



VENTURA COUNTY TRANSPORTATION COMMISSION
Heritage Valley Technical Advisory Committee (HVTAC)
www.goventura.org | www.valleyexpressbus.org

AGENDA

Action may be taken on any item listed on the agenda.

City of Fillmore Council Chambers
250 Central Avenue, Fillmore

Monday, December 11, 2023
3:00 p.m.

ITEM 1 CALL TO ORDER

ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS

ITEM 3 PUBLIC COMMENTS

Under the Brown Act, the committee should not act on or discuss matters raised during the Public Comment portion of the agenda which are not listed on the agenda. Committee members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.

ITEM 4 AGENDA ADJUSTMENTS

ITEM 5 APPROVAL OF MINUTES

Recommended Action:

- Waive the reading and approve the meeting minutes from September 2023.

Responsible Staff: Matt Miller

ITEM 6 RIDERSHIP AND OUTREACH REPORT

Recommended Action:

- Receive and file.

Responsible Staff: Erin Kenneally

ITEM 7 FISCAL YEAR 2023/2024 BUDGET & SB-125 TRANSPORTATION BILL UPDATES

Recommended Action:

- Receive and file.

Responsible Staff: Matt Miller

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a committee meeting, please contact the Administrative Assistant at (805) 642-1591 ext. 111. Notification of at least 48 hours (about 2 days) prior to meeting time will assist staff in assuring reasonable arrangements can be made to provide accessibility at the meeting.

- ITEM 8** **POTENTIAL ZERO EMISSIONS BUS (ZEB) FLEET FUELING STATIONS**
Recommended Action:
- Verbal update.
- Responsible Staff: Claire Grasty**
- ITEM 9** **UPDATE ON CMAQ FUNDED REPLACEMENT VEHICLES AND SERVICE BETWEEN THE CITIES OF FILLMORE AND MOORPARK**
Recommended Action:
- Verbal update.
- Responsible Staff: Claire Grasty**
- ITEM 10** **SHORT RANGE TRANSIT PLAN**
Recommended Action:
- Verbal update.
- Responsible Staff: Claire Grasty**
- ITEM 11** **2024 CALENDAR OF MEETINGS**
Recommended Action:
- For discussion.
- Responsible Staff: Matt Miller**
- ITEM 12** **ADJOURNMENT**



**HERITAGE VALLEY TRANSIT SERVICE
TECHNICAL ADVISORY COMMITTEE (HVTAC)**
Santa Paula City Hall Council Chambers
970 Ventura Street, Santa Paula, California
Monday, September 18, 2023
2:00 p.m.

Item 5

Meeting Summary

MEMBERS PRESENT: Susanna Arroyo, County of Ventura (Acting Chair)
Clete Saunier, City of Santa Paula (Vice Chair)

MEMBERS ABSENT: Dave Rowlands, City of Fillmore

VCTC STAFF PRESENT: Claire Grasty, Public Transit Director
Matt Miller, Transit Operations Manager
Erin Kenneally, Transit Specialist

ITEM 1 CALL TO ORDER
Clete Saunier, City of Santa Paula, called the meeting to order at 2:01 p.m.

ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS – None.

ITEM 3 PUBLIC COMMENT – None.

ITEM 4 AGENDA ADJUSTMENTS – None.

ITEM 5 APPROVAL OF MEETING MINUTES

ACTION

Arroyo moved, seconded by Saunier, that the committee waive the reading and approve the May 2023 meeting minutes. The motion passed unanimously.

ITEM 6 RIDERSHIP AND OUTREACH UPDATE
Erin Kenneally updated the committee on the Valley Express Transit Service ridership and community outreach including upcoming events. The committee discussed assessing route patterns, timing, and changing commuter and community needs.

ITEM 7 FY 2023-24 BUDGET UPDATE & SB-125 TRANSPORTATION BILL UPDATE
Matt Miller updated the committee on the FY23-24 budget including higher than anticipated demand and costs for Dial-A-Ride service, and the ability to use SB-125 funds to cover any shortfalls. The committee discussed 1) launching another survey, 2) the history of service patterns and 3) fuel reduction incentives.

ITEM 8 UPDATE ON CMAQ FUNDED REPLACEMENT VEHICLES AND SERVICE BETWEEN THE CITIES OF FILLMORE AND MOORPARK
Matt Miller updated the committee on the purchase of Ford Transit Vans and Cutaway vehicles with electric headsigns as well as service between the cities of Fillmore and Moorpark in 2024.

ITEM 9 DETERMINE THE NEXT MEETING DATE
The committee discussed meeting on Monday, March 25th at 2:00 p.m.

ITEM 10 ADJOURNMENT
The meeting was adjourned at 4:20 p.m.



DATE: DECEMBER 11, 2023
MEMO TO: HERITAGE VALLEY TECHNICAL ADVISORY COMMITTEE (HVTAC)
FROM: ERIN KENNEALLY, TRANSIT PLANNER – TRANSIT SERVICES
SUBJECT: RIDERSHIP AND OUTREACH REPORT

RECOMMENDATION

1. Receive and file ridership and outreach report.
2. Approve updated Valley Express logo design.

BACKGROUND

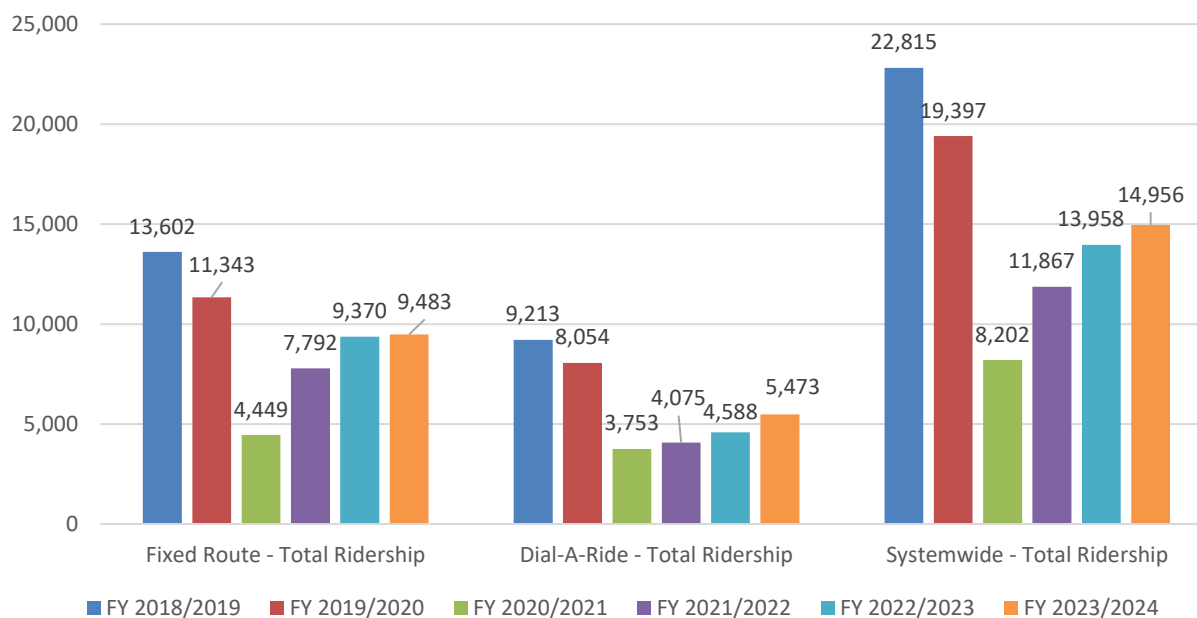
Valley Express service includes four fixed routes serving the cities of Santa Paula, Fillmore, and the unincorporated area of Piru, Dial-A-Ride services for the general public, and complementary ADA paratransit. School tripper service in Santa Paula and Fillmore was suspended in March 2020 due to the COVID-19 pandemic and resumed service in August 2021.

This report provides a Quarter 1 (July-August-September) comparison between key performance indicators (KPI) in FY 23/24 and previous years. In addition, this report provides an update regarding the recent marketing and outreach activities for Valley Express.

Key Performance Highlights:

- Ridership on both school trippers has increased since we adjusted tripper schedules to better align with the bell schedules of local schools. The Santa Paula tripper has seen a 927% increase in ridership compared to the previous quarter.
- This quarter, Valley Express ridership increased by just over 7% percent to 14,956 unlinked passenger trips compared to 13,958 in the same quarter of last year. Fixed route ridership increased by 1.2% while Dial-A-Ride ridership increased by 19.3%.
- The Piru route currently accounts for 79% of fixed route ridership as well as 50% of systemwide ridership. It has seen the most ridership recovery and is currently at 95% of pre-COVID ridership.
- DAR ridership is currently at 68% of our pre-COVID numbers while Fixed route ridership is currently at 84%.

Valley Express Ridership FIRST QUARTER COMPARISON



Quarterly Ridership Comparison by Route

FIRST QUARTER COMPARISON (July-August-Sept)

Valley Express Bus & Dial-A-Ride	FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	% Change from FY 19/20	% Change from FY 22/23
Santa Paula Fixed Route	2,114	970	265	258	547	488	-49.7%	-10.8%
Santa Paula Tripper*	242	176	0	157	11	113	-35.8%	927.3%
Fillmore Fixed Route	2191	661	212	156	354	345	-47.8%	-2.5%
Fillmore Tripper*	1141	1,613	0	935	874	1,039	-35.6%	18.9%
Piru Fixed Route	7914	7,923	3,972	6,286	7,584	7,498	-5.4%	-1.1%
Fixed Route Total	13,602	11,343	4,449	7,792	9,370	9,483	-16.4%	1.2%
Santa Paula DAR	6942	5991	2497	3,356	3842	4274	-28.7%	11.2%
Fillmore DAR	2271	2063	1256	719	746	1199	-41.9%	60.7%
Dial-A-Ride Total	9,213	8,054	3,753	4,075	4,588	5,473	-32.0%	19.3%
Valley Express Bus & Dial-A-Ride Total	22,815	19,397	8,202	11,867	13,958	14,956	-22.9%	7.2%

*Tripper service did not operate from March 2020 – July 2021

Detailed quarterly comparisons system-wide and for fixed route service and DAR service are shown in the following Tables 1, 2 and 3.

Table 1 System-wide Quarterly Comparison

SYSTEM-WIDE SERVICE - Valley Express KPI		Qtr 1 FY 2022/23	Qtr 1 FY2023/24	Yr over Yr % Change
Ridership	System-wide	13,958	14,956	7.2%
Passengers per Mile	System-wide	0.25	0.26	0.7%
Passengers per Hr	System-wide	2.83	2.40	-15.4%
Revenue Hours	System-wide	4,924	6,237	26.7%
Revenue Miles	System-wide	54,785	58,276	6.4%
Operating Cost	System-wide	\$ 409,913	\$ 634,173	54.7%
Cost per Hr	System-wide	\$ 83.24	\$ 101.68	22.1%
Cost per Passenger	System-wide	\$ 29.37	\$ 42.40	44.4%

Table 2 Fixed Route Quarterly Comparison

FIXED ROUTE - Valley Express KPI		Qtr 1 FY 2022/23	Qtr 1 FY2023/24	Yr over Yr % Change
Ridership	Fixed Route	9,370	9,483	1.2%
Passengers per Mile	Fixed Route	0.33	0.33	0.3%
Passengers per Hr	Fixed Route	5.87	6.01	2.3%
Revenue Hours	Fixed Route	1,595	1,577	-1.1%
Revenue Miles	Fixed Route	28,787	29,061	1.0%
Operating Cost	Fixed Route	\$ 132,748	\$ 161,533	21.7%
Cost per Hr	Fixed Route	\$ 83.23	\$ 102.41	23.0%
Cost per Passenger	Fixed Route	\$ 14.17	\$ 17.03	20.2%

Table 3 Dial-A-Ride Quarterly Comparison

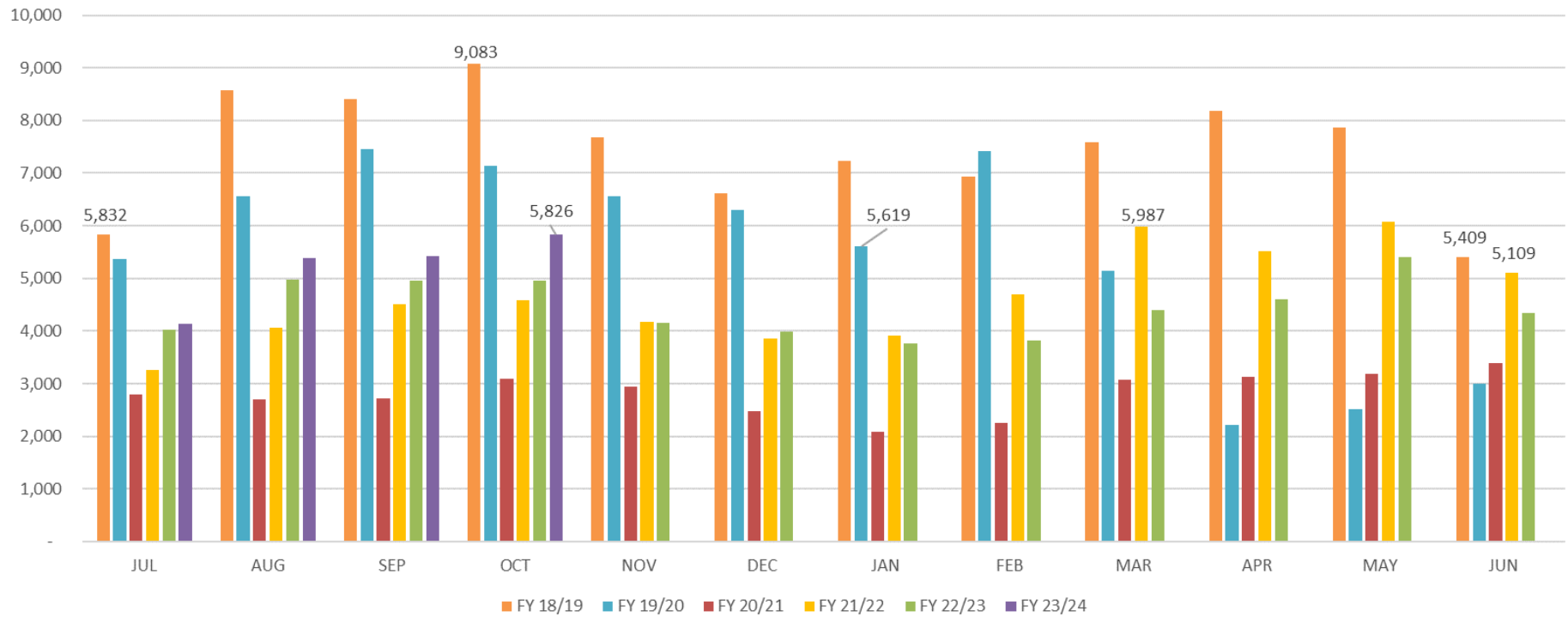
DIAL-A-RIDE (DAR) - Valley Express KPI		Qtr 1 FY 2022/23	Qtr 1 FY2023/24	Yr over Yr % Change
Ridership	Dial-A-Ride (DAR)	4,588	5,473	19.3%
Passengers per Mile	Dial-A-Ride (DAR)	0.18	0.19	6.2%
Passengers per Hr	Dial-A-Ride (DAR)	1.38	1.17	-14.8%
Revenue Hours	Dial-A-Ride (DAR)	3,330	4,660	39.9%
Revenue Miles	Dial-A-Ride (DAR)	25,997	29,215	12.4%
Operating Cost	Dial-A-Ride (DAR)	\$ 277,165	\$ 472,640	70.5%
Cost per Hr	Dial-A-Ride (DAR)	\$ 83.24	\$ 101.43	21.8%
Cost per Passenger	Dial-A-Ride (DAR)	\$ 60.41	\$ 86.36	43.0%

During Quarter 1 of FY 23/24, youth rides accounted for nearly 35% of all Valley Express ridership and nearly 50% of all fixed-route ridership.

VALLEY EXPRESS			
Q1 FY 23/24			
	Ridership	Youth Rides	% of total
Fixed	9,483	4,720	49.8%
DAR	5,473	429	7.8%
Systemwide	14,956	5,149	34.4%

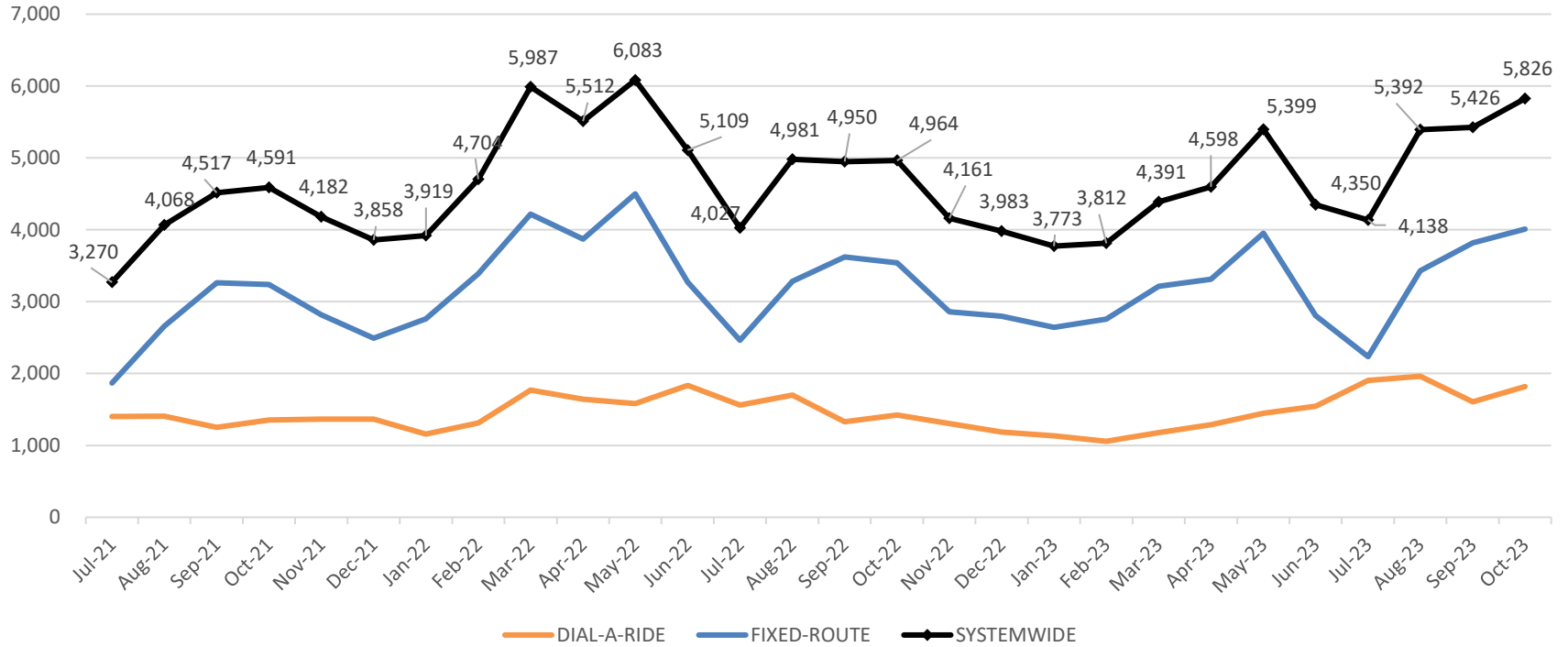
Valley Express Total Monthly Ridership FY18/19 to present.

Valley Express
Total Monthly Ridership



Monthly Ridership July 2021 through October 2023

VALLEY EXPRESS BUS & DIAL-A-RIDE
July 2021 - October 2023



MARKETING AND COMMUNITY OUTREACH

In September we attended a Disability Providers networking meeting at the Fillmore Active Adult Center to provide information on the services we provide to seniors and people with disabilities. Attendees included VCAAA, Tri-Counties Regional Center, and the ARC of Ventura County. At the meeting we provided information on our Valley Express services as well as information about VCTC services.

Celtis Ventures, Inc. continues to assist us in promoting the Valley Express service within the Heritage Valley. Some of the projects they are planning for the current fiscal year include a continuation of the Spanish-language outreach campaign we began last year as well as assisting us with a bus stop evaluation. Celtis has also begun preliminary designs for our new vehicles.

In January Celtis has scheduled a photo shoot of the Valley Express buses at various Moorpark locations. We intend to use these photos in promotion of the Fillmore-Moorpark route.

Lastly, staff has recently been presented with challenges related to purchasing marketing materials due to the complexity of the current logo and the multitude of colors included so staff worked with Celtis to design an updated and simpler Valley Express logo. The updated logo retains aspects of the current logo so that the public will continue to associate it with the Valley Express transit service and adds a modern design. This new design also will allow greater flexibility when printing maps, brochures, giveaways, and eventually the decals for the new vehicles. The existing logo and proposed logo are below for your review and consideration. Staff is recommending that the HVTAC approve the new logo for use on Valley Express items and assets with its first use being incorporated in the next schedule change public information and route schedules.

Original Logo



Updated Logo





DATE: DECEMBER 11, 2023
MEMO TO: HERITAGE VALLEY TECHNICAL ADVISORY COMMITTEE (HVTAC)
FROM: MATT MILLER, PROGRAM MANAGER
SUBJECT: 2023/2024 VALLEY EXPRESS BUDGET & SB-125 UPDATE

RECOMMENDATION

- Receive and file an update on Fiscal Year 2023/2024 Valley Express Budget.

BACKGROUND

VCTC has been closely monitoring the Valley Express Transit Service and FY23-24 budget as a new service contract has been in effect since March 2023. Staff are assessing how well the service is performing with particular attention being paid to the FY23-24 budget estimates. With the first four months of the new fiscal year complete, staff are continuing to see a high demand for dial-a-ride (DAR) trips.

In September, staff updated the TAC that total DAR hours had increased 46% in the first two months of the fiscal year versus the same period last fiscal year, much higher than the estimates provided in the FY23-24 budget. This trend continued in October and has resulted in a 35% increase in total DAR hours compared to the same period of FY22-23.

DISCUSSION

The level of service and operations contract are the primary drivers for expenditures and with the new contract, contract costs have increased by 16% which explains the higher FY23-24 budget approved earlier this year. As discussed in previous meetings, the budget included a plan for modest DAR service growth of 2.5%. So far this year, we have recorded a 35% increase in total DAR service hours, which is much more than what was budgeted for. Other variable costs, such as fuel, have also risen above budget estimates and are approximately 10% higher than budgeted for.

For a sense of the increase in DAR hours by jurisdiction, see the table below.

**DAR Hours by Jurisdiction
 FY22-23 & FY23-24**

	Fiscal Year 2022-23		Fiscal Year 2023-2024		Percent Change	
	Santa Paula	Fillmore	Santa Paula	Fillmore	Santa Paula	Fillmore
July	641	478	1,042	701	63%	7%
August	653	521	966	714	48%	37%
September	624	414	788	449	26%	8%
October	630	400	873	584	39%	46%
Total	2547	1813	3669	2448	44%	23%

The FY23-24 budget was built around previous years' DAR hours, current fixed-route schedules, the new contractor hourly rates and monthly fixed rate, and fuel cost. Using these inputs, staff estimated an average of \$192,425 per month this fiscal year. After four full months of service with the increased DAR hours and fuel costs expenditures are an average of 9% over budget and averaging \$211,029 per month.

At the September TAC meeting, Staff also provided an update on the use of supplemental budget funds through Senate Bill 125 Transit and Intercity Rail Capital Program (TIRCP) and Zero-Emission Transit Capital Program (ZETCP) apportioned to counties to assist in covering the increased cost of Valley Express operations. At the December 1st meeting, the Commission approved use of \$400,000 for Valley Express operations for FY24 and based on current estimates, only \$250,000 of the total \$400,000 would be needed with the rest rolling over to next fiscal year.

Staff will continue to work with MV to improve productivity, monitor the costs and hours, and work through the SB125 process to use those funds for this deficit, keeping the TAC and PAC updated throughout.



DATE: DECEMBER 11, 2023

MEMO TO: HERITAGE VALLEY TECHNICAL ADVISORY COMMITTEE (HVTAC)

FROM: CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT

SUBJECT: ZERO EMISSIONS CHARGING LOCATIONS

RECOMMENDATION

- For discussion

BACKGROUND

In 2019, the California Air Resources Board (CARB) Innovative Clean Transit (ICT) regulation went into effect, which requires all public transit agencies to gradually transition to a 100% zero-emission bus fleet by 2040. Under this regulation, a small transit agency (such as VCTC) is required to submit a board-approved Zero-Emission Bus Rollout Plan (Rollout Plan) to CARB by June 30, 2023. A Rollout Plan describes how a transit agency plans to achieve a full transition to ZEB technologies. ZEB Rollout Plans include information on the types and technology of ZEBs to be purchased, their purchase schedule, timing of their operation in Disadvantaged Communities (as defined by CalEnviroScreen), a schedule for related infrastructure build-out, potential funding sources and training plans. A ZEB Rollout Plan allows a transit agency to plan ahead, familiarize itself with available ZEB technologies, and to learn about potential challenges and available solutions for a smooth transition. Information gathered from the Rollout Plans will also guide the State in developing incentive funding plans, inform utilities on potential electrical and infrastructure needs, and educate the public on environmental benefits of ZEB technologies.

The CARB ICT regulation requires small agencies like VCTC to begin purchasing ZEBs in 2026 (25% of new purchases); starting in 2029, 100% of bus purchases must be ZEBs. Nonetheless, the CARB ICT rule exempts cutaways (operated by the Valley Express), motorcoaches (operated by VCTC Intercity) and articulated buses to at least 2026 (or later) if no Altoona emissions tested vehicles are available. At this time, there are no Altoona tested hydrogen cutaways or motorcoaches available. The ICT regulation also provides exemptions for agencies based on lack of feasible vehicle alternatives, challenging terrain, operating profiles that aren't feasible with zero emission alternatives, and other challenges.

In June, the Zero Emission Rollout Plan for Valley Express was approved and plans to transition to battery electric (BE) vehicles over time.

DISCUSSION

Some current challenges to overcome to implement battery-electric cutaways and vans for the service are:

- Vehicles have small batteries, typically less than 100 kWh, limiting operating ranges.
- There is no potential for fast on-route charging.
- Few agencies have deployed battery electric cutaways or vans – therefore there is a limited amount of information.

- These vehicles are expensive - \$200,000+ for BE cutaways and \$100,000+ for passenger vans (about double compared to fossil fuel).
- Only about 44% of Valley Express's service could be successfully electrified with battery-electric technology without needing to purchase additional vehicles.
- VCTC nor the Valley Express member agencies own the operating facility or have a place the vehicles could charge, especially as they would need to charge overnight.

As Valley Express will be replacing the existing fleet with gasoline vehicles in the next year and a half, it is expected that the technology for these types of vehicles will improve by the time the BE vehicles are purchased.

One of the main items to address soon is the charging location. There are a couple of potential options:

- Charge vehicles at a city or county owned facility.
- Work with other businesses or agencies that will have to transition to BE vehicles (school districts, waste collection, other transportation agencies) to potentially charge at locations they own.
- Purchase a property for the Valley Express operations and invest in BE infrastructure for that facility. Grants such as Transit and Intercity Rail Capital Program (TIRCP) could be applied for this purpose.

VCTC is looking for direction from the HVTAC regarding their preference for a fueling facility and for support in pursuing these options.



DATE: DECEMBER 11, 2023
MEMO TO: HERITAGE VALLEY TECHNICAL ADVISORY COMMITTEE
FROM: MATT MILLER, PROGRAM MANAGER
SUBJECT: RECOMMENDED 2024 CALENDAR YEAR MEETING SCHEDULE

RECOMMENDATION

- Provide availability for the 2024 calendar year meeting schedule.

BACKGROUND

Below are recommended dates and times for the Technical Advisory Committee to meet again in 2024. Please be prepared to share your availability to meet for the dates/times listed below.

1. Wednesday, March 7th at 1:30 p.m. in Santa Paula
2. Wednesday, June 5th at 1:30 p.m. in Fillmore
3. Wednesday, September 25th or Thursday, September 26th at 1:30 p.m. in Santa Paula
4. Wednesday, December 11th before Noon in Fillmore