

AGENDA

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

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 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 ACCEPTANCE OF MINUTES

Recommended Action:

- Receive and file.

Responsible Staff: Jeni Eddington

ITEM 6 ELECTION OF COMMITTEE OFFICERS

Recommended Action:

- Nominate and elect a Chairperson and Vice Chairperson

Responsible Staff: Matt Miller

ITEM 7 RIDERSHIP AND OUTREACH REPORT

Recommended Action:

- Receive and file.

Responsible Staff: Erin Kenneally

ITEM 8 FISCAL YEAR 2023/2024 BUDGET

Recommended Action:

- Approve the Fiscal Year 2024/2025 Valley Express budget.

Responsible Staff: Matt Miller

ITEM 9 UPDATE ON REPLACEMENT VEHICLES

Recommended Action:

- Approve vehicle choices and recommend HVPAC approve the order.
- Provide direction on vehicle design.

Responsible Staff: Matt Miller

ITEM 10 UPDATE ON SERVICE BETWEEN THE CITIES OF FILLMORE AND MOORPARK

Recommended Action:

- Receive and file.

Responsible Staff: Erin Kenneally

ITEM 11 SHORT RANGE TRANSIT PLAN

Recommended Action:

- Verbal update.

Responsible Staff: Matt Miller

ITEM 12 ADJOURNMENT



VENTURA COUNTY TRANSPORTATION COMMISSION
Heritage Valley Technical Advisory Committee (HVTAC)
www.goventura.org | www.valleyexpressbus.org
City of Santa Paula Council Chambers
970 E. Ventura Street, Santa Paula
Thursday, March 7, 2024
1:30 p.m.

MEETING SUMMARY

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

VCTC STAFF PRESENT: Matt Miller, Transit Operations Manager
Erin Kenneally, Transit Specialist

- ITEM 1 CALL TO ORDER** **ITEM 5**
Chair Arroyo called the meeting to order at 1:35 p.m.
- ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS**
Matt Miller announced the Ojai/Santa Paula emergency shuttle and the scheduling software procurement.
- ITEM 3 PUBLIC COMMENTS**
None.
- ITEM 4 AGENDA ADJUSTMENTS**
None.
- ITEM 5 ACCEPTANCE OF MINUTES**
The committee discussed holding an election to confirm Committee officers.
- ITEM 6 RIDERSHIP AND OUTREACH REPORT**
Erin Kenneally updated the committee on the Valley Express Transit Service ridership and community outreach including preliminary vehicles artwork, promotion of the Fillmore/Moorpark route, and outreach events.

The committee received public comment regarding ridership, dial-a-ride, outreach, scheduling, non-emergency medical transport, fare passes, fares, and what the service offers the community.
- ITEM 7 FISCAL YEAR 2024/2025 BUDGET**
Matt Miller presented the committee with the FY24-25 budget including the developmental factors and assumptions including: 1) contractor rate increases, 2) dial-a-ride service increase, 3) replacement vehicle purchases, and 4) the implementation of the Fillmore to Moorpark Fixed Route service. He also provided an update on the recommended levels of service and anticipated revenue.

The committee received public comment regarding inflation and the administration of Housing Authoring transit passes.

The committee discussed agency contribution cost increases and alternative funding sources.

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ITEM 8 POTENTIAL ZERO EMISSIONS BUS (ZEB) FLEET FUELING LOCATIONS

Matt Miller said that the Heritage Valley Transit Service would benefit from owning a fueling facility rather than partnering with a private company to fuel ZEB vehicles in Heritage Valley.

The committee discussed identifying potential municipal properties to fuel vehicles.

The committee received public comment regarding countywide fleet fueling options, funding sources, and reaching out to State and Federal legislators to showcase Valley Express successes.

ITEM 9 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 as well as service between the cities of Fillmore and Moorpark in 2024.

The committee received public comment regarding service hours, interior noise levels of service vehicles, and the location benefit of lifts versus ramps.

ITEM 10 SHORT RANGE TRANSIT PLAN (SRTP)

Matt Miller provided a background on the SRTP and asked the member agencies to share the online survey with Nextdoor.com. He said that countywide paratransit will be included in the plan and that Valley Express service will be reassessed.

ITEM 11 ADJOURNMENT

The meeting was adjourned at 2:54 p.m.



ITEM 6

DATE: MAY 13, 2024

MEMO TO: HERITAGE VALLEY TECHNICAL ADVISORY COMMITTEE (HVTAC)

FROM: MATT MILLER, PROGRAM MANAGER

SUBJECT: ELECTION OF COMMITTEE OFFICERS

RECOMMENDATION

- That committee members nominate and elect officers to the Committee.

BACKGROUND

The Chair and Vice Chair shall be elected from among the Heritage Valley Technical Advisory Committee representatives by majority vote. Nomination and selection of the new officers will occur during this meeting. The current Chair is Susanna Arroyo, Ventura County. The Vice Chair seat is Georgie Gerardo for the City of Fillmore.



Valley Express Bus & Dial-A-Ride

ITEM 7

DATE: MAY 13, 2024
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.

BACKGROUND

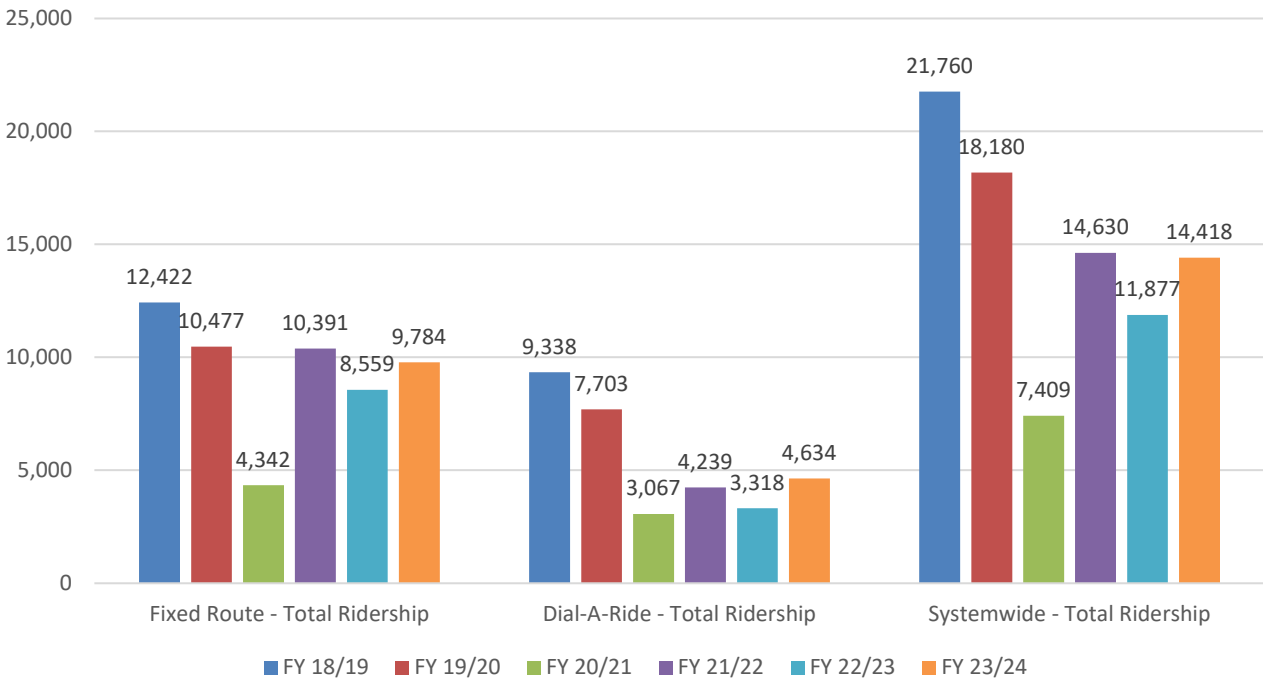
Valley Express service includes four fixed routes serving the cities of Santa Paula, Fillmore, and the unincorporated area of Piru, Dial-A-Ride services for the general public, and complementary ADA paratransit. School tripper service in Santa Paula and Fillmore was suspended in March 2020 due to the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

This report provides a Quarter 3 (January-February-March) 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:

- This quarter, Valley Express ridership increased by over 21% to 14,418 unlinked passenger trips compared to 11,877 in the same quarter of last year. Fixed route ridership increased by just over 14% while Dial-A-Ride ridership increased by nearly 40%.
- The Piru route continues to account for nearly three quarters (73%) of fixed route ridership as well as half (50%) of systemwide ridership.
- DAR ridership is currently at 50% of our pre-COVID numbers while Fixed route ridership is at 79%.
- The Fillmore fixed route saw the most ridership recovery this quarter. Ridership nearly doubled from the same quarter last year and it is currently at 142% of FY 18/19 ridership.
- The Santa Paula Tripper saw a 29.4% decrease in ridership but that can seem magnified due to the small rider base as it is only a decrease of 30 total rides. This decline is further influenced by the unusual rainfall and resulting service cancellation due to road closures.

Valley Express Ridership THIRD QUARTER COMPARISON



Quarterly Ridership Comparison by Route

THIRD QUARTER COMPARISON (Jan-Feb-Mar)

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 22/23	% Change from FY 19/20
Santa Paula Fixed Route	851	633	249	452	452	471	4.2%	-44.7%
Santa Paula Tripper*	355	300	0	323	102	72	-29.4%	-79.7%
Fillmore Fixed Route	466	710	41	117	334	662	98.2%	42.1%
Fillmore Tripper*	2,348	2,256	0	1,967	1,359	1,370	0.8%	-41.7%
Piru Fixed Route	8,402	6,578	4,052	7,532	6,312	7,209	14.2%	-14.2%
Fixed Route Total	12,422	10,477	4,342	10,391	8,559	9,784	14.3%	-21.2%
Santa Paula DAR	6,740	5,619	2,397	3,621	2,947	3,682	24.9%	-45.4%
Fillmore DAR	2,598	2,084	670	618	371	952	156.6%	-63.4%
Dial-A-Ride Total	9,338	7,703	3,067	4,239	3,318	4,634	39.7%	-50.4%
Valley Express Bus & Dial-A-Ride Total	21,760	18,180	7,409	14,630	11,877	14,418	21.4%	-33.7%

*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 3 FY 2022/23	Qtr 3 FY 2023/24	Yr over Yr % Change
Ridership	System-wide	11,877	14,418	21%
Passengers per Mile	System-wide	0.24	0.27	14%
Passengers per Hr	System-wide	2.57	2.55	-1%
Revenue Hours	System-wide	4,619	5,648	22%
Revenue Miles	System-wide	49,477	52,742	7%
Operating Cost	System-wide	\$ 432,390	\$ 594,099	37%
Cost per Hr	System-wide	\$ 93.62	\$ 105.19	12%
Cost per Passenger	System-wide	\$ 36.41	\$ 41.21	13%

Table 2 Fixed Route Quarterly Comparison

FIXED ROUTE - Valley Express KPI		Qtr 3 FY 2022/23	Qtr 3 FY 2023/24	Yr over Yr % Change
Ridership	Fixed Route	8,559	9,784	14%
Passengers per Mile	Fixed Route	0.29	0.33	14%
Passengers per Hr	Fixed Route	5.21	6.00	15%
Revenue Hours	Fixed Route	1,643	1,632	-1%
Revenue Miles	Fixed Route	29,516	29,637	0%
Operating Cost	Fixed Route	\$ 154,685	\$ 168,569	9%
Cost per Hr	Fixed Route	\$ 94.17	\$ 103.29	10%
Cost per Passenger	Fixed Route	\$ 18.07	\$ 17.23	-5%

Table 3 Dial-A-Ride Quarterly Comparison

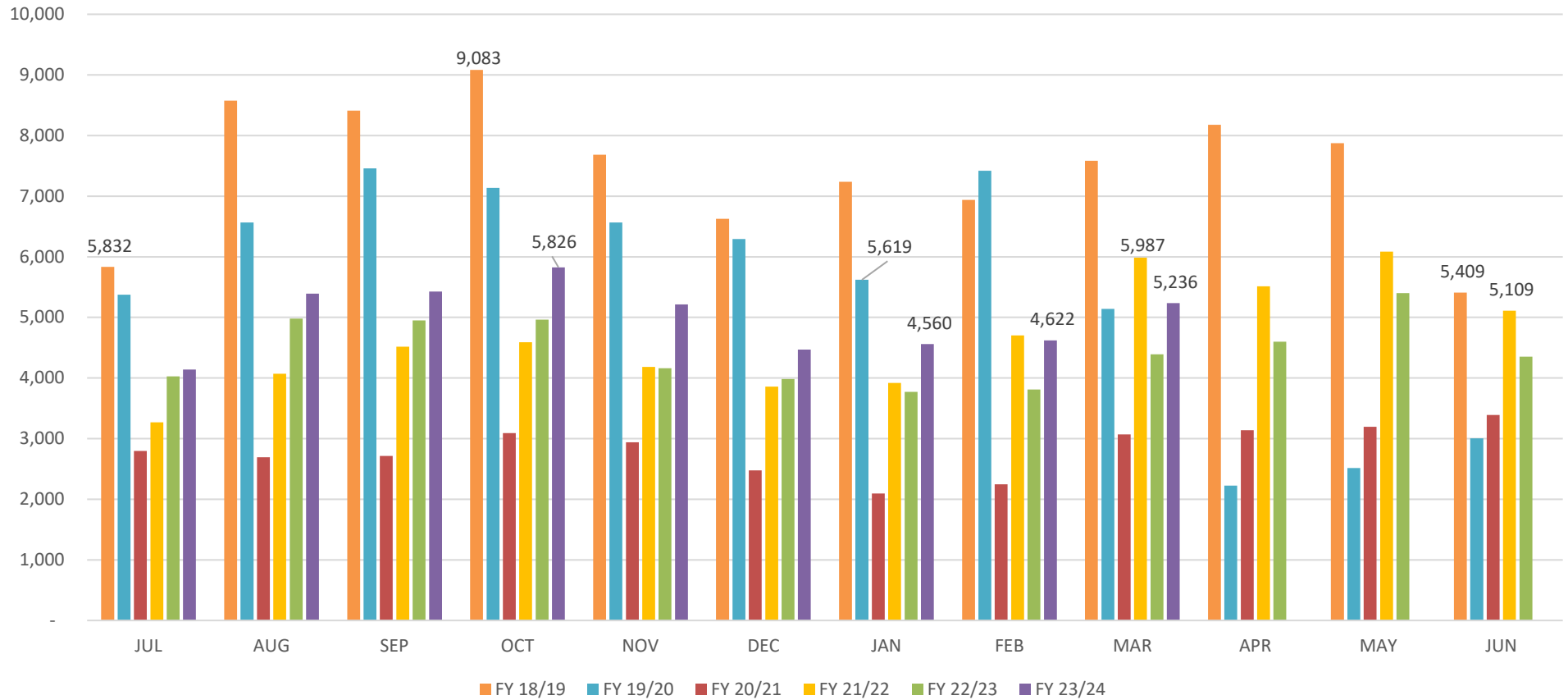
DIAL-A-RIDE (DAR) - Valley Express KPI		Qtr 3 FY 2022/23	Qtr 3 FY 2023/24	Yr over Yr % Change
Ridership	Dial-A-Ride (DAR)	3,318	4,634	40%
Passengers per Mile	Dial-A-Ride (DAR)	0.17	0.20	21%
Passengers per Hr	Dial-A-Ride (DAR)	1.11	1.15	3%
Revenue Hours	Dial-A-Ride (DAR)	2,976	4,016	35%
Revenue Miles	Dial-A-Ride (DAR)	19,961	23,105	16%
Operating Cost	Dial-A-Ride (DAR)	\$ 277,705	\$ 425,530	53%
Cost per Hr	Dial-A-Ride (DAR)	\$ 93.32	\$ 105.96	14%
Cost per Passenger	Dial-A-Ride (DAR)	\$ 83.70	\$ 91.83	10%

During Quarter 3 of FY 23/24, youth rides accounted for nearly 40% of all Valley Express ridership and more than 55% of all fixed-route ridership.

VALLEY EXPRESS			
Q3 FY 23/24			
	Ridership	Youth Rides	% of total
Fixed	9,784	5,429	55.5%
DAR	4,634	182	3.9%
Systemwide	14,418	5,611	38.9%

Valley Express Total Monthly Ridership FY18/19 to present.

Valley Express Total Monthly Ridership



MARKETING AND COMMUNITY OUTREACH

Celtis Ventures, Inc. continues to assist us in promoting the Valley Express service within the Heritage Valley. Celtis is currently working on preliminary designs for our new vehicles. They are also formalizing a marketing campaign for promotion of the Fillmore to Moorpark route. The route campaign started with a photo shoot scheduled for later this month. The full campaign will kick off 4-6 weeks before service begins. In April we attended the Fillmore Earth Day event and just last week we attended the annual Senior Health Fair in Santa Paula where we provided complimentary shuttle service to and from the parking lot.

Moorpark Photoshoot



Fillmore Earth Day



Santa Paula Health Fair Shuttle





Valley Express Bus & Dial-A-Ride

ITEM 8

DATE: May 13, 2024
MEMO TO: HERITAGE VALLEY TECHNICAL ADVISORY COMMITTEE (HVTAC)
FROM: MATT MILLER, PROGRAM MANAGER
SUBJECT: FISCAL YEAR 2024/2025 VALLEY EXPRESS BUDGET

RECOMMENDATION

- Recommend the HVPAC approve the Fiscal Year 2024/2025 Valley Express budget.

BACKGROUND

Pursuant to the Cooperative Agreement for the Heritage Valley Transit Service, the HVTAC will make recommendations to the Heritage Valley Policy Advisory Committee (HVPAC) regarding, among other things, the annual level of service and budget. Following the HVTAC review, the item will then be reviewed by the HVPAC. Once final, the budget will be incorporated into the overall agency budget of VCTC. The budget process for VCTC includes a review by a budget and finance sub-committee, subsequent review by the full Commission with final budget adoption by June. This item is to consider recommendation of the budget to the Heritage Valley Policy Committee for the upcoming fiscal year.

DISCUSSION

VCTC staff presented the FY24/25 Valley Express budget to the HVTAC at the March 7th meeting. After thorough discussion and review, the City of Santa Paula committee member asked for additional information regarding Santa Paula's previous three years funding commitments to assist City staff in making decisions about service funding and next steps. VCTC provided this to Santa Paula and is providing the same information for all the member agencies (Attachment A).

The FY24/25 budget is higher than it has been in past years, and this is due to the following factors and assumptions:

1. Contract provider rate increase that took effect with the newest contract in FY23/24.
2. Increase in dial-a-ride service hours due to increased demand.
3. Purchase of fifteen (15) replacement service vehicles using FTA and SGR grant funds.
4. Implementation of new CMAQ funded Fillmore to Moorpark Fixed Route planned for August 2024.

Over the past year the Valley Express bus service has been funded with a mix of Federal Transit Administration (FTA) recurring formula funds, farebox revenues and local funding from the member agencies.

In FY24/25 service will be funded with a mix of FTA formula funds, FTA Congestion Mitigation Air Quality (CMAQ) program funds, State of Good Repair (SGR) funds, farebox revenue and local funding from member agencies.

The net year-over-year increase in the budget is 54%. **Please note that the high year-over-year change is due to \$2,683,320 in FTA and SGR grants funds for replacement vehicles with requirement from the cities for the local match.** The increase in Contract Services is 18% and is due to contractual increases in the hourly rate and monthly rate, planning for continued increased demand for Dial-A-Ride (DAR) services and the new CMAQ funded Fillmore to Moorpark fixed route.

So far in FY23/24, DAR service hours have increased 22% over last year and staff expect the higher demand to continue through the rest of year and through FY24/25. Hours are expected to be 21% over the FY23/24 projected hours. SB 125 funds will be used to cover the funding gap.

As shown in the table below, the recommended levels of fixed route service will remain the same except for the addition of 11 months of new service for the Fillmore to Moorpark fixed route. Recommended service level for DAR is 38% higher to plan for higher demand as experienced in FY23/24.

RECOMMENDED LEVEL OF SERVICE

	<i>FY 2024/2025</i>	<i>FY 2023/2024</i>
<u>Fixed Route</u>	<u>Projected Hours</u>	<u>Current (Budgeted)</u>
Fillmore	1,782 (0%)	1,782
Fillmore – Moorpark*	5,940 (+97%)	1,908
Santa Paula	1,792 (+1%)	1,766
County	3,015 (0%)	3,015
Subtotal Fixed Route	12,529 (+31%)	8,471
<u>Dial-a-Ride</u>	<u>Projected Hours</u>	<u>Current (Budgeted)</u>
Fillmore	7,111 (+77%)	4,018
Santa Paula	10,180 (+18%)	8,604
County	1,921 (+43%)	1,339
Subtotal Dial-a-Ride	19,211 (+38%)	13,962
Total All Services	31,740 (+31%)	24,300

*Hours for the planned Fillmore-Moorpark funded by a CMAQ grant.

Replacement Vehicles

The FY24/25 budget also includes \$2,375,544 in FTA 5339 Capital and SGR grant funds with a local match of \$307,776 totaling \$2,683,320 for the purchase of fifteen (15) replacement revenue service vehicles. VCTC staff are working to identify the most efficient fleet make up that will meet passenger accessibility goals.

Anticipated Revenues

The Valley Express has historically utilized revenues from the Federal Transit Administration (FTA) formula funding, passenger fare revenue, State Local Transportation Fund (LTF) revenue each member agency receives and budgets for transit programs and the City of Santa Paula’s sales tax Measure “T”.

Similar to last year, this budget uses a blend of Federal formula funds, CMAQ grant funds, SGR grant funds fare revenue, and local contributions by member agencies. The following is a table of the prior five years’ budgets for reference. It is not expected that there will be carryover funds of agency revenues, but it is expected that there will be SB 125 funds to carryover of an estimated \$253,959.

	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25
FTA - Cares Act/CMAQ	\$ -	\$ 1,802,370	\$ 69,000	\$ -	\$ 206,077	\$ 566,711
FTA	\$ 627,198	\$ 59,430	\$ 912,500	\$ 1,288,926	\$ 1,081,654	\$ 2,175,076
State of Good Repair	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,300,000
Local Contribution - Bus Operations	\$ -	\$ -	\$ 939,200	\$ 676,034	\$ 1,016,319	\$ 1,148,814
Local Contribution - TDA Funds	\$ 985,402	\$ -	\$ -	\$ -	\$ -	\$ -
Local Contribution - Route Guarantee	\$ 130,000	\$ -	\$ -	\$ 190,740	\$ 228,150	\$ 524,600
Local Fee - Contract Administration	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 129,100	\$ 133,800
Local Fee - Farebox	\$ 95,000	\$ 45,000	\$ 41,000	\$ 38,700	\$ 39,000	\$ 67,000
Totals	\$ 1,937,600	\$ 2,006,800	\$ 2,061,700	\$ 2,294,400	\$ 2,700,300	\$ 5,916,000

The FY24/25 Valley Express Budget is attached to this item as “Attachment B”. A breakdown of each member agency’s local contribution is attached to this item as “Attachment C: Valley Express Budget Model (FY2024/2025).”

Attachment A: Heritage Valley Supplemental Budget Information

City of Santa Paula - Valley Express Cost Share

EXPENDITURES	FY24/25 Projected	FY23/24 Budgeted	FY22/23 Budgeted
Overhead (33% of Total)	\$ 98,933	\$ 100,100	\$ 96,133
<i>VCTC Staff Administration</i>			
<i>Communications</i>			
<i>Mileage</i>			
<i>Outreach</i>			
<i>Office Support</i>			
<i>Postage</i>			
<i>printing</i>			
<i>Bank Fees</i>			
<i>Legal Services</i>			
<i>Professional Services</i>			
<i>Equipment</i>			
Vehicle Replacements	\$ 163,122	\$ -	\$ -
<i>Local Match for Grants - based on 53% service hours in jurisdiction</i>			
Fillmore to Moorpark Route	\$ 38,914	\$ 13,884	\$ -
<i>Local Match for CMAQ funds</i>			
Contractor Costs - Service Hours (includes fuel pass through)	\$ 598,484	\$ 549,289	\$ 324,112
<i>Santa Paula A Service</i>			
<i>Santa Paula B Service</i>			
<i>Santa Paula Tripper Service</i>			
<i>Dial-A-Ride Service*</i>			
Santa Paula Cost Share	\$ 899,453	\$ 658,200	\$ 420,245
<i>Total before applying carryovers</i>			
Previous Budget Carryover	\$ 12,513	\$ 143,044	\$ 33,090
Santa Paula Cost Share after Carryover	\$ 886,940	\$ 515,156	\$ 387,155
Estimated Santa Paula SB125 Carryover	\$ 134,598	\$ -	\$ -
<i>Estimated Unused balance from FY23/24 - Not included in calculation</i>			

*Please note that Dial-A-Ride service demand has increased each year since 21/22 & the FY24/25 budget is planning for an increase of 18% in S.P.

City of Fillmore- Valley Express Cost Share

EXPENDITURES	FY24/25 Projected	FY23/24 Budgeted	FY22/23 Budgeted
Overhead (33% of Total)	\$ 98,933	\$ 100,100	\$ 100,000
<i>VCTC Staff Administration</i>			
<i>Communications</i>			
<i>Mileage</i>			
<i>Outreach</i>			
<i>Office Support</i>			
<i>Postage</i>			
<i>printing</i>			
<i>Bank Fees</i>			
<i>Legal Services</i>			
<i>Professional Services</i>			
<i>Equipment</i>			
Vehicle Replacements	\$ 98,488	\$ -	\$ -
<i>Local Match for Grants - based on 32% service hours in jurisdiction</i>			
Fillmore to Moorpark Route	\$ 23,495	\$ 8,811	\$ -
<i>Local Match for CMAQ funds</i>			
Contractor Costs - Service Hours (includes fuel pass through)	\$ 361,349	\$ 345,368	\$ 210,812
<i>Fillmore Loop</i>			
<i>Fillmore Tripper</i>			
<i>Dial-A-Ride Service*</i>			
Fillmore Cost Share	\$ 582,266	\$ 454,279	\$ 310,812
<i>Total before applying carryovers</i>			
Previous Budget Carryover	\$ 9,255	\$ 105,560	\$ 33,090
Fillmore Cost Share after Carryover	\$ 573,011	\$ 348,719	\$ 277,722
Estimated Fillmore SB125 Carryover	\$ 81,267	\$ -	\$ -
<i>Estimated Unused balance from FY23/24 - Not included in calculation</i>			

*Please note that Dial-A-Ride service demand has increased each year since 21/22 & the FY24/25 budget is planning for an increase of 77% in Fillmore

County of Ventura - Valley Express Cost Share

EXPENDITURES	FY24/25 Projected	FY23/24 Budgeted	FY22/23 Budgeted
Overhead (33% of Total)	\$ 98,933	\$ 100,100	\$ 100,000
<i>VCTC Staff Administration</i>			
<i>Communications</i>			
<i>Mileage</i>			
<i>Outreach</i>			
<i>Office Support</i>			
<i>Postage</i>			
<i>printing</i>			
<i>Bank Fees</i>			
<i>Legal Services</i>			
<i>Professional Services</i>			
<i>Equipment</i>			
Vehicle Replacements	\$ 46,166	\$ -	\$ -
<i>Local Match for Grants - based on 32% service hours in jurisdiction</i>			
Fillmore to Moorpark Route	\$ 11,014	\$ 4,005	\$ -
<i>Local Match for CMAQ funds</i>			
Contractor Costs - Service Hours (includes fuel pass through)	\$ 169,383	\$ 156,985	\$ 135,717
<i>Piru Route</i>			
<i>Dial-A-Ride Service*</i>			
County Cost Share	\$ 325,495	\$ 261,090	\$ 235,717
<i>Total before applying carryovers</i>			
Previous Budget Carryover	\$ 7,019	\$ 79,591	\$ 33,090
Fillmore Cost Share after Carryover	\$ 318,476	\$ 181,499	\$ 202,627
Estimated Fillmore SB125 Carryover	\$ 38,094	\$ -	\$ -
<i>Estimated Unused balance from FY23/24 - Not included in calculation</i>			



Valley Express Bus & Dial-A-Ride

Item 9

DATE: MAY 13, 2024
MEMO TO: HERITAGE VALLEY TECHNICAL ADVISORY COMMITTEE (HVTAC)
FROM: MATT MILLER, PROGRAM MANAGER
SUBJECT: UPDATE ON REPLACEMENT VEHICLES

RECOMMENDATION

- Receive and file update on progress of Valley Express vehicles replacement.
- Approve vehicle choices and recommend HVPAC approve the order.
- Provide direction on vehicle design.

BACKGROUND

VCTC, on behalf of Valley Express, received grant funding for replacement vehicles. The Valley Express fleet vehicles have met the end of their useful life benchmark and will be replaced in the fiscal year 2025-2026. The current fleet vehicles were purchased in 2015 and consists of five 12-passenger cutaway buses, five 16-passenger cutaways buses, and five 24-passenger low-floor cutaway buses. At the March 2024 HVTAC meeting, VCTC staff presented recommended vehicle types to replace the existing fleet and provide an update on progress being made toward submitting an order.

DISCUSSION

The FY2024/2025 Valley Express budget includes a total of \$2,683,320 in FTA 5339 capital grant funds, State of Good Repair grant funds and local match to purchase 15 replacements service vehicles. As stated above the current fleet is made up of a variety of cutaway buses that are used for dial-a-ride (DAR) and fixed route service with the smallest vehicles used for DAR service.

While considering vehicle options, staff focused on passenger accessibility, ease of boarding for all passengers, and operational efficiency. As such, instead of replacing the 15 vehicles with a one for one replacement we recommend purchasing five 8-passenger + 2 wheelchair position Dodge Promaster BraunAbility vans, six medium-sized 20-passenger 22-foot Diamond cutaways with wheelchair lifts and four larger ARBOC cutaways that seat 24-passengers outfitted with ramps. All the vehicles can be used on Dial-A-Ride services and fixed-route, however the largest ones will be prioritized for fixed-route. Part of the procurement will include a vehicle technical consultant to assist with pre-build meetings, physical vehicle inspections at the factory, and final acceptance.

Attachment A has images and summary information of the three recommended vehicle types. These vehicles are the same as what was presented at the last HVTAC meeting in March.

The vehicles will be wrapped in a new design that incorporates the new Valley Express logo and brand. Staff worked with Celtis, Valley Express' marketing contractor, to develop options for the new buses. Attachment B as the final two options for your consideration.



Valley Express Bus & Dial-A-Ride

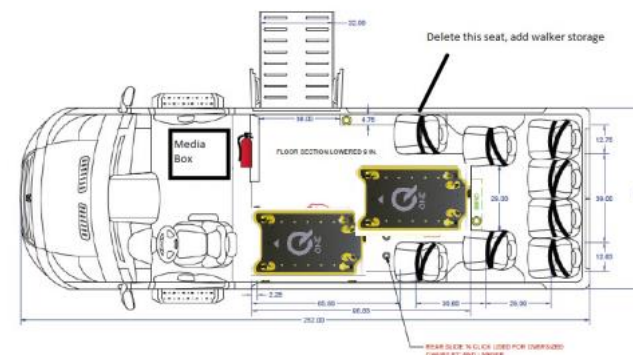
Vehicle Replacement Type # 1

5 - BraunAbility Dodge ProMaster 3500

- Better Fuel economy
- Easy & quick boarding for all passengers
- Flexible – can be used on DAR or Fixed-Route
- Lower floor w/ wheelchair ramp
- 8 passenger seats & 2 W.C.



*Photos not to exact specifications



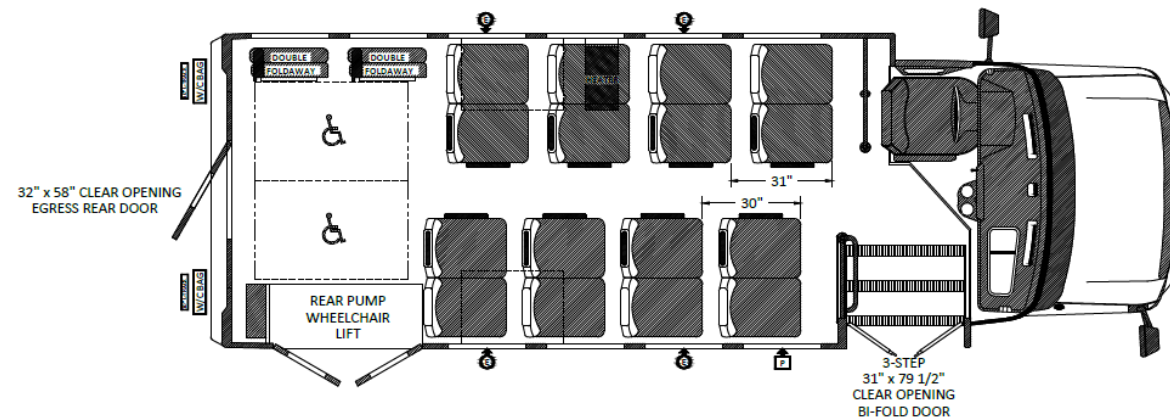


Valley Express Bus & Dial-A-Ride

Vehicle Replacement Type # 2

6 - Diamond Ford E-450 Cutaway

- 16 seats + 2 W.C. OR 20 seats
- Ford Chassis and Vehicle
- 22 feet long w/ Wheelchair Lift
- Fuel Type: Gasoline
- Can be used on Dial-A-Ride or Fixed Route
- Similar to current fleet



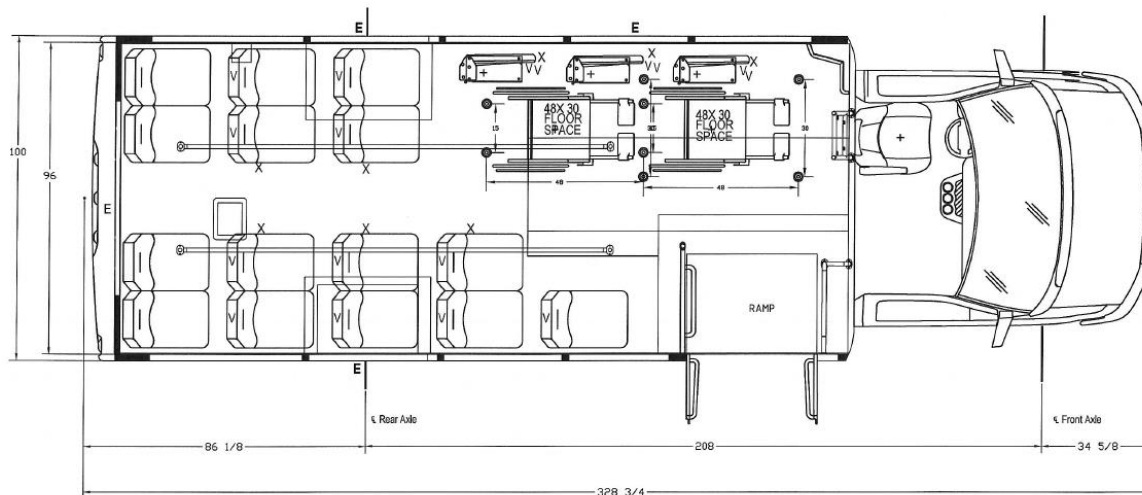


Valley Express Bus & Dial-A-Ride

Vehicle Replacement Type # 3

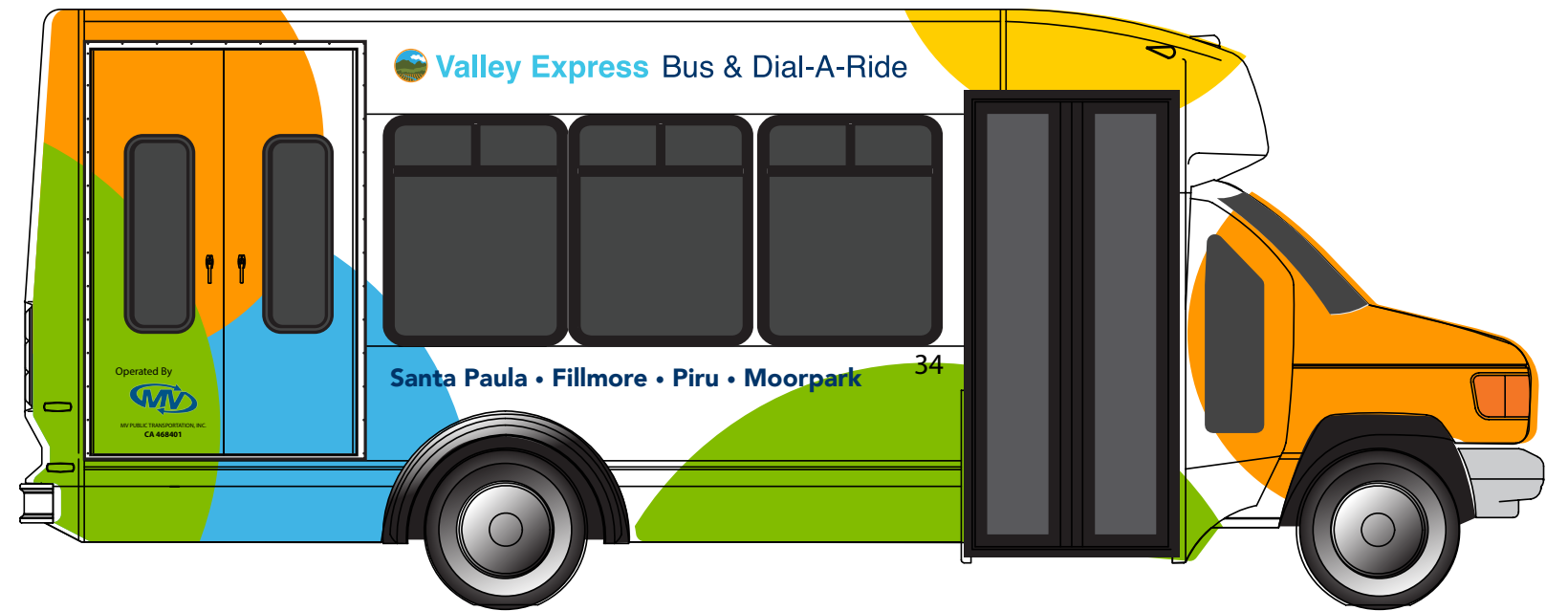
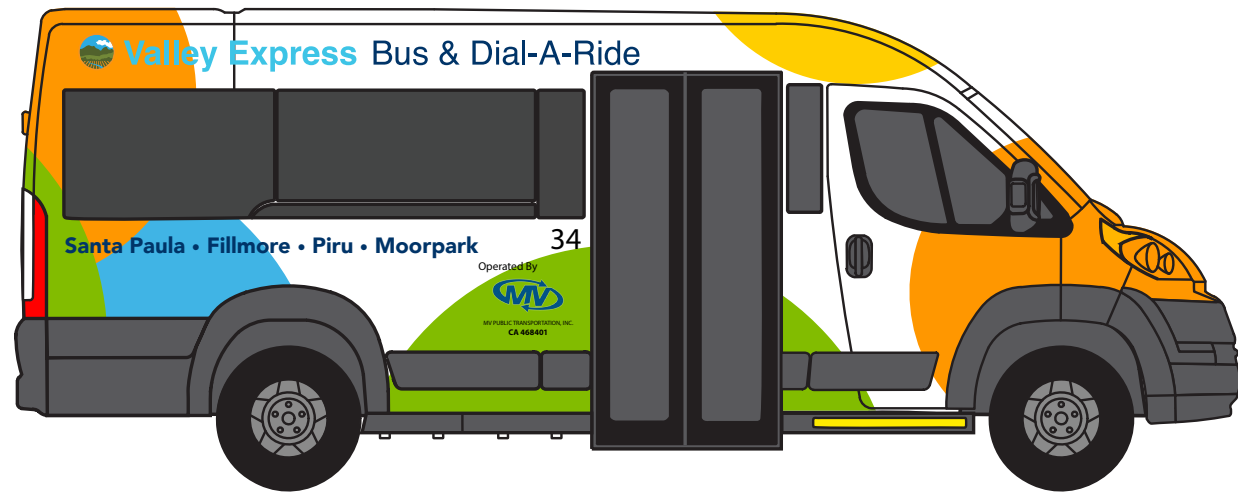
4 - ARBOC Class G-2 Ford E-450

- 15 seats + 2 W.C. OR 22 seats
- Ford Chassis and Vehicle
- 27 feet long w/ Wheelchair Ramp
- Fuel Type: Gasoline
- In current fleet



Concepts

OPTION 3



Concepts

OPTION 4





Valley Express Bus & Dial-A-Ride

Item 10

DATE: MARCH 13, 2024
MEMO TO: HERITAGE VALLEY TECHNICAL ADVISORY COMMITTEE (HVTAC)
FROM: ERIN KENNEALLY, TRANSIT PLANNER-TRANSIT SERVICES
SUBJECT: UPDATE ON SERVICE BETWEEN THE CITIES OF FILLMORE AND MOORPARK

RECOMMENDATION

- Receive and file update on progress of Valley Express Fillmore-Moorpark Route and provide feedback on route design, schedules and stops.

BACKGROUND

VCTC, on behalf of Valley Express, received CMAQ funding for service between Fillmore and Moorpark.

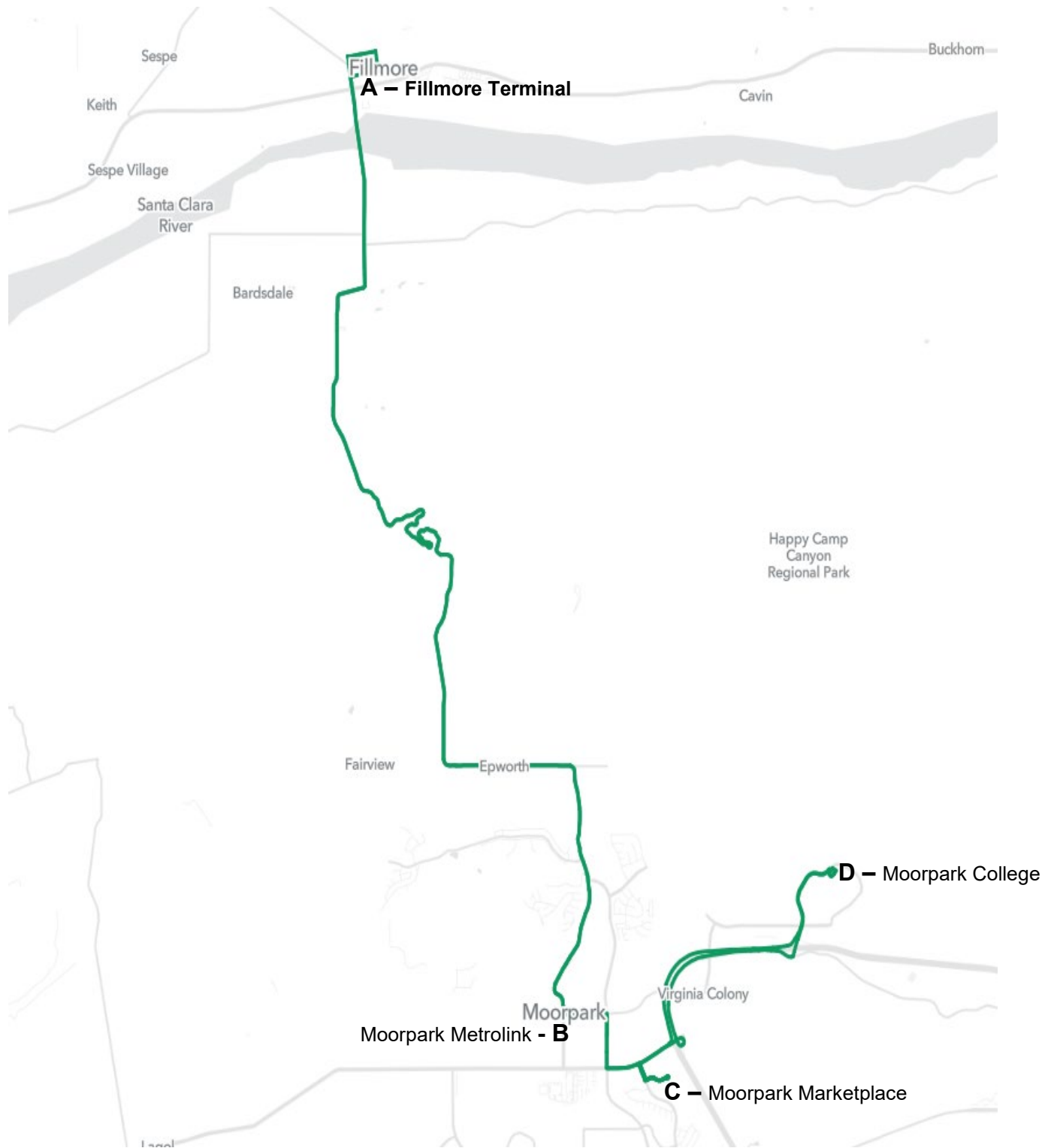
DISCUSSION

Route Design

The new route will provide a direct, one-seat ride connecting the cities of Fillmore and Moorpark using the Highway 23/Grimes Canyon corridor. The route will begin at the Fillmore Terminal then proceed to Moorpark stopping at the Moorpark Metrolink station, Moorpark Marketplace, and Moorpark College.

This route will connect to eight different existing bus routes as well as Metrolink Commuter Trains. At the Fillmore Terminal, passengers can connect to Valley Express' Piru and Fillmore routes as well as the VCTC Intercity Hwy 126 route that connects passengers to Santa Paula and Ventura. At the Moorpark Metrolink station, passengers can connect to Moorpark City Transit routes 1 and 2, and both the VCTC Intercity East County route that connects to Simi Valley and Thousand Oaks as well as the VCTC Intercity Cross-County Limited route that connects to Simi Valley, Camarillo, and Ventura. At Moorpark College passengers can also connect to Simi Valley Route 10. This will open up access to Eastern Ventura County that does not currently exist.

Route Map



Service Span

The route will operate seven days a week. On weekdays there will be nine roundtrips between 6:45 a.m. and 7:00 p.m. On weekends there will be seven roundtrips between 7:30 a.m. and 6:30 p.m. This will allow connections with multiple Metrolink trains throughout the day as well as accommodating school schedules and leisure activities.

While the FY 24/25 budget allows for 540 revenue hours per month, our proposed schedule start with around 400 hours per month allowing room to grow if demand is there.

The schedule below is designed to coordinate with the Metrolink train schedule. Once approved, minor adjustments will be made to the Fillmore and Piru routes as well as the Intercity Hwy 126 route to better facilitate connections.

PROPOSED WEEKDAY SCHEDULE							
	A	B	C	D	C	B	A
Trip	Fillmore Terminal	Moorpark Metrolink	Moorpark Marketplace	Moorpark College	Moorpark Marketplace	Moorpark Metrolink	Fillmore Terminal
1	6:45 AM	7:15 AM	7:21 AM	7:31 AM	7:45 AM	7:51 AM	8:21 AM
2	7:45 AM	8:15 AM	8:21 AM	***	8:35 AM	8:41 AM	9:11 AM
3	9:00 AM	9:30 AM	9:36 AM	9:46 AM	10:00 AM	10:06 AM	10:36 AM
4	10:30 AM	11:00 AM	11:06 AM	***	11:20 AM	11:26 AM	11:56 AM
5	12:00 PM	12:30 PM	12:36 PM	12:46 PM	1:00 PM	1:06 PM	1:36 PM
6	1:30 PM	2:00 PM	2:06 PM	***	2:20 PM	2:26 PM	2:56 PM
7	3:15 PM	3:45 PM	3:51 PM	4:01 PM	4:15 PM	4:21 PM	4:51 PM
8	4:00 PM	4:30 PM	4:36 PM	***	4:50 PM	4:56 PM	5:26 PM
9	5:30 PM	6:00 PM	6:06 PM	6:16 PM	6:30 PM	6:36 PM	7:06 PM

PROPOSED WEEKEND SCHEDULE							
	A	B	C	D	C	B	A
Trip	Fillmore Terminal	Moorpark Metrolink	Moorpark Marketplace	Moorpark College	Moorpark Marketplace	Moorpark Metrolink	Fillmore Terminal
1	7:30 AM	8:00 AM	8:06 AM	***	8:20 AM	8:26 AM	8:56 AM
2	9:00 AM	9:30 AM	9:36 AM	***	9:50 AM	9:56 AM	10:26 AM
3	10:30 AM	11:00 AM	11:06 AM	11:16 AM	11:30 AM	11:36 AM	12:06 PM
4	12:00 PM	12:30 PM	12:36 PM	***	12:50 PM	12:56 PM	1:26 PM
5	1:30 PM	2:00 PM	2:06 PM	2:16 PM	2:30 PM	2:36 PM	3:06 PM
6	3:00 PM	3:30 PM	3:36 PM	***	3:50 PM	3:56 PM	4:26 PM
7	5:00 PM	5:30 PM	5:36 PM	***	5:50 PM	5:56 PM	6:26 PM