Senior Transportation Options in the Truckee Meadows
April 6, 2017

Presentation Topics

- RTC Funded Transportation Services
  - RTC RIDE (fixed-route)
    - RTC INTRACITY
    - RTC Rapid
    - RTC Vanpool
  - RTC ACCESS (demand-response)

- Washoe Senior Ride
- Social Service

- What are your questions, concerns and ideas?

Fixed-Route Service

- RTC RIDE, RAPID, INTERCITY & SIERRA SPIRIT
- 26 routes, 72 buses, 1,000 bus stops
- Defined route and schedule
- Operated by MV Transportation
- 22,000 passenger trips per day
- Biogas, hybrid electric, and electric vehicles
RTC ACCESS
ADA Paratransit Service

- For people whose disability prevents them from using fixed-route service
- Civil right required by law
- Eligibility screening process
- Demand-response service, reserve rides through call center 1-3 days in advance
- Operated by First Transit
- 100% compressed natural gas (CNG) fleet
- 800 passenger trips per day
- Vans and Taxis

ACCESS Paratransit
- Serve ADA service area within 1 mile of BRT bus routes
- Cover 56 square miles
- Include service outside the ADA service area
- Washoe Senior Ride
- Taxi vouchers
- All ACCESS clients and volunteers
- Needy with household income under $40,000
- Planning to expand to Uber and Lyft
- Together over 215,000 rides annually

RTC ACCESS

- Two Service Zones:
  ADA's within 1 mile of fixed route RTC must meet all trip requests
  Non-ADA is beyond 1 mile of fixed-route RTC is not required to provide this service
  Service must be provided during the same hours as fixed-route service
  Currently 24/7
  ADA fare can be twice the adult fixed-route cash fare
  Fixed-route $2.00
  ADA = $3.00
  Non-ADA = $6.00
  Demand projected to grow 6.5% annually
Population and Cost Trends

- Demand for ACCESS is projected to increase
  - The area's population will grow by 37% by 2030
  - Aging baby boomers will require more specialized services
- Combined, these factors will increase ACCESS demand by 50% by 2030
- As demand within ADA service area grows, availability outside ADA service area is reduced
- Cost to provide ACCESS service will increase

Population & Employment Densities


[Graph showing annual transit service hours, annual passenger population, service mode based on FY 93 and population growth]
Population Served By Transit

<table>
<thead>
<tr>
<th>Year</th>
<th>Within 2010 Reno/Sparks Urbanized Area</th>
<th>Within 1/2 Mile of Transit</th>
<th>Percent of Population Within 1/2 Mile of Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>1995</td>
<td>274,513</td>
<td>234,274</td>
<td>85.3%</td>
</tr>
<tr>
<td>2000</td>
<td>290,621</td>
<td>221,999</td>
<td>76.4%</td>
</tr>
<tr>
<td>2005</td>
<td>318,087</td>
<td>269,151</td>
<td>76.2%</td>
</tr>
<tr>
<td>2010</td>
<td>398,638</td>
<td>268,003</td>
<td>67.2%</td>
</tr>
<tr>
<td>2015</td>
<td>419,896</td>
<td>282,805</td>
<td>67.4%</td>
</tr>
</tbody>
</table>

The proportion of people within walking distance of bus routes had declined as suburban growth expanded.

Where do seniors live?

Population 52+ per Square Mile
- 0 - 200
- 201 - 400
- 501 - 800
- 801 - 1,000
- 1,001 - 1,500
- 1,501 - 2,500
- Senior Housing
- Medical

Where do seniors live?
Residential Transit Orientation Index
- Identifies neighborhoods with a high orientation towards transit
- Five factors weighted:
  - Income
  - Vehicle ownership
  - Seniors
  - Youths
  - Residential density

The Urban Transit Core
- Weighs residential and population densities
- This is where investment in transit will yield the greatest return
- RTC will provide the greatest amount of service for the fewest dollars

Route Productivity
- Realocating service from the least productive routes to the most productive routes will result in the greatest gains in ridership.
Outlying Areas Currently Not Funded
- Currently there are seven (7) isolated areas to be served
- Current limiting factor is ability to fund new service
- If fixed-route transit service is expanded, ACCESS also has to expand
- If service is expanded by just 10%, this requires an additional funding of $2.7 million

Service Targeted to Seniors
- Serve isolated areas limited to 2-3 days/week
- Connect shopping areas and RTC RIDE service
- Flexible routing on request for ADA clients
- Could require new vehicles and brand
- Possible role for Uber and Lyft?
- Approximately $400K annually

FY 2018 Paratransit (RTC ACCESS) Proposed Changes
- Discontinue RTC ACCESS service outside the ADA area
  - Approximately 1% of all trips (7-8 passengers/day)
  - Replace with Section 5310 program funding of social service providers
- Create new senior/dial-a-ride service in outlying area
- Operate RTC ACCESS same hours as RTC RIDE
  - Effects approximately 1,600 trips per month mostly by 104 individuals
  - Estimated annual savings $408K
- Implement ACCESS trip by trip eligibility screening
  - 5% to 7% of current trips would no longer be eligible
  - Estimated annual savings $220K - $235K
- Drop household income limitation for Taxi Bucks, increase subsidy to 75%, and allow Uber and Lyft (TNCs)
- Expand travel training for seniors
Section 5310 Senior and Disabled Transportation Funding Recipients

Senior Companion Program (SIS)

Sierra Nevada Transportation Coalition

Thank you!

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This is Your RTC.