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**JOINT MEETING OF THE
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC) &
BLUEGO TRANSIT ADVISORY COMMITTEE**

Monday, July 27, 2009

(immediately after Tahoe Coordinated Council for the Disabled Board of Directors Meeting)

AGENDA

State of California Department of Rehabilitation Offices
2489 Lake Tahoe Boulevard, Suite 3
South Lake Tahoe, CA 96150

This facility is accessible by BlueGO Routes 40, 50, 52, 55 and BlueGO OnCall. Please call (530) 541-7149 or visit www.bluego.org for more information.

I. Call Meeting to Order and Introductions

II. Public Comment

At this time, the public is invited to address the Council on any non-agenized item that is within the subject matter of this agency. If a member of the public wishes to speak on an agenized item, he or she is invited to address the Council at the time the item is up for consideration. This item will be listed following the minutes approval and will be limited to a five minute maximum. The five minute maximum time limit for the speaker will apply to all "items from the audience". The determination of whether an item is within the subject matter, jurisdiction of the Council is a discretionary decision to be made by the Chair of the Council. When citizens address the Council, they are generally asked to address a specific topic. If several speakers are commenting on the same issue, they should try to avoid repetition of views already expressed.

III. Approval of Minutes from the March 23, 2009 Meeting - Approval

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL DISCUSSION ITEMS

IV. Work Program for Fiscal Year 2009-2010 for SSTAC – Discussion/Approval

V. FTA Grants for 5310, 5316 & 5317 Updates - Discussion

VI. Reports/Updates from BlueGO, TART and TNT-TMA – Discussion

BLUEGO TRANSIT ADVISORY COMMITTEE DISCUSSION ITEMS

VII. Discussion on Potential BlueGO Service Reductions – Discussion/Action

VIII. Adjourn – **Next Meeting Scheduled for Thursday, September 3, 2009 at 12:00 PM in North Lake Tahoe.**



SPECIAL ACCOMMODATIONS - The Tahoe Regional Planning Agency and the South Tahoe Area Transit Authority is in compliance with the Americans with Disabilities Act and will make all reasonable accommodations for persons with disabilities to participate in employment, programs, and access facilities. Persons requiring assistance or auxiliary aid in order to participate should contact John Andoh at 775-589-5284 (TDD/TTY: 711) or email jandoh@trpa.org at least 24 hours prior to the meeting.

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 at the Tahoe Regional Planning Agency Offices, South Y Transit Station, Stateline Transit Center, Kingsbury Transit Center, at the State of California Department of Rehabilitation and online at www.trpa.org and www.bluego.org. All members of the public are invited and encourage to participate at the Social Services Transportation Advisory Council & BlueGO Transit Advisory Committee meeting.



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July 27, 2009

To: Social Services Transportation Advisory Council (SSTAC)
From: Transportation Staff
Subject: SSTAC Work Program and Meeting Dates FY 09/10

Requested Action: Staff requests that the SSTAC members review and adopt the work program and proposed meeting calendar for FY 2009/2010.

Background: This document is the fiscal year 2009-2010 work program for the Social Services Transportation Advisory Council (SSTAC). It includes the concerns and issues that the Council will study in the upcoming fiscal year. This work program gives SSTAC members an outline of the scope of work planned for the upcoming year.

The Work Program will follow the basic principals as established by Senate Bill 498 requiring the establishment of social service transportation advisory councils to serve as an advisory body to the regional transportation planning agency (TRPA) regarding the transit needs of transit dependent and transit disadvantaged persons, including the elderly, handicapped, and person of limited means.

The Social Services Transportation Advisory Council (SSTAC) shall be governed by the following guidelines and bylaws.

1. To advise TRPA on the transit needs of transit dependent and transit disadvantaged persons, including the elderly, handicapped, and persons of limited means including, but not limited to, receipts of the CalWORKS program.
2. To annually participate in the identification of transit needs that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services by expanding existing services.
3. To annually review and recommend action to be taken by TRPA which finds, by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet. This process is only required if transit funds are no longer used for transit.
4. To advise TRPA on any other major transit issues, including the coordination and consolidation of specialized transportation services.
5. To act as the transit advisory committee for the South Tahoe Area Transit Authority (BlueGO).
6. To conduct annual transit forums on the north shore and south shore to provide transit information and learn about ways to improve public transit in the Tahoe Basin.

The SSTAC generally holds monthly meetings per year on the fourth Monday of every month. Special purpose meetings can periodically augment this schedule. Staff is recommending that the SSTAC hold bi-monthly meetings and alternate the meetings between the north shore and south shore. Transportation will be provided from the north shore or the south shore to allow access to those who can not drive to the meetings. The schedule of SSTAC meetings for the coming fiscal year as follows:

- July 27, 2009 (South Shore)
- September 3, 2009 (North Shore)
- November 23, 2009 (South Shore)
- January 7, 2010 (North Shore)
- March 22, 2010 (South Shore)
- May 6, 2010 (North Shore)

As always, the South Shore meetings are held after the Tahoe Coordinating Council for the Disabled (TACCD) meetings on the 4th Monday of the month at 12:00 p.m at the State of California Department of Rehabilitation, 2489 Lake Tahoe Boulevard, Suite 3, South Lake Tahoe, CA 96150 and the North Shore meetings are held on the 1st Thursday of the month at 1:00 p.m. at the North Lake Tahoe Resort Association 100 North Lake Boulevard, 2nd Floor, Tahoe City, CA 96145.

If you have any questions regarding this agenda item, please feel free to contact Nick Haven, Transportation Team Leader, TRPA at (775) 589-5256 or email at nhaven@trpa.org or John Andoh, South Tahoe Area Transit Authority at (775) 589-5284 or email jandoh@trpa.org.

Attachment: Proposed SSTAC FY 2009/2010 Work Program
SSTAC Bylaws

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL WORK PROGRAM FOR FISCAL YEAR 2009-2010

I. Introduction

This document is the fiscal year 2009-2010 work program for the Social Services Transportation Advisory Council (SSTAC). It includes the concerns and issues that the Council will study in the upcoming fiscal year. This work program gives SSTAC members an outline of the scope of work planned for the upcoming year.

II. Background

Social Service Transportation Improvement Act: Social Service Transportation Coordination - AB 120 Action Plan

In 1987, there was the passage of the Social Services Transportation Improvement Act. That Act, among other things, encouraged social service agencies to combine their transportation functions into one or more Consolidated Transportation Planning Agency (TRPA), TRPA is required to prepare an action plan that would detail the steps needed to increase coordination of specialized transportation services. In response to the state requirements, the task of maintaining and updating the AB 120 Action Plan is conducted by TRPA staff with the assistance of the SSTAC.

The latest updated AB 120 Social Service Transportation Providers Inventory and Report was submitted to the State of California in December of 1997. The report consisted of a survey of social service agencies in the County.

With the passage of AB 2647 in July 2002, TRPA is no longer required to submit its AB-120 Action Plan to the State of California.

Transportation Development Act: Unmet Transit Needs Process

The SSTAC is actively involved in TRPA's annual assessment of transit needs. The committee's role and responsibility in this regard are found in State statute. Section 99238 of the Public Utilities Code describes the SSTAC responsibilities as follows:

- 1) Annually participate in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be responsible to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.

- 2) Annually review and recommend action by the transportation- planning agency for the area within the jurisdiction of the council, which finds by resolution, that (a) there are n unmet transit needs, (b) there are no unmet transit needs, including needs that are reasonable to meet.
- 3) Advise the regional transportation planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

III. Scope of Work for Fiscal Year 2009-2010

- A. Meeting the requirements of the TDA law regarding the Unmet Transit Needs process:
 - 1) Participate in the unmet transit needs hearings.
 - 2) Review public comments and identify potential unmet transit needs for inclusion in the FY 2010-2011 planning process.
 - 3) Review and recommend action by the TRPA Governing Board for the area within the jurisdiction of TRPA that (a) there are no unmet transit needs (b) there are no unmet transit needs that are reasonable to meet, or (c) there are unmet transit needs, including needs that are reasonable to meet.
- B. Analyze the potential to replace unmet transit needs process with a transit forum on both the north shore and south shore since all transit operators are using their TDA for transit operations and capital.
- C. Monitor implementation of recommendations resulting from the FY 2009-2010 Unmet Transit Needs process.
- C. Potentially review and evaluate AB-120 Action Plan Update.
- D. Potentially review and evaluate potential CTSA designation.
- E. Discuss and Review FTA Section 5310, 5316 & 5317 applications.
- F. Review and evaluate project proposals for FTA Section 5310 funds.
- G. Review and monitor the implementation of new and or updated short and long range transit plans.
- H. Review SSTAC Bylaws.

- I. Provide advice to BlueGO and TART related to transit operations in the Tahoe Basin.
- J. Act as an advisory and appeals committee related to ADA paratransit certification for the South Tahoe Area Transit Authority.
- K. Act as the BlueGO Transit Advisory Committee for the South Tahoe Area Transit Authority.

IV. SSTAC Meeting Schedule

The SSTAC generally holds monthly meetings per year on the fourth Monday of every month. Special purpose meetings can periodically augment this schedule. Staff is recommending that the SSTAC hold bi-monthly meetings and alternate the meetings between the north shore and south shore. Transportation will be provided from the north shore or the south shore to allow access to those who can not drive to the meetings. The schedule of SSTAC meetings for the coming fiscal year as follows:

July 2009 (South Shore)

- ✓ Formulate SSTAC meeting schedule for FY 2009-2010
- ✓ Approve 09/10 Work Program
- ✓ Review of SSTAC Bylaws
- ✓ Review results of the State's preliminary scoring and funding recommendations of FTA Section 5310 projects, if released by State.

September 2009 (North Shore)

- ✓ Transit Forums – Process/Public Hearing Schedule
- ✓ Develop Transit Forum Community Outreach Plan

November 2009 (South Shore)

- ✓ Transit Forums Update
- ✓ Transit Forum Public Hearing
- ✓ FTA § 5310 Funding Cycle - Announcement
- ✓ FTA § 5316 and 5317 Funding Cycle Announcement if necessary

January 2010 (North Shore)

- ✓ Status of Transit Forum process
- ✓ Form Unmet Transit Needs Review Committee
- ✓ FTA § 5310 Funding Cycle - Reminder
- ✓ FTA § 5316 and 5317 Funding Cycle - Reminder

- ✓ Select Local Review Committee for FTA § 5310 program
- ✓ Select Local Review Committee for FTA § 5316 and 5217 program if necessary

March 2010 (South Shore)

- ✓ Transit forum comments submitted to BlueGO & TART
- ✓ FTA § 5310 Update
- ✓ FTA § 5316 and 5317 Update if necessary

May 2010 (North Shore)

- ✓ Review and establish SSTAC Composition
- ✓ Local review and scoring of 5310 Applications if necessary
- ✓ Local review and scoring of 5316 and 5317 Applications if necessary

Other Topics of Interest to be covered:

Regular updates on:

- BlueGO, TART and TTD at each SSTAC meeting;
- Provide technical advice to BlueGO and the South Tahoe Area Transit Authority;
- Review BlueGO ADA Paratransit Application Appeals as necessary;
- Social Service Agencies at each SSTAC meeting;
- Coordinated Human Services Transportation Plan;
- FTA Job Access and Reserve Commute and New Freedom Program updates;
- Marketing/advertising Tahoe Basin based transportation services;
- Transit promotion through various presentations; and
- Other items of interest.

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL GUIDELINES AND BYLAWS

Senate Bill No. 498, approved by the Governor of California on September 16, 1987, required the establishment of a social services transportation advisory council to serve as an advisory body to the Tahoe Regional Planning Agency regarding the transit needs of transit dependent and transit disadvantaged persons, including the elderly, handicapped, and person of limited means.

The Social Services Transportation Advisory Council (SSTAC) shall be governed by the following guidelines and bylaws.

PURPOSE AND DUTIES

1. To advise TRPA on the transit needs of transit dependent and transit disadvantaged persons, including the elderly, handicapped, and persons of limited means including, but not limited to, receipts of the CalWORKS program.
2. To annually participate in the identification of transit needs that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services by expanding existing services.
3. To annually review and recommend action to be taken by TRPA which finds, by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs, including needs that are reasonable to meet. This process is only required if transit funds are no longer used for transit.
4. To advise TRPA on any other major transit issues, including the coordination and consolidation of specialized transportation services.
5. To act as the transit advisory committee for the South Tahoe Area Transit Authority (BlueGO).
6. To conduct annual transit forums on the north shore and south shore to provide transit information and learn about ways to improve public transit in the Tahoe Basin.

MEMBERSHIP

(a) TRPA shall appoint SSTAC members in the following categories as established in Section 99238 of TDA statutes:

- (1) At least one representative of potential transit users who is 60 years of age or older.
- (2) At least one representative of potential transit users who are disabled.
- (3) At least two representatives of the local social service providers for seniors, including one representative of a social service transportation provider, if one exists.
- (4) At least two representatives of local social service providers for disabled persons, including one representative of a social service transportation provider, if one exists.

(5) At least one representative of a local social service provider for persons of limited means.

(6) Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.

(b) TRPA may appoint additional members in accordance with the following guidelines: TRPA shall recruit candidates for appointment to the SSTAC from a broad representation of social service and transit providers representing the elderly, the handicapped, and persons of limited means. In appointing council members, TRPA shall strive to attain geographic and minority representation among council members.

TERMS OF OFFICE

Subsequent to the initial appointment, the term of appointment shall be for three years, which may be renewed for an additional three-year terms by the TRPA Governing Board.

VACANCIES

A vacancy shall be created when an appointed member of the SSTAC misses three consecutive regular meetings without good cause, so entered in the minutes; or when due to a death, disability, or extenuating circumstances, that member can no longer carry out responsibilities as a council member.

OFFICERS

During the first meeting of the calendar year, the council shall elect a chair and vice chair to serve for one year. The chair shall preside at all meetings of the SSTAC. The vice chair shall perform the duties of the chair in his/her absence. In the event both officers are absent, the majority of quorum may appoint a presiding officer for that meeting. Upon resignation of an officer, a special election will be held.

STAFF

TRPA Transportation Team staff shall serve as primary staff to the SSTAC.

ORGANIZATION AND PROCEDURES

a) Meetings. The SSTAC shall meet regularly at time and date agreed upon by a majority of the members in order to carry out the purpose and duties described above. The meetings are to open and public in compliance with the Ralph M. Brown Act (Government Code Section 54950 et seq.) The meetings are to be held in an accessible location in order to facilitate the attendance of persons with disabilities of the SSTAC and the community in general. Meetings shall alternate between the south shore and the north shore to ensure geographical representation. TRPA Transportation Team staff shall arrange for transportation to the meeting location.

b) Quorum. Five (5) voting members shall constitute a quorum for the transaction of business.

c) Voting. Voting on all matters shall be on a voice vote unless a roll call vote is requested by any member in attendance. Any ex officio members of the council shall not vote although they may participate freely in any and all discussions of the SSTAC.

d) Limitation of Discussion. Discussion on any particular matter by either council members or by any member of the general public may be limited at the discretion of the chair, to such length of time as the chair may deem reasonable under the circumstances.

e) Conduct of Meetings. The meetings are to be conducted in accordance with the principles of Roberts' Rules of Order.

f) Minutes. Official minutes recording the members and visitors present, motions entertained and actions taken at each meeting, shall be prepared by staff and submitted to TRPA after each SSTAC meeting. The minutes shall reflect minority views in addition to the majority viewpoint.

g) Reports. In addition to reports and recommendations specifically requested by TRPA, the SSTAC shall submit an annual report containing the attendance record of each member, a summary of activities and projects undertaken during the preceding year, and the SSTAC's recommendation to TRPA on transit needs that may be reasonable to meet.

h) Bylaws. The information set forth in these bylaws shall be deemed sufficient to serve as the bylaws for the council, subject to approval by TRPA. These bylaws may be amended by a majority vote of the SSTAC members and approval by TRPA.

i) Communications. The SSTAC may communicate freely with elected or appointed bodies, public or private agencies or individuals to obtain information or opinions regarding transportation issues. Copies of all correspondence originating with the SSTAC shall be included, as it occurs, in the TRPA Governing Board agenda packets.

j) Staff Assistance. TRPA staff assistance shall consist of providing information, preparing meeting agendas, preparing the minutes, preparing correspondence and reports as requested by the SSTAC, and generally assisting the SSTAC.

k) Conflict of Interest. A SSTAC member or ex-officio member shall disqualify himself/herself from making, participating in, or attempting to influence any SSTAC decision which will have a foreseeable material financial effect, distinguishable from its effect on the public generally, on: (1) any real property in which said person has a direct or indirect interest worth more than \$1,000; (2) any source of income aggregating \$250 or more in value provided to, received by, or promised to said person within 12 months prior to the time when the decision is made; or (3) any business entity in which said person is a director, officer, partner, trustee, employee, or holds any position of management.

l) Work Plan. Each July, the SSTAC shall adopt a work plan identifying what activities will be completed in the new fiscal year.

PUBLIC HEARING PROCESS

TRPA shall ensure the establishment and implementation of a citizen participation process utilizing the SSTAC as a mechanism to solicit the input of transit dependent and transit disadvantaged persons, including the elderly, disabled, and persons of limited means. The process shall include provisions for at least one public hearing. Notice of the hearing, including the date, place, and specific purpose of the hearing shall be given at least 30 days in advance through publication in a newspaper of general circulation. TRPA shall also send written notification to those persons and organizations which have indicated, through its citizen participation or any other source of information, an interest in the subject of the hearing. Unmet transportation needs identified by the SSTAC shall be reported to the relevant Local Transportation Fund (LTF) jurisdiction. The SSTAC chair may appoint SSTAC members to meet with LTF jurisdictions in regard to unmet transportation needs, and to attend each jurisdiction's public hearing on unmet transportation needs.

IDENTIFICATION OF TRANSIT NEEDS

Prior to TRPA making any allocation for streets and roads purposes, the SSTAC shall assist TRPA in annually doing the following:

- (1) Assess the size and location of identifiable groups likely to be transit dependent or transit disadvantaged, including, but not limited to, the elderly, the handicapped, and persons of limited means, including recipients under the CalWORK's program.
- (2) Analyze the adequacy of existing public transportation services and specialized transportation services, including privately and publicly provided services, in meeting the transit demand identified in the above paragraph.
- (3) Analyze any potential alternative public transportation, specialized transportation services, or transportation service improvements that would meet all or part of the identified transit demand.

ADOPT UNMET NEEDS RESOLUTION (IF WARRANTED)

The SSTAC shall annually make a recommendation to TRPA in regard to which of the following resolutions should be adopted by TRPA resolution:

- (1) there are no unmet transit needs, or
- (2) there are no unmet transit needs that are reasonable to meet, or
- (3) there are unmet transit needs, including needs that are reasonable to meet.

If TRPA adopts a finding that there are unmet transit needs, including needs that are reasonable to meet, then the unmet transit needs shall be funded before any TDA allocation is made for streets and roads.

The definition adopted by TRPA for the terms "unmet transit needs" and "reasonable to meet" shall be documented by resolution or in the minutes of TRPA. The fact that an identified transit need cannot fully be met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.

If all of the transit funds in the Tahoe Basin are used for transit operations and capital, then the SSTAC will sponsor informative transit forums on the north shore and south shore to provide transit information and learn about ways to improve public transit in the Tahoe Basin.



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July 27, 2009

To: Social Services Transportation Advisory Council (SSTAC)

From: Transportation Staff

Subject: FTA Grants for 5310, 5316 & 5317 Updates

Requested Action: Review information regarding Federal Transit Administration (FTA) grant applications released by the California Department of Transportation (Caltrans) and Nevada Department of Transportation (NDOT).

Background: Caltrans and NDOT has released call for projects for FTA Sections 5310, 5311, 5316 and 5317 projects. Any public transit agency or non-profit organization providing transportation services are eligible to apply. Please review the information presented below.

FTA Section 5310 Funding

Caltrans Division of Mass Transportation is currently soliciting projects for the Federal Transit Administration's Elderly and Disabled Specialized Transit Program (49 USC Section 5310).

APPLICATION DEADLINE: September 4, 2009 to Caltrans after being scored by TRPA. Applications was due to TRPA by June 5, 2009.

Program Purpose: The Section 5310 Program provides capital grants to assist private non-profit corporations and, under certain conditions, public agencies, to provide safe, efficient, and coordinated transportation services for elderly individuals and individuals with disabilities for whom public transportation is otherwise unavailable, insufficient, or inappropriate.

Available Funding and Local Match Requirement: The call for projects is for the state's FY 2009 apportionment, which amounts to about \$12.6 million in available funding. The minimum local match requirement is 11.47 percent of the project cost.

Eligible Recipients: The eligible subrecipients for Section 5310 funds are: a) private non-profit organizations; b) governmental authorities that certify to the chief executive officer of the State that no non-profit corporations or associations are readily available in an area to provide the service; and c) governmental authorities approved by the State to coordinate services for elderly individuals and individuals with disabilities.

For More Information: Please also refer to www.dot.ca.gov/hq/MassTrans/5310.html for the 5310 program.

FTA Sections 5316 and 5317 Funding

Caltrans Division of Mass Transportation is currently soliciting projects in small urban and rural areas throughout the state for two Federal Transit Administration grant programs: 1) the Job Access and Reverse Commute ("JARC") Program (49 USC Section 5316), and 2) the New Freedom Program (49 USC Section 5317), 3) the Rural Transit Assistance Program (49 USC Section 5311), and the 4) Elderly and Disabled Specialized Transit Program (49 USC Section 5310). This call for projects is for the FY 2009 apportionment. The minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

APPLICATION DEADLINE: October 31, 2009 to Caltrans.

Program Purpose: The JARC Program provides funding for projects designed to transport welfare recipients and eligible low-income individuals to and from employment and employment-related activities, particularly to suburban and rural job locations. Night time, weekend service, gap service, commuter service are good candidates for this funding.

The New Freedom Program provides funding to assist transit operators and public agencies to provide new transportation services for individuals with disabilities, above and beyond the minimum required by the Americans with Disabilities Act of 1990.

For More Information: Please also refer to www.dot.ca.gov/hq/MassTrans/5316.html for JARC and www.dot.ca.gov/hq/MassTrans/5317.html for New Freedom.

Available Funding: Caltrans estimates that \$1.4 million will be available for the rural Section 5316 program and \$1.6 million will be available for the rural Section 5317 program in California.

All project applications are subject to a statewide competitive selection process.

If you have any questions regarding this agenda item, please feel free to contact Nick Haven, Transportation Team Leader, TRPA at (775) 589-5256 or email at nhaven@trpa.org.

Attachment: Caltrans Fact Sheets on FTA Grants - 2009

**FTA Section 5310 Elderly and Disabled Specialized Transit Program,
Federal Fiscal Year 2009**

PROGRAM FACT SHEET AND TIMELINE

Program Purpose: Provide capital grants for the purpose of meeting the transportation needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient or inappropriate.

Program History: Since the program's inception in 1975, approximately 500 agencies have received over 3000 vehicles statewide, serving a variety of client groups and programs ranging from small agencies with specific clientele (e.g. dialysis and AIDS patients) to large providers serving an entire community. The average cost for yearly maintenance for a vehicle is estimated at \$8,500.

Funds Available

- * Approximately \$12.6 million in Federal funds are available for this cycle;
- * Applicants receive 88.53% in federal funds and must provide 11.47% in local match.

Eligible Applicants:

- * Private non-profit corporations;
- * Public agencies where no private non-profits are readily available to provide the proposed service;
- * Public agencies that have been approved by the State to coordinate services.

Eligible Equipment:

- * Accessible vans and buses;
- * Mobile radios and communication equipment;
- * Computer hardware and software;
- * Transit related ITS systems;
- * Introduction of new technology through innovative and improved products.

Service Eligibility: Services to be provided must serve the transportation needs of elderly persons and/or persons with disabilities.

Project Eligibility: Applicant must have management oversight and control over the operations and service of the equipment. Applicants are required to provide sufficient justification and provide documentation that alternative transportation services are unavailable,

insufficient or inappropriate to meet the agency's transportation needs. Vehicle(s) must provide a minimum of 20 hours of service per week, alone or in coordination with other agencies.

All projects selected for funding must be derived from a Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) as required by federal guidance.

Vehicle Replacement Eligibility: Vehicle(s) must be in active service. Active service is defined as a vehicle providing service throughout the agency's normal days and hours of operation. A van(s) proposed for replacement must have been in service for four years or have at least 100,000 miles at the time of application. A bus(s) proposed for replaced must meet or exceed replacement guidelines.

Service Expansion Eligibility: Applicants must be able to document that the proposed transportation service will provide:

- * Services to additional persons; or
- * Expand the service area or hours; or
- * Increase the number and/or frequency of trips.

Funding Selection Process:

- * The Regional Transportation Planning Agency (RTPA) scores the applications using established evaluation criteria and completes a prioritized list for their region.
- * The State Review Committee reviews the scores from RTPA and establishes a statewide-prioritized list (POP) based on available funding.
- * The California Transportation Commission holds a public hearing to review and adopt the POP.
- * Submit funding request to FTA.

Program Requirements: Successful applicants enter into a Standard Agreement with Caltrans that stipulates the terms and conditions under which the equipment must be procured and operated. The agreement remains in effect until the project is terminated and formal disposition of the equipment has been made. Grantees are responsible for the proper use, operating costs, and maintenance of all

project equipment. Grantees must be prepared to comply with the requirements of the Department of Motor Vehicle and the regulations of the California Highway Patrol.

Note:

Vehicles for non-profit agencies are purchased by Caltrans using the State procurement contract. Public agencies can follow this process or a local procurement process. If using the local procurement process the grantee must comply with state procedures, purchase equipment then invoice the state for reimbursement of the Federal Share.

TIMELINE

- 2009 February - Call for Projects
- February - CTC adopts Quantitative Scoring & Project Rating Worksheet
- March – April - Application Workshops
- May - RTPA Evaluation and Scoring Training
-
- June – August - Regional applications due to RTPA by June 5, 2009. RTPA scores applications and conducts appropriate public hearings.
- September - RTPA forwards regional prioritized list with scores and copies of applications with approved Certification and Assurances to Caltrans by September 4, 2009
- September – November - Regional scores are merged into a statewide-prioritized list.
- State Review Committee reviews and verifies scores on the applications above the 111% funding line.
- Submit draft list to CTC for book time at December’s meeting.
- December - CTC distributes draft Program of Projects (POP)
- Review committee hears any filed appeals.
- 2010 January - CTC conducts public hearing to adopt POP.
- Projects are programmed in the FTIP.
- March - Approved POP submitted to FTA for funding approval.
-
- April - Successful Applicant Workshops, verify new agency information
- April – May - Standard Agreements process initiated, includes verification of new agencies and deposit of local match dollars
- When completed, Procurement process begins.

*For additional information call our toll free number (1.888.472.6816) or visit our website at:
<http://www.dot.ca.gov/hq/MassTrans/5310.html>*

SECTION 5316 – Job Access and Reverse Commute (JARC) Program

FACT SHEET Federal Fiscal Year 2008-09

PROGRAM PURPOSE

The JARC program provides funding to support projects designed to transport welfare recipients and eligible low-income individuals to and from employment activities and employment related activities and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

FTA FUNDING:

JARC program funding is available in two categories:

- Approximately \$ 3 million for JARC small-urban projects.
- Approximately \$1.4 million for JARC rural projects.

ELIGIBLE APPLICANTS:

- Private non-profit organizations.
- State or local government authority.
- Operators of public transportation services, including private operators of public transportation services.
- Tribal Governments.

LOCAL MATCHING REQUIREMENTS:

Federal share of eligible capital and planning costs may not exceed 80 percent of the net cost activity.

The Federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity.

COORDINATED PLANNING:

All projects selected for funding must be derived from a coordinated public transit-human services transportation plan as required by federal guidance. Grant applications must include a Coordinated Plan Certification.

PROJECT SELECTION PROCESS:

Projects will be awarded through a statewide competitive selection process. The Division of Mass Transportation (DMT) will evaluate all JARC project applications through a JARC/New Freedom review committee to determine the extent to which the proposed projects

meet the overall program goals and objectives.

However, a Local Agency (LA) with a recognized small-urban area may choose to enter into a Memorandum of Understanding (MOU) agreement with the DMT, to conduct its own regional competitive selection process for those small-urban JARC grant applications. A final list of selected projects will be published and submitted to the FTA for funding.

PLANNING REQUIREMENTS:

To be eligible for funding, JARC projects in urbanized areas must be included in the Metropolitan Transportation Plan prepared and approved by the metropolitan planning organization (MPO), the Transportation Improvement Program (TIP), and the Statewide Transportation Improvement Program (STIP) developed by the State and jointly approved by the Federal Highway Administration and the Federal Transit Administration.

Projects outside the urbanized areas must be included in, or consistent with, a long-range transportation plan and be included in the STIP.

APPLICATION WORKSHOPS:

Statewide workshops are to assist applicants in completing the funding application, understanding the scoring worksheet, and receiving procurement information. Please check our website for further information.

Section 5316 website:

<http://www.dot.ca.gov/hq/MassTrans/5316.html>

ADDITIONAL REFERENCE SOURCES:

Section 5317 website:

<http://www.dot.ca.gov/hq/MassTrans/5317.html>

DMT Coordinated Plan Resources Center:

<http://www.dot.ca.gov/hq/MassTrans/Coord-Plan-Res.html>

SECTION 5317 – New Freedom Program FACT SHEET

Federal Fiscal Year 2008-09

PROGRAM PURPOSE

The New Freedom program provides funding to assist transit operators and public agencies provide “new” transportation services for individuals with disabilities above and beyond the minimum currently required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et seq.).

FTA FUNDING:

New Freedom program funding is available in two categories:

- Approximately \$ 1.6 million for New Freedom small-urban projects.
- Approximately \$.7 million for New Freedom rural projects.

ELIGIBLE APPLICANTS:

- Private non-profit organizations.
- State or local government authority.
- Operators of public transportation services, including private operators of public transportation services.
- Tribal Governments

LOCAL MATCHING REQUIREMENTS:

Federal share of eligible capital and planning costs may not exceed 80 percent of the net cost activity.

The Federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity.

COORDINATED PLANNING:

All projects selected for funding must be derived from a coordinated public transit-human services transportation plan as required by federal guidance. Grant applications must include a Coordinated Plan Certification.

PROJECT SELECTION PROCESS:

Projects will be awarded through a statewide competitive selection process. The Division of Mass Transportation (DMT) will evaluate all New Freedom project applications through a JARC/New Freedom review committee to determine the extent

to which the proposed projects meets the overall program goals and objectives of the programs.

However, a Local Agency (LA) with a recognized small-urban area may choose to enter into a Memorandum of Understanding (MOU) agreement with the DMT, to conduct its own regional competitive selection process for those small-urban New Freedom grant applications. A final list of selected projects will be published and submitted to the FTA for funding.

PLANNING REQUIREMENTS:

To be eligible for funding, New Freedom projects in urbanized areas must be included in the Metropolitan Transportation Plan prepared and approved by the metropolitan planning organization (MPO), the Transportation Improvement Program (TIP), and the Statewide Transportation Improvement Program (STIP) developed by the State and jointly approved by the Feral Highway Administration and the Federal Transit Administration.

Projects outside the urbanized areas must be included in, or consistent with, a long-range transportation plan and be included in the STIP.

APPLICATION WORKSHOPS:

Statewide workshops are to assist applicants in completing the funding application, understanding the scoring worksheet, and receiving procurement information. Please check our website for further information.

Section 5317 website:

<http://www.dot.ca.gov/hq/MassTrans/5317.html>

ADDITIONAL REFERNCE SOURCES:

Section 5316 website:

<http://www.dot.ca.gov/hq/MassTrans/5316.html>

DMT Coordinated Plan Resources Center:

<http://www.dot.ca.gov/hq/MassTrans/Coord-Plan-Res.html>



Tahoe's Smooth Movin' Shuttle!

South Tahoe Area Transit Authority – 128 Market Street, Suite 3-F Stateline, NV, 89449

Mailing: PO BOX 499, Zephyr Cove, NV 89448

Telephone: (775) 589-5284 - FAX: (775) 588-0917 – Website: www.bluego.org

July 27, 2009

To: BlueGO Transit Advisory Committee

From: South Tahoe Area Transit Authority Staff

Subject: Discussion on Potential BlueGO Service Reductions

Action Requested: Staff recommends that the BlueGO Transit Advisory Committee recommend to the South Tahoe Area Transit Authority (STATA) Board of Directors the proposed service reduction scenario presented below to take effect on Sunday, August 23, 2009 after the Public Hearing at the August Board of Directors Meeting and August City of South Lake Tahoe City Council Hearing.

Background: Presently, STATA is in a cash deficit of approximately \$850,000. This deficit occurred as a result of higher than anticipated costs related to transit operations due to the transition of transit services from Area Transit Management, Inc to MV Transportation, Inc. It has also been reported that Local Transportation Fund in El Dorado County is down another 10% by the El Dorado County Auditor-Controller's Office. In addition, STATA does not have a cash reserve and is unable to pay large expenses. A large majority of our expenses are related to transit operations. A large majority of our revenues comes to STATA in arrears after the expense has been made. In order to get ahead of the cash, and to build a reserve, STATA needs to reduce expenses, which includes additional service reductions.

Discussion: Below is a copy of the present BlueGO System Summary for Fiscal Year 2009-2010. BlueGO presently operates a demand responsive service, seven ski shuttle routes, two express routes, one trolley fixed route, one fixed route and seven neighborhood shuttle routes for a total 20 routes in the system.

Staff analyzed the performance of the routes based on the Board adopted performance measures for analyzing BlueGO routes. As a result of this review, staff determined that there are several routes that have too many operating hours and low passenger per hour counts.

Attached is a list of proposed service reductions that would take effect Sunday, August 23, 2009. this list was derived from review of ridership by route and surveying individual trips that have low ridership. These trips or routes have less than 3 passengers per trip or hour. Staff is proposing an aggressive timeline to implement these service reductions by August 23, 2009. The timeline is presented below:

1. Operations and Maintenance Committee Review – Wednesday, July 22
2. BlueGO Transit Advisory Committee Review – Monday, July 27
3. Public Outreach Begins – Monday, July 27

4. Public Outreach Concludes – Friday, August 7
5. Public Hearing at the STATA Board of Directors – Friday, August 7
6. Public Hearing at South Lake Tahoe City Council – Tuesday, August 18
7. Implementation – Sunday, August 23

Staff projects a savings of \$423,950 from August 23, 2009 to June 30, 2009 from the overall budget. There will be a reduction in hours from approximately 79,000 to 64,600.

Staff also is recommending the reduction of hours that the South Y Transit Station is open from 9 hours per day to 4 hours per day which will yield an estimate savings of \$5,000 in the spring and fall seasons (April 1 to Memorial Day and Labor Day to November 30).

Staff also is recommending that STATA implements a Saturday-Sunday Schedule on New Years Day, Dr. Martin Luther King Jr. Day, Presidents Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day and Christmas Day for Routes 21X, 40, 52, 53, 55 and BlueGO OnCall.

There will be no changes to the ski shuttles or Trolley Route 30.

Additional Information: For additional questions about this agenda item, please contact John Andoh at 775-589-5284 or email jandoh@trpa.org.

Attachment: Proposed Service Changes – Sunday, August 23, 2009

Proposed BlueGO Service Reductions

Effective Sunday, August 23, 2009

Route Number/ Name	Type of Route	Present Service Hours	Where Route Goes?	Proposed Service Change Effective August 23, 2009
20X	Commuter	Gardnerville to Stateline 5:45 am to 8:45 am & 2:30 pm Stateline to Gardnerville 8:30 am & 3:30 pm to 6:30 pm & 12:15 am	Express service from Gardnerville to Stateline Transit Center via State Route 207 and Stateline casinos with one trip to The Ridge Resorts.	<ul style="list-style-type: none"> • Eliminate 6:30 pm trip from Stateline Transit Center • Eliminate 12:15 am trip from Stateline Transit Center • Eliminate 5:45 am trip from Gardnerville
21X	Commuter	6:35 am to 9:45 am and 3:30 pm to 6:45 pm	Express service from Carson City from Stateline Transit Center via US Highway 50 and Stateline casinos (stops on the street).	<ul style="list-style-type: none"> • Monday-Friday, eliminate 6:30 pm trip from Stateline Transit Center and add 2:30 pm trip from Stateline Transit Center by converting deadhead trip to revenue trip from interlined 22 • On Saturday and Sundays, eliminate 5:30 am trip from Stateline Transit Center, 6:35 am trip from Carson City, 6:30 pm trip from Stateline Transit Center and add 2:30 pm trip from Stateline Transit Center by converting deadhead trip to revenue trip from interlined 22
22	Rural Flex Route	9:30 am to 2:45 pm	Service from Stateline Transit Center to Zephyr Cove – George Whitell High School via US Highway 50 & Stateline casinos.	Interline with Route 23 between 9:30 am and 3:00 pm seven days a week in the Spring and the Fall, which will yield a 2 hour service span on this route between Stateline Transit Center and Zephyr Cove
23	Rural Flex Route	7:00 am to 12:00 am (Sun-Thurs) continues until 1:00 am (Friday & Saturday)	Service from Stateline Transit Center to The Ridge Resorts via Stateline casinos, State Route 207, Lakeshore Boulevard, Stateline Avenue and Tramway Drive.	<ul style="list-style-type: none"> • Interline with Route 22 between 10:10 am and 3:10 pm seven days a week in the Spring and the Fall, which will yield a 2 hour service span on this route between Stateline Transit Center and The Ridge Resorts • Eliminate the 11:10 pm (Sunday-Thursday) and 12:10 am (Friday & Saturday) trips in the Spring and the Fall
40	Rural Flex Route	7:00 am to 7:00 pm	Service from South Y Transit Station to Meyers, Lake Tahoe Community College and South Lake Tahoe Recreation Complex via North Upper Truckee Road, Pioneer Trail and US Highway 50.	<ul style="list-style-type: none"> • Operate every 45 minutes between 7:15 am and 6:44 pm, Monday-Friday • Operate every 45 minutes between 9:30 am and 5:59 pm, Saturday & Sunday • Last trips from South Y Transit Station on request if passengers are waiting or on board the bus and would continue until Meyers

40 (Con't)				<ul style="list-style-type: none"> Reroute from South Y Transit Station via US Highway 50, D Street and Tata Lane to normal route
50	Urban Fixed Route	5:45 am to 12:45 am (Sun -Thurs) until 1:45 am (Fri/ Sat)	Service between South Y Transit Station and Kingsbury Transit Center via US Highway 50 and Stateline Transit Center.	<ul style="list-style-type: none"> Last trip everyday from South Y Transit Station will be 10:45 pm and from the Casinos will be 11:15 pm 30 minute service all day, seven days a week Eliminate 5:45 am trip
51	Urban Flex Route	7:30 am to 5:15 pm	Service in the South Y area, starting at South Y Transit Station with service to Lake Tahoe Airport, South Tahoe High School, Julie Lane area, Tahoe Keys and Garner Mountain area.	<ul style="list-style-type: none"> Eliminate route. Combine service to Lake Tahoe Airport and Julie Lane with Route 52, combine service to Gardner Mountain area with Route 55 Service to Tahoe Keys & Tahoe Island will be via BlueGO OnCall
52	Urban Flex Route	6:45 am to 6:45 pm	Service starting at South Y Transit Station serving the Sierra Tract, Bijou, Al Tahoe areas, Regan Beach, South Lake Tahoe Recreation Complex, Boys & Girls Club, Lake Tahoe Community College & Al Tahoe Blvd.	<ul style="list-style-type: none"> Change frequency to every 60 minutes - seven days a week Extend service to Lake Tahoe Airport & F St/Julie Lane Areas Provide bi-directional service in the Sierra Tract Operate Saturday & Sunday service from 9:45 am to 5:43 pm
53	Urban Fixed Route	6:15 am to 12:28 am	Service starting at Lake Tahoe Community College traveling via Bijou area including Johnson Boulevard, Spruce Avenue, Blackwood Road, Ski Run Boulevard, Pioneer Trail, Stateline Transit Center to the Kingsbury Transit Center via Stateline casinos.	<ul style="list-style-type: none"> Convert to a neighborhood flex shuttle from a fixed route Last trip from Lake Tahoe Community College will be at 8:30 pm ending at 9:13 pm - Monday through Friday Saturday & Sunday service would operate from 7:45 am to 7:43 pm
54	Urban Flex Route	11:15 pm to 1:15 am (Sun/Thurs) and 2:15 am (Fri/Sat)	New! Night neighborhood shuttle operating Between Kingsbury Transit Center and South Y Transit Station via Stateline Casinos, Pioneer Trail, Bijou Neighborhood & US Hwy 50	<ul style="list-style-type: none"> New neighborhood flex route that operates at 11:15 pm, 12:15 pm (Sunday-Thursday) and an added 1:15 am trip (on Friday & Saturday) to replace night services on Routes 50 and 53. This route will operate hourly.
55	Urban Flex Route	8:20 am to 4:30 pm – Monday through Friday only. Service starts in Spring 2009 with grant funds	Service operating between South Y Transit Station serving Sky Forest Acres, Tahoe Senior Plaza, Kelly Ridge, Senior Center, South Lake Tahoe Recreation Complex, Lake Tahoe Community College, Safeway, Barton Memorial Hospital, South Y Center and Factory Stores at the Y.	<ul style="list-style-type: none"> Shift schedule to :15 past the hour from South Y Transit Station Add service to Mt. Tallac High School, 13th Street, Glorene Avenue areas Operate Saturday and Sunday service from 7:15 am-7:13 pm Eliminate direct service into Sky Forest Acres. Service would be on request or by walking to the bus shelter on SR 89.
BlueGO OnCall	Urban Dial-A-Ride	24 hours per day.	Door to door demand responsive transit service that is in compliance with the ADA as it related to providing complementary	<ul style="list-style-type: none"> Weekdays – operate BlueGO OnCall for a not to exceed amount of 32 hours vs. 38 hours per day. Weekends – operate BlueGO OnCall for a not to exceed amount

BlueGO OnCall (Con't)			Paratransit Service within a ¾ mile boundary of BlueGO fixed route. Service provided throughout the entire BlueGO service area.	<p>of 28 hours vs. 30 hours per day.</p> <ul style="list-style-type: none"> OnCall services between 12 midnight and 5 am to be dispatched via cell phone with transfer of phone lines to cell phone
Camp Richardson Circulator	Rural Dial-A-Ride	10:00 am to 7:00 pm – Saturday & Sunday only	Door to door demand responsive transit service that operates within Camp Richardson Resort area operating from Pope Beach to Baldwin Beach	<ul style="list-style-type: none"> Discontinue service due to extreme low ridership after Labor Day

Proposed BlueGO Service Reductions - Effective Sunday, August 23, 2009				
Route	Where does the Route Go?	Proposed Change	Estimated Costs Savings	Estimated Number Hours Eliminated
20X	Express service from Gardnerville to Stateline Transit Center via State Route 207 and Stateline casinos with one trip to The Ridge Resorts	Eliminate 6:30 pm trip from Stateline Transit Center Eliminate 12:15 am trip from Stateline Transit Center Eliminate 5:45 am trip from Gardnerville	\$ (18,750.00)	(637.00)
21X	Express service from Carson City from Stateline Transit Center via US Highway 50 and Stateline casinos (stops on the street)	Monday-Friday, eliminate 6:30 pm trip from Stateline Transit Center and add 2:30 pm trip from Stateline Transit Center by converting deadhead trip to revenue trip from interlined 22 On Saturday and Sundays, eliminate 5:30 am trip from Stateline Transit Center, 6:35 am trip from Carson City, 6:30 pm trip from Stateline Transit Center and add 2:30 pm trip from Stateline Transit Center by converting deadhead trip to revenue trip from interlined 22	\$ (22,700.00)	(771.86)
22	Service from Stateline Transit Center to Zephyr Cove – George Whittell High School via US Highway 50 & Stateline casinos	Interline with Route 23 between 9:30 am and 3:00 pm seven days a week in the Spring and the Fall, which will yield a 2 hour service span on this route between Stateline Transit Center and Zephyr Cove	\$ (9,700.00)	(328.32)
23	Service from Stateline Transit Center to The Ridge Resorts via Stateline casinos, Lakeshore Boulevard, Stateline Avenue, State Route 207 and Tramway Drive	Interline with Route 22 between 10:10 am and 3:10 pm seven days a week in the Spring and the Fall, which will yield a 2 hour service span on this route between Stateline Transit Center and The Ridge Resorts Eliminate the 11:10 pm (Sunday-Thursday) and 12:10 am (Friday & Saturday) trips in the Spring and the Fall	\$ (22,000.00)	(737.20)
30	Service from South Y Transit Station to Tahoma via State Route 89 and US Forest Service facilities such as Camp Richardson Resort, Baldwin Beach and Tallic Historic Site	No Changes	\$ -	-
40	Service from South Y Transit Station to Meyers, Lake Tahoe Community College via North Upper Truckee Road, Pioneer Trail and US Highway 50	Operate every 45 minutes between 7:15 am and 6:44 pm, Monday-Friday Operate every 45 minutes between 9:30 am and 5:59 pm, Saturday & Sunday Last trips from South Y Transit Station on request if passengers are waiting or on board the bus and would continue until Meyers Reroute from South Y Transit Station via US Highway 50, D Street and Tata Lane to normal route	\$ 19,770.00	671.75
50	Service between South Y Transit Station and Kingsbury Transit Center via US Highway 50, Stateline Transit Center via Stateline casinos	Last trip everyday from South Y Transit Station will be 10:45 pm and from the Casinos will be 11:15 pm 30 minute service all day, seven days a week Eliminate 5:45 am trip	\$ (168,630.00)	(5,730.50)
51	Service in the South Y area, starting at South Y Transit Station with service to Lake Tahoe Airport, South Tahoe High School, Julie Lane area, Tahoe Keys and Garner Mountain area	Eliminate route. Combine service to Lake Tahoe Airport and Julie Lane with Route 52, combine service to Gardner Mountain area with Route 55 Service to Tahoe Keys and Tahoe Island area will be via BlueGO OnCall	\$ (70,000.00)	(2,379.00)
52	Service starting at South Y Transit Station serving the Sierra Tract, Bijou, Al Tahoe areas, Regan Beach, South Lake Tahoe Recreation Complex, Boys & Girls Club, Lake Tahoe Community College and Al Tahoe Blvd	Change frequency to every 60 minutes - seven days a week Extend service to Lake Tahoe Airport and F Street/Julie Lane Areas Provide bi-directional service in the Sierra Tract Operate Saturday & Sunday Service between 9:45 am and 5:43 pm	\$ (11,000.00)	(376.00)
53	Service starting at Lake Tahoe Community College traveling via Bijou area including Johnson Boulevard, Spruce Avenue, Blackwood Road, Ski Run Boulevard, Pioneer Trail, Stateline Transit Center to the Kingsbury Transit Center via Stateline casinos	Convert to a neighborhood flex shuttle from a fixed route Last trip from Lake Tahoe Community College will be at 8:30 pm ending at 9:13 pm - Monday through Friday Saturday & Sunday service would operate from 7:45 am to 7:43 pm	\$ (53,500.00)	(1,818.22)
54	New! Night neighborhood shuttle operating between Kingsbury Transit Center and South Y Transit Station via Stateline Casinos, Pioneer Trail, Bijou Neighborhood and US Highway 50	New neighborhood flex route that operates at 11:15 pm, 12:15 pm (Sunday-Thursday) and an added 1:15 am trip (on Friday & Saturday) to replace night services on Routes 50 and 53. This route will operate hourly.	\$ 21,600.00	734.25
55	Service operating between South Y Transit Station serving Sky Forest Acres, Tahoe Senior Plaza, Kelly Ridge, Senior Center, South Lake Tahoe Recreation Complex, Lake Tahoe Community College, Safeway, Barton Memorial Hospital, South Y Center and Factory Stores at the Y	Shift schedule to :15 past the hour from South Y Transit Station Add service to Mt. Tallac High School, 13th Street, Glorene Avenue areas Operate Saturday and Sunday service between 7:15 am and 7:13 pm Eliminate direct service into Sky Forest Acres. Service would be on request or by walking to the bus shelter on SR 89.	\$ (8,300.00)	(282.00)
Camp Richardson Circulator	Door to door demand responsive transit service that operates within Camp Richardson Resort area operating from Pope Beach to Baldwin Beach	Discontinue service due to extreme low ridership after Labor Day	\$ (16,000.00)	(544.00)
BlueGO OnCall	Door to door demand responsive transit service that is in compliance with the ADA as it related to providing complementary Paratransit Service within a ¼ mile boundary of BlueGO fixed route. Service provided throughout the entire BlueGO service area	Reduce maximum cap on hours to 34 - Monday through Friday and 28 - Saturday & Sunday OnCall services between 12 midnight and 5 am to be dispatched via cell phone with transfer of phone lines to cell phone	\$ (59,740.00)	(2,030.00)
All Routes		Implement Saturday-Sunday Schedule on New Years Day, Dr. Martin Luther King Jr. Day, Presidents Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day and Christmas Day on Routes 21X, 40, 52, 53, 55 and OnCall	\$ (5,000.00)	(145.56)
South Y Transit Station		Open South Y Transit Station from 10 am to 2 pm with part time employee	\$ (1,000.00)	-
Total Savings			\$ (424,950.00)	(14,373.66)

Spring = March 1 to May 31
Fall = September 1 to November 30

Present Revenue Vehicle Hours	79,000.00
Reduction	(14,373.66)
New Revenue Vehicle Hours	64,626.34
% change	19%