

CARSON CITY REGIONAL TRANSPORTATION COMMISSION

Minutes of the July 17, 1996, Meeting

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A regularly scheduled meeting of the Carson City Regional Transportation Commission was held on Wednesday, July 17, 1996, at the Northgate Administrative Complex Conference Room, 2621 Northgate Lane, Suite 59, Carson City, Nevada, beginning at 8:30 a.m.

PRESENT: Chairperson Greg Smith and Commissioners Kay Bennett and Marie Wolf

STAFF PRESENT: Deputy Public Works Director Tim Homann, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (R.T.C. 7/17/96 Tape 1-0001.5)

CALL TO ORDER AND ROLL CALL - Chairperson Smith convened the meeting at 8:30 p.m. Roll call was taken. The entire Commission was present, constituting a quorum.

1. APPROVAL OF MINUTES - June 19, 1996 - Commissioner Bennett moved to approve. Chairperson Smith seconded the motion. Motion carried unanimously.

2. STATUS REPORT ON TRANSIT SERVICES (1-0012.5) - Paratransit Representative Tim Bailey reviewed his report. (A copy is in the file.) He felt that the report clearly indicates there is lag time in usage for both OARC and the Senior Center. Centralized dispatching should be able to coordinate the dispatching, reduce the number of vehicles and amount of manpower required, increase the capacity figures, and provide a savings. His computer problems were noted.

Commissioner Wolf questioned the need for Paratransit's services and the reasons OARC and the Senior Center could not work together for their mutual benefit without Paratransit. She also explained her feeling that the Ely program had been misrepresented. She felt that its program had become a case of government competing with private enterprise which had eventually forced private enterprise out of business. Now the Paratransit program has also been terminated. She questioned whether Paratransit could, in fact, do a better job than OARC and the Senior Center had been doing. She encouraged Mr. Bailey to check into these allegations. Mr. Bailey indicated he was not aware of the Ely situation. He was hired to represent Carson City. Mr. Watkins is no longer employed by Paratransit. Mr. Bailey explained that his role is to determine if there is a way to assist with the City's program, to save money, and to service customers in the best possible manner at the least cost. He felt that the report indicated that there is a way to work with the Senior Center and OARC without losing their clientele. Commissioner Wolf encouraged Mr. Bailey to check with his home office regarding Ely.

Mr. Brotzman explained the NDOT grants for Ely and Carson City. The reports on the number of vehicles provided by the grant and their maintenance are contained within Mr. Bailey's report. This information indicates the need for replacement vehicles. Mr. Brotzman indicated that NDOT had subsidized the private enterprise in Ely. NDOT had also determined that there is a duplication of services and requested coordination/consolidation be undertaken. NDOT had provided a grant for Paratransit services. Discussion noted Commissioner Wolf's opposition to competition between private enterprise and government and with the number of studies/contracts being issued for different purposes by governmental entities. Chairperson Smith explained his understanding of the Ely situation and indicated his opposition to a governmental entity contracting with and paying for a firm which displaces an operating private enterprise. He pointed out the difference between Carson City and Ely is that Carson City does not have a private enterprise operation for transit.

Mr. Bailey indicated that he felt his position is to enhance the present programs by coordination and centralized dispatching to eliminate duplication of services. His origin destination studies supported his contention that there is a duplication. Currently the Senior Center and OARC are both maintaining their own vehicles and paying their drivers. Savings could be created in vehicle maintenance by coordinating services. FISH is coming on board and will be part of the coordinated service. Capital Cab has submitted its contract to the PSC.

Bob Fairman with Budget Chauffeur Drive explained the cab driver's contract with Capital Cab. Discussion indicated that gratuities may not be given to the OARC and Senior Center drivers. Mr. Brotzman explained that

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Capital Cab will only be used when the other providers are not operating and the cab drivers are "setting doing nothing". Under the concept these drivers will provide rides for a set fare within a specified zone. Commissioner Wolf felt that 24-hour services is "grandiose". Current guidelines require requests for service to be made 24-hours in advance. This would utilize a cab driver and not require scheduling OARC or Senior Citizen Center drivers. The current program was explained for Mr. Fairman. It was felt that the program may be a prelude to establishing a transit authority. Mr. Fairman suggested Orange County be contacted about its program. In response to his questions, it was explained PSC has been involved with the program. Paratransit's present program is considered exempt from the PSC requirements. When the cab company joins, a special permit will be issued by PSC.

Mr. Bailey referenced the workplan considered by the Board and Commission in June. He explained his intent to develop a marketing plan and increase the ridership. Discussion indicated Paratransit is not involved with the Reno program, which is a money loser. Chairperson Smith agreed that public transit is not a money maker, however, it is a necessary service. The current ridership is providing the liability insurance. Mr. Bailey indicated that he would actively assist the providers in finding affordable insurance which better meets their needs. This is just one of several services he could help coordinate in an attempt to reduce the operational costs. The present program is costing Carson City approximately \$30,000 plus the subsidized coupons, which is from the ridership and totals \$8,000. With the NDOT grant of \$30,000, Mr. Brotzman felt that the total cost was \$68,000. Commissioner Wolf was encouraged to try the service.

Commissioner Bennett expressed her feeling that the democratic process allows for a difference of opinion. She then explained her reasons for supporting a transit service in Carson City. She felt that the technical advisory committee is beginning to show the advantage of having Paratransit and of having a coordinated service. An example was the total cost for the two agencies as indicated in Mr. Bailey's report. If a savings could be created, these funds could be used for other purposes. She also pointed out that when Carson City's population reaches 50,000, a broader federal program is available which could benefit more residents and provide a bigger transit system. She felt that the present program may be expanded to meet more demands created by an aging, growing population. Commissioner Wolf responded by explaining her feeling that government should not provide services which the populace could provide. Friends, relatives, neighbors, etc., should help each other. Chairperson Smith pointed out that this is the political issue of the topic. He had also discussed with a senior citizen the fact that as a widow she still supported the school and parks systems with her taxes. She also felt that her government should provide a public transit system for her and others in her situation. He felt that it was only a matter of time before Carson City begins to provide for public transportation, however, the amount of funding and type have not yet been resolved.

(1-0720.5) Mr. Fairman explained his chauffeur service and its monthly cost. He offered to share his maintenance report, illustrate his computerized program and other equipment, and to assist in any way possible. Commissioner Bennett noted her personal experience with his service and recommended it highly.

Chairperson Smith explained to Mr. Bailey that the comments expressed mirrored the community's feelings. Better education may address some of this opposition and help determine the future service level. Mr. Bailey indicated his desire to move forward and create a workable program. He had yet to hear of a problem which did not have a solution but it would take time to find it. Chairperson Smith wished him well in the future and expressed a desire to work with him. He thanked Mr. Bailey for the report and Mr. Fairman for his attendance. No formal action was required or taken on this item.

3. DISCUSSION AND POSSIBLE ACTION ON CURRY STREET EXTENSION IMPROVEMENTS FROM CLEARVIEW DRIVE TO KOONTZ LANE (1-0823.5) - Messrs. Brotzman and Homann explained the estimated cost to extend Curry Street, the commercial growth which had occurred in this area, and the reasons for the present configuration at Clearview and 395. Comments outlined the problems with this configuration and stressed the need to widen Clearview and extend Curry Street. Mr. Homann suggested an assessment district be considered for this intersection, however, the present Code does not allow for this type of development. He felt that dual left turn lanes would be mandated when the next commercial establishment is constructed, however, the A&W will constrict development of the dual lanes on the east side of 395. Commissioner Bennett urged staff to consider extending Curry Street to Clearview. Discussion indicated Curry Street is drivable if in a 4-wheel drive

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vehicle. Voltaire Canyon drainage problems must be mitigated before it would be passable by automobiles. Mr. Homann also pointed out the need to improve the northern end of Curry Street. Mr. Brotzman indicated that these improvements should be completed before Curry is extended. Commissioner Bennett encouraged staff to develop the assessment district policy which she felt commercial developers would support particularly in the area under discussion. Mr. Homann agreed to provide a schedule of the time line required to develop the policy. Discussion ensued on the needed improvements for Cochise and Curry Streets as well as the traffic problems at Tenth and Curry Streets. No formal action was taken or required.

4. DISCUSSION AND POSSIBLE ACTION ON ESTABLISHING TRUCK WEIGHT LIMITS ON CURRY STREET (1-1185.5) - Commissioner Bennett expressed her feeling that Curry Street is being utilized more and more and that it is becoming a major arterial. She felt that local truck deliveries should be allowed, however, it should not become a truck express route. Mr. Homann requested that any direction given not include a tonnage limit as it could be considered arbitrary. The term "local deliveries" was explained. Its enforceability was discussed. Commissioner Wolf encouraged staff to consider restricting access/egress to Curry Street. Mr. Homann explained his reluctance to deny access/egress to a street with frontage as it will force the City to pay for the denied access/egress. Public Works Director Aldean explained that the State could deny this access/egress, however, the City is prohibited from using this same statute. No formal action was taken on this item.

5. STATUS REPORT ON CONSTRUCTION PROJECTS (1-1295.5) - Mr. Brotzman gave a verbal status report on the Graves Lane extension project, Deer Run Road paving, and Goni Road's design and negotiations for additional property.

Ormsby Boulevard will be discussed in depth at a special meeting on July 29. Roop Street has been postponed indefinitely. The Pheasant and Edmonds signal design is almost completed. It will be going out to bid soon.

7. COMMISSIONER COMMENTS (1-1314.5) - Commissioner Bennett left the meeting after indicating she did not have any comments/reports. (A quorum was still present--9:52 a.m.) Discussion ensued on the type of comments which may be heard at the July 29th meeting on the Ormsby Boulevard extension including the impact which a new high school would have on the traffic patterns. Mr. Brotzman indicated that a map showing the development which has occurred on the west side would be available at that meeting. Opposition from the Chapparel residents was indicated.

6. PUBLIC COMMENTS AND STAFF COMMENTS (NON-ACTION ITEMS) - None.

9. ACTION ON FUTURE MEETING DATE(S) AND TIME(S) (1-1392.5) - The Ormsby Boulevard extension is scheduled for 6:30 p.m. in the Sierra Room on July 29th. The August regular meeting is scheduled for 8:30 a.m. on the 21st in Room 59.

10. ADJOURNMENT (1-1405.5) - Commissioner Wolf moved to adjourn. Chairperson Smith seconded the motion. Motion carried and Chairperson Smith adjourned the meeting at 9:55 a.m.

A tape recording of these proceedings is on file in the Clerk-Recorder's office. This tape is available for review and inspection during normal business hours.

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The Minutes of the July 17, 1996, Carson City Regional Transportation Commission meeting

ARE SO APPROVED ON 8/21,
1996.

/s/ _____

Greg Smith, Chairperson