



“The Tahoe BlueGO Partnership Provides Safe, Friendly, Convenient, and Innovative Transit Solutions, Enhancing the Quality of Life for Our Resort Community.”

**SOUTH TAHOE AREA TRANSIT AUTHORITY
OPERATIONS AND MAINTENANCE COMMITTEE AGENDA**

BlueGO Staff Telephone: (775) 589-5284
Rick Angelocci, Chair
Vacant, Vice Chair

www.bluego.org

Friday, January 29, 2010
2:00 PM to 3:00 PM
City of South Lake Tahoe Bus Garage
2nd Floor Conference Room
1669 Shop Street
South Lake Tahoe, CA 96150

This meeting is available by teleconference by calling: 1-888-387-8686, room number 9774230 in accordance with NRS Chapter 82 and STATA Bylaws

This AGENDA contains a brief general description of each item to be considered. The posting of the recommended actions does not indicate what action may be taken. If comments come to the Committee without prior notice and are not listed on the AGENDA, no specific answers or response should be expected at this meeting.

Those wishing to address the Committee on any matter for which another opportunity to speak is not provided on the AGENDA but which is within the jurisdiction of the Committee to resolve may address the Chair during the "PUBLIC COMMENT" portion of the AGENDA.

Copies of written documentation relating to each item of business on the AGENDA are on file at the BlueGO offices and are available for public inspection. Information may be obtained by calling (775) 589-5284, TDD/TTY 711, or at our web site: www.bluego.org

I. CALL TO ORDER

II. ROLL CALL

III. GENERAL MATTERS

A. Approval of Agenda of January 29, 2010

IV. PUBLIC COMMENTS

Anyone wishing to address the Committee on any matter for which another opportunity to speak is not provided on the agenda, and which is within the jurisdiction of the Committee to resolve, is requested address the Chair to be heard. When called upon, each speaker should address the President and then upon acknowledgement from the Chair, state his/her name, and address for the record. Each speaker is limited to five (5) minutes. The Committee can not take any action on matters brought up during public comments.

V. CONSENT CALENDAR - NONE

Items listed on the Consent Calendar are considered routine and will be enacted, approved or adopted by one motion unless a request for removal or explanation is received from a Committee Member, staff or member of the public. Items removed from the Consent Calendar shall be considered immediately following the adoption of the Consent Calendar.

VI. DISCUSSION MATTERS

A. Selection of Vice Chair

Page 2

B. Parking of Transit Vehicles in Gardnerville

Page 2

VII. COMMITTEE MEMBER COMMENTS

VIII. ADJOURNMENT – Next Meeting, To Be Determined By the Committee



In accordance with the Americans with Disabilities Act, if you require special assistance to participate in this meeting, please contact BlueGO staff at (775) 589-5284 (voice) or 711 (TDD/TTY) or email landoh@tpa.org.

In consideration of those with multiple chemical sensitivities or other environmental illness, it is requested that you refrain from wearing scented products and that all cellular phone are turned off. The Chair hereby certifies that this agenda has been posted in accordance with the requirements of the California Government Code and the Nevada Revised Statutes at the Tahoe Regional Planning Agency Offices, South Y Transit Station, Kingsbury Transit Center, Stateline Transit Center and online at www.bluego.org. All members of the public are invited and encourage to participate at the Operations and Maintenance Committee meeting.

South Tahoe Area Transit Authority Operations & Maintenance Committee

Anna Hastie/Harveys Lake Tahoe
Rick Angelocci/City of South Lake Tahoe
Alfred Knotts/Tahoe Transportation District
Travis Lee/Douglas County
Casey Blann/Heavenly Lake Tahoe

Stacy Dingman/Lakeside Inn & Casino
Russ Nygaard/EI Dorado County
Nick Haven/Tahoe Regional Planning Agency
Dan Garrison/The Ridge Resorts



Tahoe's Smooth Movin' Shuttle!

South Tahoe Area Transit Authority – 128 Market Street, Suite 3-F Stateline, NV, 89449
 Mailing: PO BOX 10600, Zephyr Cove, NV 89448
 Telephone: (775) 589-5284 - FAX: (775) 588-0917 – Website: www.bluego.org

Discussion Items For The Operations and Maintenance Committee Consideration

A. Selection of Vice Chair

With the designation of Rick Angelocci as the Executive Director for the South Tahoe Area Transit Authority, per the terms of the Participation Agreement to Implement A Coordinated Transit System at South Lake Tahoe, Section XX, he would become the chair of this committee, but not entitled to a vote. A new vice chair would need to be selected among the Committee members. At the present time, John Andoh, who was the previous Chair would serve as staff to the Committee. Mr. Angelocci was the Vice Chair of this committee.

Action: To select a new vice chair for the Operations and Maintenance Committee.

B. Parking of Transit Vehicles in Gardnerville

At the Board of Directors meeting on Friday, January 5, 2010, staff presented an option to begin parking three transit vehicles in Gardnerville at the Minden/Tahoe Airport under an existing Agreement with Douglas County as an attempt to reduce the deadhead costs paid to MV Transportation, Inc.

Staff requested last week that MV Transportation prepare an analysis of this action for distribution to the Committee at the meeting today.

Presently, STATA pays approximately 5.52 hours a day for deadhead in the AM from City of South Lake Tahoe Bus Garage to Herbig Park in Gardnerville and again in the PM from Herbig Park in Gardnerville to the City of South Lake Tahoe Bus Garage. This translates into \$153.95 per day, not counting fuel expense associated with the deadhead. Route 20X – Kingsbury Express has a starting and ending base in Gardnerville for all of its trips, with the exception of a late AM trip and an early PM trip that acts as a reverse commuter trip. After the end of the AM commuter period – two of the three buses end up at the Stateline Transit Center. The third one deadheads back to Stateline Transit Center. In the afternoon, two of

South Tahoe Area Transit Authority Operations & Maintenance Committee

Anna Hastie/Harveys Lake Tahoe
 Rick Angelocci/City of South Lake Tahoe
 Alfred Knotts/Tahoe Transportation District
 Travis Lee/Douglas County
 Casey Blann/Heavenly Lake Tahoe

Stacy Dingman/Lakeside Inn & Casino
 Russ Nygaard/EI Dorado County
 Nick Haven/Tahoe Regional Planning Agency
 Dan Garrison/The Ridge Resorts

the three buses start at Stateline Transit Center and one deadheads to Gardnerville to start the reverse commute trip for swing shift employees that may take the 12:15 am trip home.

Staff’s proposal on this matter is to park three buses each night in Gardnerville so that the buses are positioned to begin service in Gardnerville in the AM thus eliminating 5.52 hours of deadhead each day. The buses once arriving at Stateline Transit Center in the late morning would deadhead to the City of South Lake Tahoe Bus Garage for their preventative maintenance inspections and have any necessary repairs to the vehicles done before they would go back into service for the afternoon commute period.

These vehicles would be secured in a fenced facility at the Minden/Tahoe Airport at night. Presently, MV has implemented this action for one employee who lives in Gardnerville. This has been in place since January 2009. Originally, the bus was parked at the driver’s home until staff requested that the bus be relocated to the Minden/Tahoe Airport in May of 2009 upon discovery of this action.

MV has expressed concern about implementation of a park out in Gardnerville and mentioned at the last STATA Board of Directors meeting that they would like to possibly discontinue this action with the present driver who has been allowed to start and end his day in Gardnerville.

Many transit agencies are starting to implement park out locations as a way to save funding and reduce costs. STATA still has a need to save \$27,000 to balance its operating budget and staff believes the implementation of such park out arrangement in Gardnerville will help STATA save these funds in operational costs, fuel and wear and tear on the vehicles. El Camino Trailways, STATA’s former contractor for this route implemented a park out arrangement at Bentley Bio-Fuels in Minden when their base of operations was in Mound House – Nevada – a distance of 22 miles away for the past year. Transit agencies that have initiated park out locations are listed below:

Name of Agency	Base Location	Number of Vehicles Parked Out	Park Out Location and Miles Away	Why?
Butte Regional Transit	Chico	12	Paradise, Oroville – 15 and 27 miles respectively	To reduce deadhead costs paid to Veolia, save miles, reduce wear and tear.
e-Tran	Elk Grove	2	Downtown Sacramento – 18 miles	To reduce deadhead costs paid to MV, save miles, reduce wear and tear. Driver is employed downtown.
El Dorado Transit	Diamond Springs	4	Downtown Sacramento – 31 miles	To reduce deadhead costs, save miles and reduce wear and tear
Yuba Sutter Transit	Marysville	3	Downtown Sacramento – 59 miles	To reduce deadhead costs, save miles and reduce wear and tear

South Tahoe Area Transit Authority Operations & Maintenance Committee

Anna Hastie/**Harveys Lake Tahoe**
 Rick Angelocci/**City of South Lake Tahoe**
 Alfred Knotts/**Tahoe Transportation District**
 Travis Lee/**Douglas County**
 Casey Blann/**Heavenly Lake Tahoe**

Stacy Dingman/**Lakeside Inn & Casino**
 Russ Nygaard/**El Dorado County**
 Nick Haven/**Tahoe Regional Planning Agency**
 Dan Garrison/**The Ridge Resorts**

San Joaquin RTD	Stockton	1 – Sacramento 4 – Livermore 2 – San Jose 2 – Sunnyvale	Ranges from 33 miles to 110 miles	To reduce deadhead costs, save miles, reduce wear and tear on vehicles and to utilize employer based drivers
StaRT	Modesto	2	Patterson & Newman – 29 miles	To reduce deadhead costs, save miles, reduce wear and tear and drivers live in these areas

Several drivers has expressed interest to staff in bidding on Route 20X, should these buses be based in Gardnerville. Presently, Route 20X requires at least five bus operators to operate this route on a weekly basis. If MV recruited at least eight employees from the Carson City, Gardnerville, Minden areas, this park out arrangement could be implemented.

In regard to a separate bid or a unionized environment – implementing a park out arrangement with a separate bid is not a problem or a concern since five of the six operators mentioned above are unionized drivers with specific instructions on where the park out location is and where the driver needs to report to work.

Implementation of a park out is listed below:

1. Driver checks in at Minden/Tahoe Airport
2. Driver performs necessary pre-trip inspection, starts paperwork, checks in with dispatch
3. Driver pulls out of yard at Minden/Tahoe Airport
4. Driver starts Route 20X at Herbig Park/Gardnerville
5. Driver ends Route 20X at Stateline Transit Center
6. Driver deadheads to Bus Garage
7. Driver turns in paper work, fares and pre-trip inspection to dispatcher conducts post-trip inspection
8. Driver checks out or performs lunch relief shifts in South Lake Tahoe
9. Maintenance performs routine maintenance inspections on vehicle and makes repairs
10. Driver checks in for work during the early afternoon
11. Driver performs necessary pre-trip inspection
12. Driver pulls out of Bus Garage
13. Driver starts Route 20X at Stateline Transit Center
14. Driver ends Route 20X at Herbig Park/Gardnerville
15. Driver deadheads to Minden/Tahoe Airport
16. Driver conducts post trip inspection, finished paperwork, checks out with dispatch, secures farebox and locks up bus.
17. Driver checks out and goes home.

Implementation of a park out location requires MV to trust its operators that they will report to and from work during its prescribed shift. MV would need to monitor the

South Tahoe Area Transit Authority Operations & Maintenance Committee

Anna Hastie/**Harveys Lake Tahoe**
Rick Angelocci/**City of South Lake Tahoe**
Alfred Knotts/**Tahoe Transportation District**
Travis Lee/**Douglas County**
Casey Blann/**Heavenly Lake Tahoe**

Stacy Dingman/**Lakeside Inn & Casino**
Russ Nygaard/**EI Dorado County**
Nick Haven/**Tahoe Regional Planning Agency**
Dan Garrison/**The Ridge Resorts**

start and end times to control overtime. Any time over the estimated running time or shift would need to require management approval to be paid. Routine audits by road supervisors and management should occur to ensure that the drivers are following the above checklist.

Staff recommends that the Committee approve a pilot for the next four months commencing March 1, 2010 ending June 30, 2010. Staff would report back to the Committee on its results with feedback from MV and determine appropriate action. Starting March 1, will allow MV the opportunity to establish protocols necessary to implement this park out arrangement, hire any necessary employees in the Gardnerville area and prepare a separate bid for these services.

In addition, the Agreement with MV allows STATA to direct MV to park vehicles at locations other than the Bus Garage which MV would need to comply with.

Staff estimates for the remainder of the fiscal year (122 days) – STATA would save \$18,782 on the costs paid to MV Transportation, Inc and an additional \$12,810 in fuel expense associated with the reduction in 150 miles per day of deadhead traveling (18,300 miles for 122 days). Total estimated savings - \$31,592.

Action: To direct staff and MV to implement a pilot park out arrangement at the Minden/Tahoe Airport for Route 20X starting March 1, 2010 and ending June 30, 2010. Staff would report back to the Committee in June 2010 with a report on this implementation and request future direction towards its continuance.

South Tahoe Area Transit Authority Operations & Maintenance Committee

Anna Hastie/Harveys Lake Tahoe
Rick Angelocci/City of South Lake Tahoe
Alfred Knotts/Tahoe Transportation District
Travis Lee/Douglas County
Casey Blann/Heavenly Lake Tahoe

Stacy Dingman/Lakeside Inn & Casino
Russ Nygaard/EI Dorado County
Nick Haven/Tahoe Regional Planning Agency
Dan Garrison/The Ridge Resorts