

CARSON AREA METROPOLITAN PLANNING ORGANIZATION

Minutes of the November 12, 2003, Meeting

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A regularly scheduled meeting of the Carson Area Metropolitan Planning Organization was held on Wednesday, November 12, 2003, at the Community Center Bonanza Room, 851 East William Street, Carson City, Nevada, beginning at 5:30 p.m.

**PRESENT:** Chairperson Richard S. Staub, Vice Chairperson Steve Reynolds, and Members Jeff Fontaine, Bob Kennedy, and Bob Nunes

**STAFF PRESENT:** Street Operations Manager John Flansberg, RTC Engineer Harvey Brotzman, and Recording Secretary Katherine McLaughlin (CAMPO 11/12/03 Tape 1-0001 Side A)

**A. ROLL CALL AND DETERMINATION OF A QUORUM** - Chairperson Staub convened the meeting at 5:32 p.m. Roll call was taken. A quorum of the Board was present although Member Reynolds did not arrive until 5:44 p.m. and Members Des Jardins and Aldean were absent.

**B. APPROVAL OF MINUTES** - None.

**C. AGENDA MODIFICATIONS** - None.

**D. PUBLIC COMMENTS (1-007-A)** - Chairperson Staub explained the reasons for meeting in the Bonanza Room. Indian Hills General Improvement District General Manager Jim Bentley introduced the District's Chairperson Ron Kruse. He explained the District's October 2002 written request that it have a seat on the CAMPO Board. Justification for this appointment was provided. He then explained the need for a pedestrian crossing at Mica and Highway 395. He was willing to return and discuss the need when agenized. He gave the Board and Clerk a copy of the staff report for the District's October 2002 meeting and a copy of the letter that was sent to former RTC Chairperson Jon Plank. (A copy is in the file.) Additional public comments were solicited but none were given.

**E. DISCLOSURES (1-064-A)** - None.

**F. PUBLIC MEETING ITEMS:**

**F-1. PRESENTATION OF FIRST QUARTER REPORT AND STATUS OF THE RENO TO CARSON CITY PRIDE BUS SERVICE (1-077-A)** - Washoe County RTC Director of Public Transportation David Jickling gave a slide presentation on the status of the PRIDE service. (A copy is in the file.) Justification for scaling back the service was provided. (Member Reynolds arrived during his presentation-5:44 p.m.) The current ridership carries the highest number of passengers per hour experienced since the inception of the program with the exception of when the service was free. The present service level is the most cost effective. Ridership is increasing each month. The present service level focuses on commuters which increased the number of adult riders and reduced the number of seniors, disabled, and youths. The trip purposes were described. The majority of the riders are commuters going to and from work. Shopping trips have decreased significantly. A survey on the alternative methods of traversing the route and the demographics of the riders was limned. He was excited about its productivity and believed that the service will continue to grow.

Member Fontaine pointed out that the decline in seniors, disabled and youth riders are the individuals who

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may not have an alternative travel mode. The survey indicated that the majority of the riders have the ability to utilize an alternative. Mr. Jickling indicated that he had not analyzed the survey to determine the number of youth who did not have an alternative method of traversing the route. The original purpose of the service was to provide an alternative for the commuters and reduce the congestion. He acknowledged that it will be sometime before a reduction in traffic will occur. Funding from NDOT had been for job access and medical services. If CAMPO and Washoe RTC desire more services for other purposes, the number of trips can be increased. The costs for those trips were determined to not be feasible, therefore, the number of trips was reduced to those that were more productive. Currently the fare box recovers approximately 25 percent of the cost. This is a good recovery rate according to national figures. As more ridership occurs, alternative programs, additional and/or extended trips may be offered. Washoe RTC welcomed discussions on any changes desired. Member Fontaine indicated that the Board's vision will determine the type of service desired. Mr. Jickling pointed out that, as CAMPO matures and develops its transit plan, the linkage between the two communities could become important. Complexities created by regulations on local paratransit services and funding were noted. Washoe RTC would "love" to extend its Citilift services to Carson City. It could be linked to the City's CCTC service. This, however, will cost money.

Discussion ensued between Member Kennedy, Mr. Jickling and Mr. Bentley regarding the need for transit to the shopping centers in Indian Hills. Mr. Jickling expressed a willingness to extend the current service to the area, however, additional funding would be required for it. The proposed route modifications were noted. Federal restrictions on local fixed route service mandate a complimentary paratransit service within 3/4 of a mile of a fixed route service. As long as the service remains intercity, this regulation is not involved. Mr. Jickling also described the unsuccessful attempt three years ago to extend PRIDE to Gardnerville/Minden. Mr. Bentley expressed a willingness to work with Mr. Jickling on extending the service. He also indicated that the District may have some funds for this purpose.

Mr. Jickling then explained the scheduling complications/formula used to make the trips as efficient as possible. It includes the need to build some leeway in the schedule to allow short layovers/recovery periods for the drivers. It attempts to provide some accommodations for traffic conditions, weather, etc. It tries to avoid late returns and "snowballing". Mandatory union break requirements are included. The conceptual schedule for December was explained. Its core ridership periods remain the same. There will be little impact on the current riders. Extending the route to the new Walmart in Douglas County reduces the layover period. There may be adequate time within this schedule to extend the service one or two more miles into Indian Hills. Chairperson Staub pointed out that the proposed route places the bus on a residential street. Mr. Jickling explained that the map had not been marked conceptual which it is. A survey has indicated the need to remain with the present route on South Carson Street to Koontz, east on Koontz to Silver Sage, south on Silver Sage to Clearview, west on Clearview to Carson Street, and south on it to the new Walmart. The proposed use of Silver Sage/Roop may be implemented in the future. It may provide better service for the residents than the current route. Chairperson Staub cautioned him against providing stops in the residential neighborhood due to concerns previously voiced about the use of residential parking for the commuters. Mr. Jickling indicated that this concern had not been experience in Reno and acknowledged that it is a valid concern.

Discussion between Mr. Jickling and Member Reynolds indicated that 99 percent of the riders are commuters between the two cities. Twenty-five to 30 percent of the riders transfer to Citifare. There is little demand in Carson City for transfers to CCTC. Mr. Jickling felt that the majority of the riders who originally used the

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service to reach the former Walmart store were shoppers and not employees. Walmart's management and employees have called numerous times attempting to obtain service at its new location. He also viewed its shopping center, and the former site, as a draw for riders wanting to go to Reno/Washoe County from Douglas County. He explained a telephone call from a senior who refuses to drive more than a half mile and felt that the new Walmart location was too far for her to drive.

Discussion indicated that additional marketing in Carson City is occurring. A phone survey will be taken in the future to determine if additional marketing is warranted. It is scheduled for next Spring and may include some Douglas County residents. Public comments were solicited but none were given. No formal action was required or taken.

### **F-2. DISCUSSION AND ACTION ON EXTENDING THE CURRENT RENO TO CARSON CITY PRIDE BUS SERVICE INTO DOUGLAS COUNTY TO THE NEW WALMART LOCATION**

**(1-503-A)** - Street Operations Manager John Flansberg indicated that staff had received several requests for the service extension, specifically, to the new Walmart location. Douglas County has purportedly agreed to fund one-half of its share. FTA funds will cover the other half. FTA funds are currently paying for half of Carson City's PRIDE costs. Clarification indicated that the extension will reduce the City's costs for the PRIDE service as the layover period is reduced. Discussion is occurring regarding the potential stop at Fuji Park. Chairperson Staub encouraged inclusion of this stop as the bus will pass by it. Discussion between Mr. Jickling and Member Reynolds indicated that Carson City will not lose stops. An additional stop has been added across the street from the stop at the former Walmart site on Clearview. Chairperson Staub explained that Member Aldean had supported the extension based on having each party pay its fair share of the costs.

Indian Hills General Improvement District Chairperson Ron Kruse requested a stop at Home Depot which is only one-quarter of a mile further south. Growth in the area and the number of seniors residing there were cited as reasons to justify the extension. Additional transportation for medical purposes is needed. There is a medical clinic in Sunridge which is further south. Mr. Flansberg indicated that in order to provide service to this area additional time will be needed for the bus. The proposed schedule better utilizes the current time allocations. Mr. Jickling expressed a willingness to analyze and discuss the extension. If 20 minutes is added to the schedule by the extension, it may require another bus. He did not wish to change the current schedule as a ten to 15 minute change in the schedule would negatively impact the riders. He expressed a desire to detail the scheduling process at a future meeting to illustrate its complexities. Mr. Flansberg indicated that they will analyze the request and bring the matter back to the Board. Chairperson Staub felt that the Board should consider it particularly if the District is willing to consider funding. He also indicated that CAMPO will have to include the area eventually.

Member Kennedy suggested that private enterprises be contacted regarding the possibility of providing some funding for the service. Mr. Jickling explained that new private industry does support some of the Reno service(s) on a temporary basis. The majority of the commercial/industrial businesses believe that they are taxpayers and support the community adequately. They have used development conditions to mandate ride sharing or busing programs. Other programs are purely voluntary. He also indicated that litigation is pending in Reno regarding the ride sharing/busing program. This legal action involves Walmart. Member Nunes felt that the question should be posed. Mr. Jickling indicated that the "doors should be handled by the local staff". Member Nunes felt that he is part of the local staff. Mr. Jickling indicated that they will take the lead or assist as directed. Member Kennedy suggested that the District also be involved.

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Mr. Flansberg pointed out the need for an agreement with Douglas County for the service extension. The agenized item is for an agreement with Washoe RTC. He also suggested that the Chairperson be authorized to sign the agreement.

Member Nunes moved to approve extending the current PRIDE Service into Douglas County to the new Walmart location and to authorize the Chairperson to sign that agreement. Member Kennedy seconded the motion. Motion carried 5-0. Chairperson Staub noted the fiscal impact as being \$6,198 to Douglas County and a reduction of \$6,198 to Carson City.

**F-3. PRESENTATION OF PROPOSED SCHEDULE OF PUBLIC MEETINGS AND PROCESS TO APPROVE THE TRANSPORTATION MASTER PLAN (1-723-B)** - Mr. Flansberg reviewed the time schedule. The Feds have been advised that the Master Plan should be completed in March. He felt that there is adequate time in the proposed schedule to handle any problems that may arise. Chairperson Staub requested a breakdown of the funds that have been received from the various Federal and State Agencies and Carson City, Douglas and Lyon Counties. This should include what they have to spend, what has been spent, and where it was spent. Mr. Flansberg indicated that this budget information is provided within RTC's budget. Chairperson Staub requested that the CAMPO funds be provided separately at the next CAMPO meeting. Member Reynolds noted the expressed desire of bicycle enthusiasts to have a more assertive bicycle plan. Mr. Flansberg indicated that minor changes may be made in the current bicycle plan which includes extended timeframes. Mr. Bentley explained that the District contains lots of trails and miles of paths for bicycling in addition to those in the Douglas County plan. The District is located in the middle between Douglas and Carson City. It has a meeting room which can hold 100 occupants. He offered it to them for a meeting(s) or to assist with any other location desired. He also expressed an interest in participating in the staff reviews. No formal action was required or taken.

**G. INTERNAL COMMUNICATIONS AND ADMINISTRATIVE MATTERS - NON-ACTION ITEMS - FUTURE AGENDA ITEMS (1-820-B)** - Mr. Flansberg explained his request that NDOT Project Engineer Jim Gallegos provide a status report on the freeway at the next meeting.

**H. ADJOURNMENT (1-845-B)** - Member Reynolds moved to adjourn. Member Nunes seconded the motion. Motion carried 5-0. Chairperson Staub adjourned the meeting at 6:37 p.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.

The Minutes of the November 12, 2003, Carson Area Metropolitan Planning Organization meeting

ARE SO APPROVED ON June 9, 2004.

/s/  
Steve Reynolds, Vice Chairperson