC serves primarily transit-dependent populations including seniors, disabled individuals, persons in low-income households, school-age children, and individuals without access to a vehicle. Carson City's senior population is projected to grow from 24% to 36% of the population by the year 2030

Vehicles

- Seven fixed route vehicles in the fleet (all vehicles are 35 feet long)
- The two new vehicles that have a *longer life expectancy and are more fuel efficient*, with an additional replacement vehicle just ordered
- Seven paratransit vehicles in the fleet (vehicles range in size from 21 to 24 feet long)
- Two of the paratransit vehicles can be utilized for fixed route, if necessary



New buses acquired in 2016 have a longer service life, serve customers better, and are more fuel efficient.

Fare Structure

- Fixed Route is \$1.00 for adult general, \$0.50 for reduced (senior, disabled, youth), and free for transfers and children age four and under
- Paratransit is \$2.00 per one-way trip (standard 3/4-mile buffer around fixed routes), and \$4.00 per one-way trip in the extended zone (additional ¼-mile beyond standard zone)

System Improvements

- Implementation of new scheduling software and improved management practices, which have led to an **38%** increase in efficiency of the door-to-door paratransit service
- Guaranteed ride home program for WNC students using private taxicabs to reduce costs added
- Solar lighting installed at select bus shelters to improve safety
- Implementation of mobile app for fixed route system with real-time bus location
- Changes to routes made to improve on-time performance and increase efficiency
- Proposed transit study to evaluate and analyze the transit system, including the transfer center
- Customer survey scheduled for Fall of 2017

Funding Sources

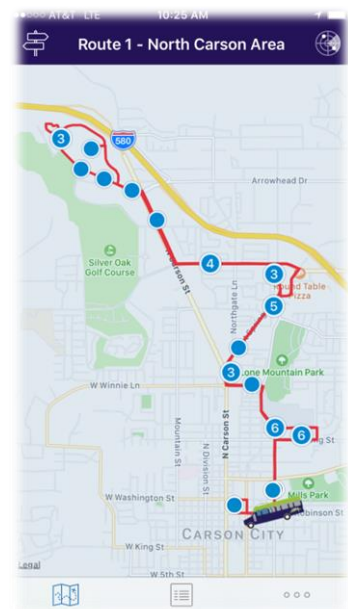
- System operates primarily on federal funding, receiving about *\$1.2 million annually*, which also contributes to local economy through contracts with private businesses and improvements to City buildings and infrastructure
 - Buildings and equipment – about \$1 million towards design and construction of fleet maintenance facility and vehicles lifts
 - Infrastructure – over \$500,000 since 2013, towards City sidewalks, as part of the following larger projects—Costco Intertie/Vista Grande Waterline, Empire Elementary area, Fifth Street, Long Street, Nye Street, Silver Oak Drive, Silver Sage Drive, and South Division Street
- Annual transfer from City’s General Fund, farebox revenues, State Aging and Disability Services Division (ADSD) grant, Department of Health Care Financing and Policy (DHCFP) agreement, and advertising revenues

Community Support

- For individuals who cannot drive (due to lack of income, disability or other), there is a severe lack of other services available in Carson City, with nothing else nearly as extensive or readily available as the JAC transit system.
- The JAC transit system serves the purpose of providing access to essential services:
 - Education
 - Employment
 - Medical
 - Recreational
 - Shopping
 - Social services
- Support of the JAC transit system has been expressed by many groups and agencies including:
 - Advocates to End Domestic Violence
 - Carson City Department of Alternative Sentencing
 - Carson City Fire Department
 - Carson City Health and Human Services
 - Carson City School District
 - Carson City Senior Citizens’ Center
 - Employment rehabilitation and training facilities for disabled individuals such as Reach and Haugen & Keck
 - Medical providers including dialysis clinics and Sierra Nevada Health Center
 - Retired and Senior Volunteer Program (RSVP)
 - Ron Wood Family Resource Center
 - Special events
 - State of Nevada – Aging and Disability Services Division (ADSD)
 - State of Nevada – Department of Health Care Financing & Policy
 - Veterans Resource Center



JAC mobile app logo



Screen shot image from JAC mobile app