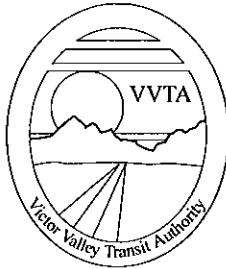


**VICTOR VALLEY TRANSIT AUTHORITY
REGULAR MEETING
OF THE BOARD OF DIRECTORS**

**MONDAY, MARCH 15, 2010
9:30 A.M.**



Victorville City Hall
Council Chambers
14343 Civic Drive,
Victorville, CA 92392

AGENDA

The Board of Directors meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is 760-948-3262 (voice) or 760-948-3990 (TTD) and the office is located at 11741 East Santa Fe Ave., Hesperia, CA. This agenda available and posted: Friday, March 5, 2010.

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

ANNOUNCEMENTS

PUBLIC COMMENTS

This is the time the Board will hear public comments regarding items not on the agenda or the consent calendar. Individuals who wish to speak to the Board regarding agenda items or during public comments should fill out a comment card and submit it to the Clerk of the Board.

CONSENT CALENDAR

Consent Calendar items shall be adopted by a single vote unless removed for discussion by Board member request.

1. **Minutes From The Regular Meeting of The Board of Directors Conducted on February 22, 2009.**
Recommendation: Move for approval.

REPORTS

2. **Meeting Notes From The Technical Advisory Committee Meeting Conducted on March 3, 2010.**
Recommendation: Information item only.
3. **Management Reports – Verbal Report from General Manager.**
Recommendation: Information items only.

ACTION ITEMS

4. **Mid-Year Budget Review.**
Recommendation: Receive and file.
5. **Negotiate Operations and Maintenance Contract Extension with Veolia.**
Recommendation: **OPTION 1:** Extend the current Veolia contract for 13 months with an increase of the Fixed Rate of 3% and the Variable Rate of 6.45% for an estimated increase over the former flat 3% increase of \$167,984. With the understanding that if there is a need to extend beyond the 13th month (May 2011), there will be a further negotiation for rates.
OPTION 2: Extend the current Veolia contract for 13 months with an increase of the Fixed Variable Rate of 5% for an estimated increase over the former 3% increase of \$133,579. With the understanding that if there is a need to extend beyond the 13th month (May 2011), there will be a further negotiation for rates.
OPTION 3: Extend the current Veolia contract for 13 months with an increase of the Fixed Rate Variable Rate of 4% for an estimated increase over the former flat 3% increase of \$66,790. With the understanding that if there is a need to extend beyond the 13th month (May 2011), there will be a further negotiation for rates.

6. **CMAQ Demonstration Project to provide lifeline service between Barstow and the Victor Valley.**

Recommendation: Authorize VVTA General Manager to apply for a \$250,000 CMAQ Demonstration Project Grant to provide limited scheduled bus service between Victor Valley and Barstow for a period of up to three (3) years.

CORRESPONDENCE/PRESS CLIPS

BOARD OF DIRECTORS COMMENTS

DATE OF NEXT MEETING

Monday, April 19, 2010, 9:30 AM
Victorville City Hall, Council Chambers
14343 Civic Drive, Victorville, CA 92393

ADJOURNMENT

Victor Valley Transit Acronym List
Page 1 of 2

ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transit Association
AQMP	Air Quality Management Plan
DBE	Disadvantaged Business Enterprise
BAFO	Best and Final Offer
BOE	Board of Equalization
CALCOG	California Association of Councils of Governments
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
CTSA	Consolidated Transportation Services Agency
CTSGP-CTAF	California Transit Security Grant Program-California Transit Assistance Fund
DBOM	Design, Build, Operate, and Maintain
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EEM	Environmental Enhancement and Mitigation
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
EV	Electric Vehicle
FEIS	Final Environmental Impact Statements
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIMS	Geographic Information Mapping Systems
GIS	Geographic Information Systems
GPS	Global Positioning System
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JPA	Joint Powers Authority
LACMTA	Los Angeles County Metropolitan Transportation Authority
LD	Liquidated Damages
LEED	Leadership in Energy and Environmental Design
LNG	Liquefied Natural Gas
LTF	Local Transportation Fund
MARTA	Mountain Area Regional Transportation Authority

Victor Valley Transit Acronym List

Page 2 of 2

MBTA	Morongo Basin Transit Authority
MDAQMD	Mojave Desert Air Quality Management District
MDT	Mobile Display Terminal
MIS	Major Investment Study
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Planning
OCTA	Orange County Transportation Authority
OOM	Order of Magnitude
OWP	Overall Work Program
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PM	Particulate Matter
PTMISEA	Public Transportation Modernization Improvement and Service Enhancement
POP	Program of Projects
PVEA	Petroleum Violation Escrow Account
RCP&G	Regional Comprehensive Plan and Guide
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RESC	Regional Economic Strategies Consortium
RSA	Regional Statistical Area
RTAC	Regional Transportation Agencies' Coalition
RTAP	Rural Technical Assistance Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SANBAG	San Bernardino Associated Governments
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
SSTAC	Social Service Technical Advisory Committee
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCT	Tri-Community Route
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TEAM	Transportation Electronic Award and Management
TMEE	Traffic Management and Environmental Enhancement
TOCP	Transit Operating and Capital Plan
TSSSDRA	Transit System Safety, Security and Disaster Response Account
TSM	Transportation Systems Management
ULEV	Ultra Low Emission Vehicle
UZAs	Urbanized Areas
ZEV	Zero Emission Vehicle

Victor Valley Transit Authority Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Victor Valley Transit Authority (VVTA) Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the (VVTA) Board of Directors.

1. **Agendas** - All agendas are posted at the VVTA Administrative offices, and the Victorville, Hesperia, and Apple Valley city/town halls at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the VVTA Administrative offices located at 11741 East Santa Fe Ave. Hesperia, CA 92345.
2. **Agenda Actions** - Items listed on both the "Consent Calendar" and "Action/Discussion Items" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.
3. **Closed Session Agenda Items** - Consideration of closed session items excludes members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.
4. **Public Testimony on an Item** - Members of the public are afforded an opportunity to comment on any listed item. Individuals wishing to address the Board of Directors should complete a "Request to Speak" form. A form must be completed for each item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations. If there is a Consent Calendar, it is considered a single item; thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.
5. **Public Comment** - At the beginning of the agenda an opportunity is also provided for members of the public to speak on any subject within VVTA's authority. Matters raised under "Public Comment" may not be acted upon at that meeting. The time limits established in Rule #4 still apply.
6. **Disruptive Conduct** - If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of persons willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner.

Please be aware that a NO SMOKING policy has been established for VVTA meetings. Your cooperation is appreciated!

**AGENDA ITEM
ONE**

VICTOR VALLEY TRANSIT AUTHORITY

AGENDA MATTER

Minutes From the Regular Meeting of the Board of Directors Conducted on February 22, 2010.

SUMMARY STATEMENT

Following are copies of the minutes from the regular meeting of the Board of Directors conducted on February 22, 2010.

RECOMMENDED ACTION

Move for approval.

PRESENTED BY
Debi Raymond,
Clerk of the Board

FISCAL IMPACT
N/A

MEETING DATE
March 15, 2010

ITEM NUMBER
1

**VICTOR VALLEY TRANSIT AUTHORITY
REGULAR MEETING OF THE
BOARD OF DIRECTORS**

**FEBRUARY 22, 2010
MINUTES**

CALL TO ORDER

The Regular Meeting of the Board of Directors of the Victor Valley Transit Authority was called to order at 9:32 a.m. by Chair Hunter in the Victorville City Hall Council Chambers, located at 14343 Civic Drive, Victorville, California.

ROLL CALL

Board Members Present: Chair Laurie Hunter
Vice Chair Mike Leonard
Director Ginger Coleman
Alternate Director Brian Schneider
Director Trinidad Perez

Staff Members Present:

Kevin Kane, General Manager	Nancie Goff, Assistant GM
Debi Raymond, Clerk of the Board	Simon Herrera, Veolia
Farries Chappel, Veolia	Doug Lewis, County of SB
Carol Greene, VVTA Counsel	Diana McKeen, Town of Apple Valley
Beth Kranda, SANBAG	Bob Babbitt, McDonald Transit

PLEDGE OF ALLEGIANCE

Director Coleman led the audience in the pledge of allegiance.

ANNOUNCEMENTS

None.

PUBLIC COMMENTS

Speaker: Florence Macy
19161 Allegheny Road #7, Victorville, CA

Ms. Macy requested a cement wheelchair pad at Acoma and St. Timothy's, as well as one at the Rancherias stop.

Speaker: Ms. Patricia Van Der Kamp
Mojave High school
16633 Lemon Street, Hesperia

Ms. Van Der Kamp is requesting reduced fares for students. She stated that many students at her school cannot afford the \$40 cost for a 31-day pass.

Speaker: Mr. Mike Lampignano
We Really Care
Hesperia

Mr. Lampignano stated that his organization helps the less fortunate students in the High Desert and would like to see student bus fares reduced.

CONSENT CALENDAR

1. **Minutes From the Regular Meeting of the Board of Directors Conducted on January 25, 2010.**
Recommendation: Move for approval.

A MOTION WAS MADE BY Vice Chair Leonard to approve the Consent Calendar. Seconded by Director Perez. The motion passed unanimously.

REPORTS

2. **Meeting Notes from the Technical Advisory Committee Meeting Conducted on February 3, 2010.**
No comments.
3. **Management Reports.**
No comments.

ACTION/DISCUSSION ITEMS

4. **PTMISEA Program Expenditure Plan.**
Recommendation: Ratify PTMISEA Program Expenditure Plan.

Mr. Kane mentioned that Prop 1B passed a few years ago and one requirement was to provide a plan of acquisition; how the money is to be used over the bonds life. VVTA's updated plan has already been submitted to SANBAG. Mr. Kane asked to Board to ratify the new plan. He explained that the plan can be amended or updated in the future as needed.

A MOTION WAS MADE BY Vice Chair Leonard to ratify the PTMISEA Program Expenditure Plan. Seconded by Director Perez. The motion passed unanimously.

5. **Amend the Capital Plan to Move 3 Fixed Route 40' CNG to Replacement Buses from FY 2011 up to FY 2010.**
Recommendation: Amend the Fiscal Year 2010-2014 Budget, Short Range Transit Plan (SRTP), TDA Claim, and RTIP to move the 3 Fixed Route 40' CNG Replacement Buses from FY 2011 to FY 2010 and amend the TDA Transit Claim, Budget, and SRTP accordingly.

Mr. Kane explained to the Board that at the last Board meeting VVTA amended the buses from expansion to replacement vehicles. This request is to move the purchase of these buses from FY10/11 to FY 09/10. For simplicity, FTA is requesting VVTA submit just CMAQ grant instead of two.

A MOTION WAS MADE BY Director Coleman to approve the recommended action. Seconded by Vice Chair Leonard. The motion passed unanimously.

6. **Extend Contract for Provision of Security Services for VVTA for One Twelve (12) Month Period.**

Recommendation: Extend Security Contract to Nu-Way Security and Investigative Services, Inc. for One Twelve (12) Month Period.

Mr. Kane explained that Nu-Way Security provides security services for the Transit Center and the Park & Ride at 395 and Joshua. Security function is funded in small part by 5307. Mr. Kane stated that the City of Victorville and the City of Hesperia pay for security in part with LTF. Nu Way is doing a fine job and Mr. Kane recommended exercising the final option year in their contract.

A MOTION WAS MADE BY Director Perez to extend Security Contract to Nu-Way Security and Investigative Services, Inc. for one twelve (12) month period. Seconded by Director Coleman. The motion passed unanimously.

7. **Continue McDonald Transit Associates, Inc. (McDT) Administration Contract on a Month to Month Basis.**

Recommendation: Continue the Contract with McDonald Transit Associates, Inc. to provide administration services for VVTA on a Month to Month basis for a period not to exceed twelve (12) months. (Optional) create and release a RFP for Administrative Services concurrent with the study of VVTA Administrative Services being conducted by Dhillon Management Services for SANBAG.

Speaker: Mr. Bob Babbitt
McDonald Transit Associates
3800 Sandshell Drive, #175
Fort Worth, TX 76137

Mr. Babbitt stated that McDonald Transit Associates is proud to have served the Victor Valley over the years, and feels that Mr. Kane is an exceptional talent. Mr. Babbitt said that McDonald will cooperate fully with the SANBAG TDA Phase II Study, and help in any way possible. Chair Hunter complimented Mr. Babbitt on McDonald's performance, especially Mr. Kane's outstanding representation of VVTA. Mr. Babbitt pointed out that the marketplace is the best barometer for these types of services.

Mr. Kane pointed out to the Board that there is an option in this item to create and release an RFP for Administrative Services to run concurrent with the SANBAG TDA Phase II study.

A MOTION WAS MADE BY Vice Chair Leonard to continue the contract with McDonald Transit Associates, Inc. to provide Administration Services for VVTA on a month to month basis for a period not to exceed twelve (12) months. Seconded by Director Coleman. The motion passed unanimously.

8. **Amend the Fiscal Year 2010-2014 Budget, Short Range Transit Plan (SRTP), TDA Claim, and RTIP to reflect the change in capital project funding as presented.**

Recommendation: Amend the Fiscal Year 2010-2014 Budget, Short Range Transit Plan (SRTP), TDA Claim, and RTIP to reflect the change in capital project funding as presented.

Mr. Kane explained to the Board that at times some of VVTA's funding from completed projects has money left over that could expire. Victoria Baker from SANBAG lets VVTA know what is expiring and how VVTA can apply those funds to a similar project or a continuing open project.

A MOTION WAS MADE BY Vice Chair Leonard to approve the item as recommended. Seconded by Director Perez. The motion passed unanimously.

BOARD COMMENTS

While there were no Board comments, Mr. Kane mentioned that VVTA is now in its Phase II ITS, focusing on fixed route buses with the installation of automatic passenger counters, voice enunciators and equipment that will improve on-time performance reporting.

Mr. Kane provided an update on the progression of the new facility construction, mentioning that there may be some improvements to the photovoltaic section of new construction. Mr. Kane stated that these improvements will ultimately lower energy costs.

Mr. Kane referred to a handout to the Board, explaining that this sheet breaks out each jurisdictions apportionment of LTF, comparing this year to next year, based on the reduction of the annual LTF apportionment.

Director Perez commented on the number of complaints being very high. Mr. Kane addressed this, stating that VVTA works closely with Veolia on each complaint that comes through. Mr. Kane advised that the performance standard for the number of complaints is 26 per month, which leaves VVTA far below the standard. Mr. Kane also stated he felt this performance standard is high and staff keeps pressure on Veolia to keep complaints low.

DATE OF NEXT MEETING

The next meeting will be held on March 15, 2010 at Victorville City Hall Council Chambers.

ADJOURNMENT

The meeting was adjourned at 10:08 a.m.

APPROVED: _____
Chair Laurie Hunter

ATTEST: _____
Debi Raymond, Clerk of the Board

**AGENDA ITEM
TWO**

VICTOR VALLEY TRANSIT AUTHORITY

AGENDA MATTER

Meeting Notes From The Technical Advisory Committee Meeting Conducted on March 3, 2010.

SUMMARY STATEMENT

Meeting Notes from the Technical Advisory Committee meeting conducted on March 3, 2010.

RECOMMENDED ACTION

Information item only.

PRESENTED BY	FISCAL IMPACT	MEETING DATE	ITEM NUMBER
Debi Raymond, Clerk of the Board	N/A	March 15, 2010	2

VICTOR VALLEY TRANSIT AUTHORITY
TECHNICAL ADVISORY COMMITTEE
MARCH 3, 2010

MEETING NOTES

The meeting of the Technical Advisory Committee (TAC) of Victor Valley Transit Authority was opened at 1:32 p.m. at Hesperia City Hall, Conference Room Joshua, 9700 Seventh St., Hesperia, CA.

ROLL CALL

Staff Present:	Kevin Kane, VVTA	Nancie Goff, VVTA
	Doug Lewis, County of SB	David Flowers, VVTA
	Ro Ratliff, City of VV	Diana McKeen, Town of AV
	Debi Raymond, VVTA	Brian Schneider, City of VV
	John Leveillee, City of Hesp.	Beth Kranda, SANBAG
Guests:	Simon Herrera, Veolia	Farries Chappel, Veolia
	Lora Sanchez, Veolia	

1. Public Comments.

While there were no public comments received, Mr. Schneider announced that Rosalinda (Ro) Ratliff will be the new Victorville TAC committee member, as he had accepted another position and will be moving out of state at the end of March.

2. Review Draft Board Agenda

a) Negotiate Operations and Maintenance Contract Extension with Veolia.

Mr. Kane reviewed some of the history of the Operations and Maintenance contract along with the fixed and variable concept of payment. The previous contract that expires in April 2010 had a standard annual increase of 3% built in to both the fixed costs and the variable hours. Mr. Kane reminded TAC members that when a contract is re-bid the costs often go up more than the 3% built into the period of this contract.

During the negotiations, Veolia has requested an increase beyond the 3% for the variable hours only as these costs pay the drivers. Veolia is willing to hold the fixed costs increase to the 3%. The Veolia General Manager, Mr. Herrera, has made a case repeatedly that VVTA drivers are under paid compared to the pay scale of other transit contractors in the area, Mr. Kane acknowledged. Mr. Herrera provided a hand out that illustrated the disparity as compared to Antelope Valley Transit (AVTA), Morongo Basin Transit (MBTA), and Barstow (BAT).

Mr. Herrera discussed with TAC costs related to the high employee turn over and the turn over rate. Several TAC members agreed that the drivers deserved a wage increase, but could not support such a recommendation to their respective Board members in the face of the current economic woes and cut-backs faced by their own jurisdictions.

c) CMAQ Demonstration project to provide lifeline service between Barstow and the Victor Valley.

Ms. Kranda presented to TAC that over the years, through the Unmet Needs process, connectivity from Barstow to the Victor Valley has been requested numerous times. This issue is now in the forefront due to cuts in medical and social services in the Barstow area. In particular, there have been requests for transportation to chemotherapy, the Inland Eye Institute, employment, court and social services.

SANBAG approved \$250,000 in CMAQ funding for a demonstration project providing lifeline service between Barstow and the Victor Valley. This could be just a couple of trips 2 to 3 days a week. Ms. Kranda explained that VVTA is already a designated recipient for this type of funding; where as Barstow Area Transit would have to go through Caltrans. If Barstow applied for the funding it would be far into the next fiscal year before they received approval, Ms. Kranda stated. Ms. Kranda mentioned that she would also like to see a definition of success for the demonstration service hammered out. TAC further discussed funding questions and possible routing.

Mr. Kane mentioned that he was part of a group (Beth Kranda, SANBAG; Doug Lewis, San Bernardino County; Paula McGraw, DAAS) that met with Desert Mana and the seniors at the Barstow Senior Center. He feels a renewed sense of cooperation with DAAS as well. A motion was made to recommend the board approve the Demonstration by Ms. McKeen, seconded by Mr. Lewis. The motion passed unanimously.

b) Mid-year Budget Review.

Mr. Kane reviewed with TAC the results of the mid-year budget analysis. Mr. Kane highlighted specific line items that were either over or under budget or warranted further explanation. TAC discussed future budget concerns and returned to the discussion of the extended contract negotiations with Veolia. Ms. McKeen made a motion to recommend the Board approve the variable increase requested by Veolia. There was no second.

3) New Facility/CNG Update.

Mr. Kane informed TAC that increasing the amount of photovoltaic panels would save VVTA approximately \$362,000 per year at today's rate. Over a ten (10) year period, the construction of the panels would pay for themselves. Mr. Kane stated that the proposal will be to have the photovoltaic panels removed from the general contractor's scope of work and release an RFP for the expanded scope of work. Mr. Leveillee advised Mr. Kane to be sure to discuss the changes proposed with City planning. Mr. Kane brought TAC up to date with on going matters concerning the construction.

4) Bus stop shelters/benches/lighting/Article 3 Update.

Mr. Leveillee advised Mr. Kane of the Cities progress with their Article 3 bus stop improvements. Mr. Schneider inquired about another shelter order.

5) Service Update.

There were no service issues to discuss other than bus stops.

6) SANBAG Update.

Ms. Kranda briefly updated TAC on service on going items. She mentioned that the 511 was up and running and that VVTA was still testing the data. The commuter study has been approved and SANBAG will now be looking at the infrastructure for the park and rides. SANBAG has received the first report for the TDA Phase II administration study. Interviews with the consultant were briefly discussed. Ms. Kranda has also been keeping TAC in touch with matters being discussed for the Valley and Omnitrans, including the CTSA and a transit district. Although many of these ideas being tossed around can take a long time to come about, she pointed out.

7) Other Business.

Mr. Kane updated TAC on projects and meetings he would be attending to in the next month.

8) Adjournment at 2:25 p.m.

**AGENDA ITEM
THREE**

VICTOR VALLEY TRANSIT AUTHORITY

AGENDA MATTER

Management reports.

SUMMARY STATEMENT

The attached Performance Reports are presented to the Board of Directors to provide an overview of the transit system's costs and performance.

- Veolia invoice for January services.
- Monthly Performance Charts: Passengers Per Revenue Hour.
- Fare Revenue Report.
- Monthly Performance Charts: Passengers Per Revenue Mile.
- Monthly Performance Statistics Systemwide Summary.
- Monthly Ridership Report.
- Program Statistics: Passenger Revenue.
- Monthly Complaint and Compliment Reports.
- Lift Deployment and Bike Rack Use Logs.
- Monthly ADA Denial Report.
- Veolia On Time Performance Report FY 2009.
- Supervisory On Time Report FY 2010 Compared to FY 2009.
- Vehicle Cleanliness Inspections.
- Miles Between Roadcalls.

RECOMMENDED ACTION

Information items only.

PRESENTED BY	FISCAL IMPACT	MEETING DATE	ITEM NUMBER
Kevin Kane, General Manager	N/A	March 15, 2010	3

Veolia
Transportation Services
11741 E. Santa Fe Ave.
Hesperia Calif. 92345

INVOICE NO. "00110-INS-02

DATE 2/8/10

BILL TO Victor Valley Transit Authority
11741 E. Santa Fe Ave.
Hesperia, Calif. 92345

CONTRACT NAME:
Victor Valley

Attention: Mr. Kevin Kane
General Manager

MONTH January


Fixed Fee for the Month of January 10

\$149,380.00

TOTAL CHARGES

\$149,380.00

Please REMIT TO:
Veolia Transportation
11741 E. Santa Fe Ave
Hesperia, Ca. 92345

 (760) 947-5719
Manager's Signature and Business Phone 8230

Veolia

Transportation Services
11741 E. Santa Fe Ave.
Hesperia Calif. 92345

INVOICE NO. "00110-IN02

BILL TO
Victor Valley Transit Authority
11741 E. Santa Fe Ave.
Hesperia, Calif 92345

DATE 02/8/2010

CONTRACT NAME:
Victor Valley Transit

Attention: Mr. Kevin Kane
General Manager

MONTH January **BILLING PERIOD** 01/01/2010 To 01/31/2010

	Budgeted Revenue hours	Actual Revenue hours	Budgeted Expense	Actual Expense	Variance (+ or -)	Budgeted Expense Year-to-date	Actual Expense Year-to-date	Variance (+ or -) Year-to-date
ADA ParaTransit	2456.00	2310.00	\$84,142.56	\$79,140.60	\$5,001.96	\$504,855.36	\$511,261.98	(\$6,406.62)
Subscription	611.00	538.00	\$20,932.86	\$18,431.88	\$2,500.98	\$125,597.16	\$121,314.66	\$4,282.50
Reginal Fixed Rt	7308.00	7308.00	\$250,372.08	\$250,372.08	\$0.00	\$1,565,629.24	\$1,548,558.51	\$17,070.73
Tri-Community	415.00	415.00	\$14,217.90	\$14,217.90	\$0.00	\$89,093.13	\$87,020.40	\$2,072.73
Helendale	350.00	350.00	\$11,991.00	\$11,991.00	\$0.00	\$74,618.29	\$74,626.85	(\$8.56)
Luceme Valley	360.00	360.00	\$12,333.60	\$12,333.60	\$0.00	\$76,697.52	\$76,693.75	\$3.77
Dead Head LV	12.50	12.50	\$428.25	\$428.25	\$0.00	\$2,638.02	\$2,638.02	\$0.00
SUBTOTALS	11,512.50	11,293.50	\$394,418.25	\$386,915.31	\$7,502.94	\$ 2,439,128.72	\$2,422,114.17	\$17,014.55

TOTAL INVOICE INCLUDING VARIANCE \$386,915.31

Please REMIT TO:
Veolia Transportation
11741 E. Santa Fe Ave.
Hesperia, Ca. 92345

Kevin Kane
Manager's Signature and Business Phone (760) 947-5719



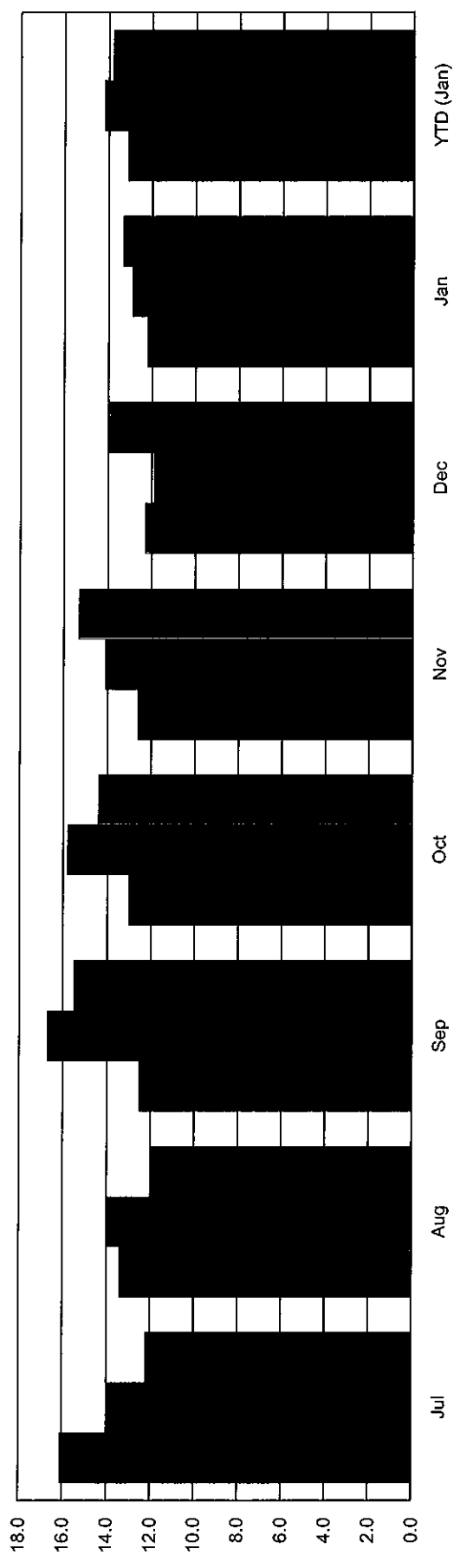
FY 2010 -- Monthly Performance Charts

Program - Regional Routes
Year-To-Date through January
All Routes

Passengers Per Revenue Hour

Target > 12.70

■ Two Years Prior ■ Prior Year ■ Current Year





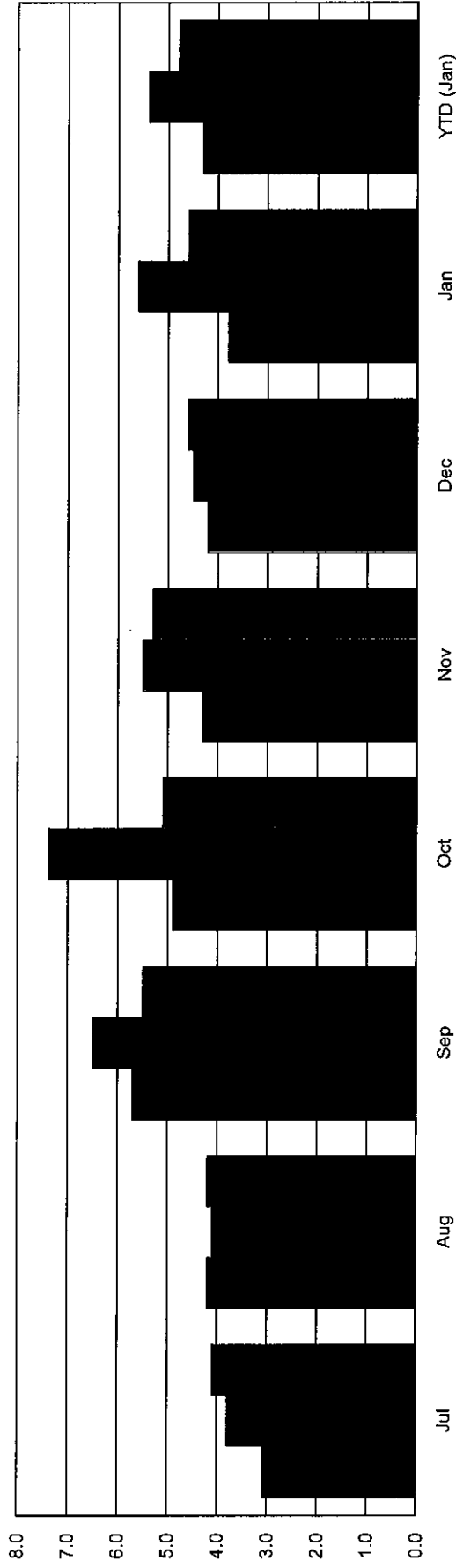
FY 2010 -- Monthly Performance Charts

Program - County Routes
Year-To-Date through January
All Routes

Passengers Per Revenue Hour

Target: None

■ Two Years Prior ■ Prior Year ■ Current Year





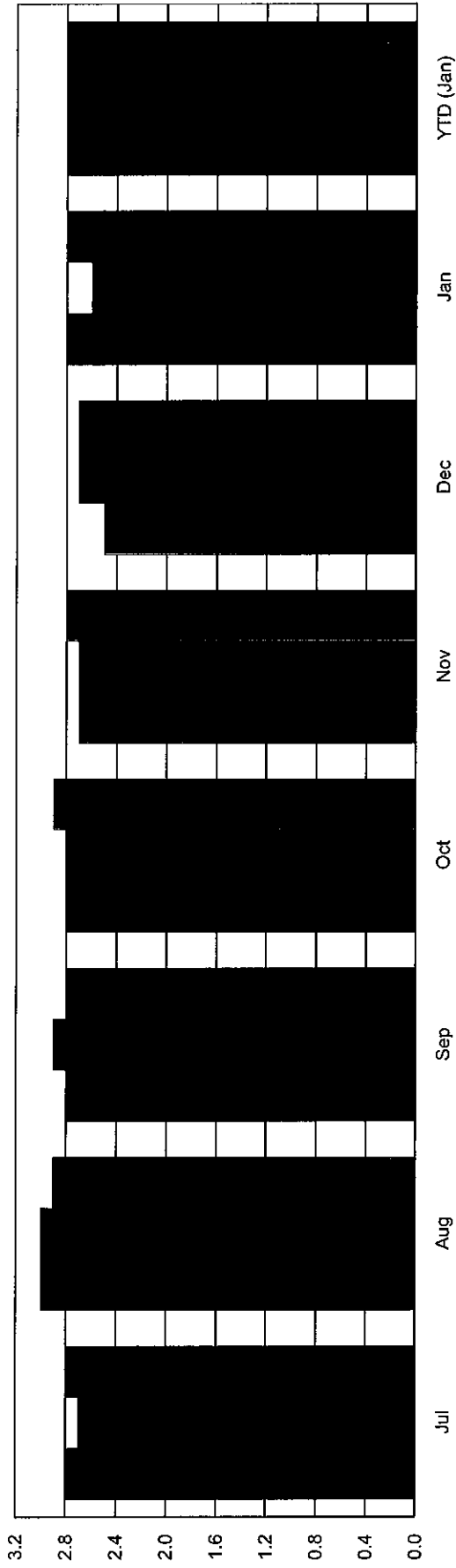
FY 2010 -- Monthly Performance Charts

Program - Community Transit
Year-To-Date through January
All Routes

Passengers Per Revenue Hour

Target: None

■ Two Years Prior ■ Prior Year ■ Current Year



FARE REVENUE REPORT

Jan	Fixed routes	FY 08/09	FY 09/10	Increase/decrease	% Increase/decrease
		Jan 09	Jan 10		
	pre-pd sales	\$9,312	\$12,753	\$3,441	37%
	cash fares	\$59,226	\$54,467	-\$4,759	-8%
	pass usage	55,493	58,514	3,021	5.4%
	total ridership	96,246	97,130	884	1%
	cash rev/riders	\$0.62	\$0.56		
	rev hrs	7,464	7,308	-156	-2%
	riders/rev hr	12.89	13.29		

County routes

	Jan 09	Jan 10	Increase/decrease	% Increase/decrease
pre-pd sales	\$1,330	\$7,570	\$6,240	469%
cash fares	\$10,113	\$7,433	-\$2,681	-27%
pass usage	2,357	2,346	-11	-0.5%
total ridership	7,050	5,175	-1,875	-27%
cash rev/riders	\$1.43	\$1.44		
rev hrs	1,171	1,125	-46	-4%
riders/rev hr	6.02	4.60		

Demand Response

	Jan 09	Jan 10	Increase/decrease	% Increase/decrease
pre-pd sales	\$12,885	\$7,040	-\$5,845	-45%
cash fares	\$5,332	\$4,688	-\$644	-12%
PCA's & Child	364	470	106	29.1%
Subscription	\$19,230	\$24,000		
total ridership	7,789	7,943	154	2%
cash rev/riders	\$0.68	\$0.59		
rev hrs	2,982	2,847	-135	-5%
riders/rev hr	2.61	2.79		



FY 2010 -- Monthly Performance Charts
 Program - Regional Routes
 Year-To-Date through January
 All Routes

Passengers Per Revenue Mile

Target: None

■ Two Years Prior ■ Prior Year ■ Current Year



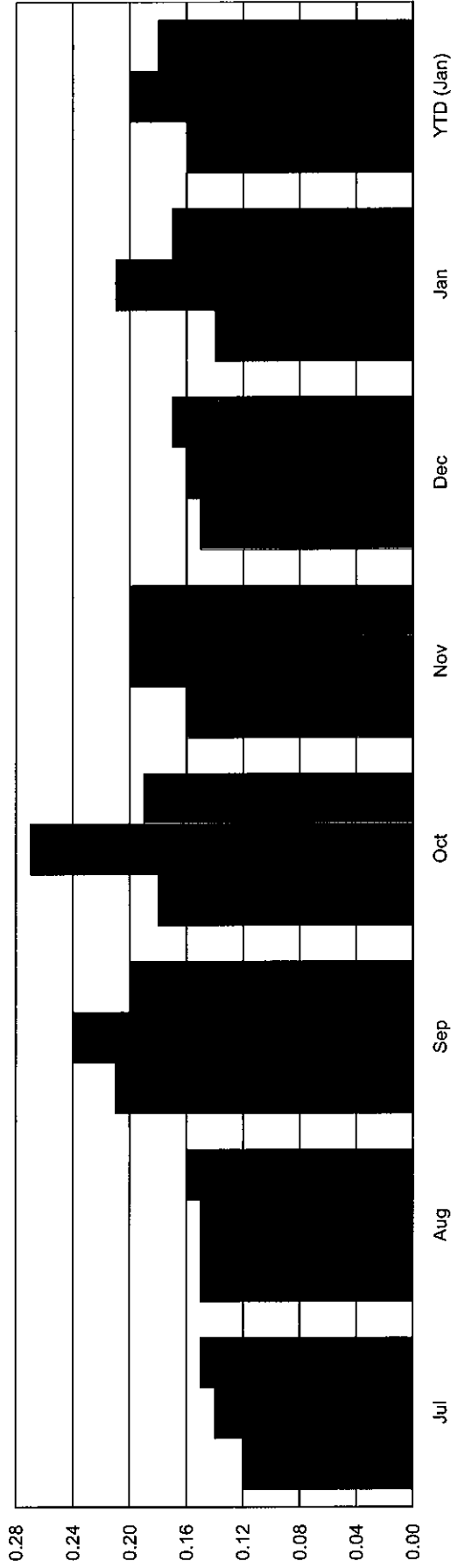


FY 2010 -- Monthly Performance Charts
 Program - County Routes
 Year-To-Date through January
 All Routes

Passengers Per Revenue Mile

Target: None

■ Two Years Prior ■ Prior Year ■ Current Year





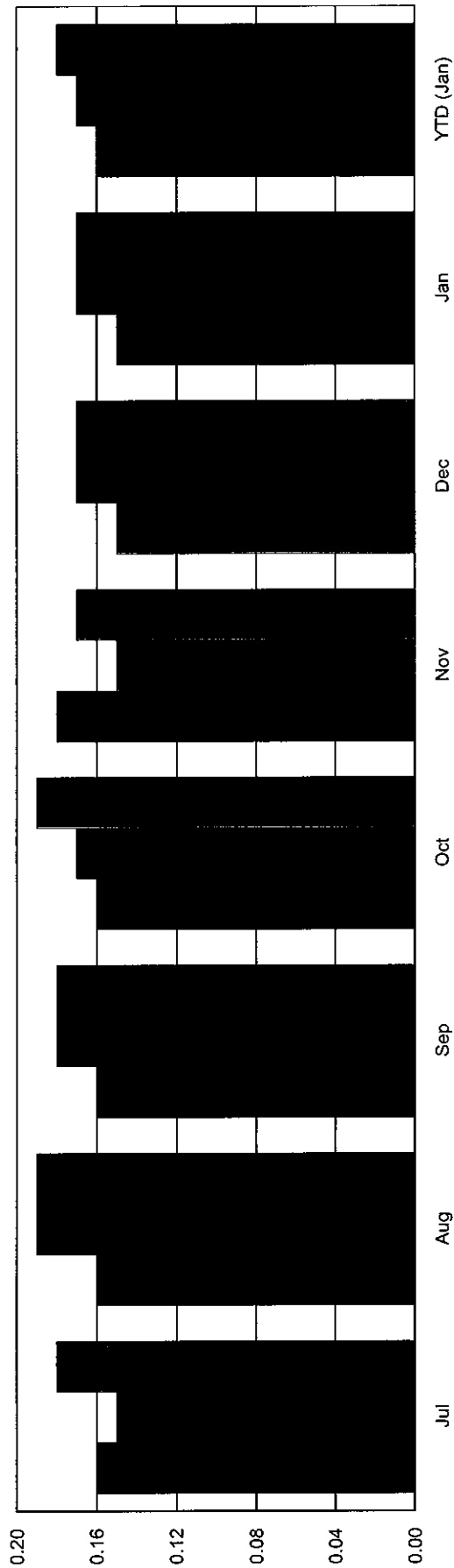
FY 2010 -- Monthly Performance Charts

Program - Community Transit
Year-To-Date through January
All Routes

Passengers Per Revenue Mile

Target: None

■ Two Years Prior ■ Prior Year ■ Current Year





FY 2010 -- Monthly Performance Statistics

Systemwide Summary

Performance Statistics for the Month of January

Statistic	Route #:	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Passengers		Cost Per Passenger	Cost Per Rev. Hr.	Passenger Revenue Per Passenger	Passenger Revenue Per Rev. Hr.	Farebox Recovery Ratio
						Per Rev. Hr.	Rev. Hr.					
	21	2,361	415.0	\$27,067	\$7,514	5.7	\$11.46	\$65.22	\$3.18	\$18.11	27.75%	
	22	1,744	350.0	\$22,788	\$5,552	5.0	\$13.07	\$65.11	\$3.18	\$15.86	24.36%	
	23	1,070	360.0	\$23,540	\$3,412	3.0	\$22.00	\$65.40	\$3.19	\$9.48	14.49%	
	31	11,012	541.4	\$35,569	\$7,641	20.3	\$3.23	\$65.70	\$0.69	\$14.11	21.48%	
	32	5,529	363.8	\$24,492	\$3,840	15.2	\$4.43	\$67.33	\$0.69	\$10.56	15.67%	
	33	3,612	365.0	\$24,312	\$2,514	9.9	\$6.73	\$66.61	\$0.70	\$6.89	10.33%	
	40	2,283	363.0	\$23,255	\$1,594	6.3	\$10.19	\$64.06	\$0.70	\$4.39	6.85%	
	41	13,063	708.0	\$44,007	\$9,067	18.5	\$3.37	\$62.16	\$0.69	\$12.81	20.60%	
	43	8,213	480.0	\$31,343	\$5,702	17.1	\$3.82	\$65.30	\$0.69	\$11.88	18.19%	
	44	6,005	726.3	\$45,268	\$4,183	8.3	\$7.54	\$62.33	\$0.70	\$5.76	9.24%	
	45	13,833	911.4	\$57,776	\$9,608	15.2	\$4.18	\$63.39	\$0.69	\$10.54	16.62%	
	46	2,301	360.8	\$22,116	\$1,606	6.4	\$9.61	\$61.31	\$0.70	\$4.45	7.26%	
	47	1,674	363.8	\$22,672	\$1,172	4.6	\$13.54	\$62.33	\$0.70	\$3.22	5.17%	
	48	4,708	365.0	\$24,191	\$3,272	12.9	\$5.14	\$66.28	\$0.69	\$8.96	13.52%	
	51	5,356	363.0	\$22,430	\$3,720	14.8	\$4.19	\$61.79	\$0.69	\$10.25	16.58%	
	52	10,117	363.8	\$23,482	\$7,015	27.8	\$2.32	\$64.55	\$0.69	\$19.29	29.87%	
	53	8,477	667.5	\$40,702	\$5,892	12.7	\$4.80	\$60.98	\$0.70	\$8.83	14.47%	
	54	947	365.0	\$23,917	\$669	2.6	\$25.26	\$65.53	\$0.71	\$1.83	2.79%	
	ADA	4,850	2,309.5	\$155,011	\$15,910	2.1	\$31.96	\$67.12	\$3.28	\$6.89	10.26%	
	SUB	3,093	537.8	\$36,883	\$8,056	5.8	\$11.92	\$68.58	\$2.60	\$14.98	21.84%	
Program:												
	Community Transit	7,943	2,847.3	\$191,895	\$23,966	2.8	\$24.16	\$67.40	\$3.02	\$8.42	12.48%	
	County Routes	5,175	1,125.0	\$73,395	\$16,477	4.6	\$14.18	\$65.24	\$3.18	\$14.65	22.44%	
	Regional Routes	97,130	7,307.6	\$465,533	\$67,497	13.3	\$4.79	\$63.71	\$0.69	\$9.24	14.49%	
Mode:												
	Bus (Motorbus)	102,305	8,432.5	\$538,928	\$83,974	12.1	\$5.27	\$63.91	\$0.82	\$9.96	15.58%	
	Demand Response	7,943	2,847.3	\$191,895	\$23,966	2.8	\$24.16	\$67.40	\$3.02	\$8.42	12.48%	
	System Total:	110,248	11,279.8	\$730,823	\$107,940	9.8	\$6.63	\$64.79	\$0.98	\$9.57	14.76%	

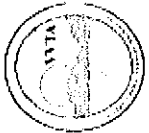


Monthly Ridership Report

January, FY 2010

Total (All Day Types)

Service	Passengers		Passengers Per Revenue Hour		Farebox Recovery Ratio	
	Prior Year	Current Year	Prior Year	Current Year	Prior Year	Current Year
Route Subtotals						
21	3,567	2,361	8.20	5.70	25.81%	27.75%
22	1,981	1,744	5.40	5.00	17.08%	24.36%
23	1,004	1,070	2.70	3.00	8.39%	14.49%
31	9,966	11,012	26.40	20.30	30.84%	21.48%
32	5,616	5,529	14.80	15.20	16.99%	15.67%
33	3,833	3,612	10.10	9.90	11.69%	10.33%
40	2,845	2,283	7.50	6.30	9.06%	6.85%
41	12,207	13,063	16.60	18.50	20.42%	20.60%
43	8,837	8,213	16.60	17.10	19.64%	18.19%
44	6,156	6,005	8.10	8.30	10.04%	9.24%
45	14,625	13,833	16.00	15.20	19.40%	16.62%
46	2,021	2,301	5.40	6.40	6.76%	7.26%
47	2,032	1,674	5.40	4.60	6.64%	5.17%
48	3,230	4,708	8.50	12.90	9.90%	13.52%
51	4,804	5,356	12.70	14.80	15.78%	16.58%
52	9,872	10,117	26.10	27.80	31.02%	29.87%
53	9,652	8,477	13.00	12.70	16.36%	14.47%
54	395	947	1.00	2.60	1.27%	2.79%
ADA	4,650	4,850	1.90	2.10	8.99%	10.26%
SUB	3,206	3,093	5.50	5.80	32.27%	21.84%
Program Subtotals						
Community Transit	7,856	7,943	2.60	2.80	13.66%	12.48%
County Routes	6,552	5,175	5.60	4.60	17.52%	22.44%
Regional Routes	96,091	97,130	12.90	13.30	15.55%	14.49%
System Total	110,499	110,248	9.50	9.80	15.24%	14.76%



FY 2010 -- Program Statistics

Regional Routes

Passenger Revenue
Target = \$940,000

Month	Prior Fiscal Year Actual Revenue	Current Fiscal Year Budget Revenue	Current Fiscal Year Actual Revenue	Budget Variance	% Variance
Jul	\$71,893	\$78,333	\$75,250	(\$3,083)	(3.94%)
Aug	\$69,728	\$78,333	\$95,517	\$17,184	21.93%
Sept	\$98,804	\$78,333	\$86,867	\$8,534	10.89%
October	\$114,618	\$78,333	\$119,647	\$41,314	52.74%
November	\$79,422	\$78,333	\$90,603	\$12,270	15.66%
December	\$65,620	\$78,333	\$148,556	\$70,223	89.64%
January	\$69,651	\$78,333	\$67,497	(\$10,836)	(13.83%)
YTD Total	\$569,736	\$548,331	\$683,937	\$135,606	24.73%

Prepared by: Debi Raymond

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FY 2010 -- Program Statistics

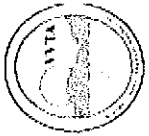
County Routes

**Passenger Revenue
Target = \$155,000**

Month	Prior Fiscal Year Actual Revenue	Current Fiscal Year Budget Revenue	Current Fiscal Year Actual Revenue	Budget Variance	% Variance
Jul	\$9,392	\$12,917	\$14,390	\$1,473	11.40%
Aug	\$11,813	\$12,917	\$11,901	(\$1,016)	(7.86%)
Sept	\$20,508	\$12,917	\$12,698	(\$219)	(1.69%)
October	\$17,888	\$12,917	\$17,865	\$4,948	38.30%
November	\$12,425	\$12,917	\$9,665	(\$3,252)	(25.17%)
December	\$13,713	\$12,917	\$6,492	(\$6,425)	(49.74%)
January	\$13,083	\$12,917	\$16,477	\$3,560	27.56%
YTD Total	\$98,822	\$90,419	\$89,488	(\$931)	(1.03%)

Prepared By: Debi Raymond

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FY 2010 -- Program Statistics
Community Transit

Passenger Revenue
Target = \$340,000

Month	Prior Fiscal Year Actual Revenue	Current Fiscal Year Budget Revenue	Current Fiscal Year Actual Revenue	Budget Variance	% Variance
Jul	\$39,566	\$28,333	\$27,279	(\$1,054)	(3.72%)
Aug	\$16,624	\$28,333	\$21,579	(\$6,754)	(23.83%)
Sept	\$37,211	\$28,333	\$28,350	\$17	0.06%
October	\$28,753	\$28,333	\$20,767	(\$7,566)	(26.70%)
November	\$26,937	\$28,333	\$43,162	\$14,829	52.33%
December	\$27,500	\$28,333	\$27,040	(\$1,293)	(4.56%)
January	\$26,729	\$28,333	\$23,966	(\$4,367)	(15.41%)
YTD Total	\$203,320	\$198,331	\$192,143	(\$6,188)	(3.120%)

Prepared By: Debi Raymond

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Employee Commendations! Month of January 2010

Fixed Route driver, **Natasha Simon**, received commendation for calling out all stops along the route. **Natasha** is the first driver he's ever seen do this and he wants to give her the proper credit.

Grateful passenger wants to applaud **Sarah Esparza**, Fixed Route driver for being very punctual and very conscious with disabled passengers.

Michael Galante, Fixed Route driver, received compliment on his professionalism and politeness.

LIFT DEPLOYMENT REPORT
FY 09 - 10

Route #	Jul-09	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10	Apr-10	May-10	Jun-10	YTD TOTAL
21	4	3	3	2	2	4	3						21
22	20	30	30	18	11	8	14						131
23	41	58	40	19	15	9	3						185
31	54	39	31	45	44	65	64						342
32	75	69	98	39	27	32	59						399
33	30	16	33	30	12	22	16						159
40	34	60	81	45	20	19	24						283
41	126	216	197	157	129	120	98						1043
43	75	123	84	66	79	82	66						575
44	57	54	37	31	36	33	20						268
45	167	225	161	153	157	132	129						1124
46	41	39	43	36	21	18	22						220
47	6	10	19	11	24	16	20						106
48	49	40	46	39	29	38	112						353
51	28	59	49	58	65	66	68						393
52	89	97	88	92	85	80	56						587
53	66	60	119	93	76	95	60						569
54	3	2	9	4	1	2	4						25
TOTAL, CURRENT	962	1198	1159	934	833	841	838	0	0	0	0	0	6783
TOTAL, LAST YEAR	496	338	549	591	517	456	587						3534

There were 0 wheel chair pass ups in January 2010

Prepared by: Dabi Raymond

BIKE RACK REPORT
FY 09 - 10

Route #	Jul-09	Aug-09	Sep-09	Oct-09	Nov-09	Dec-09	Jan-10	Feb-10	Mar-10	Apr-10	May-10	Jun-10	YTD TOTAL
21	62	40	74	99	74	57	61						467
22	68	76	66	44	88	43	24						389
23	19	189	74	54	24	15	36						391
31	112	125	104	219	175	186	194						1115
32	173	200	135	134	178	103	70						993
33	85	70	51	42	46	49	57						400
40	224	131	126	237	47	136	49						950
41	437	400	341	316	390	387	458						2729
43	410	292	308	360	333	370	439						2512
44	189	178	162	200	112	365	132						1338
45	529	393	388	314	263	331	376						2594
46	55	77	82	80	72	96	47						509
47	88	23	28	33	15	34	40						261
48	79	66	60	63	63	61	140						532
51	73	94	147	74	68	58	55						569
52	218	148	130	124	122	131	185						1058
53	162	216	301	202	154	178	208						1421
54	26	6	51	36	28	44	21						212
TOTAL CURRENT	3,009	2,704	2,628	2,631	2,232	2,644	2,592	0	0	0	0	0	18,440
TOTAL LAST YEAR	1,616	1,608	1,962	1,923	1,857	1,602	2,659						13,227

There were 0 pass ups in January 2010.

Prepared By: Debi Raymond

VEOLIA TRANSPORTATION

ADA PARATRANSIT ON TIME PERFORMANCE

For The Month of
January-10

Rides Sampled	More Than 10 Minutes Before	More Than 30 Minutes After	TOTAL	% On Time
7907	211	251	7445	94%

FIXED ROUTE ON TIME PERFORMANCE

For The Month of
January-10

Rides Sampled	Early	>5 Late	TOTAL	% On Time
894	3	27	864	97%

COUNTY ROUTE ON TIME PERFORMANCE

For The Month of
January-10

Rides Sampled	Early	>5 Late	TOTAL	% On Time
27	0	0	27	100%

V.V.T.A. On Time Report

January 2010

Percent on time: 86%

Date	Line #	Location	Bus #	Arrival	Scheduled		Departure	Actual	0 to + 5 min is on time			On Time	Remarks
					AM	PM			Depart	Early	Late		
5-Jan	43	Bear Valley & Central	602	1:16		X	1:16	1:13	1:13	X			
6-Jan	43	Bear Valley & Central	601	7:46	X		7:46	7:43	7:46			X	
7-Jan	23	Bear Valley & Long Wolf	2008	7:08	X		7:08	7:09	7:09			X	
7-Jan	43	Bear Valley & Central	710	7:05	X		7:05	7:07	7:07			X	
7-Jan	40	Central & Thunderbird	2002	7:12	X		7:12	7:13	7:14			X	
7-Jan	41	St Mary	709	7:20	X		7:20	7:20	7:23			X	
7-Jan	41	St Mary	605	7:22	X		7:22	7:23	7:23			X	
7-Jan	41	Transit Center	709	7:40	X		7:40	7:35	7:40			X	
7-Jan	32	7 th Lorene	713	7:57	X		8:00	7:59	8:04			X	
7-Jan	41	7 th Lorene	709	7:52	X		8:00	7:55	8:04			X	
7-Jan	45	7 th Lorene	603	7:58	X		8:00	7:55	8:04			X	
7-Jan	51	7 th Lorene	608	7:55	X		8:00	7:55	8:04			X	
7-Jan	52	7 th Lorene	606	7:55	X		8:00	7:55	8:05			X	
7-Jan	31	7 th Lorene	601	7:55	X		8:00	8:02	8:05			X	
7-Jan	44	7th & City Hall	712	8:16	X		8:16	8:23	8:23		X		2 min down
7-Jan	44	7th & City Hall	715	8:34	X		8:34	8:28	8:36			X	
7-Jan	47	Bear Valley & Navajo	136	1:35		X	1:35	1:31	1:35			X	
7-Jan	43	Bear Valley & Central	406	1:35		X	1:35	1:35	1:35			X	
8-Jan	47	Bear Valley & Navajo	2001	7:35	X		7:35	7:31	7:42		X		2 Min down
8-Jan	47	Bear Valley & Kiowa	2001	5:18		X	5:18	5:18	5:18			X	
9-Jan	47	Bear Valley & Navajo	2001	2:31		X	2:37	2:31	2:37			X	
12-Jan	47	Bear Valley & Navajo	2001	7:35	X		7:35	7:31	7:40			X	
13-Jan	53	VV Mall	701	5:50	X		6:00	5:50	6:00			X	
13-Jan	21	VV Mall	2005	5:50	X		6:00	5:51	6:00			X	
13-Jan	21	VV Mall	703	5:50	X		6:00	5:59	6:00			X	
13-Jan	52	El Evado & Luna	609	6:13	X		6:13	6:13	6:13			X	
13-Jan	41	Transit Center	604	6:40	X		6:40	6:34	6:40			X	
13-Jan	22	Transit Center	2006	6:40	X		6:40	6:38	6:40			X	
13-Jan	47	AVPO	2007	6:57	X		8:00	6:52	7:04			X	
13-Jan	23	AVPO	2008	6:49	X		7:00	6:52	7:04			X	
13-Jan	41	AVPO	407	6:55	X		7:00	6:52	7:00			X	
13-Jan	40	AVPO	136	6:55	X		7:00	6:55	7:03			X	
13-Jan	43	AVPO	710	6:54	X		7:00	6:57	7:00			X	
13-Jan	23	Bear Valley & Long Wolf	2008	7:08	X		7:08	7:12	7:12			X	
13-Jan	47	Kiowa & Wren	2007	7:18	X		7:18	7:24	7:24		X		1 Min down
13-Jan	45	G ave & Olive	2003	7:50	X		8:00	7:54	8:02			X	
13-Jan	44	G ave & Olive	715	7:57	X		8:00	7:54	8:02			X	
13-Jan	45	G ave & Olive	607	7:55	X		8:00	7:54	8:00			X	
13-Jan	48	Olive & G ave	605	8:07	X		8:07	8:01	8:10			X	
14-Jan	45	Rodeo & Hedges	608	3:06		X	3:06	3:15	3:15		X		4 min down
14-Jan	31	Palmdale & El Evado	606	3:10		X	3:10	3:18	3:18		X		3 min down
23-Jan	41	AV Wal-Mart	709	11:35	X		11:40	11:38	11:41			X	
23-Jan	41	AV Wal-Mart	709	12:13		X	12:13	12:16	12:16			X	
23-Jan	43	Bear Valley & Central	601	2:46		X	2:46	2:47	2:47			X	
25-Jan	43	Bear Valley & Central	714	6:46	X		6:46	6:52	6:52		X		
25-Jan	48	G ave & Olive	604	7:58	X		8:00	7:58	8:04			X	
25-Jan	45	Olive & G ave	601	7:55	X		8:00	8:05	8:05			X	
25-Jan	23	AVPO	2006	1:52		X	2:00	1:58	2:00			X	
25-Jan	40	AVPO	2002	1:55		X	2:00	1:56	2:03			X	
29-Jan	48	Main & 7th	603	1:11		X	1:11	1:12	1:12			X	

Total: 50
 On-Time: 43
 Late: 6
 Early: 1

Prepared by: Shelly Cable

V.V.T.A. On Time Report

Jan-09

Percent on time: **82%**

Date	Line #	Location	Bus #	Scheduled		Departure	Actual	0 to + 5 min is on time			On Time	Remarks
				Arrival	AM PM			Depart	Early	Late		
2-Jan	47	Bear Valley & Navajo	137	7:35	x	7:35	7:30	7:35			x	
5-Jan	45	Nisqually & Mariposa	608	12:50	x	12:50	12:53	12:54			x	
6-Jan	45	Rodeo & Hughes	609	9:06	x	9:06	9:09	9:09			x	
6-Jan	32	Amargosa & Seneca	710	10:08	x	10:08	10:09	10:09			x	
7-Jan	43	Central & Bear Valley	710	6:46	x	6:46	6:45	6:47			x	
7-Jan	40	Apple Valley Wal-Mart	136	7:30	x	7:30	7:29	7:31			x	
7-Jan	41	Apple Valley Wal-Mart	712	7:35	x	7:40	7:36	7:42			x	
7-Jan	53	Jasmine & Hesperia rd	407	7:15	x	7:15	7:15	7:15			x	
9-Jan	45	Jasmine & Hesperia rd	609	7:18	x	7:18	7:22	7:22			x	
13-Jan	51	Greentree & Rodeo	605	7:45	x	7:45	7:44	7:45			x	
13-Jan	52	Lorena & 7th	601	7:55	x	8:00	7:55	8:00			x	
13-Jan	51	Lorena & 7th	605	7:55	x	8:00	7:56	8:00			x	
13-Jan	45	Lorena & 7th	607	7:58	x	8:00	7:56	8:00			x	
13-Jan	41	Lorena & 7th	709	7:52	x	8:00	7:57	8:00			x	
13-Jan	32	Lorena & 7th	606	7:57	x	8:00	8:03	8:04			x	
13-Jan	31	Lorena & 7th	604	7:55	x	8:00	8:03	8:04			x	
13-Jan	45	VVC	609	8:30	x	8:30	8:17	8:30			x	arrived early left on time
13-Jan	43	VVC	608	8:30	x	8:30	8:23	8:30			x	
13-Jan	45	VVC	607	8:30	x	8:30	8:24	8:31			x	
13-Jan	53	VVC	407	8:25	x	8:30	8:26	8:31			x	
13-Jan	43	Central & Bear Valley	603	1:46	x	1:46	1:55	1:57		x		6 min down
13-Jan	41	AVPO	710	1:55	x	2:00	1:57	2:03			x	
13-Jan	47	AVPO	137	1:57	x	2:00	1:56	2:06		x		1 min down
13-Jan	40	AVPO	138	1:55	x	2:00	1:55	2:06		x		1 min down
13-Jan	23	AVPO	2004	1:52	x	2:00	1:58	2:03			x	
13-Jan	43	AVPO	603	1:54	x	2:00	1:59	2:03			x	
13-Jan	41	Transit Center	710	2:40	x	2:40	2:35	2:40			x	
13-Jan	22	Lorena & 7th	2002	3:00	x	3:00	2:58	3:05			x	
13-Jan	52	Lorena & 7th	605	2:57	x	3:00	2:50	3:05			x	
13-Jan	22	Lorena & 7th	2002	3:00	x	3:00	2:51	3:08		x		3 min down
13-Jan	41	Lorena & 7th	710	2:52	x	3:00	2:58	3:08		x		3 min down
13-Jan	51	Lorena & 7th	606	2:55	x	3:00	2:58	3:06			x	
13-Jan	45	Lorena & 7th	609	2:58	x	3:00	3:00	3:08		x		3 min down
13-Jan	31	Lorena & 7th	604	2:55	x	3:00	3:05	3:09		x		4 min down
13-Jan	32	Lorena & 7th	403	2:57	x	3:00	3:07	3:08		x		3 min down
13-Jan	46	Bear Valley & Navajo	144	7:35	x	7:35	7:32	7:36			x	
17-Jan	43	Bear Valley & Navajo	601	12:10	x	12:10	12:10	12:11			x	
17-Jan	47	Bear Valley & Kiowa	144	12:18	x	12:18	12:13	12:18			x	
17-Jan	47	Kiowa & Wren	144	12:24	x	12:24	12:24	12:25			x	
19-Jan	43	Bear Valley & Central	601	12:46	x	12:46	12:48	12:48			x	
21-Jan	43	Bear Valley & Kiowa	713	7:40	x	7:40	7:46	7:46		x		1 min down
21-Jan	45	VVC	608	12:30	x	12:30	12:33	12:33			x	
21-Jan	45	VVC	607	12:30	x	12:30	12:31	12:33			x	
21-Jan	53	VVC	712	12:30	x	12:30	12:33	12:33			x	
21-Jan	43	VVC	715	12:30	x	12:30	12:30	12:33			x	
22-Jan	40	Thunderbird & Central	137	4:42	x	4:42	4:47	4:47			x	
24-Jan	43	Bear Valley & Kiowa	407	8:40	x	8:40	8:42	8:44			x	
27-Jan	41	Apple Valley Wal-Mart	605	7:13	x	7:13	7:13	7:14			x	
28-Jan	45	Jasmine & Hesperia rd	608	5:18	x	5:18	5:20	5:22			x	

Total: 49
 On-Time: 40
 Late: 9
 Early: 0

Prepared by: Shelly Cable



VICTOR VALLEY TRANSIT AUTHORITY

*Representing the communities of Apple Valley, Adelanto, Hesperia,
Victorville and San Bernardino County*

MEMORANDUM

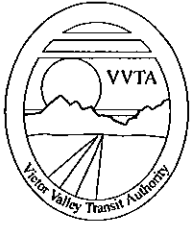
Date: January 13, 2009
To: Kevin Kane
From: Shelly Cable
Subject: Vehicle Cleanliness Inspections

On this date an inspection was made of forty five vehicles, at 11741 East Santa Fe Avenue, Hesperia, California. A perfect score is 100 points. Two points are deducted for each deficiency identified. If vehicle scores 70 points or below it is unacceptable and the unit is removed from service until it is brought up to acceptable standards. The results are as follows.

Twenty six vehicles scored ----- 100 points.
Thirteen vehicles scored -----98 points.
Five vehicles scored ----- 96 points.
One vehicle scored -----94 points.

Please note: Since the appointment of the new contractor compliance representative hours of inspection have increased i.e. earlier morning inspections which allow for more buses to be looked at. This pattern will continue in order to provide the public with clean buses.

CC:
Simon Herrera
Farries Chappel
Frank Chesonis



VICTOR VALLEY TRANSIT AUTHORITY

*Representing the communities of Apple Valley, Adelanto, Hesperia,
Victorville and San Bernardino County*

MEMORANDUM

Date: January 24, 2009
To: Kevin Kane
From: Shelly Cable
Subject: Vehicle Cleanliness Inspections

On this date an inspection was made of forty two vehicles, at 11741 East Santa Fe Avenue, Hesperia, California. A perfect score is 100 points. Two points are deducted for each deficiency identified. If vehicle scores 70 points or below it is unacceptable and the unit is removed from service until it is brought up to acceptable standards. The results are as follows.

Twenty one vehicles scored ----- 100 points.
Thirteen vehicles scored -----98 points.
Five vehicles scored ----- 96 points.
Three vehicles scored -----94 points.

Please note: Since the appointment of the new contractor compliance representative hours of inspection have increased i.e. earlier morning inspections which allow for more buses to be looked at. This pattern will continue in order to provide the public with clean buses.

CC:
Simon Herrera
Farries Chappel
Frank Chesonis

JANUARY 2010
Miles between road calls

	Total Miles	Road Calls	Miles Between Road Calls
Demand Response	45,587	2	0
Motor Bus	142,807	12	11,901
Total System	188,394	14	13,457

**AGENDA ITEM
FOUR**

VICTOR VALLEY TRANSIT AUTHORITY

AGENDA MATTER

Mid-Year Budget Review.

SUMMARY STATEMENT

VVTA's General Manager presents to the Board for information purposes the mid-year budget review. VVTA is fortunate to be in excellent financial shape for FY 09-10.

FARE REVENUE

- **Paratransit** – fare revenue is outpacing budget at the 6 month mark by \$301.00 and is projected to beat budget at year end by 1.68% or \$5,711.
- **Fixed Route** - fare revenue is outpacing budget at the 6 month mark by \$143,031 and is projected to beat budget at year end by over 32% or \$304,453.
- **County Routes** - fare revenue is slightly behind budget at the 6 month mark by (\$5,015 but is projected to improve slightly to miss budget at year end by 5% or \$7,856
- **System-wide** - fare revenue is outpacing budget at the 6 month mark by \$138,316 and is projected to beat budget at year end by 21% or \$302,307.

VEOLIA CONTRACT EXPENSE

- **Paratransit** – Projected to be \$5,390 under budget at year end.
- **Fixed Route** – Projected to be \$64,081 under budget at year end.
- **County Routes** – Projected to be \$2,881 under budget at year end.
- **System-wide** - Projected to be \$72,352 (1%) under budget at year end.

Continued

RECOMMENDED ACTION

Receive and file.

PRESENTED BY	FISCAL IMPACT	MEETING DATE	ITEM NUMBER
Kevin Kane, General Manager	None	March 15, 2010	4

VICTOR VALLEY TRANSIT AUTHORITY

AGENDA MATTER

Mid-Year Budget Review.

SUMMARY STATEMENT

Continued

EXPENSES BY DEPARTMENT

- **Administration** – Department-wide administration is right at 50.6% of budget after 6 months and is projected to come in under budget by 1.5% or \$13,414 for the full year. The **Miscellaneous** line item is projected to be over budget by almost 80% or \$3,995. This is entirely due to a reversal of a \$4,800 payment Veolia made to VVTA for NABI training which was cancelled. **Printing** is projected to be slightly over budget (5%) but printing is a need that ebbs and flows as the agency uses schedules, makes schedule changes, etc. **Labor Compliance** which is an agreement VVTA has for the creation of the yearly DBE goal and reporting. This line item was simply left out of the original budget and the total cost is projected to be \$1,000. **Membership and Dues** saw a onetime surcharge from CTA to help fund the successful transit lawsuit against the state. **Marketing** is projected to be down as a result in the change in firms. There were several months where VVTA was month to month and staff has still to meet with the new vendor for marketing plans. **Legal** is always a best guess and this year VVTA has had to use legal services more than expected so it is projected to be 20% or \$3,000 over budget.
- **Yard** – As you may know staff put the Yard budget together before the CNG fueling station was operational so many of the line items were calculated having very little data for basis. **Utilities (electricity)** as it turns out run about \$10,000 to \$12,000 per month and the Southwest Gas consumption is assigned as fuel within ADA, Fixed Route and County. However due to the delay in the start up of the fuel station VVTA did not consume its agreed upon amount from SWG so there was a penalty of \$24,575 assessed which staff applied to utilities. In the **Equipment** line item staff never realized compressor oil would cost approximately \$4,000 per 55 gallon drum. However, staff has been diligently investigating options and has secured pricing more locally at \$2,500 delivered. Department-wide **Yard** is projected to be over budget by 52% or (\$65,544).
- **Paratransit** - Department-wide paratransit is at 48% of budget after 6 months and is projected to be under budget by almost 3% (2.93%) or \$67,325 for the full year. The **CNG** line item is projected well below budget 59% or \$50,830 due to much lower cost for VVTA to produce its own cng fuel. This also supports the Board's wise decision to build the CNG station as a first phase of the new facility.

Continued

VICTOR VALLEY TRANSIT AUTHORITY

AGENDA MATTER

Mid-Year Budget Review.

SUMMARY STATEMENT

Continued

- **Fixed Route** - Department-wide FR is at 47% of budget after 6 months and is projected to be under budget by almost 6% (5.90%) or \$306,910 for the full year. Again the **CNG** line item is well under budget 52% or \$447,198 for the same reason as the paratransit CNG fuel savings.
- **County** - Department-wide County is at 45% of budget after 6 months and is projected to be under budget by almost 9% (8.63%) or \$79,382 for the full year. The **UNL/DSL** line item is projected to be significantly under budget 30% or \$69,080 due to lower fuel prices in general. The **Marketing** line item for EHD is also projected much lower 68% or \$7,500 again due to the change in the Marketing vendor.

In all staff's projections are for revenues to exceed budget by \$302,307 and expenses to be under budget by \$401,487. This projects VVTA to be to the "good" at \$703,794.

VVTA Expenditures FY 09/10
Budget to Actual as of 12/31/09

Description	Annual Budgeted Expense	Actual Expense as of 12/31/09	% Budget Spent	Projected 12 Months	Projected % Over/Under	Notes
Administration						
McDT	\$ 687,209	\$ 334,572	48.69%	\$ 687,209	0.00%	projected 12 month formula does not consider the annualized rate so budget # is used
CFO on the go	\$ 34,732	\$ 17,366	50.00%	\$ 34,732	0.00%	
lease/rent	\$ 8,472	\$ 4,247	50.13%	\$ 8,494	0.26%	
liability insurance	\$ 21,065	\$ 18,390	87.30%	\$ 21,065	0.00%	annual inv. already pd
misc.	\$ 5,000	\$ 8,827	176.54%	\$ 8,995	79.90%	\$4800 Cummins Cal Training-Veolia pd VVTA for NABI training that never happened -VVTA repaid for other training - \$23,346.47 in misc income.
printing	\$ 34,500	\$ 18,919	54.84%	\$ 36,250	5.07%	
Transtrack	\$ 12,000	\$ 12,000	100.00%	\$ 12,000	0.00%	annual inv. already pd
Labor Compliance	\$ -	\$ 495	495.00%	\$ 1,000	0.00%	Not to exceed amt.
membership/dues	\$ 3,750	\$ 4,231	112.83%	\$ 4,231	12.83%	Includes one time Cal Act surcharge
security	\$ 8,500	\$ 2,920	34.35%	\$ 5,840	-31.29%	
marketing	\$ 30,000	\$ 1,966	6.55%	\$ 15,000	-50.00%	
Travel/BOD mtgs	\$ 13,750	\$ 10,543	76.68%	\$ 13,250	-3.64%	
legal	\$ 15,000	\$ 10,810	72.07%	\$ 18,000	20.00%	
Greyhound	\$ 14,000	\$ 4,249	30.35%	\$ 8,497	-39.30%	
SubTotal	\$ 887,978	\$ 449,535	50.62%	\$ 874,564	-1.51%	\$13,413.86

Yard						
Utilities	72,000	91,784	127.48%	\$ 134,419	86.69%	\$24,575 Penalty to SWG-VVTA comitted to certain number of therns, not met due to delay in CNG station opening.
Maintenance	50,000	28,068	56.14%	\$ 48,568	-2.87%	Proj is # of wks remaining x \$820/wk
Misc.	0	90	8999.00%	\$ 90	0.01%	Veolia pass through
Equipment	3,000	3,734	124.46%	\$ 7,468	148.93%	Compressor oil
SubTotal	125,000	123,676	98.94%	\$ 190,544	52.44%	(\$65,544.10)

Paratransit						
Unl/dsl	359,000	181,217	50.48%	\$ 362,435	0.96%	
cng	86,000	17,585	20.45%	\$ 35,170	-59.10%	
Veolia	493,365	246,779	50.02%	\$ 493,365	0.00%	
Veolia	1,017,270	511,262	50.26%	\$ 1,022,524	0.52%	
Veolia	253,273	121,315	47.90%	\$ 242,629	-4.20%	
ADARide	89,000	37,230	41.83%	\$ 74,460	-16.34%	
SubTotal	2,297,908	1,115,388	48.54%	\$ 2,230,583	-2.93%	\$67,324.66

Fixed Route						
Unl/dsl	58,000	81,364	140.28%	\$ 162,728	180.57%	
cng	860,402	206,802	24.01%	\$ 413,204	-51.98%	
Veolia	1,145,223	552,627	48.25%	\$ 1,105,254	-3.49%	
Veolia	3,121,229	1,548,559	49.61%	\$ 3,097,117	-0.77%	
misc	1	0	0.00%	\$ -	-100.00%	
security	0	59,821	100%	\$ 119,641	N/A	Capitalized at year end \$117,600 capital budg
shelter/maint	20,000	0	0.00%	\$ -	-100.00%	
SubTotal	5,204,855	2,448,972	47.05%	\$ 4,897,945	-5.90%	\$306,910.42

County Route						
unl/dsl	230,000	80,460	34.98%	\$ 160,920	-30.03%	
fuel tax	0	80	100%	\$ 80	N/A	Annual pymt
Veolia	197,416	96,874	49.07%	\$ 193,748	-1.86%	
Veolia	174,913	87,020	49.75%	\$ 174,041	-0.50%	
Veolia	148,816	74,627	50.15%	\$ 149,254	0.29%	
Veolia	157,443	79,332	50.39%	\$ 158,664	0.78%	
marketing	11,000	0	0.00%	\$ 3,500	-68.18%	
SubTotal	919,588	418,393	45.50%	\$ 840,206	-8.63%	\$79,382.50

TOTAL	\$9,435,329	\$4,555,964	48.29%	\$9,033,842	-4.26%	\$401,487
						TOTAL Amt Under Budget

**Mid-Year Veolia Contract Expenses
Budget to Actual as of 12/31/09**

Description	Budget	6 Months Budget	6 Months Actual	6 Months Actual vs 6 Month Budget	Annual Projected	Difference (Annual Projection +/- vs Budget)	% over/under
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Paratransit Expenses

Fixed Costs	\$493,365	\$246,683	\$246,779	\$97	\$493,365	\$0	0%
Direct Access	1,017,270	508,635	511,262	2,627	1,022,524	5,254	1%
Subscription	253,273	126,637	121,315	(5,322)	242,629	(10,644)	-4%
Total	\$1,763,908	\$881,954	\$879,356	(\$2,598)	\$1,758,518	(\$5,390)	0%

Fixed Route Expenses

Fixed Costs	\$1,145,223	\$572,612	\$552,627	(\$19,985)	\$1,105,254	(\$39,969)	-3%
Fixed Routes	3,121,229	1,560,615	1,548,559	(12,056)	3,097,117	(24,112)	-1%
Total	\$4,266,452	\$2,133,226	\$2,101,186	(\$32,040)	\$4,202,371	(\$64,081)	-2%

County Route Expenses

Fixed Costs	\$197,416	\$98,708	\$96,874	(\$1,834)	\$193,748	(\$3,668)	-2%
Tri-Community	174,913	87,457	87,020	(436)	174,041	(872)	0%
Helendale	148,816	74,408	74,627	219	149,254	438	0%
Lucerne Valley	157,443	78,722	79,332	610	158,664	1,221	1%
Total	\$678,588	\$339,294	\$337,853	(\$1,441)	\$675,707	(\$2,881)	0%

TOTAL EXPENSES	\$6,708,948	\$3,354,474	\$3,318,394	(\$36,080)	\$6,636,596	(\$72,352)	-1%
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Mid-year Budget Revenue (Fares) As of 12/31/09

Description	Budget	6 Months Budget	6 Months Actual	6 Months Actual vs 6 Month Budget	Annual Projected	Difference (Annual Projection +/- vs Budget)	% over/under
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Paratransit

Cash Fares	88,000	44,000	34,071	(9,929)	69,164	(18,836)	-21.40%
Fare & Prepaid Sales	132,000	66,000	66,150	150	134,285	2,285	1.73%
Special Fares	120,000	60,000	70,080	10,080	142,262	22,262	18.55%
Total	340,000	170,000	170,301	301	345,711	5,711	1.68%

Fixed Route

Cash Fares	752,000	376,000	420,542	44,542	853,701	101,701	13.52%
Fare & Prepaid Sales	188,000	94,000	192,489	98,489	390,752	202,752	107.85%
Total	940,000	470,000	613,031	143,031	1,244,453	304,453	32.39%

County Route

Fares Subsidy	20,000	10,000	9,264	(736)	18,806	(1,194)	-5.97%
Cash Fares	108,000	54,000	46,651	(7,349)	94,702	(13,298)	-12.31%
Fare & Prepaid Sales	27,000	13,500	16,570	3,070	33,636	6,636	24.58%
Total	155,000	77,500	72,485	(5,015)	147,144	(7,856)	-5.07%

Grand Total	1,435,000	717,500	855,816	138,316	1,737,307	302,307	21.07%
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Prepared By: Debi Raymond

Miscellaneous Expenses as of 12/31/09
 Explanation for Large Dollars Spent

Computers	Miscellaneous Expense	11/24/2009	Dell Marketing L.P.	11/25/2009	\$1,813	Computers for Veolia	
Training	Miscellaneous Expense	11/17/2009	Cummins Cal Pacific LLC	11/18/2009	\$4,800	Training for Veolia	Veolia paid VVTA for training that never took place, so VVTA paid for Veolia training in other areas
Auction Fees	Miscellaneous Expense	11/17/2009	Public Surplus	11/18/2009	\$1,222	Auction Fees	
Auction Fees	Miscellaneous Expense	2/9/2010	Public Surplus	2/10/2010	\$153	Auction Fees	
Maintenance Calls	Miscellaneous Expense	12/15/2009	Weaver Electric, Inc.	12/16/2009	\$743	Paid for Veolia - Veolia reimbursed VVTA	
Total of large item expenses					\$8,731		

Total miscellaneous expenses for Administration is \$8827; the above explains the majority of the expenses in Miscellaneous-Administration. The first two items are one time expenses, not to repeated.



SOUTHWEST GAS CORPORATION

February 25, 2010

Mr. Kevin Kane
General Manager
Victor Valley Transit Authority
11741 East Santa Fe Avenue
Hesperia, CA 92345

RE: Minimum Annual Volume Shortfall Contract Number 12024

Dear Mr. Kane:

Southwest Gas Corporation (Southwest) has reviewed and considered your request to calculate the Minimum Annual Volume (MAV) for the Victor Valley Transit Authority (VVTA) Contract number 12024 with an effective date of July 1, 2009. Southwest also reviewed your request to waive the MAV charges of \$24,575 on your invoice dated August 11, 2009.

Southwest and VVTA executed an Incremental Facilities Agreement on April 10, 2008 to serve the CNG fueling Station located at 9858 E. Avenue, Hesperia, California. Per Article V "Other Operating Provisions" Section A "Minimum Annual Volume" of the Agreement, the year 1 of MAV calculation begins on the first day of the month following the completion date of facilities contemplated under the agreement. Southwest worked diligently and completed its natural gas facilities by July 2, 2008. Therefore, the MAV calculations started on August 1, 2008.

Due to the existing contract language and to avoid any negative impact on our other Southern California customers, Southwest is unable to grant your request.

Southwest appreciates the opportunity to serve VVTA's energy needs and look forward to assist you in the future with any natural gas needs.

Best regards,

Nasrin Houston
Industrial Gas Engineer

**AGENDA ITEM
FIVE**

VICTOR VALLEY TRANSIT AUTHORITY

AGENDA MATTER

Negotiate Operations and Maintenance Contract Extension with Veolia.

SUMMARY STATEMENT

The Veolia contract for operation and maintenance of VVTA fixed, deviated, County routes and complementary paratransit (ADA) service is due to expire April 2010. This past year was the last option year. Normally, VVTA would have released a RFP several months ago to re-bid the service but the construction of the new facility has made that extremely impractical and would not allow for a level playing field for any new proposers. The incumbent would have an unfair advantage.

First of all, VVTA is scheduled to move into its new facility approximately May 2011 just a little more than 13 months from now. In order to bid, competitors would have to find and equip a temporary operations and maintenance facility for 13 months before VVTA moves into its own facility. These start-up costs for a potential proposer would be unfair compared to Veolia's position at the current leased facility.

Continued

RECOMMENDED ACTION

OPTION 1: Extend the current Veolia contract for 13 months with an increase of the Fixed Rate of 3% and the Variable Rate of 6.45% for an estimated increase over the former flat 3% increase of \$167,984. With the understanding that if there is a need to extend beyond the 13th month (May 2011) there will be a further negotiation for rates.

OPTION 2: Extend the current Veolia contract for 13 months with an increase of the Fixed and Variable Rate of 5% for an estimated increase over the former 3% increase of \$133,579. With the understanding that if there is a need to extend beyond the 13th month (May 2011) there will be a further negotiation for rates.

OPTION 3: Extend the current Veolia contract for 13 months with an increase of the Fixed and Rate Variable Rate of 4% for an estimated increase over the former flat 3% increase of \$66,790. With the understanding that if there is a need to extend beyond the 13th month (May 2011) there will be a further negotiation for rates.

PRESENTED BY	FISCAL IMPACT	MEETING DATE	ITEM NUMBER
Kevin Kane, General Manager	To be determined	March 15, 2010	5

VICTOR VALLEY TRANSIT AUTHORITY

AGENDA MATTER

Negotiate Operations and Maintenance Contract Extension with Veolia.

SUMMARY STATEMENT

Continued

Furthermore, by VVTA timing the release of an RFP to coincide with the move into the new facility staff and possibly a consultant can develop a more detailed RFP with specific requirements for facility maintenance, equipment provided and PMIs required, landscaping, detailed specifications on operation and maintenance of the new CNG fueling facility and as we let the current maintenance agreement expire, responsibility and maintenance of the PV (photovoltaic system), etc. For these reasons and because of the potential size of this contract, staff has already received concurrence from FTA for the contract extension.

What remains is the negotiation of the rate for the extended period. The contract about to expire calls for a 3% increase per year. It is common knowledge that the releasing of a new RFP often results in an increase in expense to the public agency (VVTA) beyond what the former contract would equate to. A November 2009 report by Dhillon Management Services referencing the possible release of the Administration Contract stated "When the current contract expires (February 22, 2010), it is expected that a new contract will include cost increases ranging between 6% and 12%". While this may not hold true for an Operations and Maintenance contract, I believe VVTA could expect to see an increase beyond the 3%. Additionally, Veolia's current management has demonstrated numerous times that their original proposal did not allow for fair and competitive driver wages.

To start negotiations Veolia has made a proposal to increase the variable rate which is the rate VVTA pays for each revenue hour of service provided. Veolia has recalculated the variable to address what they say is chronic low wage for drivers. Veolia's proposal is for an increase of 6.45% for the variable rate from an annualized rate for FY 09-10 of \$34.52 to \$36.75 as compared to the straight 3% increase which would be \$35.56.

The current annualized cost is 141,163 revenue hours X \$34.52 per revenue hour = \$4,872,877. At 3% VVTA's cost would be 141,163 revenue hours X \$35.56 per revenue hour = \$5,019,756. At 6.45% VVTA's cost would be 141,163 revenue hours X \$36.75 per revenue hour = \$5,187,740. Or an increase of \$167,984 over the expiring contact increase of 3%. Finally, Veolia proposes the Fixed Cost (for administration, mechanics, supervisors, etc) remain at the current 3% increase as in the previous 6 years.

Continued

VICTOR VALLEY TRANSIT AUTHORITY

AGENDA MATTER

Negotiate Operations and Maintenance Contract Extension with Veolia.

SUMMARY STATEMENT

Continued

TAC reviewed this proposal and strongly agreed that the drivers are underpaid. However, with the current economic conditions at all the cities they could not agree to recommend this increase to the Board.

Since VVTA is negotiating a new rate to continue the contract with Veolia, staff has prepared the cost differential for a 4% and 5% increase to the contract for both fixed and variable costs. This is the same way the Veolia contract has been handled throughout the contract period.

PROPOSED OPERATIONS INCREASE FOR VEOLIA EXTENSION

RevHrs FY 09-10
141,163

FY 09-10 Hr Rate
\$ 34.52
At 3% 35.56
At 4% 35.90
At 5% 36.25

	FY 09-10	3%	4%	5%	Diff btw 3% & 4%	Diff btw 3% & 5%
Fixed	\$ 1,806,004	\$ 1,860,184	\$ 1,878,244	\$ 1,896,304		
Variable	\$ 4,872,947	\$ 5,019,135	\$ 5,067,865	\$ 5,116,594		
Total	\$ 6,678,951	\$ 6,879,319	\$ 6,946,109	\$ 7,012,898	\$ 66,790	\$ 133,579

**AGENDA ITEM
SIX**

VICTOR VALLEY TRANSIT AUTHORITY

AGENDA MATTER

CMAQ Demonstration Project to Provide Lifeline Service between Barstow and the Victor Valley.

SUMMARY STATEMENT

Background: During the 2008 Unmet Transit Needs Testimony, SANBAG received comments in reference to the need for connectivity between Barstow and Victorville for medical purposes. At that time, SANBAG was developing a Rural Connectivity Plan to address such needs. However, changes in the economic environment has led to further closure of medical and social service facilities within the City of Barstow and brings the need of connectivity to the forefront.

In February 2010, the SANBAG Mountain Desert Committee approved an allocation of \$250,000 for new transit service between Barstow and Victor Valley. VVTA is a designated recipient of federal funding and would be able to claim these federal funds directly; BAT would not be able to access these funds directly and should they claim these funds through the standard state process, these dollars would not be received for, at a minimum, another fiscal year. Because of the more immediate need for service, SANBAG has asked VVTA to provide this service.

Staff is currently working with SANBAG, DAAS, and nonprofits in the Barstow area to identify:

- Best 3 days of the week for the service to operate.
- Number of trips per day (probably 3).
- Best pickup and drop-off locations such as Barstow Senior Center and Barstow transfer point, St. Mary's Apple Valley, Inland and Pacific Eye Clinics.
- Transfer agreement between VVTA and BAT.

Continued

RECOMMENDED ACTION

Authorize VVTA General Manager to apply for a \$250,000 CMAQ Demonstration Project Grant to provide limited scheduled bus service between Victor Valley and Barstow for a period of up to three (3) years.

PRESENTED BY	FISCAL IMPACT	MEETING DATE	ITEM NUMBER
Kevin Kane, General Manager	\$250,000 CMAQ funds Not to Exceed three (3) years	March 15, 2010	6

VICTOR VALLEY TRANSIT AUTHORITY

AGENDA MATTER

CMAQ Demonstration Project to provide lifeline service between Barstow and the Victor Valley.

SUMMARY STATEMENT

Continued

In addition staff is currently working on proposed schedules, routing and costs. This service will be considered lifeline service with transit available at a minimum of two - three days per week. Service will be monitored closely and changes to routing, schedule and or frequency will be made as needed. These total funds will be available to pay for all costs of this demonstration service for a total of 3 years. VVTA will have complete oversight.

Perhaps most importantly staff is working with SANBAG and the County to establish performance standards including riders per revenue hours, and minimum farebox recovery (probably 10% - 20%). These standards will give the Board the data necessary to determine if the demonstration project is a success and should continue. There is an understanding that the key customers/clients are Barstow residents seeking medical, social, and legal services among other services not available in Barstow. As an example, staff understands there is no chemotherapy available in Barstow. At the end of the demonstration project is VVTA understands that continuation of the service will be the fiscal responsibility of the County and Barstow. There could be some fiscal participation from VVTA but only if significant ridership develops originating in Victor Valley going to Barstow.

This item was discussed at the March 3, 2010 TAC meeting. TAC unanimously recommended forwarding this item to the Board for approval.

Minute Action

AGENDA ITEM: _____

Date: March 3, 2010

Subject: Allocation of Mojave Desert Air Basin (MDAB) Congestion Mitigation/Air Quality (CMAQ) Funds for Fiscal Year (FY) 2009-2010 and FY 2010-2011

Recommendation:* Approve allocation of MDAB CMAQ funds to the following projects to be delivered in federal FY 2009-2010 and FY 2010-2011:

1. The Park & Ride Expansion project at the Junction of US 395 and Joshua Street-\$508,000.
2. The Lenwood Grade Separation project- \$1,000,000.
3. The Yucca Loma-Yates Road Corridor Grade Separation project - \$1,000,000.
4. The I-15/La Mesa Operational Improvement project Phase I-\$1,200,000.
5. Synchronization of traffic signals along State Route 62- \$226,000.
6. New Victorville to Barstow transit service (from transit set-aside)-\$250,000.

Background: On October 7, 2009, SANBAG Board approved the eligibility of the following project types for programming consideration with CMAQ funds from MDAB apportionments.

- Grade Separation Projects.
- Traffic operational improvement projects such as traffic signal synchronization.
- Park & Ride projects.

*

*Approved
Board of Directors*

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

The Board also directed staff to not exclude paving dirt roads projects from future MDAB CMAQ programming consideration.

SANBAG fared better in the two SAFETEA-LU rescissions applied to CMAQ and STP in 2009 than the other regional transportation planning agencies within the SCAG region, but nevertheless suffered a \$4.9 million apportionment loss in CMAQ funds. At the statewide level, California lost all CMAQ apportionment through the 2009 rescissions. Prior to the beginning of federal FY 2010 that began on October 1, 2009, the statewide CMAQ apportionment balance was wiped out completely. As of today, the Federal Highway Administration has provided partial CMAQ apportionments through the extension of SAFETEA-LU.

The allocation proposal presented in this item assumes SANBAG will receive full CMAQ apportionments in FY 2009-2010 and FY 2010-2011. The total apportionment target level is \$4 million. Staff will bring forward a modified proposal if SANBAG's allocation level is significantly different than this because of federal budget adjustments or a new authorization.

This allocation recommendation is the outcome of a MDAB CMAQ Allocation Review Committee meeting that included representatives from the Mojave Desert Air Quality Management District, Caltrans, the County of San Bernardino, City of Victorville, City of Hesperia, Town of Apple Valley, Town of Yucca Valley and SANBAG staff. The candidate projects were prioritized as follows:

1. The Park & Ride Expansion project at Junction of US 395 and Joshua Street (Total requested: \$508,000).
2. The Lenwood Grade Separation project (Total requested: \$1,000,000).
3. The Yucca Loma Yates Road Corridor Grade Separation project (Total requested: \$1,000,000).
4. The I15/La Mesa Operational Improvement project (Initial total requested: \$3,516,000. The project has split into two phases. The City adjusted allocation request to \$1,200,000 to fund the first phase of the project).
5. Synchronization of traffic signals along State Route 62. Total requested: \$226,000.
6. The Traffic Signal project - Install 3- way traffic signal at Spring Valley Pkway & Country Club Dr. (Total requested : \$226,000).
7. The High Desert Traffic Detection project – Vehicle Detecting along I-15 from I-15/ SR 138 to state line (Total requested: \$1,440,000).
8. The Installation of Back-up Battery Systems in Four Traffic Control Signals project (Total requested: \$40,000).

9. The Dirt Paving project for paving San Martin Road from Luna Road to Palmdale Road (Total requested: \$897,000).

Several projects were dropped from programming consideration because they failed to meet federal CMAQ eligibility criteria. For example, three out of the four dirt paving projects are not on the Federal Aid System. The top five projects were recommended to receive allocations. In addition to the PON process, staff also received a \$250,000 transit request to fund a new transit service from Victorville to Barstow. This request is consistent with SANBAG's existing transit setaside policy and is included in the recommendation.

Financial Impact: This item has no direct financial impact to SANBAG's Fiscal Year 2009-2010 Budget. These funds are allocated by SANBAG to local agencies but do not flow through the SANBAG budget.

Reviewed By: This item was reviewed and unanimously recommended for approval by Mountain/Desert Policy Committee on February 19, 2010.

Responsible Staff: Wendy Li, Chief of Programming

**CORRESPONDENCE
/PRESS CLIPS**



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511: A lifeline for commuters

FROM STAFF REPORTS

2010-03-01 09:38:07

Local drivers looking to plan a trip and commuters anxious to get to work on time now have a new resource: Inland Empire 511.

By calling 511 or by visiting www.ie511.org, users can get free, real-time information on road conditions, collisions, construction work and more throughout Southern California. Drivers can also calculate travel times, plan bus and rail trips and get information on carpooling options, with the new 511 linked to the existing Rideshare Program.

San Bernardino Associated Governments, or SANBAG, partnered with the Riverside County Transportation Commission to launch the local service, in keeping with a federal law requiring that 511 be established nationally this year.

Information on road conditions and incidents is provided by Caltrans and the California Highway Patrol, with cameras and changeable message signs also used to help gather and share travel information.

Most callers can simply dial 511 to access the interactive voice recognition system. However callers using AT&T landlines will have to use (877) MY-IE511 number until April, while AT&T finishes making the shortcut available.

During a future phase of the 511 program, a Spanish phone option will be made available and possibly the use of a voice activated transit trip planner.

The local launch of 511 marks just one of eight phone lines set aside for public assistance. Here's a look at other information available at the touch of three buttons:

- 211 — Health and social services
- 311 — Non- emergency government services
- 411 — Directory assistance
- 511 — Traffic and transit
- 611 — AT&T repair service
- 711 — California relay for hearing impaired
- 811 — "Call before you dig" for locating underground utility lines
- 911 — Life-threatening emergency services

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S.B. County gets more than \$500 million in 'stimulus'

BY NATASHA LINDSTROM
STAFF WRITER

The national "stimulus" package has funneled more than \$500 million into public and private coffers in San Bernardino County since Congress passed the \$862 billion spending bill one year ago, federal records show, but critics insist the windfall is creating jobs at too slow a pace while deepening national debt to an alarming level.

The nonpartisan Congressional Budget Office and multiple private

forecasters credit the stimulus package with creating or retaining 2 million jobs, plus helping add several percentage points to gross domestic product growth.

With \$179 billion spent so far, according to federal records on Recovery.gov, the package has cost about \$89,500 per job. In California, recipients reported using the stimulus to fund 70,745 jobs. That amounts to about \$109,000 per worker.

S.B. County stimulus

Here's a look at American Recovery and Reinvestment Act money distributed* to San Bernardino County recipients:

- **\$239 million** - Transportation, including new projects and repairs
- **\$101 million** - Small business loans backed by federal government
- **\$49 million** - Education, including university research and scholarships
- **\$43 million** - Single-family housing assistance
- **\$25 million** - Local cities
- **\$7 million** - Section 8 housing assistance

*Note: Figures do not include some funds delivered through state agencies, such as more than \$20 million the California Department of Education pumped into Victor Valley K-12 schools.

Source: ProPublica Recovery Tracker, Small Business Administration

STIMULUS

FROM PAGE 1

The bulk of San Bernardino County's stimulus funds — about \$240 million — have gone into transportation-related projects, ranging from \$7.7 million to repair Cushenbury Creek Bridge near Lucerne Valley, to \$3.4 million for Victor Valley Transit Authority to help build a new administration and maintenance facility.

Stimulus dollars helped nearly double the funding toward the planned Interstate 215 and Interstate 15 interchange at Devore, which is set to employ 8,000 people over the next three years, according to 1st District Supervisor Brad Mitzelfelt.

"The project would have been delayed indefinitely had that stimulus funding not been available," he said.

The next biggest county windfalls have gone to education (\$49 million), single-family housing assistance (\$53 million) and small business loans.

By November, \$101 million in stimulus-backed loans was split among 227 businesses countywide, according to the Small Business Administration's Santa Ana District Office.

Victor Valley business stimulus boons have ranged from The Budget Inn of Victorville's \$1.5 million loan to Victorville Speedwash's \$1.9 million loan.

"That's definitely the reason that we are here today," said Pedram Fararooy, co-owner of Victorville Speedwash, which held its grand opening on Dec. 15.

The stimulus package has also helped educate local students, with Victor Valley College getting more than \$8.5 million for Pell Grant student aid, and Victor Valley Beauty College and Westech College also receiving hundreds of thousands of dollars worth of tuition grants.

However, some critics insist the massive spending package isn't going

far enough for what it's piling onto the national debt — which now tops \$12 trillion, or roughly \$40,000 per citizen.

State officials are closely examining the reported job figures across the country, as local agencies are both under- and over-reporting job creation through stimulus dollars, according to Chris Whatley, who tracks stimulus programs for the Council of State Governments.

Last year a Bureau of State Audits review found that the state corrections department inflated job numbers, and another audit found Caltrans accidentally doubled their job numbers, according to Andrea McCarthy, spokeswoman with the Governor's Office.

Another fear is that stimulus injections merely pushed back major cuts until the one-time funds run dry. Local school district officials reported using stimulus to fund 227 teachers, many of which could be the first on the chopping block this spring.

"It's mainly just postponing the inevitable and next year when there's much less stimulus money, there will be much bigger problems," said Douglas Johnson, fellow with the Rose Institute of State and Local Government at Claremont McKenna College.

Economics professor Tom Pierce with California State University, San Bernardino, said despite public perception, the stimulus package is making progress on the nation's path to recovery. But he noted while states like California have avoided severe cuts and layoffs with recovery funding, the public has yet to see the majority of private sector jobs President Barack Obama promised.

"People want to see evidence of recovery, and really what people pay most attention to in their local situations is what the job market's like," Pierce said. "And usually

that's the last thing to improve when you have a serious recession and you're coming out of it. Businesses want to see that not only is business getting better, but that the recovery's going to last, and only then do they start doing more hiring."

Whatley said government's been slowest to spend stimulus money in energy-related projects, which get \$41 billion under the stimulus. He expects to see growth in "green" jobs as the money trickles down to agencies over the next several months.

Roughly two-thirds of federal stimulus funds — or \$515 billion — have yet to be spent. Yet Obama administration officials have said the initiative is on track, with 70 percent of the package expected to be doled out by October.

"Until those do roll out and you start having a sense that there are more individual lives that have transformed by new unemployment opportunities," Whatley said, "public perceptions of this complex spending package are going to be rightfully skeptical."

Natasha Lindstrom may be reached at (760) 951-6232 or at nllindstrom@VVDailyPress.com.

Commuting alternatives: a shift in drive-time habits

BY BROOKE EDWARDS
STAFF WRITER

More park and ride lots, reinstating express buses and eventually bringing Metrolink service to the Victor Valley are among the suggestions included in a new commuter study.

The Victor Valley Long Distance Commuter Needs Assessment surveyed locals over 10 months on existing commuter habits, looked at future demand and analyzed alternatives to solo drivers clogging the Cajon Pass each day.

But these options would require a major shift in lifestyle for

SEE COMMUTE • PAGE 6

VOICES

Local weigh in on commuting options at www.VictorValleyCommuter.com

"Ideally speaking, I would consider express buses. Rail of any kind would be nice, but I don't see that happening. I was around when VIA offered commuter bus service last time around, but it was not offered frequently enough and at the times when I travel, I commute. I don't see commuter service from Highland Desert to Montclair for Metrolink and not rail transit connection."

(S) from Adelanto

"From June 2003 to December 2004, I appreciated using the Victor Valley Commuter Services from Victorville to San Bernardino."

(S) VOICES • PAGE 6



FILE PHOTO: DAILY PRESS

STUDY: A new commuter study suggests more park and ride lots, reinstating express buses and Metrolink service to the Victor Valley.

VOICES

FROM ADELANTO

"I don't go to work in Riverside County, it was a very nice service. The buses were always full to capacity. My job here in Victorville was recently eliminated. I don't have to commute to the Ontario area. If the city or public transportation have to catch up with the bus to San Bernardino, then commuter commuting will be bus to work. It's a resume approach. I don't have to go to work. I don't consider installing the express bus to San Bernardino. Riverside is the Ontario area."

(B) from Victorville

"The only objection to this problem is to bring Metrolink to the Highland Desert. I'm sure that if the Adelanto would have to be considered to be. When I thought about it a few years ago, they blew me off. In the Cajon Pass, it's too steep to bring Metrolink up here. We have more than 300 miles of the road every day and we can send a man on the mountain, but we can't bring the Metrolink through the

FROM APPLE VALLEY

"I agree that a Metrolink line would be beneficial. I used to ride the Metrolink to work when I lived in Orange County. Now I live in Apple Valley and commute to Rancho Cucamonga. If there was a flexible system, I think it would be available for less than the cost of gas. I don't want to tell it to me, always get on the road at the same time every night. I don't know if a flexible system like that would need to be really quick."

(C) from Apple Valley

FROM ANGELES

"When I talk about the Metrolink to people, they say the commuter Metrolink line down the Cajon Pass is never on their minds. For the next 20 years, I think they don't want to build a house anywhere along the way and see that this is some type of locally based on federal laws, but how was it possible to add multiple new tracks up the pass in the last few years and not give consideration to a public transportation line that seems that out of sight, out of mind applies to those of us who live in the Highland Desert."

(S) from Victorville

FROM PAGE 1

the 50 percent or so of local workers who commute, the study from the county's transportation board SANBAG revealed, with most respondents indicating they felt any alternative to driving alone is "impractical."

The biggest problem, the study states, is commuters' destinations are dispersed across Southern California, with 15 percent heading north for work and the southerly commuters spread throughout San Bernardino, Riverside, Los Angeles and Orange counties. Also many of these long-distance commuters work for relatively small employers, meaning the chances a neighbor works at or even near the same destination are slim.

The drive for finding alternate methods may not be there yet either, with less than a fourth of surveyed locals characterizing their commute as "intolerable." The report noted that many workers moved to the Victor Valley expecting a long commute and accepting it as a trade-off for affordable housing, and they're now accustomed to quiet time alone in their car.

However, the report points out this acceptance could shift dramatically if fuel skyrockets again or congestion increases, with estimates that the Victor Valley's population will grow by about 230,000 within 20 years while only 60,000 new jobs are projected.

To prepare for this continued commuter flood, the report recommends launching a feasibility study on bringing Metrolink train service to the Victor Valley while acknowledging challenges to drum up funding and public support.

Riding the rail to San Bernardino would be a tradeoff for commuters.

With the Cajon Pass' steep grades, the trip could take 70 minutes. But proponents argue that's 70 minutes where riders could read or nap or get work done, rather than sit in stressful traffic.

More immediate recommendations from the study, presented Friday to SANBAG's Mountain/Desert Committee, include:

- Developing up to 1,000 new park and ride spaces over the coming decade,

with full paving, improved lighting and security. Efforts are already under way to fund these projects, the report states, with a \$508,000 expansion to the Victorville Park and Ride at Highway 395 and Joshua Street in the works.

- Filling empty seats and expanding existing vanpool, carpool and flex-commute options, with recommendations to market the program, further subsidize vanpool

and pilot a telecommute program with one or more employers.

- Reinstating express bus service to the Inland Valley, linking the Victor Valley with San Bernardino, for example, and the Metrolink system in Rancho Cucamonga or Montclair.

The \$72,000 study, funded by a state grant, was completed by Nelson Nygaard Consulting Associates. The process was overseen by a steering committee made up of area commuters and representatives from each Victor Valley city, and included a round of phone calls as well as an online survey.

COMMUTERS

45% to 50%

EMPLOYED LOCALS
COMMUTING OUTSIDE THE
VICTOR VALLEY FOR WORK

76%

RESPONDENTS DRIVE ALONE

23%

COMMUTE TO
LOS ANGELES COUNTY

17%

DRIVE TO RIVERSIDE OR
ORANGE COUNTIES OR
OTHER DESTINATIONS

1,000

PARK AND RIDE SPACES
THE STUDY RECOMMENDS
ADDING TO THE EXISTING
550 SPOTS OVER THE NEXT
10 TO 15 YEARS

640

RESIDENTS SURVEYED
FOR THE STUDY OVER THE
PHONE AND ONLINE

SOURCE: VICTOR VALLEY LONG
DISTANCE COMMUTER NEEDS
ASSESSMENT