VICTOR VALLEY TRANSIT AUTHORITY
REGULAR MEETING OF THE BOARD OF DIRECTORS
17150 Smoke Tree Street, Hesperia, CA 92345
Monday, November 16, 2026 | 9:30 A.M.

BOARD OF DIRECTORS

Liz Becerra, Chair
City of Victorville

Allison Lee, Vice Chair
City of Hesperia

James Noble, Director
City of Barstow

Paul Cook, Director
County of San Bernardino

Dawn Rowe, Director
County of San Bernardino

Gabriel Reyes, Director
City of Adelanto

Curt Emick, Director
Town of Apple Valley

MISSION

Moving our Community Forward.

PUBLIC ACCESS & ACCOMMODATIONS

The Board of Directors meeting facility is accessible to people with disabilities. In accordance with the Americans with Disabilities Act and California Government Code section 54954.2, the agenda is available in appropriate alternative formats upon request. If a disability-related modification or accommodation, including assistive listening devices, auxiliary aids, or services, is needed to participate in the meeting, please contact the Clerk of the Board at least three (3) business days prior to the meeting, when possible. The Clerk of the Board may be reached at (760) 995-3454 (voice) and or ClerkoftheBoard@vvta.org. For California Relay Service, dial 711 and provide the VVTA telephone number. The Clerk of the Board's office is located at 17150 Smoke Tree Street, Hesperia, CA 92345.

Agendas for regular meetings are posted at least 72 hours before the meeting in a location freely accessible to the public and on VVTA's website. The agenda contains a brief general description of each item of business to be transacted or discussed, including any closed-session item, as required by the Ralph M. Brown Act.

OPENING OF MEETING

A. CALL TO ORDER

B. ROLL CALL

C. PLEDGE OF ALLEGIANCE

D. ANNOUNCEMENTS

E. PUBLIC COMMENTS

This is the time the Board will hear public comments regarding items on the agenda, not on the agenda, or on 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. Each speaker is allowed three (3) minutes to present comments.

The Board will not take action on an item that does not appear on the posted agenda except as otherwise authorized by law. The Board may briefly respond, ask a clarifying question, make a brief announcement, or refer a matter to staff as permitted by the Brown Act. Public criticism of the policies, procedures, programs, or services of VVTA, or of the acts or omissions of the Board, is permitted.

F. CONSENT CALENDAR

Consent Calendar items shall be adopted by a single vote unless removed for discussion by a Board member. Members of the public may comment on a Consent Calendar item before the Board takes action on the item.

PAGE	STAFF REPORT / RECOMMENDATION	ACTION
Pg. 13	**1. Minutes from the Regular Meeting of the Board of Directors Conducted on September 21, 2026** **Recommendation:** Approve the minutes of the September 21, 2026 regular Board meeting. **Presented by:** Ana Arellano, Clerk of the Board/Executive Assistant	APPROVE
Pg. 25	**2. Payrolls and Warrants for August and September 2026** **Recommendation:** Move for approval. **Presented by:** Maged Azer, Chief Financial Officer	APPROVE

G. REPORTS

Pg. 35 **3. Management Reports - Verbal Report from Chief Executive Officer** — **INFO ONLY**

Recommendation: Information item only.

Presented by: Rod Goldman, Chief Executive Officer

Pg. 57 **4. Transit Operations Division, Victor Valley Detail Report** — **INFO ONLY**

Recommendation: Information item only.

Presented by: VVTA Transit Operations Division Unit

H. ACTION ITEMS

Pg. 61 **5. Amend VVTA's Zero-Emission Bus Rollout Plan** — **APPROVE**

Recommendation: Staff recommends that the Board of Directors approve amending the VVTA Zero-Emission Bus Rollout Plan.

Presented by: Dustin Strandberg, Chief Maintenance Officer

Pg. 121 **6. Approve the State of California Transit Mutual Assistance Compact** — **APPROVE**

Recommendation: Staff recommends that the Board of Directors approve VVTA's participation in the State of California Transit Mutual Assistance Compact (TransMAC) and authorize the Chief Executive Officer to execute the agreement.

Presented by: Esteban Rodriguez, Chief Operating Officer

Pg. 141 **7. Approve the 2027 Board of Directors Meeting Calendar** — **APPROVE**

Recommendation: Staff recommends that the Board of Directors approve the proposed 2027 Board of Directors meeting calendar, including the January and February meeting dates adjusted for holidays.

Presented by: Ana Arellano, Clerk of the Board/Executive Assistant

I. BOARD OF DIRECTORS COMMENTS

J. CORRESPONDENCE AND PRESS CLIPS

K. DATE OF NEXT MEETING

Monday, December 21, 2026, at 9:30 AM, Victor Valley Transit Authority, 17150 Smoke Tree Street, Hesperia, CA 92345

L. ADJOURNMENT

ACRONYM	DEFINITION
ADA	Americans with Disabilities Act
APTA	American Public Transit Association
AQMP	Air Quality Management Plan
BABA	Build America, Buy America
BAFO	Best and Final Offer
BEB	Battery Electric Bus
BOE	Board of Equalization
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CFP	Call for Projects
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
DAC	Disadvantaged Communities
DBE	Disadvantaged Business Enterprise
DBELO	Disadvantaged Business Enterprise Liaison Officer
DOD	Department of Defense
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
FAST	Fixing America's Surface Transportation ACT
FCEB	Fuel Cell Electric Bus (Hydrogen)

ACRONYM	DEFINITION
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
HVIP	Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program.
IAS-FFA	Independent Auditors Statement for Federal Funding Allocation
IIJA	Infrastructure Investment and Jobs Act
ITS	Intelligent Transportation Systems
JPA	Joint Powers Authority
LAP	Language Assistance Plan
LCFS	Low Carbon Fuel Standard
LCTOP	Low Carbon Transit Operations Program
LD	Liquidated Damages
LEED	Leadership in Energy and Environmental Design
LEP	Limited English Proficiency
LTF	Local Transportation Fund
MaaS	Mobility-as-a-Service
MBTA	Morongo Basin Transit Authority
MDAQMD	Mojave Desert Air Quality Management District
MDT	Mobile Display Terminal
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Planning
MTBP	Mass Transit Benefit Program
NEPA	National Environmental Policy Act of 1969
NOFO	Notice of Funding Opportunity
NTD	National Transit Database
OCTA	Orange County Transportation Authority
OWP	Overall Work Program

ACRONYM	DEFINITION
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PCA	Personal Care Attendant
PTMISEA	Public Transportation Modernization Improvement and Service Enhancement Account.
POP	Program of Projects
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RTAP	Rural Technical Assistance Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SaaS	Software as a Service
SBCTA	San Bernardino County Transportation Authority (formerly SANBAG)
SCAG	Southern California Association of Governments
SGIP	Self-Generation Incentive Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TCM	Transportation Control Measure
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEAM	Transportation Electronic Award and Management
TNC	Transportation Network Company
TOCP	Transit Operating and Capital Plan
TrAMS	Transit Award and Management System
TREP	Transportation Reimbursement Escort Program
TRIP	Transportation Reimbursement Incentive Program

ACRONYM	DEFINITION
TSP	Transit Signal Priority
TSSSDRA	Transit System Safety, Security and Disaster Response Account
ULEV	Ultra Low Emission Vehicle
UZAs	Urbanized Areas
VOMS	Vehicles Operated in Maximum Service
ZEB	Zero Emission Bus
ZEV	Zero Emission Vehicle

Meeting Procedures and Public Participation

The Ralph M. Brown Act protects the public's right to attend and participate in meetings of local legislative bodies. These procedures apply to meetings of the Victor Valley Transit Authority (VVTA) Board of Directors and are intended to promote accessible, orderly, and transparent meetings.

1. Agendas and Meeting Notices

Agendas for regular meetings are posted at least 72 hours before the meeting in a location freely accessible to the public and on VVTA's website. Notices for special meetings are posted at least 24 hours before the meeting. Each agenda identifies the meeting date, time, location, participation instructions, agenda items, and procedures for requesting disability-related accommodations. Other notice periods may apply to emergency or adjourned meetings as permitted by law.

2. Order of Business and Agenda Actions

The Board generally considers business in the order shown on the agenda; however, the Chair may change the order of consideration. Consent Calendar items may be approved together unless a Director requests that an item be considered separately. The Board may discuss or act only on matters listed on the posted agenda, except when a statutory exception applies. Before considering an unlisted matter, the Board must publicly identify the matter and make the findings and obtain the vote required by Government Code section 54954.2.

3. Closed Session

The Board may meet in closed session only for matters authorized by law, including certain personnel, pending litigation, labor negotiation, real property negotiation, and other confidential matters. Before convening in closed session, the Chair or designee will publicly identify the matters to be discussed. Following closed session, the Board will reconvene in open session and report any action required to be disclosed under Government Code section 54957.1.

4. Public Comment on Agenda Items

Members of the public may address the Board before or during its consideration of an agenda item. A Public Comment form may be provided to assist with meeting administration, but completing a form or stating a name, address, or other personal information is not required to speak. When recognized by the Chair, speakers should approach the designated microphone or use the applicable remote-participation method. Unless the Chair announces a different reasonable limit, each speaker is allowed up to three (3) minutes per agenda item and up to 12 minutes total during one meeting. Speakers using an interpreter will receive additional time as required by law unless simultaneous interpretation is provided.

5. General Public Comment

At regular meetings, members of the public may address the Board on matters within VVTA's subject-matter jurisdiction, including matters not listed on the agenda. The Board generally may not discuss or take action on an unlisted matter, but Directors or staff may briefly respond, ask a clarifying question, provide a reference to staff or other resources, make a brief announcement, request a future report, or direct that a matter be placed on a future agenda, as permitted by law. At special meetings, public comment may be limited to matters identified in the meeting notice.

6. Orderly Conduct

Members of the public may criticize VVTA's policies, procedures, programs, services, and the acts or omissions of the Board. All participants must comply with reasonable and lawful meeting rules. If conduct actually disrupts, disturbs, impedes, or makes the orderly conduct of the meeting infeasible, the Chair or designee may warn the individual that continued disruption may result in removal. If the conduct does not promptly cease, the individual may be removed. A warning is not required when a person uses force or makes a true threat of force, as provided by Government Code section 54957.95.

7. Accessibility and Accommodations

VVTA will provide reasonable disability-related modifications, accommodations, auxiliary aids, or services upon request. Instructions for submitting a request, including the appropriate contact information and requested advance-notice period, are provided on each meeting agenda. Agenda materials are available in alternative formats upon request.

Meeting administration. Please silence electronic devices and comply with all applicable facility rules, including VVTA's no-smoking and no-vaping requirements.

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VVTA

VICTOR VALLEY TRANSIT AUTHORITY

MISSION

Moving Our Community *Forward.*



VISION

To serve the region with excellent public transportation services of the highest quality, efficiency, and responsiveness to the needs of our community.

QUALITY

To increase ridership and community support by exceeding expectations.

EFFICIENCY

To maintain an efficient operation that represents a highly valued service.

RESPONSIVENESS

To provide services and facilities which are responsive to the needs of the community.

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AGENDA ITEM

1

STAFF REPORT

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CALL TO ORDER

The Regular Meeting of the Board of Directors of the Victor Valley Transit Authority was called to order at 9:31 A.M. by Chair Becerra.

ROLL CALL

Board Members Present

Chair Liz Becerra
Vice Chair Allison Lee
Director Curt Emick
Alternate Director CJ Porter
Alternate Director Sam Shoup
Director Gabriel Reyes

Board Members Absent

Director James Noble

Staff / Guests Present

Adam Ebright, County Counsel
Juan Robinson, City of Victorville
Julie Ryan, Town of Apple Valley
Cpl. Devon Steuerwald, SBCOSD
Rod Goldman, VVTA
Maged Azer, VVTA
Dustin Strandberg, VVTA
Esteban Rodriguez, VVTA
Ana Arellano, VVTA
Ashley Palmer, VVTA
Christine Plasting, VVTA
Craig Barnes, VVTA
Dana Fleming, VVTA
Debi Albin, VVTA
Elizabeth White, VVTA
Kristian Ibarra, VVTA
Marie Downing, VVTA
Marc Elliott, VVTA
Michelle Morris, VVTA
Nija Enos, VVTA
Sandye Martinez, VVTA
Sylvia Abadeer, VVTA
Angelina Calderone, Keolis
David Moore, Keolis
Jonathan McDowell, Keolis
Kevin LaPaglia, Keolis
Lisa Arellano, Keolis
Morgan Anderson, Keolis
Willy Perez, Keolis

PLEDGE OF ALLEGIANCE

Vice Chair Allison Lee led the audience in the Pledge of Allegiance.

ANNOUNCEMENTS

Chief Executive Officer Mr. Rod Goldman recognized Kevin LaPaglia, Parts Clerk, as VVTA's September Employee of the Month. Mr. LaPaglia was recognized for stepping up to serve as Parts Manager and for his dedication, professionalism, willingness to assume additional responsibilities, and commitment to keeping the Parts Department operating smoothly.

The Board and Mr. LaPaglia participated in a recognition photograph.

Mr. Goldman announced that September 22 was World Car Free Day. Riders were advised that VVTA, Mountain Transit, Needles Area Transit, and Morongo Basin Transit Authority services would be fare-free for the day.

Mr. Goldman provided an update regarding VVTA's advocacy for continued State transit funding. He reported that the final 2027 budget bill had been sent to the Governor and included full funding of the State's SB 125 commitment for the fiscal year, along with a higher baseline funding level for the Low Carbon Transit Operations Program than originally allocated.

Mr. Goldman announced appointments of VVTA staff to California Transit Association committees. Mr. Goldman was appointed to the Small Operators Committee, and Chief Operating Officer Esteban Rodriguez was appointed to the Operations Committee and the Fleet Maintenance and Zero Emission Transition Committee for 2026-2028. Chief Maintenance Officer Dustin Strandberg continues to serve on state and national fleet-maintenance and zero-emission committees.

Chair Becerra announced that the regularly scheduled October 19, 2026, Board meeting would be dark and that the next regular Board meeting would be held Monday, November 16, 2026, at 9:30 A.M. at the VVTA offices.

PUBLIC COMMENTS

None.

CONSENT CALENDAR

1 **Minutes from the Regular Meeting of the Board of Directors Conducted on August 17, 2026** — **APPROVED**

Recommendation: Move for approval.

Presented by: Debi Albin, Clerk of the Board

2 **Payrolls and Warrants for July 2026.** **APPROVED**

Recommendation: Approve VVTA's expenditures for July 2026.

Presented by: Maged Azer, Chief Financial Officer.

A MOTION WAS MADE by Director Emick to approve the Consent Calendar and Seconded by Alternate Director Shoup. The motion passed.

REPORTS

3 **Management Reports for Hesperia and Barstow Divisions - Verbal Report from Chief Executive Officer.** **INFO ONLY**

Recommendation: Information item only.

Presented by: Rod Goldman, Chief Executive Officer.

Mr. Goldman reported that VVTA was scheduling public meetings in local communities during the final months of 2026. A Victorville meeting was scheduled for October 22 at 3:30 P.M. at the Victor Valley Transportation Center, with additional meetings planned for Adelanto in November and Lucerne Valley in early December. The meetings will provide updates on VVTA activities, upcoming service changes, fare information, and opportunities for public questions and feedback.

To address overcrowding and on-time performance associated with student ridership, VVTA added an afternoon school tripper on Route 52 from Victor Valley High School in September. The trip is open to the public and has helped reduce overcrowding and improve afternoon schedule performance.

Performance highlights included:

- Fixed-route ridership for July 2026 increased approximately 11% compared with July 2025. Twenty-one of VVTA's 31 fixed routes experienced double-digit percentage increases. Barstow ridership rebounded on Route 2 and returned to approximately 2025 levels on Routes 3 and 6. Commuter-bus and demand-response ridership also continued to perform strongly year over year.
- Fixed-route on-time performance through August finished near the 85% target. Seasonal traffic and the start of the school year affected performance. Direct Access remained near or above the 85% target, while Micro-Link, which has a 90% target, was also affected by increased student travel.

- Mr. Goldman thanked Ana Arellano and Debi Albin for their work on the new Board agenda format incorporating VVTA's refreshed brand image. Board members complimented the revised format.

Board discussion addressed community-meeting locations, a consistent presentation format tailored to each community, and distributing information online and through social media. Director Reyes asked staff to research whether Board meetings could routinely provide a remote/online participation option. Mr. Goldman stated that applicable legal requirements would be reviewed.

4 Transit Operations Division, Victor Valley Detail Report. **INFO ONLY**

Recommendation: Information item only.

Presented by: VVTA, Sheriff Division Unit

The Sheriff's Transit Operations Detail reported August activity of approximately 2,500 contacts, 67 arrests, 43 uniformed bus rides, 258 bus-stop checks, 76 reports, and 118 citations.

The Detail highlighted two incidents:

- On August 15, VVTA Security reported a passenger with a knife at the transit center after the passenger became upset regarding a bus route and displayed a knife toward a bus driver. Coordination among VVTA Security, supervisors, and the Sheriff's Department allowed the deputy to locate and arrest the individual at a nearby bus stop. The individual also had an outstanding warrant.
- On August 30, deputies assisted the Victorville Police Department with a missing-person investigation. VVTA/Keolis staff received a photograph of the missing person, and employee Alfredo Melendez advised a supervisor that he had seen the individual at the transit center. The individual was located in good health.
- Board members thanked the deputies and VVTA/Keolis staff for their coordination, public-safety work, assistance locating missing persons, and participation in outreach to homeless encampments.

ACTION ITEMS

5 **Conduct Public Hearing Regarding VVTA's Fiscal Year 2027 Proposed Fare Adjustments and Approve Proposed Fare Changes.** **APPROVED**

Recommendation: Conduct the public hearing and approve the proposed fare changes.

Presented by: Rod Goldman, Chief Executive Officer

Chair Becerra opened the public hearing at 9:54 A.M. Mr. Goldman reviewed the proposed fare adjustments, which were recommended through VVTA's June 2024 Comprehensive Operational Analysis and are intended to simplify the fare structure, expand payment options, incorporate new technology, and improve fare equity. VVTA published notice of the public hearing on August 19, 2026, and had received no comments prior to the hearing.

Effective January 3, 2027, regular and student local fixed-route fares will increase by $0.25; county fixed-route and Micro-Link fares will be aligned with local fixed-route service; senior, disabled, and veteran fixed-route cash fares will remain unchanged; and day passes will be replaced by fare capping at $2.25 per day. Route 15 fares will increase from $6 to $7 per segment. Direct Access fares will increase from $2.50 to $3.00, with Zone 2 increasing from $4.50 to $5.00 and Zone 3 from $6.00 to $6.50. Veterans and active-duty military personnel will receive fare-free rides during Veterans Day week. VVTA will review fare revenue and potential modifications on a biennial basis.

Speaker: Ms. Terri Martini, a member of the public, addressed the Board and expressed concern regarding the financial impact of higher Direct Access fares on seniors and individuals living on fixed incomes. She described relying on assistance to obtain Direct Access transportation and asked the Board to consider the effect of increasing costs on riders with limited income.

Board members asked whether VVTA could consider additional relief for seniors and other riders on fixed incomes. Director Reyes recommended that staff research programs used by peer transit agencies, including potential income-qualified discounts or similar assistance, and return with options. Mr. Goldman clarified that senior, disabled, and veteran fixed-route cash fares will remain unchanged, while Direct Access fares will increase.

Following public testimony and Board discussion, the public hearing was closed at 10:05 A.M.

A MOTION WAS MADE BY Director Reyes to approve the recommended action and Seconded by Director Emick. The motion passed unanimously.

6 **Approve the 2026 Update to the Victor Valley Transit Authority Public Transportation Agency Safety Plan.** **APPROVED**

Recommendation: Approve the update to the Public Transportation Agency Safety Plan.

Presented by: Esteban Rodriguez, Chief Operating Officer.

Chief Operating Officer Esteban Rodriguez presented the 2026 update to VVTA's Public Transportation Agency Safety Plan. The update revises safety-performance targets for fatalities, injuries, safety events, and system reliability and uses a two-year average of VVTA safety-performance data. VVTA's safety committee approved the updated plan on September 1, 2026.

A MOTION WAS MADE BY Director Reyes to approve the recommended action and Seconded by Alternate Director Porter. The motion passed unanimously.

7 Adopt the Procurement Policy Manual Update. **APPROVED**

Recommendation: Adopt the revised VVTA Procurement Policy Manual.

Presented by: Christine Plasting, Procurement Manager.

Procurement Manager Christine Plasting presented proposed updates to the Procurement Policy Manual, including current procurement requirements and guidance; increasing the CEO's procurement approval authority from $250,000 to $350,000; matching FTA’s updates for the procurement small purchase, increasing the fixed-asset capitalization threshold from $2,500 to $3,500; and incorporating a Veterans Hiring Preference applicable to federally assisted capital construction projects.

Board discussion focused extensively on the proposed increase in CEO procurement authority, transparency, inflation, project timing, federal funding deadlines, and reporting of higher-dollar purchases. Staff explained that expenditures must be within an approved budget and that significant amendments and other matters requiring Board action would continue to be brought forward.

An initial motion was made to approve the policy update while excluding the proposed increase in CEO procurement authority. Alternate Director Porter, Vice Chair Lee, and Chair Becerra voted

yes; Alternate Director Shoup and Directors Reyes and Emick voted no. The 3-3 tie resulted in the motion failing.

A SUBSEQUENT MOTION WAS MADE BY Alternate Director Shoup and Seconded by Director Emick to approve the Procurement Policy Manual update as presented, with the understanding that the Board would receive notification/reporting regarding procurements made under the CEO's delegated authority. Alternate Directors Shoup and Porter and Directors Reyes and Emick voted yes; Vice Chair Lee and Chair Becerra voted no. The motion passed 4-2.

8 **Authorize Fiscal Year 2025-26 Low Carbon Transit Operations Program (LCTOP) Cycle B Allocation Requests.** — **APPROVED**

Recommendation: Adopt Resolution No. 26-05 and authorize the LCTOP Cycle B allocation requests and updated authorized-agent documentation.

Presented by: Marie Downing, Grants Manager.

Staff reported that VVTA received $562,696 in Fiscal Year 2025-26 LCTOP Cycle B funding, approximately $52,401 more than originally estimated. Staff recommended applying the additional funds to the Free Fares for K-12 Students program while continuing funding for the Vanpool Subsidy project. Updated Authorized Agent documentation identifies Chief Executive Officer Roderick Goldman as VVTA's authorized agent.

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

9 **A Resolution of the Board of Directors of the Victor Valley Transit Authority Adopting an Amended Conflict of Interest Code.** — **APPROVED**

Recommendation: Adopt Resolution No. 26-04 and authorize submission of the amended Code to the San Bernardino County Board of Supervisors, acting as the code-reviewing body.

Presented by: Ana Arellano, Clerk of the Board/Executive Assistant.

Clerk of the Board/Executive Assistant Ana Arellano presented Resolution No. 26-04. The Director of Operations position had been retitled Chief Operating Officer, with no change to duties, decision-making authority, or Form 700 filing obligations. The amendment also removes an obsolete reproduced version of FPPC Regulation 18730 and retains incorporation-by-reference language so future changes to the FPPC regulation are incorporated into VVTA's Code. The amendment does not reduce or otherwise change disclosure, filing, or disqualification requirements and has no anticipated fiscal impact.

During discussion, a Board member asked about monetary thresholds associated with conflict disclosures. Legal counsel explained that the matter raised was separate from the amendment before the Board and could be reviewed further.

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

BOARD OF DIRECTORS COMMENTS

Director Reyes reiterated his request that staff explore options for making Board meetings more accessible to the public through Zoom or another remote-participation platform. Staff noted that VVTA had used Zoom during the COVID-19 pandemic and would research applicable requirements, costs, and operational considerations.

Board members congratulated September Employee of the Month Kevin LaPaglia and thanked the Sheriff's Department and VVTA/Keolis staff for their service and public-safety efforts.

Director Emick highlighted several upcoming community events in Apple Valley during October.

Board members emphasized appreciation for employees who go above and beyond and reiterated that Board questions are intended to support accountability and the agency's continued success.

CORRESPONDENCE AND PRESS CLIPS

Clerk of the Board/Executive Assistant Ana Arellano reported that the month's press coverage was positive and focused primarily on two developments: the appointment of Esteban Rodriguez to the Chief Operating Officer position and the phased introduction of VVTA's 13 hydrogen fuel-cell electric buses into passenger service. The coverage highlighted Mr. Rodriguez's transit experience and leadership and VVTA's continued commitment to safe, reliable, and sustainable transportation throughout the High Desert.

DATE OF NEXT MEETING

Next Regular Meeting, Monday, November 16, 2026, at 9:30 A.M. Victor Valley Transit Authority, 17150 Smoke Tree Street, Hesperia, California 92345

INFO ONLY

ADJOURNMENT

The meeting was adjourned at 10:58 A.M.

ATTEST:

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Ana Arellano, Clerk of the Board

APPROVED:

_____

Liz Becerra, Board Chair

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AGENDA ITEM

2

STAFF REPORT

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Item Number: 2 **File Type**: Consent

REGULAR BOARD MEETING
November 16, 2026

SUBJECT: **Payrolls and Warrants for August and September 2026**

ACTION: **CONSENT**

PRESENTED BY: Maged Azer, Chief Financial Officer

RECOMMENDATION

Approve VVTA's expenditures for August and September 2026.

SUMMARY STATEMENT

The Payroll and Warrant Registers have been reviewed and audited pursuant to applicable provisions of Sections 37202 and 37208 of the California Government Code. Staff has verified the registers as accurate and complete and submits them to the Board of Directors for approval.

August 2026 - Agency's Gross Payroll for Administrative Employees

Payroll Date	Amount	Register No.
8/7/2026	$149,473.31	PR-163-08-26
8/21/2026	$154,565.07	PR-164-08-26
Total Payroll	**$304,038.38**	

August 2026 - Agency's Register of Warrants

Register Date	Amount	Check /ACH	Register No.
8/7/2026	$3,597,915.40	350/1-349/1	AP-08-2026
8/13/2026	$197,771.89	351/1-3295	AP-08-2026
8/26/2026	$755,681.02	353/1-3328	AP-08-2026
Total	**$4,551,368.31**		

September 2026 - Agency's Gross Payroll for Administrative Employees

Payroll Date	Amount	Register No.
9/4/2026	$160,283.16	PR-165-0926
9/18/2026	$160,193.24	PR-166-0926
Total Payroll	**$320,476.40**	

September 2026 - Agency's Register of Warrants

Register Date	Amount	Check /ACH	Register No.
9/9/2026	$2,335,496.86	3329-3359	AP-09-2026
9/17/2026	$382,946.21	358/1-3385	AP-09-2026
9/29/2026	$4,077,300.94	359/1-367/4	AP-09-2026
Total	**$6,795,744.01**		

FISCAL IMPACT

August's fiscal impact is $4,855,406.69. September's fiscal impact is $7,116,220.41.

ATTACHMENTS

A. August 2026 Warrant Register
B. September 2026 Warrant Register

Victor Valley Transit Authority

Check Register
August 1, 2026 - August 31, 2026

Check Number	Vendor	Date	Amount
00000350/1	Transtrack Systems, Inc.	8/5/2026	$58,161.00
3247	Allied Universal Security Services	8/6/2026	$11,384.79
3248	Aramark Refreshment Services, LLC	8/6/2026	$52.50
3249	CALSTART, Inc.	8/6/2026	$5,950.00
3250	Christianbelle Electric Inc	8/6/2026	$1,500.00
3251	Clean Energy	8/6/2026	$3,569.65
3252	Southern California Edison	8/6/2026	$9,397.55
3253	Southern California Edison	8/6/2026	$8,584.83
3254	Exemplifai LLC	8/6/2026	$11,575.00
3255	Federal Express Corp.	8/6/2026	$91.85
3256	Genfare, LLC	8/6/2026	$53,650.00
3257	HI-Desert Communications	8/6/2026	$1,308.00
3258	Konica Minolta Business Solutions	8/6/2026	$11.27
3259	USA TODAY Media Corp.	8/6/2026	$899.28
3260	Mountainview Biological Consulting LLC	8/6/2026	$8,257.00
3261	PSOMAS	8/6/2026	$12,684.36
3262	Ring Central, Inc.	8/6/2026	$2,576.73
3263	Apple Valley Communications, Inc.	8/6/2026	$771.73
3264	Sonic Systems, Inc.	8/6/2026	$8,950.00
3265	Splattered Ink, LLC	8/6/2026	$278.25
3266	The Dealership Doctor's, Inc.	8/6/2026	$17,717.35
3267	Tolar Manufacturing Co., Inc	8/6/2026	$1,729.18
3268	Triton Global Services, Inc.	8/6/2026	$984.57
3270	Verizon	8/6/2026	$8,026.64
00000348/1	Keolis Transit Services, LLC	8/7/2026	$2,622,954.13
00000349/1	Keolis Transit Services, LLC	8/7/2026	$746,849.74
00000351/1	New Flyer Of America	8/10/2026	$5,336.21
00000351/2	New Flyer Of America	8/10/2026	$21,210.26
00000351/3	New Flyer Of America	8/10/2026	$5,336.21
00000351/4	New Flyer Of America	8/10/2026	$21,210.26
00000352/1	Keolis Transit Services, LLC	8/10/2026	$20,000.00
00000352/2	GMV Syncromatics	8/10/2026	$902.33
3271	ADARide.com LLC	8/13/2026	$4,253.50
3272	AECOM Technical Services, Inc.	8/13/2026	$30,570.97
3273	AVTECH Software Inc.	8/13/2026	$796.20
3274	Charter Communications	8/13/2026	$112.15
3275	Charter Communications	8/13/2026	$1,099.00
3276	Charter Communications	8/13/2026	$184.83

Check Number	Vendor	Date	Amount
3277	Charter Communications	8/13/2026	$749.00
3278	Charter Communications	8/13/2026	$1,649.00
3279	Charter Communications	8/13/2026	$820.00
3280	Charter Communications	8/13/2026	$329.99
3281	Charter Communications	8/13/2026	$242.07
3282	Charter Communications	8/13/2026	$269.99
3283	City of Barstow	8/13/2026	$464.27
3284	Southern California Edison	8/13/2026	$4,441.93
3285	Southern California Edison	8/13/2026	$19,506.69
3286	Southern California Edison	8/13/2026	$187.92
3287	High Desert Lock & Safe	8/13/2026	$353.31
3288	Inter-Con Security Systems, Inc.	8/13/2026	$46,644.15
3289	Loomis	8/13/2026	$1,390.15
3290	Special District Risk Management	8/13/2026	$3,098.27
3291	Southwest Gas Corporation	8/13/2026	$258.45
3292	Southwest Gas Corporation	8/13/2026	$23.58
3293	Southwest Gas Corporation	8/13/2026	$80.19
3294	Trona Community Senior Center	8/13/2026	$5,531.01
3295	Western AudioVisual	8/13/2026	$720.00
00000353/1	Allison Lee	8/17/2026	$200.00
00000353/2	Christopher Porter	8/17/2026	$200.00
00000353/3	Curt Emick	8/17/2026	$200.00
00000353/4	Elizabeth Becerra	8/17/2026	$200.00
00000353/5	Gabriel Reyes	8/17/2026	$200.00
00000353/6	James Noble	8/17/2026	$200.00
00000353/7	Samuel Shoup	8/17/2026	$200.00
00000356/1	San Bernardino County Sheriff's Department	8/19/2026	$63,608.07
00000356/2	GMV Syncromatics	8/19/2026	$207,911.00
3296	Amazon Business	8/20/2026	$1,574.29
3298	American Public Transportation Asso	8/20/2026	$39,250.00
3299	Aramark Refreshment Services, LLC	8/20/2026	$598.60
3300	Beck Oil, Inc.	8/20/2026	$3,291.14
3301	Bonnie Baker Senior Center	8/20/2026	$1,147.88
3302	Charter Communications	8/20/2026	$27,198.18
3303	City Of Victorville	8/20/2026	$849.62
3304	Commute With Enterprise	8/20/2026	$154,800.00
3305	Southern California Edison	8/20/2026	$6,772.78
3306	Southern California Edison	8/20/2026	$17,002.33
3307	Exemplifai LLC	8/20/2026	$17,363.00
3308	Safeway Sign Company	8/20/2026	$136.81
3309	San Bernardino County	8/20/2026	$1,160.25
3310	Southwest Gas Corporation	8/20/2026	$17.35
3311	Southwest Gas	8/20/2026	$123,677.12
3312	Southwest Gas	8/20/2026	$13.12

Check Number	Vendor	Date	Amount
3313	Victor Valley College Foundation, Inc.	8/20/2026	$1,000.00
3314	Willy Perez	8/20/2026	$500.00
3315	Charter Communications	8/20/2026	$27,198.18
3316	City Of Hesperia	8/26/2026	$6,555.53
3317	City Of Victorville	8/26/2026	$781.54
3318	Diamond Environmental Services, LP	8/26/2026	$804.95
3319	Dustin Strandberg	8/26/2026	$679.60
3320	Foothill AIDS Project	8/26/2026	$1,740.00
3321	Frontier	8/26/2026	$106.44
3322	Frontier	8/26/2026	$380.14
3323	Genfare, LLC	8/26/2026	$32,635.79
3324	Nancie Goff	8/26/2026	$2,229.86
3325	Principal Life Insurance Company	8/26/2026	$3,412.20
3326	Southwest Gas	8/26/2026	$11.00
3327	Think Graphic Design	8/26/2026	$220.00
3328	TMD Transportation Management & Design	8/26/2026	$9,654.25
Total			**$4,551,368.31**

Victor Valley Transit Authority

Check Register
September 1, 2026 - September 30, 2026

Check Number	Vendor	Date	Amount
3329	Aramark Refreshment Services, LLC	9/3/2026	$52.50
3330	Southern California Edison	9/3/2026	$13,936.52
3331	Southern California Edison	9/3/2026	$5,755.13
3332	Southern California Edison	9/3/2026	$7,407.13
3333	Golden State Water Company	9/3/2026	$551.75
3334	Golden State Water Company	9/3/2026	$333.22
3335	Golden State Water Company	9/3/2026	$54.00
3336	Golden State Water Company	9/3/2026	$713.76
3337	Golden State Water Company	9/3/2026	$574.89
3338	HI-Desert Communications	9/3/2026	$1,308.00
3339	Konica Minolta Business Solutions	9/3/2026	$11.40
3340	Mountainview Biological Consulting LLC	9/3/2026	$13,206.32
3341	PSOMAS	9/3/2026	$9,806.50
3342	Ring Central, Inc.	9/3/2026	$2,576.73
3343	ShredYourDocs.com	9/3/2026	$90.00
3344	Sonic Systems, Inc.	9/3/2026	$8,950.00
3345	Verizon	9/3/2026	$12,352.65
3346	Wirz And Co Printing Inc	9/3/2026	$8,309.87
3347	Pinnacle Petroleum, Inc.	9/3/2026	$39,040.58
3348	Southwest Gas Corporation	9/3/2026	$55,389.52
00000357/1	Abundant Living Family Church HD	9/4/2026	$1,460.00
00000357/2	San Bernardino County Sheriff's Department	9/4/2026	$278,426.00
3349	Air Filtration Resources	9/9/2026	$9,688.42
3350	City of Victorville	9/9/2026	$48,564.32
3351	Southern California Edison	9/9/2026	$4,117.69
3352	Southern California Edison	9/9/2026	$26,117.45
3353	Southern California Edison	9/9/2026	$203.69
3354	Genfare, LLC	9/9/2026	$1,777,550.25
3355	Loomis	9/9/2026	$1,512.37
3356	State Compensation Insurance Fund	9/9/2026	$6,717.21
3357	Southwest Gas Corporation	9/9/2026	$643.69
3358	Southwest Gas Corporation	9/9/2026	$17.37
3359	Southwest Gas Corporation	9/9/2026	$57.93
00000358/1	Oracle America, Inc.	9/15/2026	$39,130.78
00000358/2	RideCo US, Inc	9/15/2026	$74,793.10

Check Number	Vendor	Date	Amount
3360	ADARide.com LLC	9/17/2026	$5,108.00
3361	Allied Universal Security Services	9/17/2026	$9,331.11
3362	Amazon Business	9/17/2026	$2,375.79
3363	Aztek Computers, LLC	9/17/2026	$30,336.47
3364	Beck Oil, Inc.	9/17/2026	$3,485.24
3365	Charter Communications	9/17/2026	$114.15
3366	Charter Communications	9/17/2026	$1,099.00
3367	Charter Communications	9/17/2026	$185.83
3368	Charter Communications	9/17/2026	$749.00
3369	Charter Communications	9/17/2026	$1,649.00
3370	Charter Communications	9/17/2026	$820.00
3371	Charter Communications	9/17/2026	$329.99
3372	Charter Communications	9/17/2026	$242.07
3373	Charter Communications	9/17/2026	$269.99
3374	City Of Victorville	9/17/2026	$1,098.14
3375	Commute With Enterprise	9/17/2026	$154,993.55
3376	Diamond Environmental Services, LP	9/17/2026	$804.95
3377	Inter-Con Security Systems, Inc.	9/17/2026	$45,178.91
3378	USA TODAY Media Corp.	9/17/2026	$1,077.08
3379	MCCi, LLC	9/17/2026	$3,558.10
3380	Mojave Desert AQMD	9/17/2026	$181.94
3381	Rotary Club Of Victorville	9/17/2026	$180.00
3382	San Bernardino County	9/17/2026	$2,431.00
3383	Senir Design	9/17/2026	$290.28
3384	Stantec Consulting Services Inc.	9/17/2026	$3,007.74
3385	TransitTalent.com	9/17/2026	$125.00
00000359/1	Abundant Living Family Church HD	9/21/2026	$1,340.00
00000364/1	Keolis Transit Services, LLC	9/24/2026	$2,591,979.55
00000365/1	Keolis Transit Services, LLC	9/24/2026	$828,310.45
00000366/1	Keolis Transit Services, LLC	9/24/2026	$11,000.00
3387	Aramark Refreshment Services, LLC	9/24/2026	$224.49
3388	Bonnie Baker Senior Center	9/24/2026	$2,774.35
3389	Broadlux, Inc.	9/24/2026	$8,191.12
3390	Digi Vue Advertising	9/24/2026	$885.00
3391	Southern California Edison	9/24/2026	$7,494.20
3392	Southern California Edison	9/24/2026	$14,764.91
3393	Federal Express Corp.	9/24/2026	$61.34
3394	Frontier	9/24/2026	$106.60
3395	Genfare, LLC	9/24/2026	$95,090.00
3396	Governmentjobs.com, Inc.	9/24/2026	$6,038.00
3397	Konica Minolta Business Solutions	9/24/2026	$849.55
3398	Mountainview Biological Consulting LLC	9/24/2026	$2,250.00

Check Number	Vendor	Date	Amount
3399	NFPA	9/24/2026	$225.00
3400	Special District Risk Management	9/24/2026	$3,562.17
3401	Southwest Gas Corporation	9/24/2026	$66.29
3402	Southwest Gas	9/24/2026	$23.76
3403	Southwest Gas Corporation	9/24/2026	$48,807.14
3404	TripSpark - Trapeze Software Group Inc.	9/24/2026	$37,120.00
3405	Trona Community Senior Center	9/24/2026	$4,310.66
3406	Clean Energy	9/24/2026	$7,982.79
3407	Southwest Gas	9/24/2026	$11.00
3408	Southwest Gas	9/24/2026	$122,872.22
00000367/1	RideCo US, Inc	9/29/2026	$154.79
00000367/2	San Bernardino County Sheriff's Department	9/29/2026	$278,430.00
00000367/3	GMV Syncromatics	9/29/2026	$1,123.54
00000367/4	GMV Syncromatics	9/29/2026	$1,252.02
Total			**$6,795,744.01**

AGENDA ITEM

3

STAFF REPORT

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Item Number: 3 **File Type**: Information

REGULAR BOARD MEETING
November 16, 2026

SUBJECT: **Management Reports**

ACTION: **INFORMATION**

PRESENTED BY: **Rod Goldman, Chief Executive Officer**

RECOMMENDATION

Information items only.

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.

- Keolis invoices for August and September 2026.
- Monthly Performance Statistics Systemwide Summary.
- Monthly Ridership Report.
- August 2025 over August 2026 Ridership - Comparison by Mode.
- September 2025 over September 2026 Ridership - Comparison by Mode.
- Fiscal Year 2027 Ridership Trends Chart.
- Monthly ADA Denial Report.
- Monthly Road Call Report.
- Keolis On-Time Performance Report.

FISCAL IMPACT

None.

KEOLIS

INVOICE NO. **0060319-IN**
0060320-IN

Keolis Transit Services
17150 Smoke Tree St.
Hesperia CA. 92345

BILL TO
Victor Valley Transit Authority
17150 Smoke Tree St.
Hesperia, CA 92345

Attention: Rod Goldman
Chief Executive Officer

DATE 9/11/2026

CONTRACT NAME:
Victor Valley Transit

MONTH **August 2026** **BILLING PERIOD 08/01/2026 - 8/31/2026**

	Budgeted Revenue hours	Actual Revenue hours	Missed Service Non-Billable Hours	Rate Year 3	Budged Revenue USD	Actual Revenue USD	Allocated Fixed Cost	Allocated Fixed Cost Percentage	Variance (+ or -)	Budgeted Expense Year-to-date	Actual Expense Year-to-date	Variance (+ or -) Year-to-date
ADA ParaTransit	3,997.87	3,852.03		99.64	$398,347.77	$383,816.30	179,694.37	15%	($14,531.47)	$783,848.95	$799,914.83	**$16,065.88**
Subscription	1,501.00	1,477.36		99.64	$149,559.64	$147,204.07	59,898.12	5%	($2,355.57)	$313,363.81	$298,038.50	**($15,325.31)**
Micro-Link	1,419.32	1,232.27		99.64	$141,421.04	$122,783.25	59,898.12	5%	($18,637.80)	$296,308.43	$251,011.78	**($45,296.65)**
Regional Fixed Rt	12,172.86	12,120.06	(57.02)	99.71	$1,213,755.87	$1,208,491.18	587,001.62	49%	($5,264.69)	$2,433,476.39	$2,424,594.22	**($8,882.17)**
County	1,693.23	1,692.07	(2.05)	99.71	$168,831.96	$168,716.30	71,877.75	6%	($115.66)	$336,376.67	$336,082.53	**($294.14)**
Route 15 (BV Link)	934.43	930.50	(3.93)	99.71	$93,172.02	$92,780.16	35,938.87	3%	($391.86)	$187,849.65	$185,347.93	**($2,501.72)**
Fort Irwin (NTC)	311.22	311.17	(1.52)	99.55	$30,981.95	$30,976.97	11,979.62	1%	($4.98)	$64,912.57	$64,746.32	**($166.25)**
Barstow-Fixed Route	2,222.12	2,218.42	(3.91)	99.71	$221,567.59	$221,198.66	107,816.62	9%	($368.93)	$441,300.51	$440,741.14	**($559.37)**
Barstow-County	1,238.48	1,233.93	(4.61)	99.71	$123,488.84	$123,035.16	59,898.12	5%	($453.68)	$245,427.20	$244,533.79	**($893.41)**
Barstow-DAR	632.94	565.30		99.64	$63,066.14	$56,326.37	23,959.25	2%	($6,739.77)	$124,093.65	$112,677.74	**($11,415.91)**
SUBTOTALS	**26,123.47**	**25,633.11**	**(73.04)**		**$2,604,192.82**	**$2,555,328.42**	**$1,197,962.49**	**100%**	**-$48,864.40**	**$5,226,957.83**	**$5,157,688.78**	**-$69,269.05**

TOTAL INVOICE **$3,753,290.91**

Please REMIT TO:
Keolis Transit Services, LLC
53 State Street, 11th Floor
Boston, MA 02109
ARDept@keolisna.com

Manager's Signature and Business Phone

KEOLIS

INVOICE NO. **0060321-IN**
0060322-IN

Keolis Transit Services
17150 Smoke Tree St.
Hesperia CA. 92345

BILL TO
Victor Valley Transit Authority
17150 Smoke Tree St.
Hesperia, CA 92345

Attention: Rod Goldman
Chief Executive Officer

DATE 10/20/2026

CONTRACT NAME:
Victor Valley Transit

MONTH **September 2026** **BILLING PERIOD 09/01/2026 - 09/30/2026**

	Budgeted Revenue hours	Actual Revenue hours	Missed Service Non-Billable Hours	Rate Year 3	Budged Revenue USD	Actual Revenue USD	Allocated Fixed Cost	Allocated Fixed Cost Percentage	Variance (+ or -)	Budgeted Expense Year-to-date	Actual Expense Year-to-date	Variance (+ or -) Year-to-date
ADA ParaTransit	3,739.94	3,873.12		99.64	$372,647.62	$385,917.50	179,694.37	15%	$13,269.88	$1,156,493.58	$1,185,832.33	**$29,338.75**
Subscription	1,501.00	1,442.16		99.64	$149,559.64	$143,696.85	59,898.12	5%	($5,862.79)	$462,923.45	$441,735.35	**($21,188.10)**
Micro-Link	1,419.32	1,233.25		99.64	$141,421.04	$122,880.85	59,898.12	5%	($18,540.20)	$437,731.46	$373,892.63	**($63,838.83)**
Regional Fixed Rt	11,636.73	11,593.37	(65.53)	99.71	$1,160,298.35	$1,155,974.92	587,001.62	49%	($4,323.43)	$3,593,770.75	$3,580,569.14	**($13,201.61)**
County	1,607.97	1,606.21	(2.43)	99.71	$160,330.69	$160,155.20	71,877.75	6%	($175.49)	$496,710.35	$496,237.73	**($472.62)**
Route 15 (BV Link)	900.13	899.26	(0.87)	99.71	$89,751.96	$89,665.21	35,938.87	3%	($86.75)	$277,604.61	$275,013.14	**($2,591.47)**
Fort Irwin (NTC)	311.22	310.51	(2.18)	99.55	$30,981.95	$30,911.27	11,979.62	1%	($70.68)	$95,896.51	$95,657.59	**($238.92)**
Barstow-Fixed Route	2,109.16	2,106.12	(3.25)	99.71	$210,304.34	$210,001.23	107,816.62	9%	($303.12)	$651,606.85	$650,742.37	**($864.48)**
Barstow-County	1,173.61	1,169.63	(3.86)	99.71	$117,020.65	$116,623.81	59,898.12	5%	($396.85)	$362,445.87	$361,157.60	**($1,288.27)**
Barstow-DAR	592.10	530.75		99.64	$58,996.84	$52,883.83	23,959.25	2%	($6,113.01)	$183,094.47	$165,561.57	**($17,532.90)**
SUBTOTALS	**24,991.18**	**24,764.38**	**(78.12)**		**$2,491,313.10**	**$2,468,710.67**	**$1,197,962.49**	**100%**	**-$22,602.43**	**$7,718,277.90**	**$7,626,399.45**	**-$91,878.45**

TOTAL INVOICE **$3,666,673.16**

Please REMIT TO:
Keolis Transit Services, LLC
53 State Street, 11th Floor
Boston, MA 02109
ARDept@keolisna.com

Manager's Signature and Business Phone

FY 2027 -- Monthly Performance Statistics by Mode

Systemwide Summary

All Routes

Performance Statistics for August

Mode	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Passengers Per Rev. Hour	Operating Cost Per Passenger	Operating Cost Per Rev. Hour	Passenger Revenue Per Passenger	Passenger Revenue Per Rev. Hour	Farebox Recovery Ratio
Bus (Motorbus)	105,739	18,176.1	$3,650,388	$73,373	5.8	$34.52	$200.83	$0.69	$4.04	2.01%
Commuter Bus	3,251	311.2	$73,174	$19,606	10.4	$22.51	$235.16	$6.03	$63.01	26.79%
Demand Response	11,829	5,715.4	$1,215,807	$13,004	2.1	$102.78	$212.73	$1.10	$2.28	1.07%
System Total	120,819	24,202.7	$4,939,370	$105,983	5.0	$40.88	$204.08	$0.88	$4.38	2.15%

FY 2027 -- Monthly Performance Statistics by Mode

Systemwide Summary

All Routes

Performance Statistics for September

Mode	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Passengers Per Rev. Hour	Operating Cost Per Passenger	Operating Cost Per Rev. Hour	Passenger Revenue Per Passenger	Passenger Revenue Per Rev. Hour	Farebox Recovery Ratio
Bus (Motorbus)	115,913	17,366.8	$538,795	$82,977	6.7	$4.65	$31.02	$0.72	$4.78	15.40%
Commuter Bus	2,533	310.5	$16,053	$18,213	8.2	$6.34	$51.70	$7.19	$58.66	113.45%
Demand Response	11,824	5,710.1	$160,238	$75,333	2.1	$13.55	$28.06	$6.37	$13.19	47.01%
System Total	130,270	23,387.3	$715,086	$176,522	5.6	$5.49	$30.58	$1.36	$7.55	24.69%

Monthly Ridership Report

August, FY 2027

Bus (Motorbus), Commuter Bus, Demand Response Only

Total (All Day Types)

Mode	Passengers		Passengers Per Revenue Hour		Farebox Recovery Ratio	
	Prior Year	Current Year	Prior Year	Current Year	Prior Year	Current Year
Bus (Motorbus)	91,505	105,739	5.2	5.8	4.41%	2.01%
Commuter Bus	2,691	3,251	5.5	10.4	19.82%	26.79%
Demand Response	12,167	11,829	2.1	2.0	4.37%	1.07%
System Total	106,363	120,819	4.4	4.9	4.74%	2.15%

Monthly Ridership Report

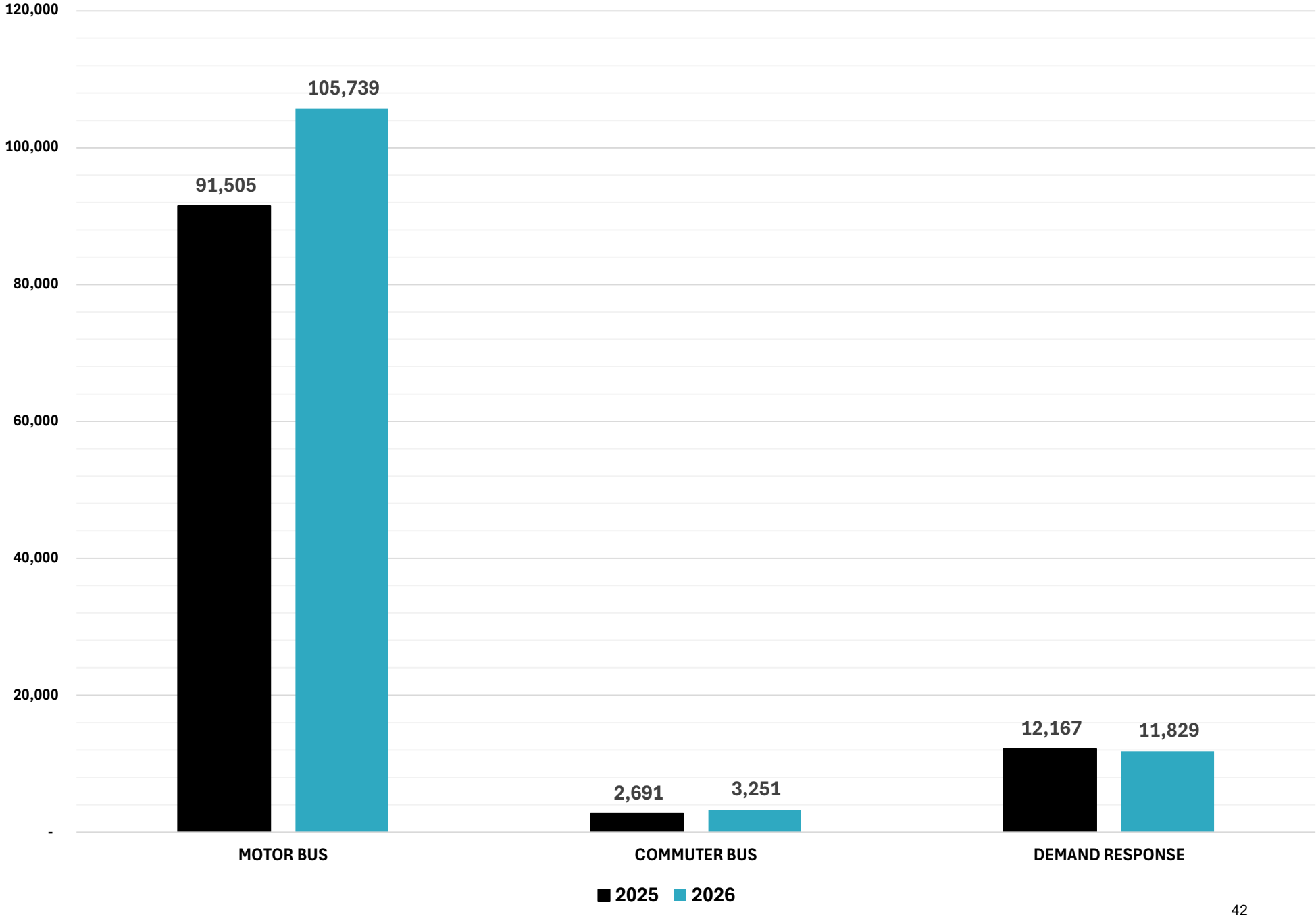
September, FY 2027

Bus (Motorbus), Commuter Bus, Demand Response Only

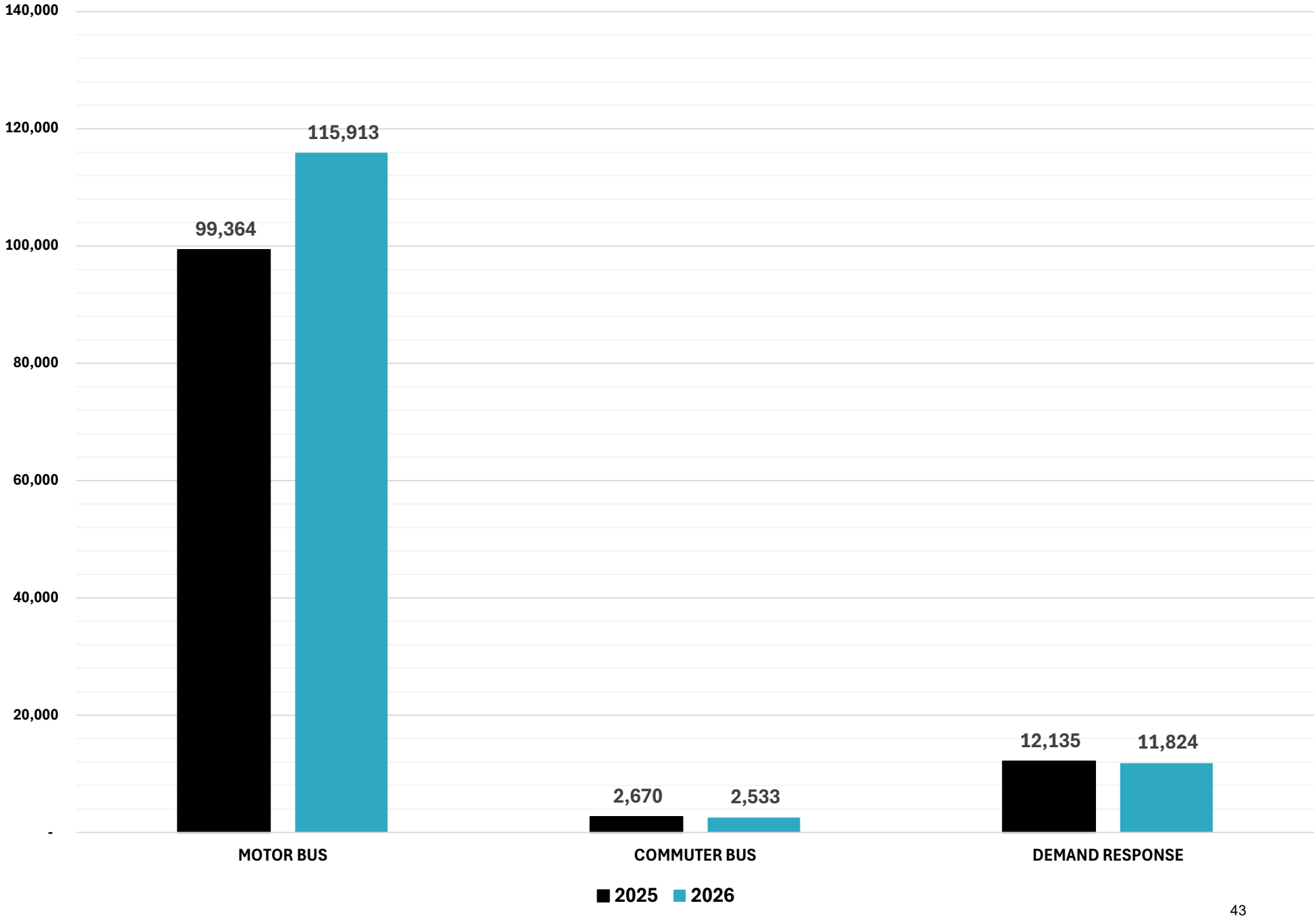
Total (All Day Types)

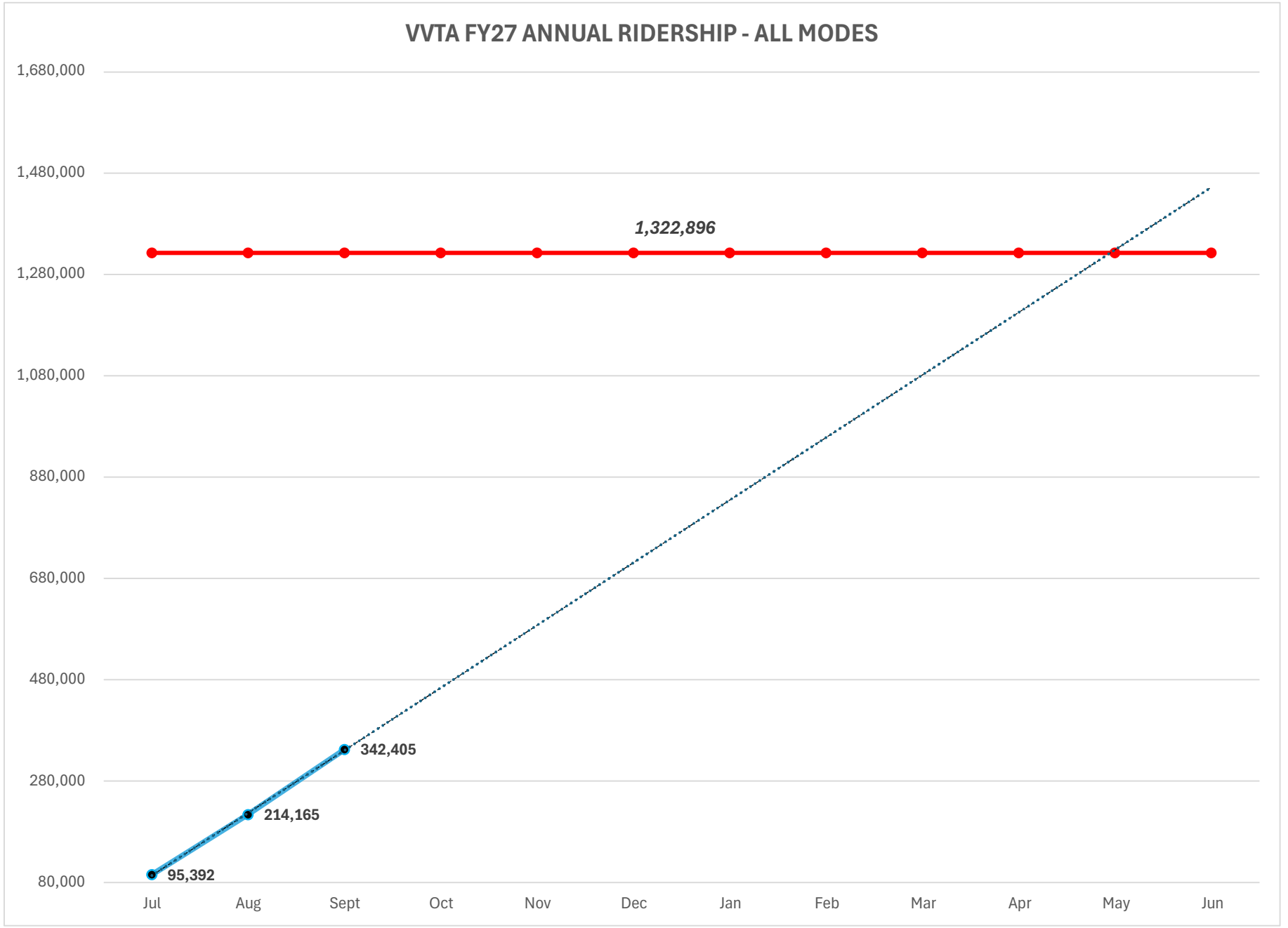
Mode	Passengers		Passengers Per Revenue Hour		Farebox Recovery Ratio	
	Prior Year	Current Year	Prior Year	Current Year	Prior Year	Current Year
Bus (Motorbus)	99,364	115,913	6.0	6.6	2.24%	15.40%
Commuter Bus	2,670	2,533	5.5	8.1	19.06%	113.45%
Demand Response	12,135	11,824	2.1	2.0	3.18%	47.01%
System Total	114,169	130,270	5.0	5.5	2.87%	24.69%

AUGUST 2025 TO AUGUST 2026 RIDERSHIP COMPARISON BY MODE



SEPTEMBER 2025 TO SEPTEMBER 2026 RIDERSHIP COMPARISON BY MODE




VVTA FY27 ANNUAL RIDERSHIP - ALL MODES
1,680,000
1,480,000
1,280,000
1,080,000
880,000
680,000
480,000
280,000
80,000
1,322,896
342,405
214,165
95,392
Jul
Aug
Sept
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun

ADA Dispatch Denial Report For the Month of August 2026

Date	Reservationist Name	Passenger Name	Time Requested	Reason for Denial	Alternate Ride Provided
All Rides Negotiated					

ADA Dispatch Denial Report For the Month of September 2026

Date	Reservationist Name	Passenger Name	Time Requested	Reason for Denial	Alternate Ride Provided
All Rides Negotiated					

August
Major and Non-Major
Miles Between Road Calls

Total Miles	FY 2026	FY 2027
Demand Response	75,130	64,972
Commuter Bus	1,637	12,115
Motor Bus	261,539	274,357
Total Miles	**338,306**	**351,444**

Total Road Calls	FY 2026	FY 2027
Demand Response	17	16
Commuter Bus	2	1
Motor Bus	59	61
Total Road Calls	**78**	**78**

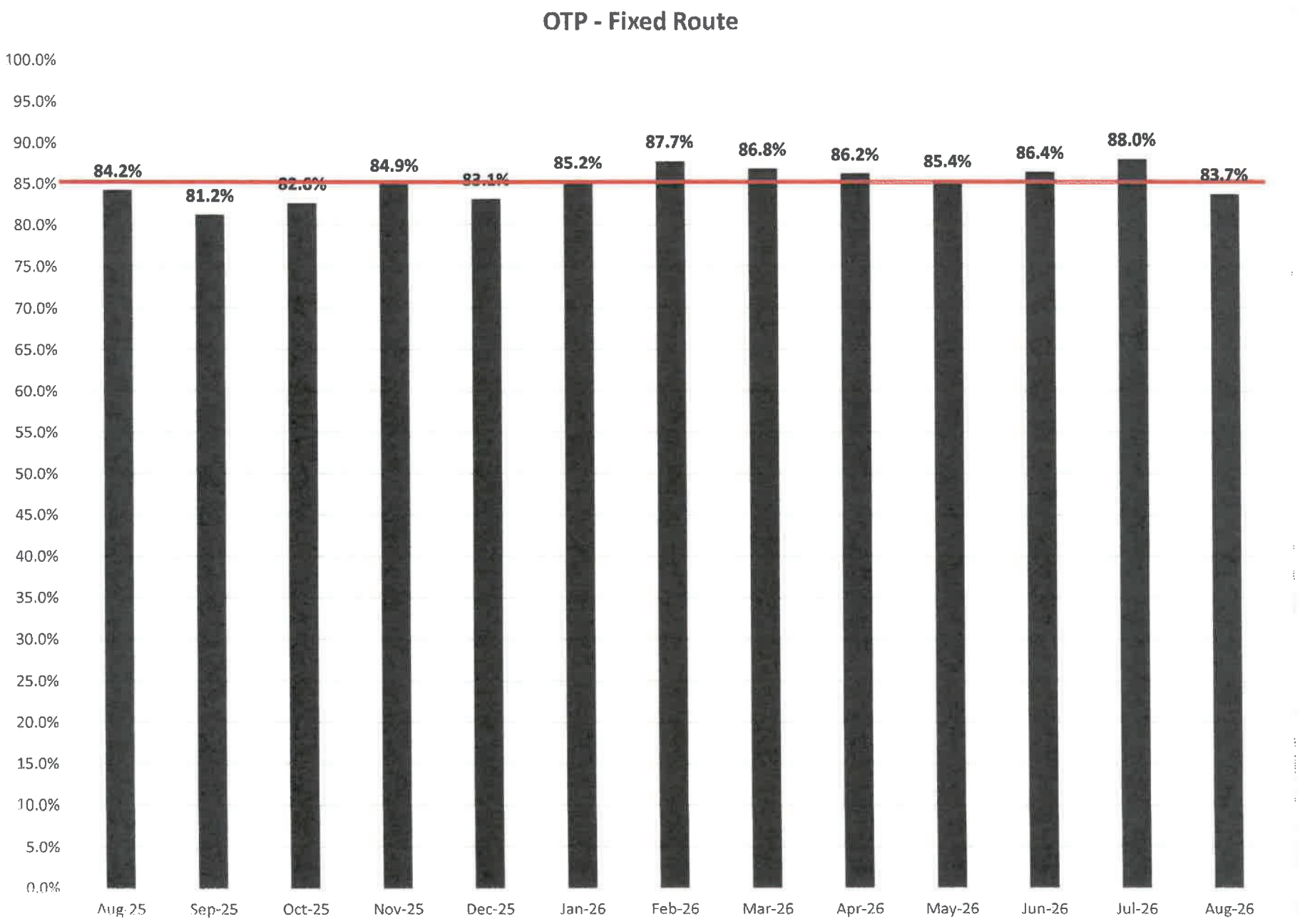
Miles Between Road Calls	FY 2026	FY 2027
Demand Response	4,419	4,061
Commuter Bus	819	12,115
Motor Bus	4,433	4,498
Total System	**4,337**	**4,506**

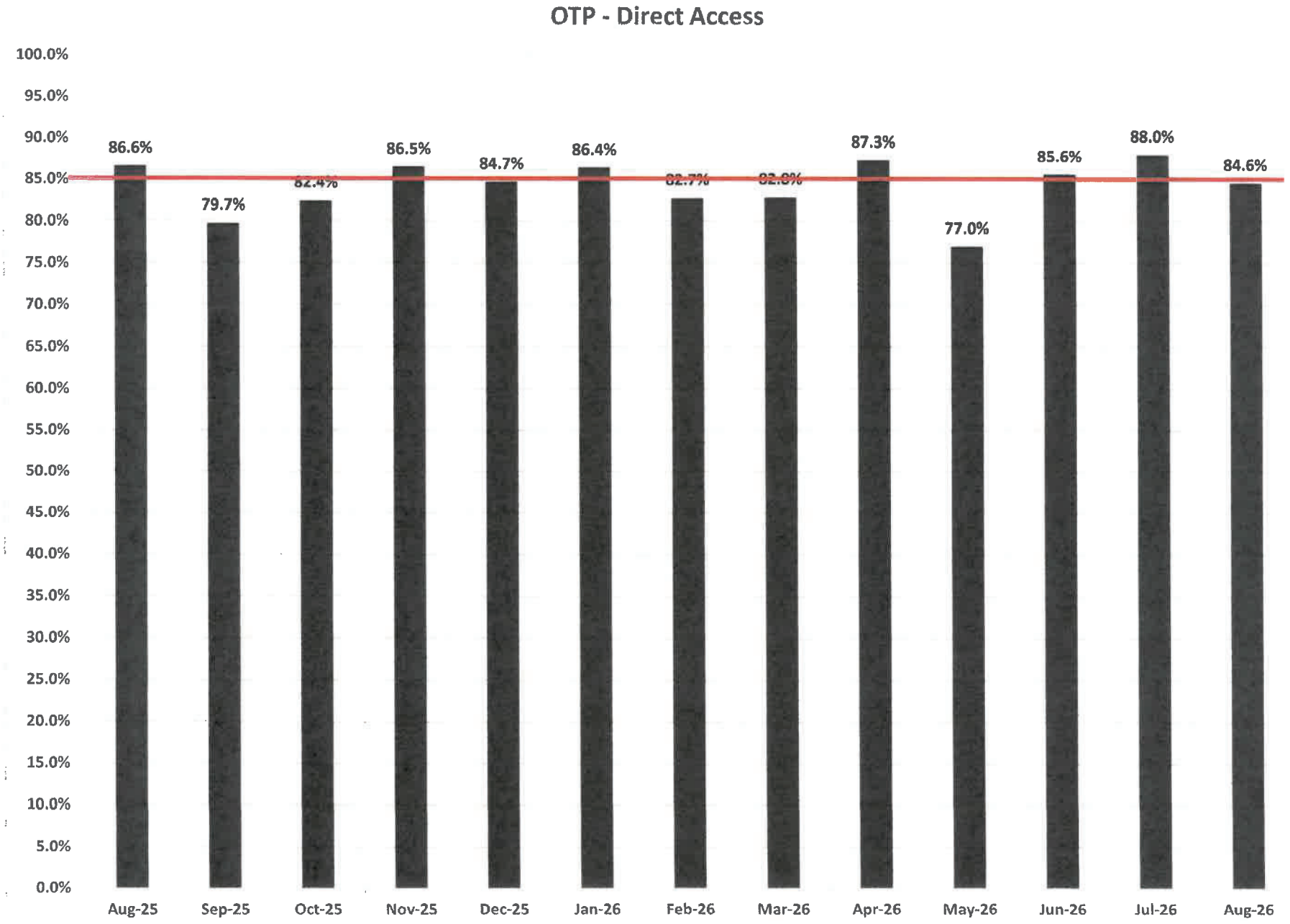
September
Major and Non-Major
Miles Between Road Calls

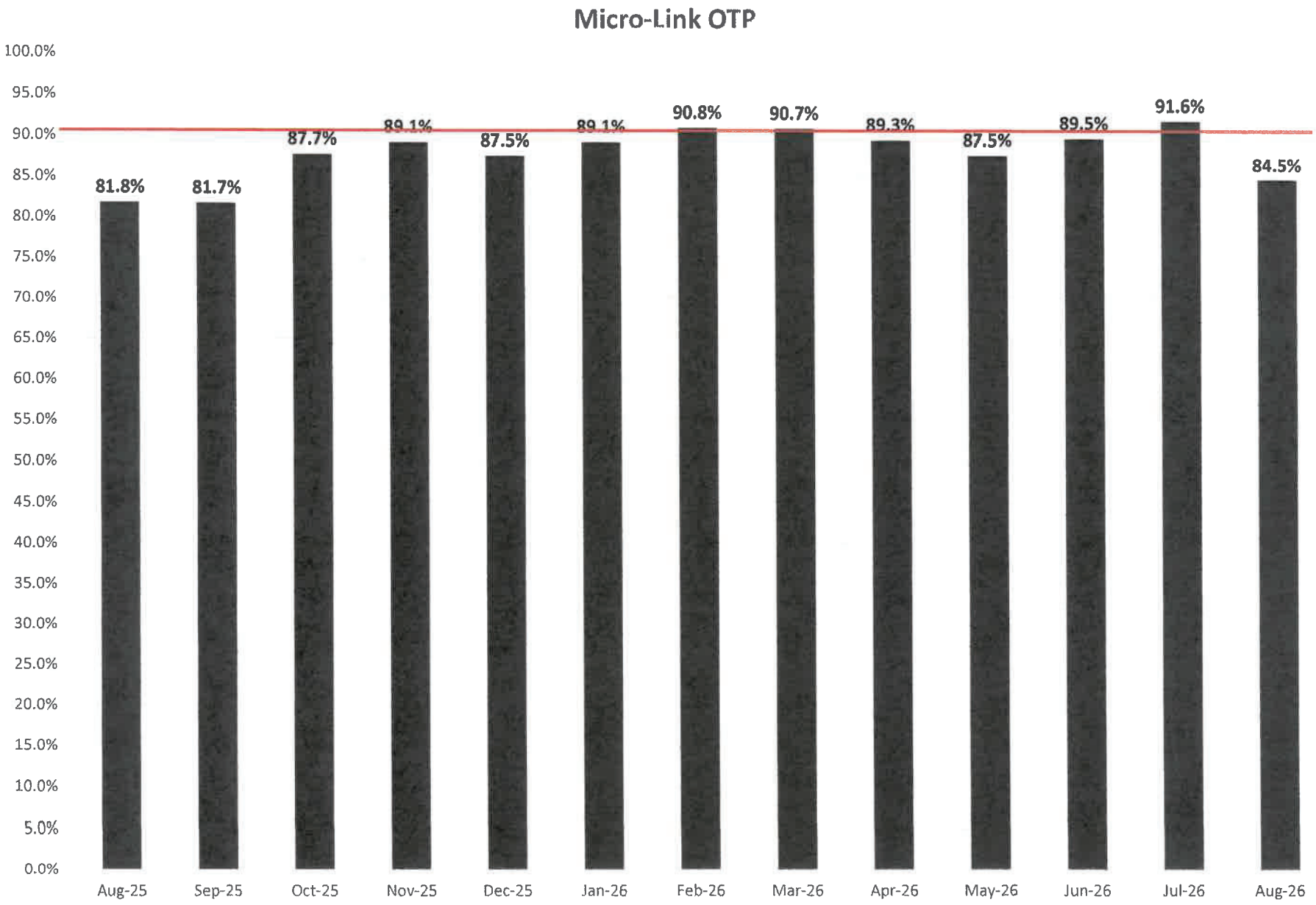
Total Miles	FY 2026	FY 2027
Demand Response	73,577	65,920
Commuter Bus	18,725	12,079
Motor Bus	247,539	261,971
Total Miles	**339,841**	**339,970**

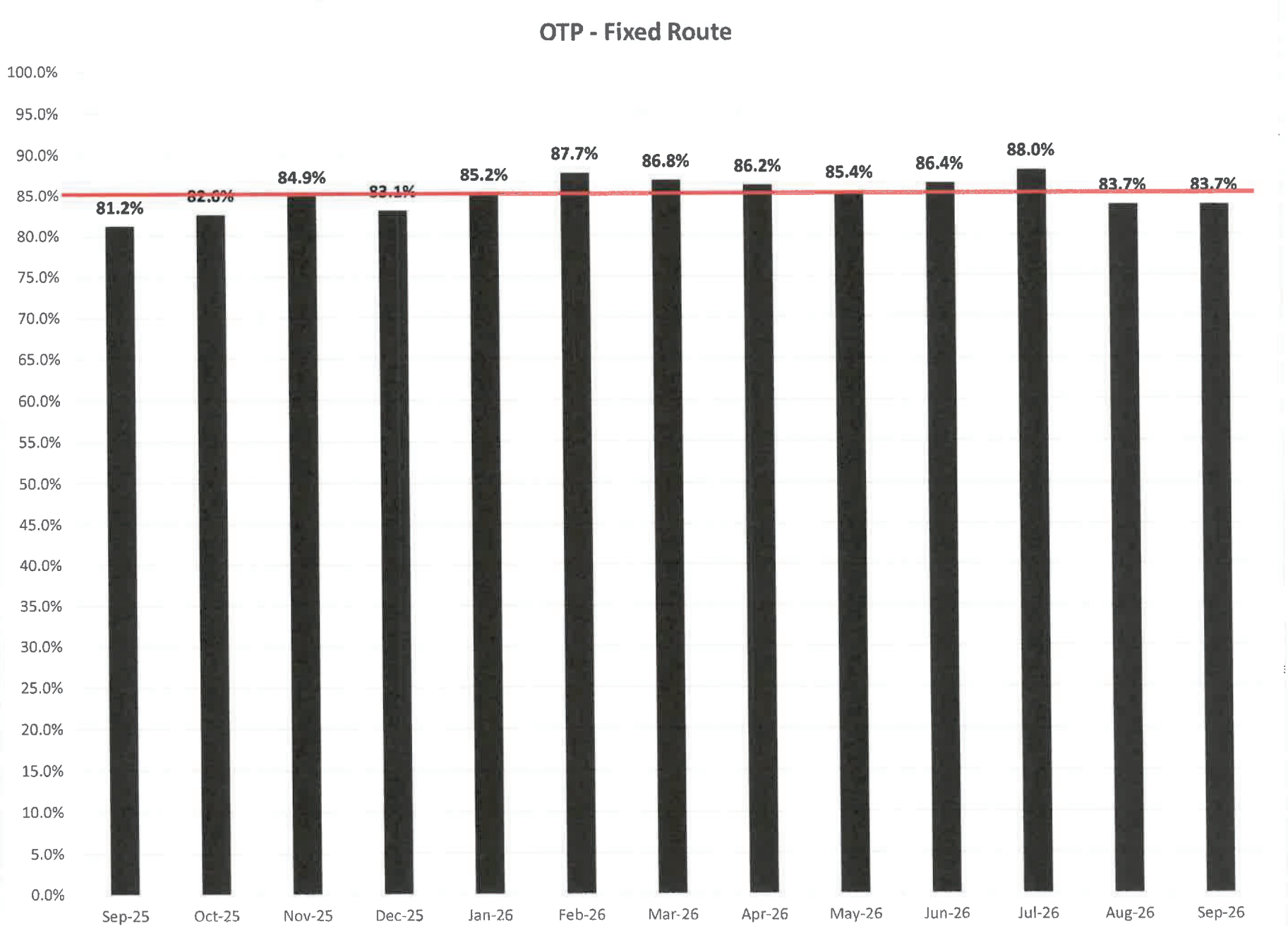
Total Road Calls	FY 2026	FY 2027
Demand Response	19	10
Commuter Bus	1	0
Motor Bus	48	55
Total Road Calls	**68**	**65**

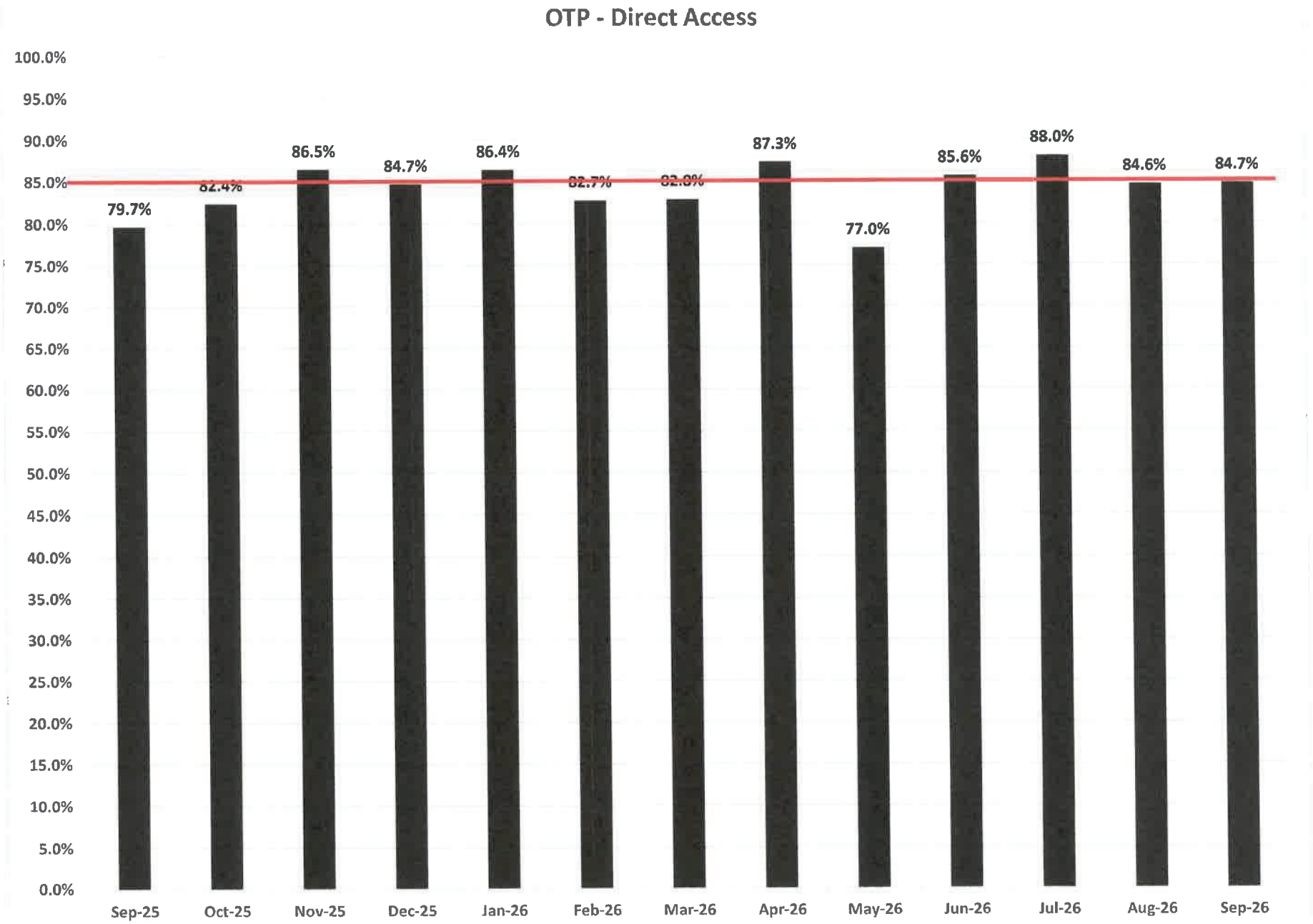
Miles Between Road Calls	FY 2026	FY 2027
Demand Response	3,872	6,592
Commuter Bus	18,725	0
Motor Bus	5,157	4,763
Total System	**4,998**	**5,230**

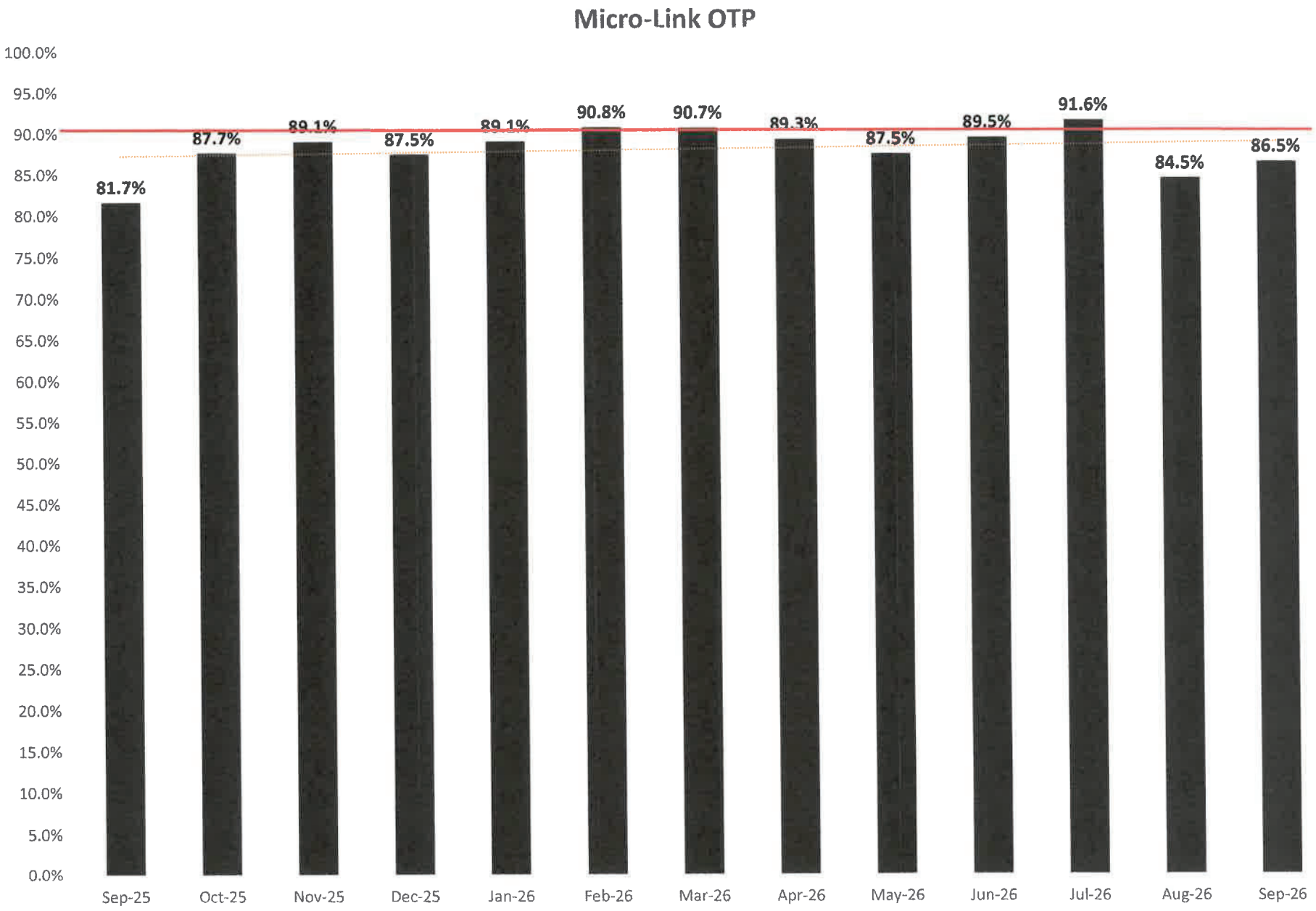

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AGENDA ITEM

4

STAFF REPORT

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Item Number: 4 **File Type**: Information

REGULAR BOARD MEETING
November 16, 2026

SUBJECT: **Transit Operations Division, Victor Valley Detail Report**

ACTION: **INFORMATION**

PRESENTED BY: **VVTA Transit Operations Division Unit**

RECOMMENDATION

Information item only.

SUMMARY STATEMENT

A representative of the VVTA Transit Operations Division will deliver an oral report highlighting notable operational developments and key performance statistics for September and October 2026.

FISCAL IMPACT

None.

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AGENDA ITEM

5

STAFF REPORT

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Item Number: 5 **File Type**: Approval

REGULAR BOARD MEETING
November 16, 2026

SUBJECT: **Amend VVTA's Zero-Emission Bus Rollout Plan**

ACTION: **APPROVE**

PRESENTED BY: **Dustin Strandberg, Chief Maintenance Officer**

RECOMMENDATION

Staff recommends that the Board of Directors approve amending the VVTA Zero-Emission Bus Rollout Plan.

SUMMARY STATEMENT

In accordance with the California Air Resources Board's Innovative Clean Transit Regulation, on May 15, 2023, the VVTA Board of Directors approved and adopted VVTA's Zero-Emission Bus Rollout Plan (Rollout Plan). The Rollout Plan outlines VVTA's estimated vehicle purchases by year from 2023 to 2040 which consists of 100% Fuel Cell Electric Bus (FCEB) purchases annually starting in 2023 with the goal of VVTA's fleet being 100% zero emission by 2040.

Due to the recent significant increases in costs for FCEBs, increasing costs of hydrogen fuel, along with uncertainty on prices of hydrogen, VVTA is recommending amending its Zero-Emission Bus Rollout Plan, for the short-term, to reflect the next two bus purchases to be changed from FCEBs to Compressed Natural Gas (CNG) buses. This will change the purchase of the next six buses (total) for the remainder of the current fiscal year and for Fiscal Year 2028. With these changes VVTA is estimating a decrease in capital expenses by approximately $959,903.71 per bus, for a total of $5,759,422.26 which does not include incentives.

While VVTA is making short-term changes to its zero emission bus purchases, the intent is not to stop its movement towards zero emissions, but to re-evaluate its full zero emission bus transition planning to ensure regulatory compliance while still maintaining good stewardship of fiscal responsibilities.

FISCAL IMPACT

The proposed amendment is estimated to reduce capital acquisition costs by approximately $959,903.71 per bus, or $5,759,422.26 for six buses, before incentives. Additionally, the purchase of six CNG buses as indicated in the amended Rollout Plan will result in an operational cost savings as the current cost of Compressed Natural Gas is lower than the current cost of hydrogen.

ATTACHMENTS

A. VVTA 2026 Zero-Emission Bus Rollout Plan – Redline
B. VVTA 2026 Zero-Emission Bus Rollout Plan – Clean

2026

Zero-Emission Bus Rollout Plan

Contents

INTRODUCTION **2**

Overview of the Innovative Clean Transit Regulation 2

SECTION A: TRANSIT AGENCY BASIC INFORMATION **2**

SECTION B: ROLLOUT PLAN GENERAL INFORMATION **5**

SECTION C: TECHNOLOGY PORTFOLIO **6**

SECTION D: CURRENT BUS FLEET COMPOSITION & FUTURE BUS PURCHASES **7**

SECTION E: FACILITIES AND INFRASTRUCTURE MODIFICATIONS **9**

SECTION F: PROVIDING SERVICE IN DISADVANTAGED COMMUNITIES **14**

SECTION G: WORKFORCE TRAINING **17**

Workforce Analysis Overview 17

Completed Trainings 17

Identified Training Needs 18

Resources and Strategies to Meet Identified Needs 20

Workforce Development Timeline 21

SECTION H: POTENTIAL FUNDING SOURCES **23**

SECTION I: START-UP AND SCALE-UP CHALLENGES **24**

APPENDIX X: BOARD RESOLUTION **26**

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INTRODUCTION

Victor Valley Transit Authority (VVTA) has developed this Zero-Emission Bus Rollout Plan in accordance with the California Air Resources Board's Innovative Clean Transit (ICT) Regulation. This rollout plan was developed to both detail and guide VVTA's transition to 100 percent ZEB fleet composition by 2040.

Overview of the Innovative Clean Transit Regulation

On December 14, 2018, CARB enacted the Innovative Clean Transit (ICT) regulation, setting a goal for California public transit agencies to have zero-emission bus fleets by 2040. The regulation specifies the percentage of new bus procurements that must be zero-emission buses for each year of the transition period (2023–2040). The annual percentages for Small Transit agencies are as follows:

ICT Zero-Emission Bus Purchase Requirements for Small Agencies:

January 1, 2026 - 25% of all new bus purchases must be zero-emission

January 1, 2027 - 25% of all new bus purchases must be zero-emission

January 1, 2028 - 25% of all new bus purchases must be zero-emission

January 1, 2029+ - 100% of all new bus purchases must be zero-emission

March 2021-March 2050 – Annual compliance report due to CARB

SECTION A: Transit Agency Basic Information

Victor Valley Transit Authority's (VVTA) mission is to serve the High Desert cities of Adelanto, Hesperia, and Victorville; the Town of Apple Valley; and additional unincorporated areas of San Bernardino County, California, by providing excellent public transportation services in terms of quality, efficiency, and responsiveness. VVTA's service area encompasses over 1,000 square miles and is located along the western edge of the Mojave Desert, geographically separated from the Greater Los Angeles metropolitan area by the San Bernardino and San Gabriel mountains.

VVTA provides a comprehensive range of public transportation services, including fixed-route, ADA paratransit, microtransit, and vanpool services. The agency operates a total of 32 routes, consisting of 21 local fixed routes, 7 county routes serving communities throughout the High Desert, 1 intercity route connecting the Victor Valley and Barstow with the San Bernardino Valley, 1 deviated route, and 2 commuter routes providing transportation to the National Training Center at Fort Irwin. Additionally, VVTA provides Direct Access ADA paratransit service for eligible passengers and operates Micro-Link on-demand transportation services within 3 designated zones. VVTA also administers a regional Vanpool program through a partnership with Enterprise, providing additional transportation options for commuters.

During Fiscal Year 2026, VVTA provided 1,913,974 passenger trips, reflecting the agency's continued commitment to providing accessible, reliable, and efficient public transportation throughout the High Desert region.

VVTA operates out of two facilities.

Its main operations and maintenance facility is located:
17150 Smoke Tree St. Hesperia, CA 92345

Figure 1: Hesperia O&M Facility



Its satellite operations and maintenance facility is located:
2641 W Main St. Barstow, CA 92311

Figure 2: Barstow O&M Facility



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The agency provides both fixed route and ADA paratransit service within the Victor Valley area to include 17 local routes, including 4 deviated routes; 5 County Routes serving Helendale, Oro Grande, Lucerne Valley, Phelan, Piñon Hills, and Wrightwood; Direct Access ADA paratransit service; 1 intercity service linking Barstow, Hesperia, Apple Valley, and Victorville to the San Bernardino Valley; 4 commuter routes linking Hesperia, Victorville, and Barstow to the National Training Center at Ft. Irwin; and Vanpool services. In 2021 VVTA provided approximately 1.1 million rides. ¶
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VVTA owns and operates two CNG fueling stations that are open to the public, located adjacent to its Hesperia and Barstow facilities.

The agency has historically sought ways to explore cleaner air quality options while continuing to provide safe, reliable, and efficient service for the residents of the VVTA service area. The agency has delivered environmentally friendly initiatives that include the deployment of alternative fuel technology buses that reduce fuel consumption, air pollution and greenhouse gas emissions.

In 1997, the agency introduced its first clean burning CNG buses. In 2011, VVTA built a CNG fueling station that supported its growth in the use of CNG buses as well as providing CNG fueling options for the public. By 2014, the agency completed its conversion of 100% of its large, fixed route bus fleet to CNG.

In 2018, VVTA took its first steps toward transitioning its fleet to zero emission vehicles. VVTA applied for the Southern California Edison (SCE) Charge Ready Pilot program and was one of 4 transit agencies to be awarded. SCE brought in all power and equipment for VVTA's future Battery Electric Buses, and VVTA installed 7 DC fast charger stations. The agency deployed the first 7 BEBs for the Hesperia location in 2019 making it the first transit agency in San Bernardino County to implement Zero Emission Buses.

In 2021, VVTA partnered with its utility again and was part of the SCE Charge Ready Transport program for the Agency's Barstow location. The utility brought in all power and equipment up to the charger disconnect and VVTA installed 6 DC fast charger stations. In 2022 VVTA deployed 5 BEBs for the Barstow location.

Table 1: Transit Agency Additional Information

Transit Agency Additional Information	
Transit Agency Name	Victor Valley Transit Authority
Mailing Address	17150 Smoke Tree St Hesperia, CA 92345
Transit Agency Air District:	Mojave Desert Air Quality Management District
Transit Agency Air Basin:	Mojave Desert Air Basin
Total Number of Buses in Annual Maximum Service	49
Contact Information of Chief Executive Officer:	**a.** Roderick Goldman **b.** Chief Executive Officer **c.** 760-948-4021 EXT: 122 **d.** rgoldman@vvta.org
Victor Valley Transit Authority is not part of a ZEB Rollout Plan Joint Group.	

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SECTION B: Rollout Plan General Information

VVTA's Rollout Plan will enable the agency to fully transition its bus fleet to zero-emissions by 2040, which meets the goal of the ICT Regulation.

Of the agency's 141 Revenue vehicles, 124 of those which are greater than 14,000 lbs. Gross Vehicle Weight and/or vehicles that will be replaced by vehicles above 14,000 lbs. GVWR are affected by the ICT Regulations. Revenue vehicles that are currently or will be replaced by vehicles 14,000 lbs. GVWR and under, will not be considered in this plan.

All buses will operate for their expected useful life to avoid early retirement of any vehicle in accordance with 13 CCR § 2023.1(d)(1)(A). To achieve this, VVTA has already deployed 12 Battery Electric Buses and 13 Fuel Cell Electric Buses, which make up over 30% of the fixed route fleet. Moving forward, VVTA will continue its transition to 100% ZEBs by purchasing all Fuel Cell Electric Buses (FCEBs) after 2028. VVTA plans to start construction of its Hydrogen Fueling Station at its main facility in Hesperia in 2026/2027, and all new fixed route vehicle purchases will be Fuel Cell Electric Buses (FCEBs) after 2028.

VVTA's future FCEB fueling station infrastructure is being designed to enable future growth of its fleet. The station is being designed with the capability of supplying 2,000+ kg-H2/day, which is enough to satisfy demand for up to 75+ buses based on VVTA's estimated fuel consumption.

The station will consist of both public and private fueling dispensers and have the ability to fuel both 350 Bar and 700 Bar vehicles. VVTA plans to begin operation of its hydrogen fueling station located in Hesperia CA, early 2025.

VVTA currently owns and operates fourteen DC Fast chargers and seven level 2 chargers, installed between the agency's Hesperia and Barstow facilities serving twelve BEBs.

VVTA has also added an interim fueling solution in 2026 which is a leased station and consists of two hydrogen dispenser pods at 350 bar and includes two 500 bar, 500kg, gaseous hydrogen dispensers.

The previous version of the Rollout Plan was approved by VVTA's Board of Directors on May 15, 2023, under resolution number 23-02.

The Board approved resolution is attached as Appendix I.

This Rollout Plan was developed by Victor Valley Transit Authority.

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SECTION C: Technology Portfolio

VVTA plans to deploy both ZEB technologies throughout its fleet transition. VVTA is currently operating 12 Battery Electric Buses and 13 Fuel Cell Electric Buses.

VVTA has been operating battery electric buses since 2019 collecting data used to determine the agency's next steps into its ZEB transition.

VVTA operates blocks upwards of 524 miles in length, due to the range constraints with Battery Electric Buses only averaging 110-150 miles and charging times taking 6-10 hours, VVTA would have to purchase BEBs at a 2:1 ratio, increasing its fleet size by 100%, or greater. VVTA has decided to pursue FCEB technology which has an estimated range of 300 miles (or greater as technology advances). FCEBs are capable of fueling within 8-12 minutes (as opposed to BEBs which take upwards of 10 hours to charge, depending on charge rate and bus SOC) and can be used to switch out buses en route that are low on fuel.

Figure 3: 40' New Flyer Battery Electric Bus



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SECTION D: Current Bus Fleet Composition & Future Bus Purchases

Table 2: Current Bus Fleet Composition

Number of Buses	Engine Model Year	Bus Model Year	Fuel Type	Bus Type
8	2014	2014	CNG	Standard
1	2015	2015	CNG	Standard
2	2016	2016	CNG	Cutaway
3	2016	2016	CNG	Standard
3	2017	2017	CNG	Cutaway
9	2018	2018	CNG	Standard
7	2018	2018	CNG	Standard
18	2019	2019	CNG	Cutaway
2	2020	2020	CNG	Standard
6	2020	2020	CNG	Standard
3	2021	2021	CNG	Standard
2	2021	2021	CNG	Standard
4	2021	2021	CNG	Standard
2	2016	2016	CNG	Standard
5	2015	2015	CNG	Over-the-road
7	2019	2019	Electricity	Standard
5	2021	2021	Electricity	Standard
3	2024	2024	UNL	Cutaway
19	2024	2024	CNG	Cutaway
13	2025	2025	FCEB	Standard

VVTA's Current fleet consists of fifty-two 32'-45' CNG standard buses, thirty-seven CNG cutaway buses, three unleaded cutaway buses, twelve 40' Battery Electric Buses, and thirteen Fuel Cell Electric Buses.

Table 3: Timeline of Future Bus Purchases

Timeline (Year)	Total Number of Buses to Purchase	Number of ZEB Purchases	Percentage of Annual ZEB Purchases	ZEB Bus Type(s)	ZEB Fuel Type(s)	Number of Conv. Bus Purchases	Percentage of Annual Conv. Bus Purchases	Type(s) of Conv. Buses	Fuel Type(s) of Conv. Buses
2026	15	3	20%	Standard	Hydrogen	12	80%	Standard/ Cutaway	CNG/UNL
2027	9	0	0%	None	None	9	100%	Standard/ Cutaway	CNG
2028	8	0	0%	None	None	8	100%	Standard/ Cutaway	CNG
2029	11	6	44%	Standard/Cutaway	Hydrogen	5	56%	Cutaway	CNG
2030	9	9	100%	Standard/Cutaway	Hydrogen	0	0%	None	None
2031	14	14	100%	Standard/Cutaway	Hydrogen	0	0%	None	None
2032	8	8	100%	Standard/Cutaway	Hydrogen	0	0%	None	None
2033	15	15	100%	Standard/Cutaway	Hydrogen	0	0%	None	None
2034	16	16	100%	Standard/Cutaway	Hydrogen	0	0%	None	None
2035	16	16	100%	Standard/Cutaway	Hydrogen	0	0%	None	None

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2036	21	21	100%	Standard/Cutaway	Hydrogen	0	0%	None	None
2037	8	8	100%	Standard/Cutaway	Hydrogen	0	0%	None	None
2038	9	9	100%	Standard/Cutaway	Hydrogen	0	0%	None	None
2039	8	8	100%	Standard/Cutaway	Hydrogen	0	0%	None	None
2040	9	9	100%	Standard/Cutaway	Hydrogen	0	0%	None	None

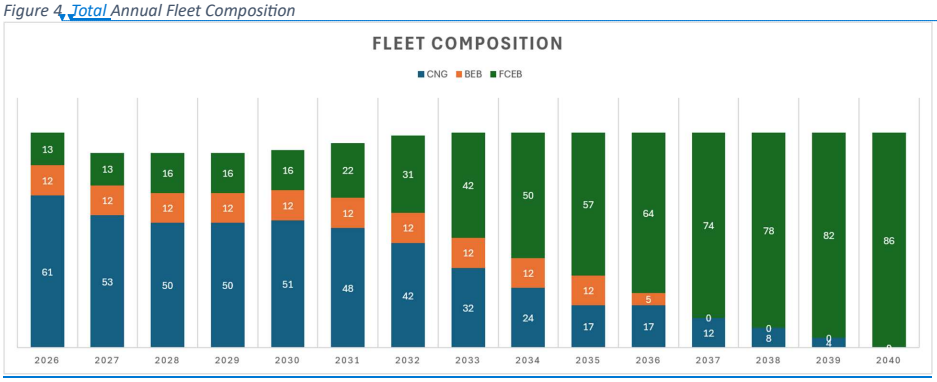
Table 4: Mile Range, H2 Storage, and Cost of Future Bus Purchases

Timeline (Year) (Same as in Table 2)	Number of ZEBs	Bus Type(s)	Required BEB7 Range/ On-Board H2 Storage	Estimated Cost of Each Bus
2026	3	Standard	400 Mi/51kg	$1,900,000
2027	0	Standard	400 Mi/51kg	$1,900,000
2028	0	Standard	400 Mi/51kg	$1,900,000
2029	4	Standard	400 Mi/51kg	$2,000,000
2030	8	Standard	400 Mi/51kg	$2,000,000
2031	10	Standard	400 Mi/51kg	$2,000,000
2032	8	Standard	400 Mi/51kg	$2,000,000
2033	7	Standard	400 Mi/51kg	$2,000,000
2034	7	Standard	400 Mi/51kg	$2,000,000
2035	6	Standard	400 Mi/51kg	$2,000,000
2036	13	Standard	400 Mi/51kg	$2,000,000
2037	4	Standard	400 Mi/51kg	$2,000,000
2038	5	Standard	500 Mi/51kg	$2,000,000
2039	4	Standard	500 Mi/51kg	$2,000,000
2040	5	Standard	500 Mi/51kg	$2,000,000

NOTE: Estimated Cost of Each Bus does not add for inflation or any other factors. Estimated cost is using current estimated prices based on 2026 cost estimates. VVTA is not considering converting any of its conventional buses in service to ZEBs.

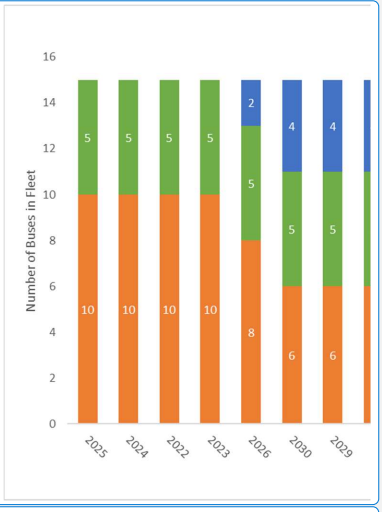
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Figure 4 Total Annual Fleet Composition



SECTION E: Facilities and Infrastructure Modifications

Division/ Facility Name	Address	Main Function(s)	Type(s) of Planned Infrastructure	Service Capacity	Needs Upgrade? (Yes/No)	Estimated Construction Timeline
Hesperia	17150 Smoke tree St, Hesperia, CA 92345	Operations, Maintenance, CNG/Unleaded Fueling, and Electric Bus Charging	H2 Detection system in Maintenance and H2 fueling Station	H2 Detection: 9 Maintenance Bays H2 Fueling: 75+ Buses/Heavy Duty Vehicles	Yes	H2 Detection: 2027 H2 Fueling: 2023-2027
Barstow	2641 W. Main St Barstow, CA 92345	Operations, Maintenance, and Electric Bus Charging	H2 Detection system	3 Maintenance Bays	Yes	2028-2031
Barstow LCNG Station	100 North Sandstone Court. Barstow, CA 92345	CNG Public and Private fueling	Hydrogen Fueling Station	75 Buses/Heavy Duty Vehicles	No	2028-2031



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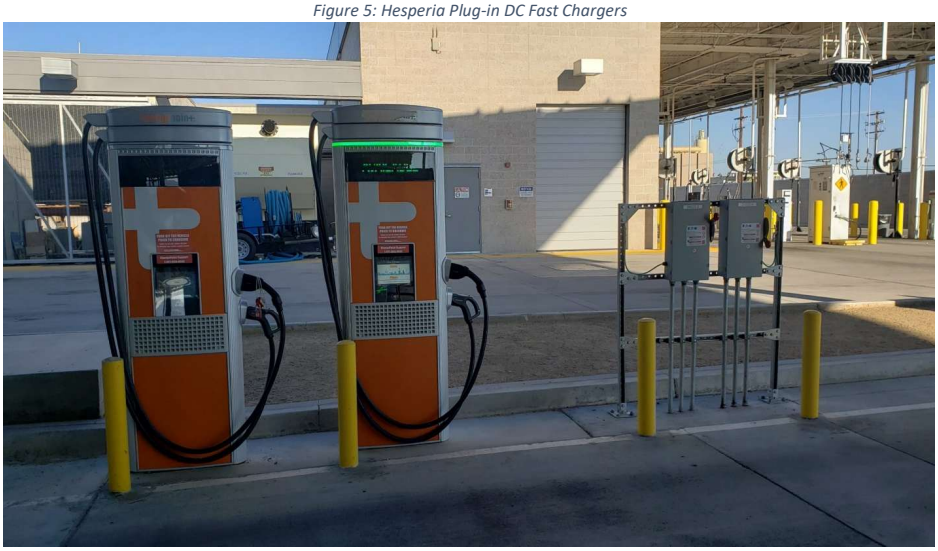
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Table 4: Mile Range, H2 Storage, and Cost of Future Bus Purchases

In preparation for VVTA's ZEB transition, the agency has already added infrastructure to its facilities.

In 2018 VVTA began working with its utility, Southern California Edison (SCE), under the Charge Ready Pilot Program. SCE set up a new meter service, brought in power and equipment, at no charge to VVTA, with enough power for up to twenty 40' Battery Electric Buses. The equipment consists of Transformer, MBC, switchgear, and disconnects. VVTA purchased and installed 7 ChargePoint CP250, 62.5kW Charging station. This infrastructure was put in place to support VVTA's 7 New Flyer Battery Electric Buses.

Figure 5: Hesperia Plug-in DC Fast Chargers



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In 2021, VVTA purchased and installed an 8th charging station and paired the existing charging stations together for a total of 4 paired stations. This gives VVTA the ability to charge at a maximum of 125kW (100kW realistic).

In 2019, VVTA began the construction of a new operations and maintenance facility in Barstow, CA. During construction, VVTA added conduit to each bus parking spot in preparation for any future charging station needs.

In 2020, VVTA partnered with its utility again under the Charge Ready Transport program to set up a new meter service, bring in power, and install infrastructure required for up to 20 Battery Electric Buses.

In 2022, VVTA installed three paired ChargePoint CP250 Charging stations (6 total stations) and deployed five 40' battery electric buses.

In 2021, VVTA purchased approximately 5 acres adjacent to its main facility in Hesperia. This purchase was for the purpose of future ZEB infrastructure.

In 2023, VVTA released a RFP for a design-build liquid delivery hydrogen fueling station that can support up to 60+ buses and 20+ cars. The fueling station will consist of 2 private 350 Bar dispensers for VVTA's fleet and 1 public dispenser with the ability to fuel both 350 Bar and 700 Bar vehicles.

In 2025, VVTA released a RFP for an Interim Fueling Solution for its upcoming FCEB fleet. This was put into operation in 2026.

VVTA will not need to make any modifications to its bus parking. However, VVTA is in the process of upgrading its maintenance facility to meet all requirements of working on and housing FCEBs.

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Figure 6A: Hesperia Hydrogen Fueling Station Engineering Concept

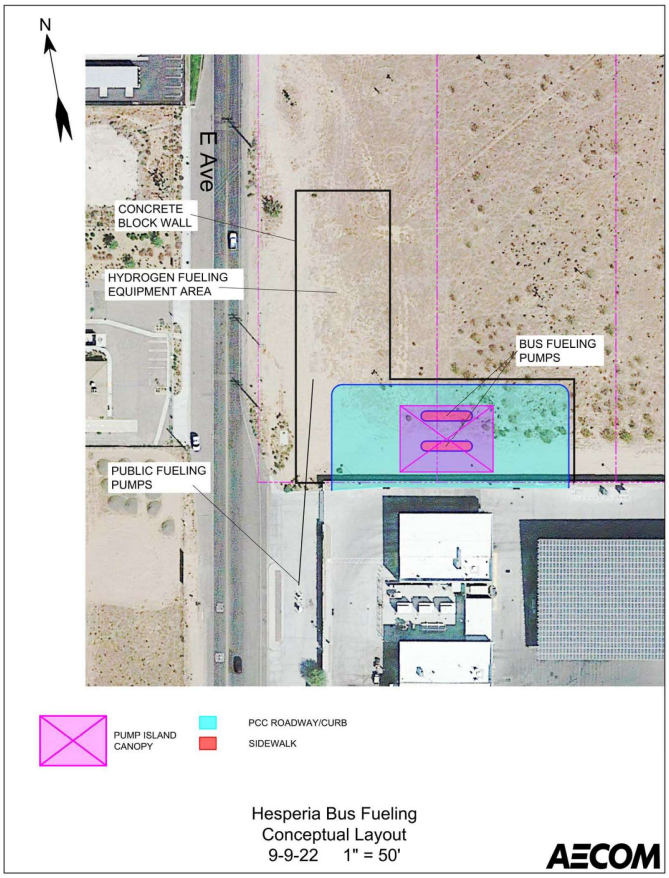
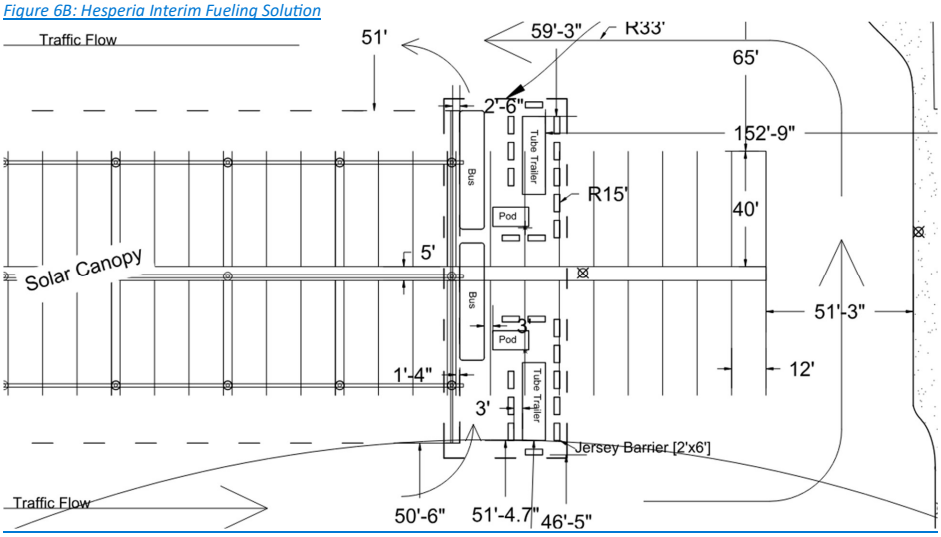


Figure 6B: Hesperia Interim Fueling Solution



SECTION F: Providing Service in Disadvantaged Communities

VVTA considers it essential to prioritize Disadvantaged communities in the deployment of ZEBs. It is prudent to providing reliable, clean, and timely service to those who need it the most. The agency has identified routes with blocks under 310 miles with the most densely populated with low-income neighborhoods and tallied the stops of each route that were placed in/very close nearby certified DACs (2022 census). This information will be utilized to effectively assign ZEBs to routes that provide the most service to DACs.

Table 5: Example of route DAC Percentage

Route	Block	Deadhead Miles	Revenue Miles	Total Miles	Stops	Stops in DAC	Percent of Route services DAC (2022)
32	3201	32.36	276.42	308.8	74	57	77%
32	3202	32.21	275.65	307.9	74	57	77%
56	5601	21.43	212.39	233.8	45	45	100%
50	5001	11.33	220.91	232.2	73	42	58%
50	5002	11.12	220.64	231.8	73	42	58%
3	302	8.5	211.5	220.0	68	31	46%
3	301	12.3	211.5	223.8	68	31	46%
55	5501	10.41	221.24	231.7	43	27	63%
52	5201	19.23	206.22	225.5	48	22	46%
31	3103	32.46	177.91	210.4	38	14	37%
31	3101	20.34	177.91	198.3	38	14	37%
31	3102	26.4	169.18	195.6	38	14	37%
15	1503	20.34	278.06	298.4	9	8	89%
15	1502	20.34	250.22	270.6	9	8	89%
15	1504	20.34	180.05	200.4	9	8	89%
64	6401	7.34	239.72	247.1	70	6	9%
64	6402	7.26	238.86	246.1	70	6	9%
68	6802	7.17	229.09	236.3	66	6	9%
68	6801	7.12	210.9	218.0	66	6	9%

Figure 7A: Barstow DAC Areas in red with VVTA Route Overlay

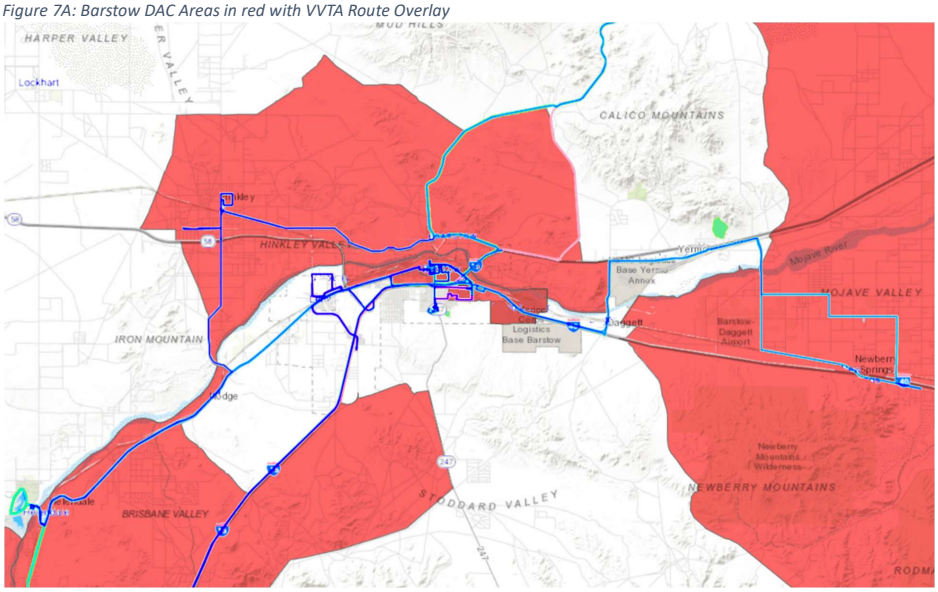
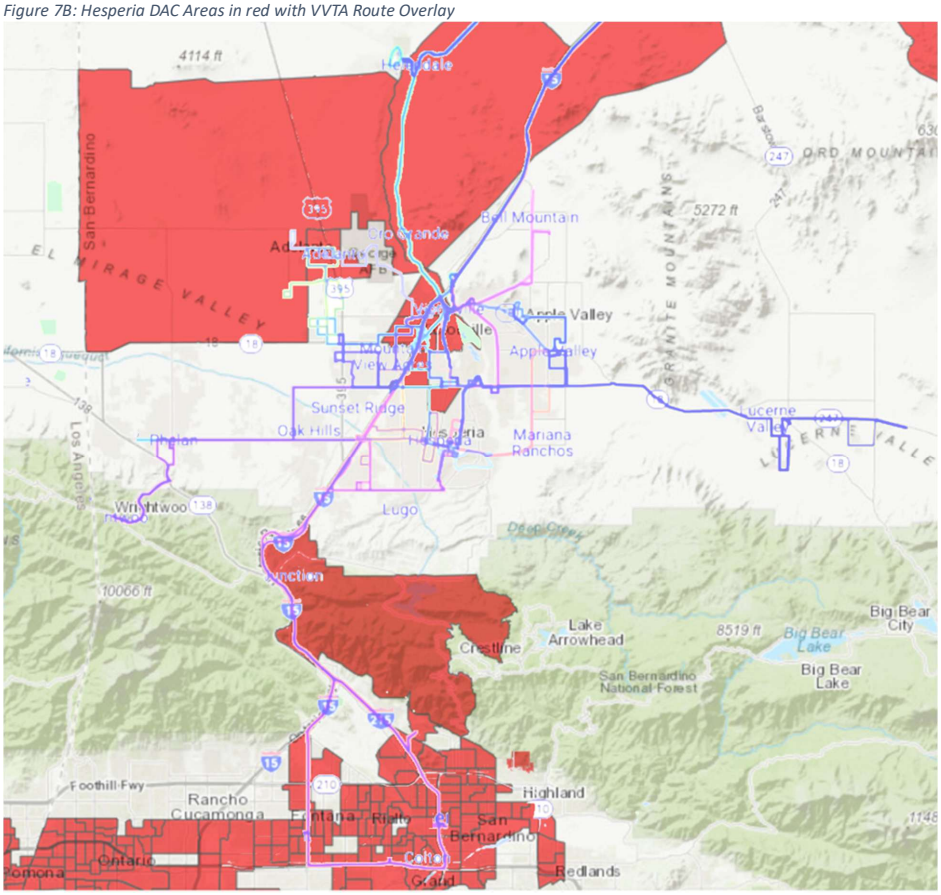


Figure 7B: Hesperia DAC Areas in red with VVTA Route Overlay



SECTION G: Workforce Training

VVTA's depots, located in Hesperia and Barstow, CA, operate a fleet of 124 buses greater than 14,000 lbs. GVWR, including an existing fleet of 12 battery electric buses and 13 hydrogen fuel cell electric buses. VVTA has developed a plan to transition its fleet to a 100% zero-emission one by 2040, which meets the Innovative Clean Transit (ICT) goal of 2040. In order to support ZEB operations at this scale, VVTA has identified opportunities to ensure the current and future workforce is prepared to manage its fleet of more than 124 future ZEBs. This Workforce Development Plan focuses on ZEB operations and maintenance.

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Workforce Analysis Overview

Developing and training the workforce required to operate and maintain zero-emission buses requires significant investment and planning. VVTA's operations and maintenance contractor, Keolis, is experienced in recruiting, hiring, training, and integrating new staff to ensure that employees are qualified to provide quality services to VVTA's riders. The level of training that staff engage in upon hiring is dependent upon their level of experience at that time. VVTA recognizes that a trained ZEB workforce is not readily available, and the transit industry must address the shortage of technicians and mechanics together.

VVTA plans to retain its current workforce by providing all staff with the necessary training on the new ZEB technologies. By providing existing and future staff with training on ZEB technologies it will help to ensure job retention for the current workforce at VVTA. The agency will leverage its contractor and their existing labor management partnership in the recruitment of aspiring technicians to provide equitable opportunity to join the new ZEB workforce.

VVTA provides insight on the transit industry's move towards Zero Emission Buses to the local schools and community colleges. This effort assists in creating a curriculum to ensure the future Technicians are knowledgeable on electric vehicle technology. VVTA accomplishes this through its membership in the Mountain Desert Career Pathways (MDCP) Automotive Advisory Committee.

Transitioning to zero-emission vehicles is a paradigm shift for all aspects of transit operations including but not limited to scheduling, maintenance, and yard operations. VVTA's workforce development activities will address the identified skills and tools needed for each relevant team.

Completed Training

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Several training sessions have already been provided to the drivers, mechanics, trainers, and supervisors for its ZEB Fleet Deployment. This training ensures that VVTA has qualified staff to drive, train, and maintain the ZEBs, fueling, and charging infrastructure. Aside from the training, VVTA has also procured ample personal protective equipment, fall protection, barriers, blankets, hooks, and diagnostic tools to work on the BEBs to include the high voltage system.

The following training has been provided to maintenance and operations staff:

1. OEM Training

a. New Flyer BEB and FCEB Operator Orientation
b. New Flyer BEB and FCEB Maintenance Orientation (Including PPE)
c. New Flyer BEB and FCEB Maintenance High Voltage Familiarization
d. New Flyer BEB and FCEB Propulsion and ESS familiarization
e. New Flyer BEB Propulsion and ESS Troubleshooting
f. New Flyer BEB and FCEB Maintenance Training
g. New Flyer BEB and FCEB Familiarization
h. New Flyer BEB Smart Rider Suspension
i. Ballard Fuel Cell Training
j. Fueling Procedure Training
k. ChargePoint charger basics and overview

2. Other Training
   a. California Transit Training Consortium
   b. CalACT, CTA, APTA (supervisory)
   c. Keolis on-site Training Manager
   d. Fall protection Training
   e. First Responder Training (Sheriff and Fire Department)

Identified Training Needs

Several training needs have been identified by VVTA staff in order to support their transition to a 100% ZEB fleet. VVTA is committed to ensuring new training and technologies do not displace current workers and has placed a priority on training existing staff. VVTA has currently trained over 60% of the current maintenance workforce and are qualified to work on its ZEBs and intends to train 100% of existing and future technicians to work on ZEBs by 2040. 100% of VVTA's drivers are trained to operate its BEB and FCEB fleet. As the ZEB fleet grows, more technicians will be trained and qualified to work on the buses. The identified training needs are anticipated to evolve as VVTA's fleet expands. As such, the following training plans are intended to provide a framework.

1) *Train-the-trainer approach*
   Depending on the specific equipment, training may occur in a "train-the-trainer" format where key staff are trained thoroughly on equipment who pass on basic knowledge to other personnel, or batch training where all or most of the related staff receive instruction from the equipment manufacturer.

2) *Vendor Training*
   VVTA plans to take advantage of training from the bus manufacturers, system manufacturers, and infrastructure suppliers, to include maintenance and operations, safety, first responder, and other training that may be offered by the providers. OEM training provides critical information on operations and maintenance aspects specific to the equipment model procured. VVTA's contractor training staff will work closely with the OEMs

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VVTA believes that the industry is progressing towards Zero Emission Bus technology significantly faster than the local academic organizations can educate aspiring technicians. The local community colleges do not currently have access to hydrogen fuel cell vehicles and infrastructure and are limited in their variety of electric vehicles. For this reason, the agency has initiated discussions with its maintenance contractor to explore options of starting an apprenticeship program partnering with VVTA, Keolis, and the local community colleges to assist with the development and training of future technicians. ¶

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providing vehicles to ensure all mechanics, service employees, and bus operators complete necessary training prior to deploying ZEB technology.

3) *ZEB tools*

The following tools have been identified as a top need for FCEB deployment:

- Hydrogen Tank Solenoid Replacement Tool
- Battery Communications harness
- Bus systems training module

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2 Diagnostic laptops w/ full FCEB diagnostic software¶
I/O controls multiplex system G5 diagnostic tools & software¶

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Hydrogen detection calibration tools¶

The following tools have been purchased for the current ZEB fleet and will be utilized for future compatible ZEBs:

- 6 portable hydrogen detectors
- 2 Diagnostic laptops w/ full FCEB diagnostic software
- 2 hydrogen calibration stations
- 2 Valeo Adapters
- 2 Transtech VR Interface Cables
- 4 Siemens PCAN Interface Harnesses
- 2 Siemens CAN Adapters
- 4 CAN Vector Indigo
- 2 XALT Interface Battery Cables
- 4 Vehicle Data Loggers
- 4 ABS software subscriptions
- 2 Diagnostic adapters
- Insulated tools
- 3 Insulation Multimeters
- 5 Intelligaire III diagnostic kits for Thermo king system
- 2 Battery Diagnostic Cable Assemblies
- 2 Nexiq USB Links w/ WiFi
- HV Modulator Test Lead Kit
- HV Test Probe Flat Blade Tool
- 2 HV Test Probe back probe tool
- 2 Vanner Diagnostic Kits
- 2 Seimens PCAN interfaces
- 2 SIA USB CAN Adapters
- 2 XALT SPI universal tools
- 2 Spheros Thermo king Test Kits
- 2 digital pressure differential manometers
- Personnel specific Personal Protective Equipment
- BEB specific laptop for diagnostic software

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- Arc Flash Barriers
- Magna Charger

4) *Retraining/refresher training courses*
   Additional ongoing training to include Gas Detection/Fire suppression systems, passenger doors, high voltage familiarity, hydrogen familiarization, HVAC, air & brake system, CAD/AVL, ADA accessibility systems, electrical and multiplex system will be ongoing and provided by various sources such as CTTC, OEM, system manufacturers, and onsite training manager.

5) *ZEB Training from other transit agencies*
   Several early ZEB adopters have created learning centers for other agencies embarking on their ZEB transition journeys. One such agency is SunLine Transit Agency, which provides service to the Coachella Valley and hosts the West Coast Center of Excellence in Zero Emission Technology (CoEZET). The Center of Excellence supports transit agency adoption, zero-emission commercialization, and investment in workforce training. VVTA has a great relationship with Sunline and is planning to utilize their center of excellence as a training tool for mechanic and supervisor training on ZEBs.

6) *National Transit Institute training*

   VVTA staffing has utilized the National Transit Institute (NTI) training programs for many years to provide procurement, supervisory, leadership, and management training to its staff and plans to continue to utilize the NTI platform for future training.

7) *Professional Associations*

   VVTA is active within APTA's Zero Emission Fleet Committee, which includes stakeholders involved in planning, operating, and maintaining ZEBs, and is also a current member of the Zero Emission Bus Resource Alliance (ZEBRA), a professional organization of 48 transit agencies across the U.S. & Canada. ZEBRA is the only transit working group that consists solely of transit agencies operating ZEBs and is leading the way with more than 310 ZEBs in service. ZEBRA offers space for sharing lessons learned, collaborating on deployments, and interpreting performance trends. VVTA is involved with California Transit Association's ZEB Task force and ZEB subcommittees and is also involved with CalACT's maintenance and conference committee.

   VVTA executives, supervisors, and management currently utilize these associations to better understand ZEBs to make informed maintenance, operating, and purchasing decisions related to zero-emission vehicles and infrastructure.

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Resources and Strategies to Meet Identified Needs

In order to incorporate the above training needs, VVTA envisions using the following resources and strategies. To achieve these goals and ensure a successful deployment of zero-emission buses, VVTA will require significant funding to cover the workforce development initiatives identified.

Training and workforce development is a high priority for VVTA. With the prior purchase and operation of 12 BEBs and 13 FCEBs, the agency currently has some of the required personal protective equipment and numerous tools to provide maintenance and diagnostics on ZEBs. VVTA has also purchased several OEM training courses for its ZEBs. With many of the tools, PPE, and high voltage training established, it reduces the costs required for VVTA's future workforce development needs.

VVTA's maintenance and operations contract includes an operations training department and a dedicated maintenance training manager.

The Agency will utilize OEM and systems training as much as possible and plans to utilize a train-the-trainer approach for many of the reccurring bus safety, familiarization, and orientation training.

Workforce Development Timeline

As VVTA and numerous agencies begin fleet transitions, demand for skilled and experienced workers will increase rapidly while new clean transportation policies and programs take effect. Aligning workforce development activities with the fleet transition timeline ensures that a qualified workforce is ready and available to support a successful deployment. Based on VVTA's fleet transition plan of becoming 100% zero-emission by 2040, the timeline below shows the anticipated progression.

By 2030, VVTA will have a fuel cell electric fleet of 16 buses. By 2040, VVTA will have a 100% zero-emission fuel cell electric bus fleet.

VVTA will be providing ample training for its contracted staffing to include safety and personal protective equipment training, vehicle and facilities overview and diagnostic training, operator training, and end user training to improve workforce development and ensure employees are safe and knowledgeable.

Across all stages of deployment, VVTA will leverage training resources available through vehicle OEMs to ensure all mechanics, service employees, and bus operators complete necessary training prior to deploying ZEB technology. VVTA has already trained 100% of its fixed route operators to operate the agency's BEBs and FCEBs. VVTA will also ensure that these staff undergo refresher trainings annually and as needed, providing operators and maintenance personnel the opportunity to bring up any issues or questions they may have with their trainers.

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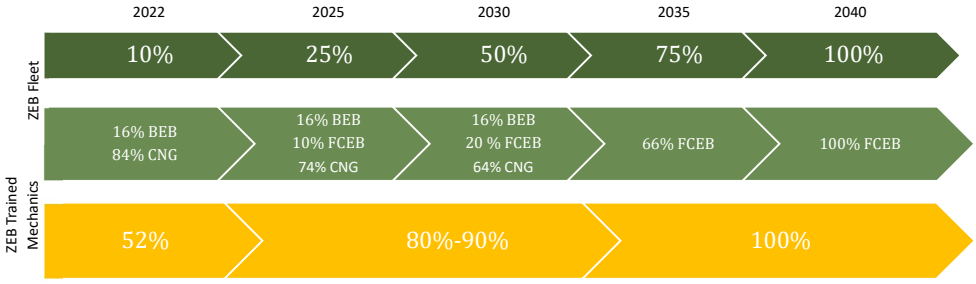
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Figure 9: ZEB Fleet & Mechanic Transition Plan



Workforce development is an ongoing process that must continue as fleets scale up and deploy additional zero-emission vehicles. To ensure that the workforce scales efficiently and cost-effectively, VVTA will work with their maintenance and operations contractor to employ training strategies that support additional zero-emission vehicle deployments in the future. As future development of ZEB technology evolves, VVTA's training plan will also evolve to provide equitable training to retain and recruit employees.

SECTION H: Potential Funding Sources

VVTA is prepared to pursue funding opportunities at the federal, state, and local level, as necessary and as available.

Funding sources VVTA is considering include:

United States Department of Transportation (USDOT)	
	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Federal Transit Administration (FTA)	
	Bus and Bus Facilities Discretionary Grant
	Low-or No-Emission Vehicle Grant
	Urbanized Area Formula Grants
	State of Good Repair Grants
Federal Highway Administration (FHWA)	
	Congestion Mitigation and Air Quality Improvement Program
California State Transportation Agency (CalSTA)	
	Transit and Intercity Rail Capital Program (TIRCP)
	Low Carbon Transit Operations Program (LCTOP)
Local Funding	
	Transportation Development Credits (Toll Credits)
	Local Transportation Funds (LTF)
California Air Resource Board (CARB)	
	Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project

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SECTION I: Start-up and Scale-up Challenges

VVTA has experienced multiple startup challenges. To meet the requirements of the SCE Charge Ready Pilot Program VVTA had to obtain its buses within 12 months of the start of the contract. This is generally a very fast build time for 40' bus orders but VVTA was able to accomplish it. The Battery Electric Buses at the time of purchase were also around $300,000 more than a CNG bus.

Complete and consistent vehicle charging on both the charging system side and the bus system sides has been a challenge since the very beginning of deployment. VVTA has had very poor experience working with its current charging station manufacturer concerning the continuous maintenance and operation of the charging stations. With some stations being down for more than a month, this issue becomes more concerning when scaling up from the 14 existing charging station that VVTA utilizes.

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Vehicle range and maximum state of charge (SOC) was also an issue and still is. When VVTA received its first BEBs, they were programmed to have a maximum state of charge of 86%, losing 14% of its usable energy off the top. After multiple discussions with the OEM, VVTA was able to get the maximum SOC increased to 94%. However, recently the OEM changed the programming, and the buses are intermittently between 80%-90% SOC. VVTA is actively working with the bus manufacturer to rectify this issue. These issues only exacerbate the low range of the BEB, VVTA is seeing 120-150 miles on average for its BEBs.

At the time of startup, VVTA's electricity peak time of use changed to 4PM to 9PM and the cost of peak charging was 5X the cost of off-peak charging. This removed the ability to charge the buses at a cost-effective rate during those hours. While demand charges were removed for southern California TOU-EV8 plan for a 5-year period, VVTA is still experiencing rate increases and the cost of fuel (electricity) for the BEBs is higher than CNG.

VVTA is currently adding a hydrogen fuel station to its Hesperia location, this will be designed with full scale in mind and will be able to accommodate VVTA's full fleet transition needs to eliminate any potential scale-up problems moving forward that will require constant upgrades and construction.

However, there have been several delays with the project and completion is now expected for calendar year 2027. VVTA had to procure an interim fueling solution which consists of two dispenser pods, and two 500 bar gaseous hydrogen trailers.

VVTA was able to get the first dispenser pod installed and completed in January of 2026 just in time to release the FCEBs into service. However, in February of 2026, an incident occurred in Colton California which stopped the supply of 500 bar gaseous hydrogen. This delayed VVTA's deployment of the buses by several months. VVTA decided to use 180 bar hydrogen to provide some level of fuel to the buses and has operated the FCEBs at a limited capacity for several months in 2026.

The IFS has been fully completed and 500 bar gaseous hydrogen was received starting in November of 2026.

The cost of Fuel Cell Electric Buses has also seen significant increases in 2026. Bus prices have increased from $1.4m to over $1.8m. With an increase in over $400,000 per bus, it makes the continuous

purchases difficult to sustain as an FCEB is now over double the cost of a CNG bus. These increases include tariff costs and increase in taxes due to the loss of AB 2622 for partial tax exemption on ZEBs.

Hydrogen fuel is also volatile and continues to increase, not decrease, in price. Early contracts and estimates showed hydrogen fuel around $8, while the industry is now seeing $9-$12+ in hydrogen fuel costs per kg.

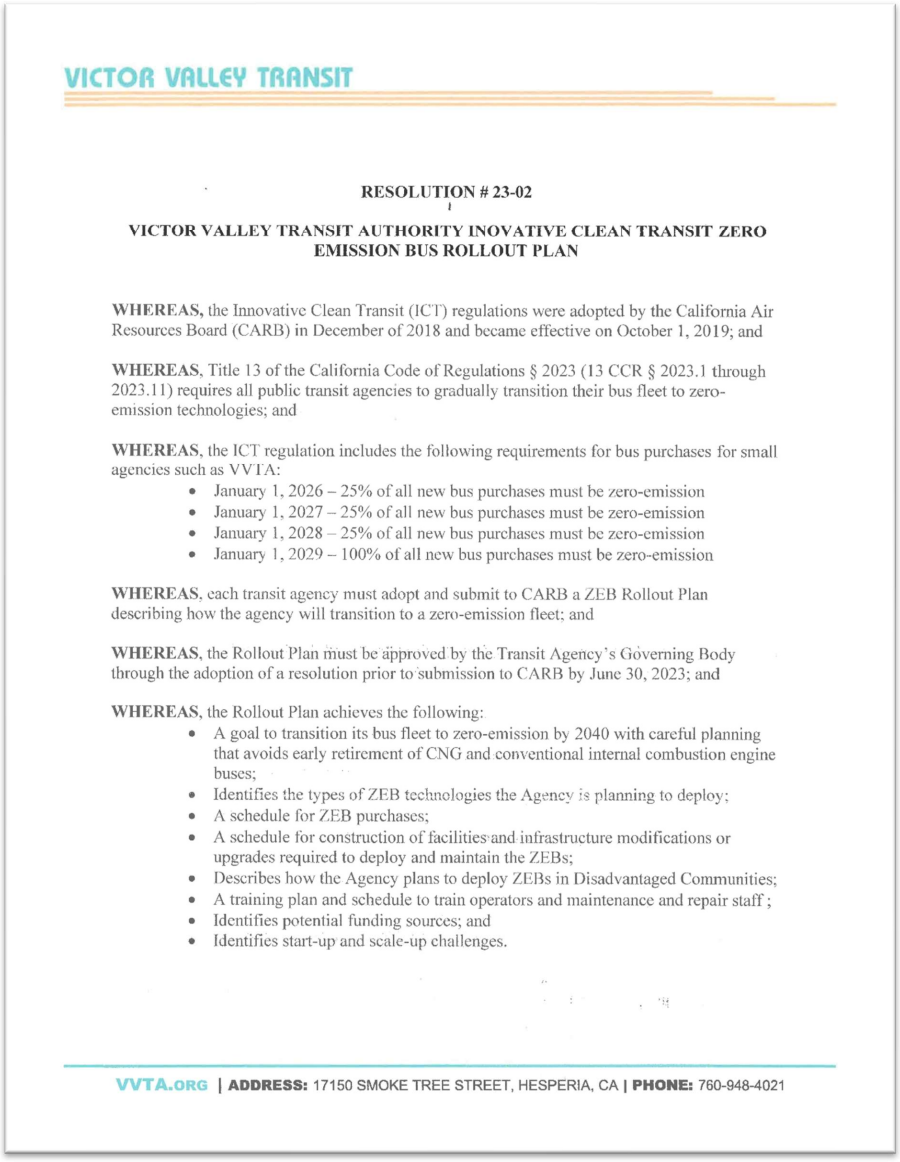
The cost to develop the necessary infrastructure and the increased cost for operating and maintaining FCEBs will be difficult without the financial support of local, state, and national funding. With the current number of grants available for transit agencies to pursue, VVTA will have to be persistent with grant applications due to the cost of implementing FCEBs as shown in Section D.

Apart from installation, the removal of obsolete infrastructure is another price point that is yet to be determined and may also require significant funding. The switch to hydrogen will be difficult due to maintenance training on FCEBs not being the industry standard for transit technicians, therefore a majority of any new workforce will need to undergo Hydrogen, High Voltage, and Vehicle specific training.

Maintaining BEB and FCEB qualified/experienced technicians will be essential if the agency intends to mitigate downtime on these new vehicles.

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APPENDIX X: Board Resolution



VICTOR VALLEY TRANSIT

RESOLUTION # 23-02

VICTOR VALLEY TRANSIT AUTHORITY INOVATIVE CLEAN TRANSIT ZERO EMISSION BUS ROLLOUT PLAN

WHEREAS, the Innovative Clean Transit (ICT) regulations were adopted by the California Air Resources Board (CARB) in December of 2018 and became effective on October 1, 2019; and

WHEREAS, Title 13 of the California Code of Regulations § 2023 (13 CCR § 2023.1 through 2023.11) requires all public transit agencies to gradually transition their bus fleet to zero-emission technologies; and

WHEREAS, the ICT regulation includes the following requirements for bus purchases for small agencies such as VVTA:

- January 1, 2026 – 25% of all new bus purchases must be zero-emission
- January 1, 2027 – 25% of all new bus purchases must be zero-emission
- January 1, 2028 – 25% of all new bus purchases must be zero-emission
- January 1, 2029 – 100% of all new bus purchases must be zero-emission

WHEREAS, each transit agency must adopt and submit to CARB a ZEB Rollout Plan describing how the agency will transition to a zero-emission fleet; and

WHEREAS, the Rollout Plan must be approved by the Transit Agency's Governing Body through the adoption of a resolution prior to submission to CARB by June 30, 2023; and

WHEREAS, the Rollout Plan achieves the following:

- A goal to transition its bus fleet to zero-emission by 2040 with careful planning that avoids early retirement of CNG and conventional internal combustion engine buses;
- Identifies the types of ZEB technologies the Agency is planning to deploy;
- A schedule for ZEB purchases;
- A schedule for construction of facilities and infrastructure modifications or upgrades required to deploy and maintain the ZEBs;
- Describes how the Agency plans to deploy ZEBs in Disadvantaged Communities;
- A training plan and schedule to train operators and maintenance and repair staff ;
- Identifies potential funding sources; and
- Identifies start-up and scale-up challenges.

VVTA.ORG | **ADDRESS:** 17150 SMOKE TREE STREET, HESPERIA, CA | **PHONE:** 760-948-4021

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Directors of Victor Valley Transit Authority to adopt Resolution #23-02 approving VVTA's Zero Emission Bus Rollout Plan and authorizes the CEO to submit the plan to California Air Resources Board in accordance with the Innovative Clean Transit Regulations.

PASSED, APPROVED and ADOPTED this 15th day of May 2023.

Elizabeth Becerra, VVTA Board Chair

RECEIVED
MAY 26 2023
VVTA

APPROVED AS TO FORM:

Adam Ebright, VVTA Legal Counsel

2026

Zero-Emission Bus Rollout Plan

Contents

INTRODUCTION **2**

Overview of the Innovative Clean Transit Regulation 2

SECTION A: TRANSIT AGENCY BASIC INFORMATION **2**

SECTION B: ROLLOUT PLAN GENERAL INFORMATION **5**

SECTION C: TECHNOLOGY PORTFOLIO **6**

SECTION D: CURRENT BUS FLEET COMPOSITION & FUTURE BUS PURCHASES **7**

SECTION E: FACILITIES AND INFRASTRUCTURE MODIFICATIONS **9**

SECTION F: PROVIDING SERVICE IN DISADVANTAGED COMMUNITIES **14**

SECTION G: WORKFORCE TRAINING **17**

Workforce Analysis Overview 17

Completed Training 17

Identified Training Needs 18

Resources and Strategies to Meet Identified Needs 211

Workforce Development Timeline 21

SECTION H: POTENTIAL FUNDING SOURCES **23**

SECTION I: START-UP AND SCALE-UP CHALLENGES **24**

APPENDIX X: BOARD RESOLUTION **26**

INTRODUCTION

Victor Valley Transit Authority (VVTA) has developed this Zero-Emission Bus Rollout Plan in accordance with the California Air Resources Board's Innovative Clean Transit (ICT) Regulation. This rollout plan was developed to both detail and guide VVTA's transition to 100 percent ZEB fleet composition by 2040.

Overview of the Innovative Clean Transit Regulation

On December 14, 2018, CARB enacted the Innovative Clean Transit (ICT) regulation, setting a goal for California public transit agencies to have zero-emission bus fleets by 2040. The regulation specifies the percentage of new bus procurements that must be zero-emission buses for each year of the transition period (2023–2040). The annual percentages for Small Transit agencies are as follows:

ICT Zero-Emission Bus Purchase Requirements for Small Agencies:

January 1, 2026 - 25% of all new bus purchases must be zero-emission

January 1, 2027 - 25% of all new bus purchases must be zero-emission

January 1, 2028 - 25% of all new bus purchases must be zero-emission

January 1, 2029+ - 100% of all new bus purchases must be zero-emission

March 2021-March 2050 – Annual compliance report due to CARB

SECTION A: Transit Agency Basic Information

Victor Valley Transit Authority's (VVTA) mission is to serve the High Desert cities of Adelanto, Hesperia, and Victorville; the Town of Apple Valley; and additional unincorporated areas of San Bernardino County, California, by providing excellent public transportation services in terms of quality, efficiency, and responsiveness. VVTA's service area encompasses over 1,000 square miles and is located along the western edge of the Mojave Desert, geographically separated from the Greater Los Angeles metropolitan area by the San Bernardino and San Gabriel mountains.

VVTA provides a comprehensive range of public transportation services, including fixed-route, ADA paratransit, microtransit, and vanpool services. The agency operates a total of 32 routes, consisting of 21 local fixed routes, 7 county routes serving communities throughout the High Desert, 1 intercity route connecting the Victor Valley and Barstow with the San Bernardino Valley, 1 deviated route, and 2 commuter routes providing transportation to the National Training Center at Fort Irwin. Additionally, VVTA provides Direct Access ADA paratransit service for eligible passengers and operates Micro-Link on-demand transportation services within 3 designated zones. VVTA also administers a regional Vanpool program through a partnership with Enterprise, providing additional transportation options for commuters.

During Fiscal Year 2026, VVTA provided 1,913,974 passenger trips, reflecting the agency's continued commitment to providing accessible, reliable, and efficient public transportation throughout the High Desert region.

VVTA operates out of two facilities.

Its main operations and maintenance facility is located:
17150 Smoke Tree St. Hesperia, CA 92345

Figure 1: Hesperia O&M Facility



Its satellite operations and maintenance facility is located:
2641 W Main St. Barstow, CA 92311

Figure 2: Barstow O&M Facility



VVTA owns and operates two CNG fueling stations that are open to the public, located adjacent to its Hesperia and Barstow facilities.

The agency has historically sought ways to explore cleaner air quality options while continuing to provide safe, reliable, and efficient service for the residents of the VVTA service area. The agency has delivered environmentally friendly initiatives that include the deployment of alternative fuel technology buses that reduce fuel consumption, air pollution and greenhouse gas emissions.

In 1997, the agency introduced its first clean burning CNG buses. In 2011, VVTA built a CNG fueling station that supported its growth in the use of CNG buses as well as providing CNG fueling options for the public. By 2014, the agency completed its conversion of 100% of its large, fixed route bus fleet to CNG.

In 2018, VVTA took its first steps toward transitioning its fleet to zero emission vehicles. VVTA applied for the Southern California Edison (SCE) Charge Ready Pilot program and was one of 4 transit agencies to be awarded. SCE brought in all power and equipment for VVTA's future Battery Electric Buses, and VVTA installed 7 DC fast charger stations. The agency deployed the first 7 BEBs for the Hesperia location in 2019 making it the first transit agency in San Bernardino County to implement Zero Emission Buses.

In 2021, VVTA partnered with its utility again and was part of the SCE Charge Ready Transport program for the Agency's Barstow location. The utility brought in all power and equipment up to the charger disconnect and VVTA installed 6 DC fast charger stations. In 2022 VVTA deployed 5 BEBs for the Barstow location.

Table 1: Transit Agency Additional Information

Transit Agency Additional Information	
Transit Agency Name	Victor Valley Transit Authority
Mailing Address	17150 Smoke Tree St Hesperia, CA 92345
Transit Agency Air District:	Mojave Desert Air Quality Management District
Transit Agency Air Basin:	Mojave Desert Air Basin
Total Number of Buses in Annual Maximum Service	49
Contact Information of Chief Executive Officer:	**a.** Roderick Goldman **b.** Chief Executive Officer **c.** 760-948-4021 EXT: 122 **d.** rgoldman@vvta.org
Victor Valley Transit Authority is not part of a ZEB Rollout Plan Joint Group.	

SECTION B: Rollout Plan General Information

VVTA's Rollout Plan will enable the agency to fully transition its bus fleet to zero-emissions by 2040, which meets the goal of the ICT Regulation.

Of the agency's 141 Revenue vehicles, 124 of those which are greater than 14,000 lbs. Gross Vehicle Weight and/or vehicles that will be replaced by vehicles above 14,000 lbs. GVWR are affected by the ICT Regulations. Revenue vehicles that are currently or will be replaced by vehicles 14,000 lbs. GVWR and under, will not be considered in this plan.

All buses will operate for their expected useful life to avoid early retirement of any vehicle in accordance with 13 CCR § 2023.1(d)(1)(A). To achieve this, VVTA has already deployed 12 Battery Electric Buses and 13 Fuel Cell Electric Buses, which make up over 30% of the fixed route fleet. Moving forward, VVTA will continue its transition to 100% ZEBs by purchasing all Fuel Cell Electric Buses (FCEBs) after 2028. VVTA plans to start construction of its Hydrogen Fueling Station at its main facility in Hesperia in 2026/2027, and all new fixed route vehicle purchases will be Fuel Cell Electric Buses (FCEBs) after 2028.

VVTA's future FCEB fueling station infrastructure is being designed to enable future growth of its fleet. The station is being designed with the capability of supplying 2,000+ kg-H2/day, which is enough to satisfy demand for up to 75+ buses based on VVTA's estimated fuel consumption.

The station will consist of both public and private fueling dispensers and have the ability to fuel both 350 Bar and 700 Bar vehicles. VVTA plans to begin operation of its hydrogen fueling station located in Hesperia CA, early 2025.

VVTA currently owns and operates fourteen DC Fast chargers and seven level 2 chargers, installed between the agency's Hesperia and Barstow facilities serving twelve BEBs.

VVTA has also added an interim fueling solution in 2026 which is a leased station and consists of two hydrogen dispenser pods at 350 bar and includes two 500 bar, 500kg, gaseous hydrogen dispensers.

The previous version of the Rollout Plan was approved by VVTA's Board of Directors on May 15, 2023, under resolution number 23-02.

The Board approved resolution is attached as Appendix I.

This Rollout Plan was developed by Victor Valley Transit Authority.

SECTION C: Technology Portfolio

VVTA plans to deploy both ZEB technologies throughout its fleet transition. VVTA is currently operating 12 Battery Electric Buses and 13 Fuel Cell Electric Buses.

VVTA has been operating battery electric buses since 2019 collecting data used to determine the agency's next steps into its ZEB transition.

VVTA operates blocks upwards of 524 miles in length, due to the range constraints with Battery Electric Buses only averaging 110-150 miles and charging times taking 6-10 hours, VVTA would have to purchase BEBs at a 2:1 ratio, increasing its fleet size by 100%, or greater. VVTA has decided to pursue FCEB technology which has an estimated range of 300 miles (or greater as technology advances). FCEBs are capable of fueling within 8-12 minutes (as opposed to BEBs which take upwards of 10 hours to charge, depending on charge rate and bus SOC) and can be used to switch out buses en route that are low on fuel.

Figure 3: 40' New Flyer Battery Electric Bus



SECTION D: Current Bus Fleet Composition & Future Bus Purchases

Table 2: Current Bus Fleet Composition

Number of Buses	Engine Model Year	Bus Model Year	Fuel Type	Bus Type
8	2014	2014	CNG	Standard
1	2015	2015	CNG	Standard
2	2016	2016	CNG	Cutaway
3	2016	2016	CNG	Standard
3	2017	2017	CNG	Cutaway
9	2018	2018	CNG	Standard
7	2018	2018	CNG	Standard
18	2019	2019	CNG	Cutaway
2	2020	2020	CNG	Standard
6	2020	2020	CNG	Standard
3	2021	2021	CNG	Standard
2	2021	2021	CNG	Standard
4	2021	2021	CNG	Standard
2	2016	2016	CNG	Standard
5	2015	2015	CNG	Over-the-road
7	2019	2019	Electricity	Standard
5	2021	2021	Electricity	Standard
3	2024	2024	UNL	Cutaway
19	2024	2024	CNG	Cutaway
13	2025	2025	FCEB	Standard

VVTA's Current fleet consists of fifty-two 32'-45' CNG standard buses, thirty-seven CNG cutaway buses, three unleaded cutaway buses, twelve 40' Battery Electric Buses, and thirteen Fuel Cell Electric Buses.

Table 3: Timeline of Future Bus Purchases

Timeline (Year)	Total Number of Buses to Purchase	Number of ZEB Purchases	Percentage of Annual ZEB Purchases	ZEB Bus Type(s)	ZEB Fuel Type(s)	Number of Conv. Bus Purchases	Percentage of Annual Conv. Bus Purchases	Type(s) of Conv. Buses	Fuel Type(s) of Conv. Buses
2026	15	3	20%	Standard	Hydrogen	12	80%	Standard/ Cutaway	CNG/UNL
2027	9	0	0%	None	None	9	100%	Standard/ Cutaway	CNG
2028	8	0	0%	None	None	8	100%	Standard/ Cutaway	CNG
2029	11	6	44%	Standard/Cutaway	Hydrogen	5	56%	Cutaway	CNG
2030	9	9	100%	Standard/Cutaway	Hydrogen	0	0%	None	None
2031	14	14	100%	Standard/Cutaway	Hydrogen	0	0%	None	None
2032	8	8	100%	Standard/Cutaway	Hydrogen	0	0%	None	None
2033	15	15	100%	Standard/Cutaway	Hydrogen	0	0%	None	None
2034	16	16	100%	Standard/Cutaway	Hydrogen	0	0%	None	None
2035	16	16	100%	Standard/Cutaway	Hydrogen	0	0%	None	None

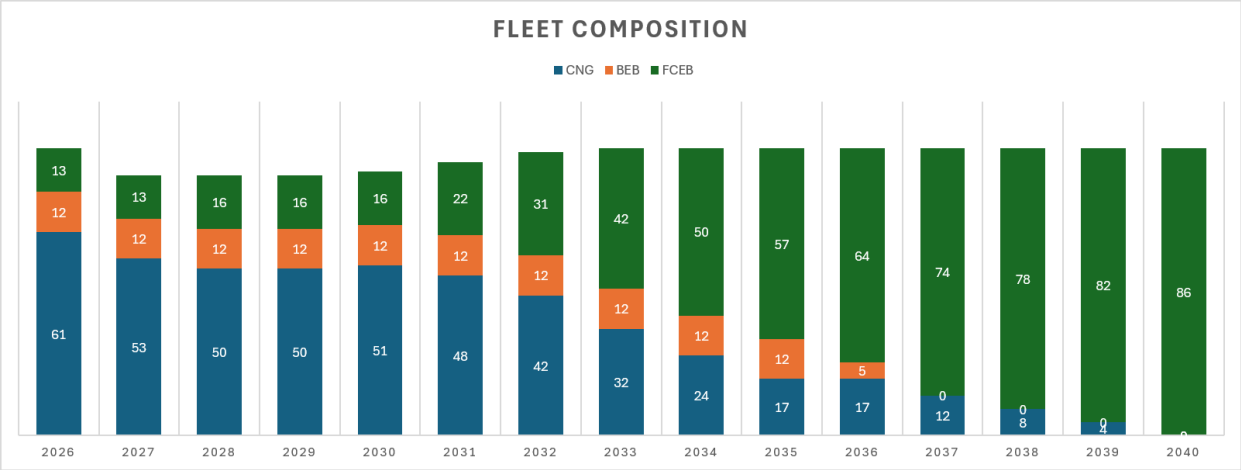
2036	21	21	100%	Standard/Cutaway	Hydrogen	0	0%	None	None
2037	8	8	100%	Standard/Cutaway	Hydrogen	0	0%	None	None
2038	9	9	100%	Standard/Cutaway	Hydrogen	0	0%	None	None
2039	8	8	100%	Standard/Cutaway	Hydrogen	0	0%	None	None
2040	9	9	100%	Standard/Cutaway	Hydrogen	0	0%	None	None

Table 4: Mile Range, H2 Storage, and Cost of Future Bus Purchases

Timeline (Year) (Same as in Table 2)	Number of ZEBs	Bus Type(s)	Required BEB7 Range/ On-Board H2 Storage	Estimated Cost of Each Bus
2026	3	Standard	400 Mi/51kg	$1,900,000
2027	0	Standard	400 Mi/51kg	$1,900,000
2028	0	Standard	400 Mi/51kg	$1,900,000
2029	4	Standard	400 Mi/51kg	$2,000,000
2030	8	Standard	400 Mi/51kg	$2,000,000
2031	10	Standard	400 Mi/51kg	$2,000,000
2032	8	Standard	400 Mi/51kg	$2,000,000
2033	7	Standard	400 Mi/51kg	$2,000,000
2034	7	Standard	400 Mi/51kg	$2,000,000
2035	6	Standard	400 Mi/51kg	$2,000,000
2036	13	Standard	400 Mi/51kg	$2,000,000
2037	4	Standard	400 Mi/51kg	$2,000,000
2038	5	Standard	500 Mi/51kg	$2,000,000
2039	4	Standard	500 Mi/51kg	$2,000,000
2040	5	Standard	500 Mi/51kg	$2,000,000

NOTE: Estimated Cost of Each Bus does not add for inflation or any other factors. Estimated cost is using current estimated prices based on 2026 cost estimates. VVTA is not considering converting any of its conventional buses in service to ZEBs.

Figure 4. Total Annual Fleet Composition



SECTION E: Facilities and Infrastructure Modifications

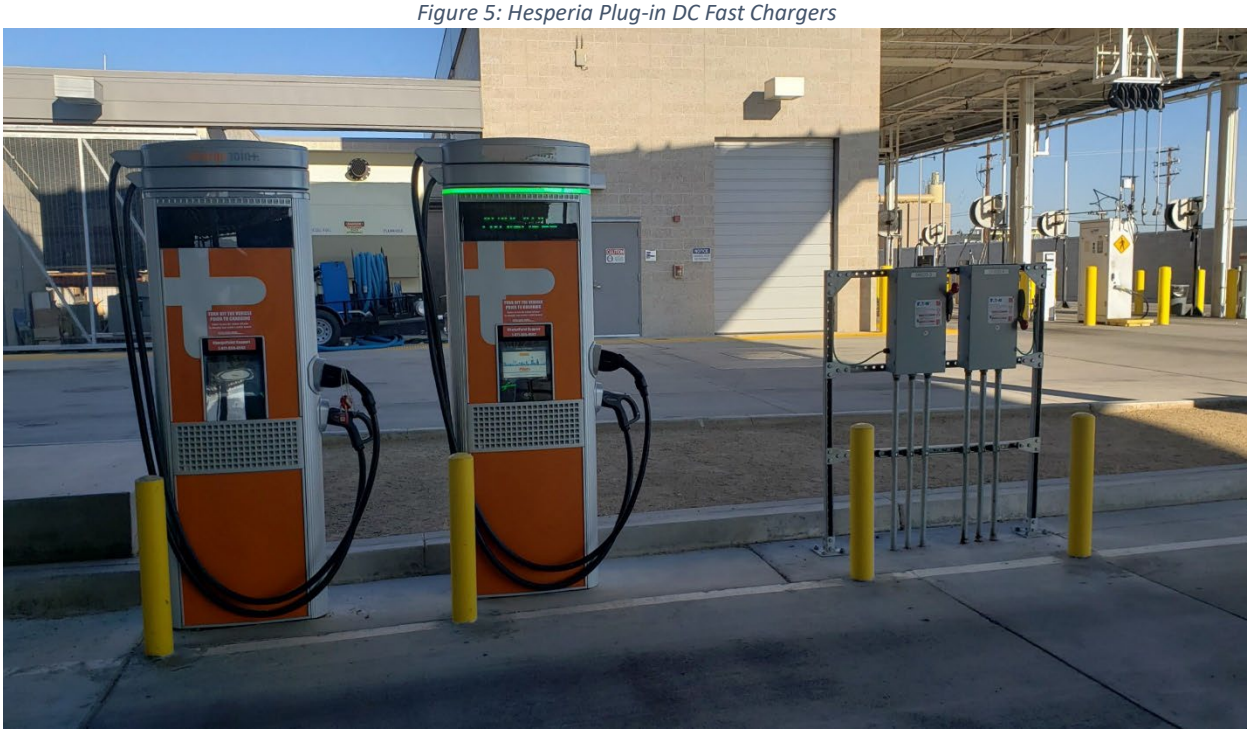
Table 4: Mile Range, H2 Storage, and Cost of Future Bus Purchases

Division/ Facility Name	Address	Main Function(s)	Type(s) of Planned Infrastructure	Service Capacity	Needs Upgrade? (Yes/No)	Estimated Construction Timeline
Hesperia	17150 Smoke tree St, Hesperia, CA 92345	Operations, Maintenance, CNG/Unleaded Fueling, and Electric Bus Charging	H2 Detection system in Maintenance and H2 fueling Station	H2 Detection: 9 Maintenance Bays H2 Fueling: 75+ Buses/Heavy Duty Vehicles	Yes	H2 Detection 2027 H2 Fueling: 2023-2027
Barstow	2641 W. Main St Barstow, CA 92345	Operations, Maintenance, and Electric Bus Charging	H2 Detection system	3 Maintenance Bays	Yes	2028-2031
Barstow LCNG Station	100 North Sandstone Court. Barstow, CA 92345	CNG Public and Private fueling	Hydrogen Fueling Station	75 Buses/Heavy Duty Vehicles	No	2028-2031

In preparation for VVTA's ZEB transition, the agency has already added infrastructure to its facilities.

In 2018 VVTA began working with its utility, Southern California Edison (SCE), under the Charge Ready Pilot Program. SCE set up a new meter service, brought in power and equipment, at no charge to VVTA, with enough power for up to twenty 40' Battery Electric Buses. The equipment consists of Transformer, MBC, switchgear, and disconnects. VVTA purchased and installed 7 ChargePoint CP250, 62.5kW Charging station. This infrastructure was put in place to support VVTA's 7 New Flyer Battery Electric Buses.

Figure 5: Hesperia Plug-in DC Fast Chargers



In 2021, VVTA purchased and installed an 8th charging station and paired the existing charging stations together for a total of 4 paired stations. This gives VVTA the ability to charge at a maximum of 125kW (100kW realistic).

In 2019, VVTA began the construction of a new operations and maintenance facility in Barstow, CA. During construction, VVTA added conduit to each bus parking spot in preparation for any future charging station needs.

In 2020, VVTA partnered with its utility again under the Charge Ready Transport program to set up a new meter service, bring in power, and install infrastructure required for up to 20 Battery Electric Buses.

In 2022, VVTA installed three paired ChargePoint CP250 Charging stations (6 total stations) and deployed five 40' battery electric buses.

In 2021, VVTA purchased approximately 5 acres adjacent to its main facility in Hesperia. This purchase was for the purpose of future ZEB infrastructure.

In 2023, VVTA released a RFP for a design-build liquid delivery hydrogen fueling station that can support up to 60+ buses and 20+ cars. The fueling station will consist of 2 private 350 Bar dispensers for VVTA's fleet and 1 public dispenser with the ability to fuel both 350 Bar and 700 Bar vehicles.

In 2025, VVTA released a RFP for an Interim Fueling Solution for its upcoming FCEB fleet. This was put into operation in 2026.

VVTA will not need to make any modifications to its bus parking. However, VVTA is in the process of upgrading its maintenance facility to meet all requirements of working on and housing FCEBs.

Figure 6A: Hesperia Hydrogen Fueling Station Engineering Concept

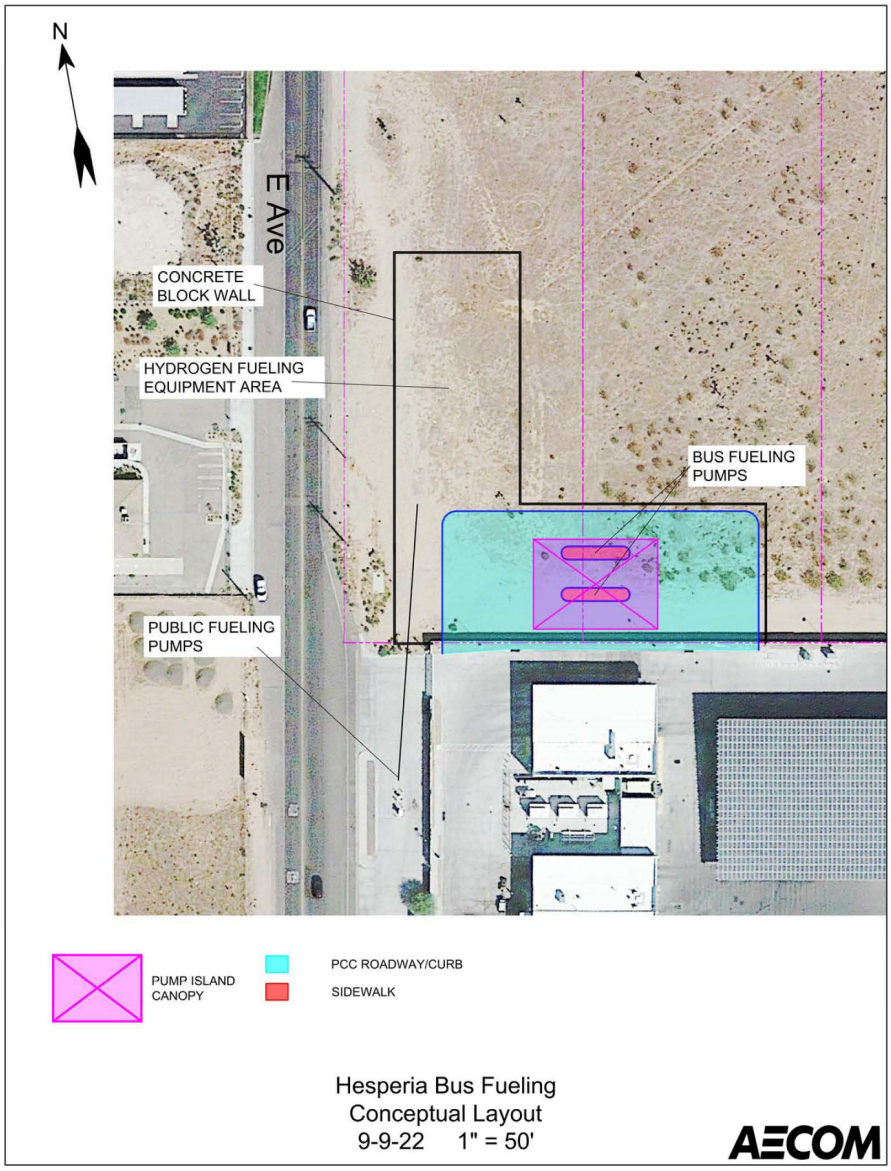
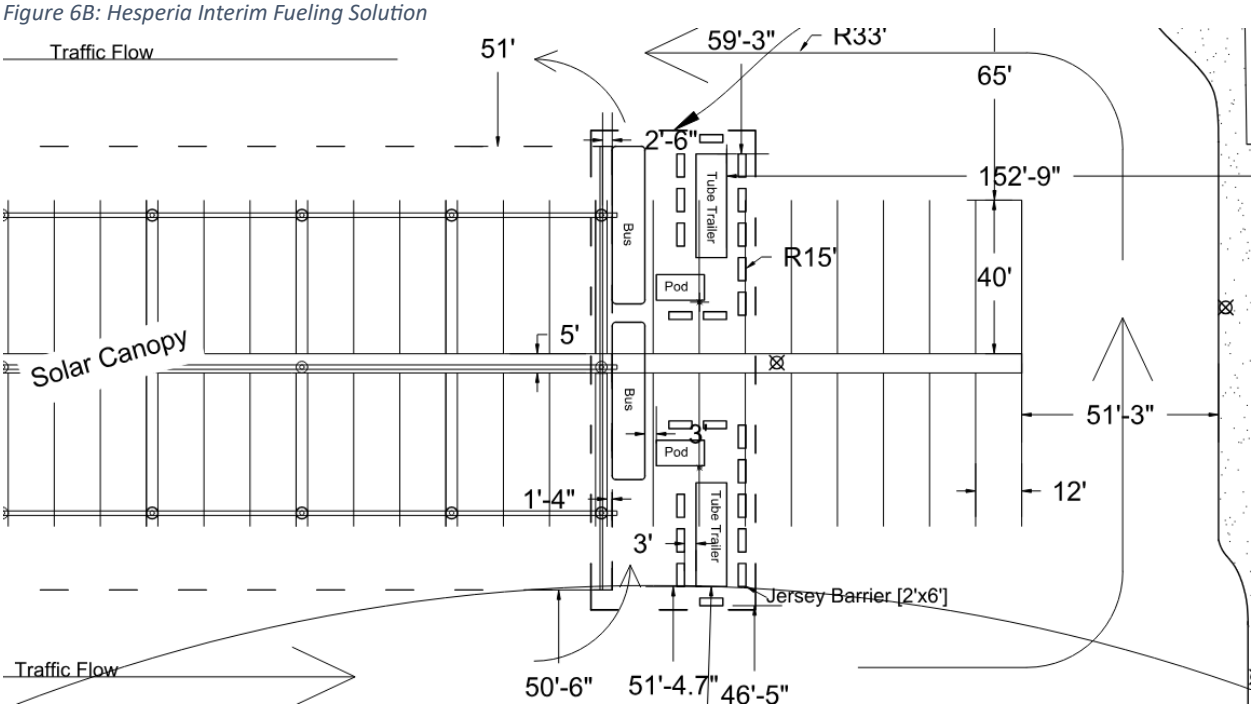


Figure 6B: Hesperia Interim Fueling Solution



SECTION F: Providing Service in Disadvantaged Communities

VVTA considers it essential to prioritize Disadvantaged communities in the deployment of ZEBs. It is prudent to providing reliable, clean, and timely service to those who need it the most. The agency has identified routes with blocks under 310 miles with the most densely populated with low-income neighborhoods and tallied the stops of each route that were placed in/very close nearby certified DACs (2022 census). This information will be utilized to effectively assign ZEBs to routes that provide the most service to DACs.

Table 5: Example of route DAC Percentage

Route	Block	Deadhead Miles	Revenue Miles	Total Miles	Stops	Stops in DAC	Percent of Route services DAC (2022)
32	3201	32.36	276.42	308.8	74	57	77%
32	3202	32.21	275.65	307.9	74	57	77%
56	5601	21.43	212.39	233.8	45	45	100%
50	5001	11.33	220.91	232.2	73	42	58%
50	5002	11.12	220.64	231.8	73	42	58%
3	302	8.5	211.5	220.0	68	31	46%
3	301	12.3	211.5	223.8	68	31	46%
55	5501	10.41	221.24	231.7	43	27	63%
52	5201	19.23	206.22	225.5	48	22	46%
31	3103	32.46	177.91	210.4	38	14	37%
31	3101	20.34	177.91	198.3	38	14	37%
31	3102	26.4	169.18	195.6	38	14	37%
15	1503	20.34	278.06	298.4	9	8	89%
15	1502	20.34	250.22	270.6	9	8	89%
15	1504	20.34	180.05	200.4	9	8	89%
64	6401	7.34	239.72	247.1	70	6	9%
64	6402	7.26	238.86	246.1	70	6	9%
68	6802	7.17	229.09	236.3	66	6	9%
68	6801	7.12	210.9	218.0	66	6	9%

Figure 7A: Barstow DAC Areas in red with VVTA Route Overlay

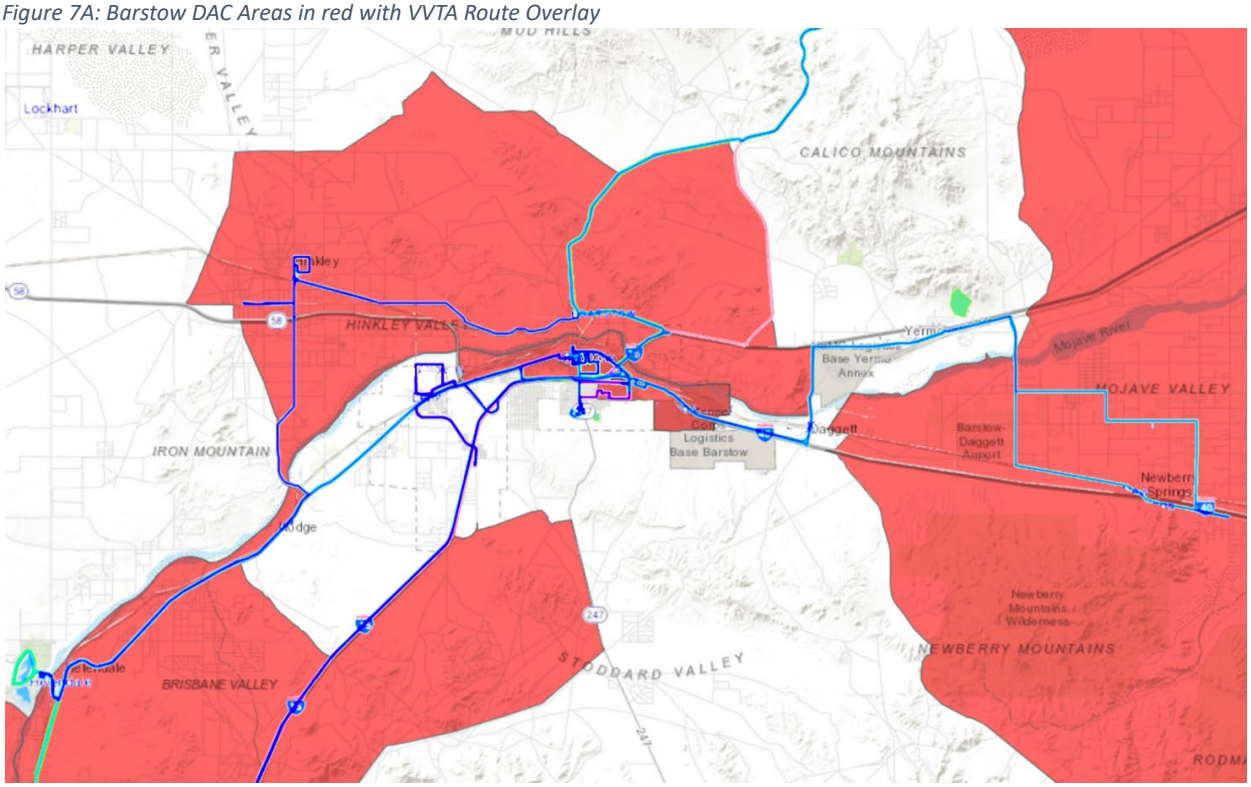
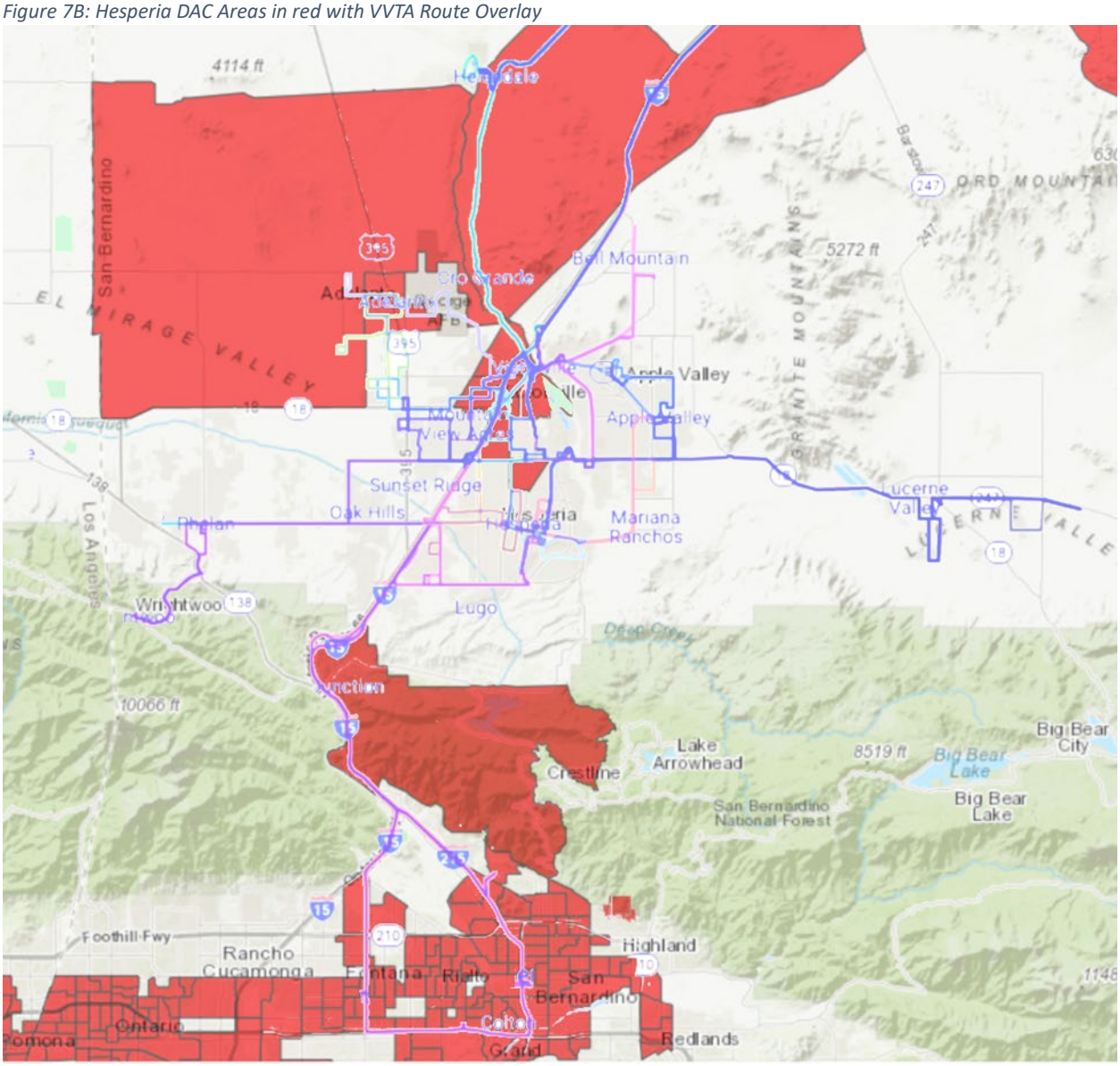


Figure 7B: Hesperia DAC Areas in red with VVTA Route Overlay



SECTION G: Workforce Training

VVTA's depots, located in Hesperia and Barstow, CA, operate a fleet of 124 buses greater than 14,000 lbs. GVWR, including an existing fleet of 12 battery electric buses and 13 hydrogen fuel cell electric buses. VVTA has developed a plan to transition its fleet to a 100% zero-emission one by 2040, which meets the Innovative Clean Transit (ICT) goal of 2040. In order to support ZEB operations at this scale, VVTA has identified opportunities to ensure the current and future workforce is prepared to manage its fleet of more than 124 future ZEBs. This Workforce Development Plan focuses on ZEB operations and maintenance.

Workforce Analysis Overview

Developing and training the workforce required to operate and maintain zero-emission buses requires significant investment and planning. VVTA's operations and maintenance contractor, Keolis, is experienced in recruiting, hiring, training, and integrating new staff to ensure that employees are qualified to provide quality services to VVTA's riders. The level of training that staff engage in upon hiring is dependent upon their level of experience at that time. VVTA recognizes that a trained ZEB workforce is not readily available, and the transit industry must address the shortage of technicians and mechanics together.

VVTA plans to retain its current workforce by providing all staff with the necessary training on the new ZEB technologies. By providing existing and future staff with training on ZEB technologies it will help to ensure job retention for the current workforce at VVTA. The agency will leverage its contractor and their existing labor management partnership in the recruitment of aspiring technicians to provide equitable opportunity to join the new ZEB workforce.

VVTA provides insight on the transit industry's move towards Zero Emission Buses to the local schools and community colleges. This effort assists in creating a curriculum to ensure the future Technicians are knowledgeable on electric vehicle technology. VVTA accomplishes this through its membership in the Mountain Desert Career Pathways (MDCP) Automotive Advisory Committee.

Transitioning to zero-emission vehicles is a paradigm shift for all aspects of transit operations including but not limited to scheduling, maintenance, and yard operations. VVTA's workforce development activities will address the identified skills and tools needed for each relevant team.

Completed Training

Several training sessions have already been provided to the drivers, mechanics, trainers, and supervisors for its ZEB Fleet Deployment. This training ensures that VVTA has qualified staff to drive, train, and maintain the ZEBs, fueling, and charging infrastructure. Aside from the training, VVTA has also procured ample personal protective equipment, fall protection, barriers, blankets, hooks, and diagnostic tools to work on the BEBs to include the high voltage system.

The following training has been provided to maintenance and operations staff:

1. OEM Training
    a. New Flyer BEB and FCEB Operator Orientation
    b. New Flyer BEB and FCEB Maintenance Orientation (Including PPE)
    c. New Flyer BEB and FCEB Maintenance High Voltage Familiarization
    d. New Flyer BEB and FCEB Propulsion and ESS familiarization
    e. New Flyer BEB Propulsion and ESS Troubleshooting
    f. New Flyer BEB and FCEB Maintenance Training
    g. New Flyer BEB and FCEB Familiarization
    h. New Flyer BEB Smart Rider Suspension
    i. Ballard Fuel Cell Training
    j. Fueling Procedure Training
    k. ChargePoint charger basics and overview
2. Other Training
    a. California Transit Training Consortium
    b. CalACT, CTA, APTA (supervisory)
    c. Keolis on-site Training Manager
    d. Fall protection Training
    e. First Responder Training (Sheriff and Fire Department)

Identified Training Needs

Several training needs have been identified by VVTA staff in order to support their transition to a 100% ZEB fleet. VVTA is committed to ensuring new training and technologies do not displace current workers and has placed a priority on training existing staff. VVTA has currently trained over 60% of the current maintenance workforce and are qualified to work on its ZEBs and intends to train 100% of existing and future technicians to work on ZEBs by 2040. 100% of VVTA's drivers are trained to operate its BEB and FCEB fleet. As the ZEB fleet grows, more technicians will be trained and qualified to work on the buses. The identified training needs are anticipated to evolve as VVTA's fleet expands. As such, the following training plans are intended to provide a framework.

1) *Train-the-trainer approach*
Depending on the specific equipment, training may occur in a "train-the-trainer" format where key staff are trained thoroughly on equipment who pass on basic knowledge to other personnel, or batch training where all or most of the related staff receive instruction from the equipment manufacturer.

2) *Vendor Training*
VVTA plans to take advantage of training from the bus manufacturers, system manufacturers, and infrastructure suppliers, to include maintenance and operations, safety, first responder, and other training that may be offered by the providers. OEM training

provides critical information on operations and maintenance aspects specific to the equipment model procured. VVTA's contractor training staff will work closely with the OEMs providing vehicles to ensure all mechanics, service employees, and bus operators complete necessary training prior to deploying ZEB technology.

3) *ZEB tools*

The following tools have been identified as a top need for FCEB deployment:

- Hydrogen Tank Solenoid Replacement Tool
- Battery Communications harness
- Bus systems training module

The following tools have been purchased for the current ZEB fleet and will be utilized for future compatible ZEBs:

- 6 portable hydrogen detectors
- 2 Diagnostic laptops w/ full FCEB diagnostic software
- 2 hydrogen calibration stations
- 2 Valeo Adapters
- 2 Transtech VR Interface Cables
- 4 Siemens PCAN Interface Harnesses
- 2 Siemens CAN Adapters
- 4 CAN Vector Indigo
- 2 XALT Interface Battery Cables
- 4 Vehicle Data Loggers
- 4 ABS software subscriptions
- 2 Diagnostic adapters
- Insulated tools
- 3 Insulation Multimeters
- 5 Intelligaire III diagnostic kits for Thermo king system
- 2 Battery Diagnostic Cable Assemblies
- 2 Nexiq USB Links w/ WiFi
- HV Modulator Test Lead Kit
- HV Test Probe Flat Blade Tool
- 2 HV Test Probe back probe tool
- 2 Vanner Diagnostic Kits
- 2 Seimens PCAN interfaces
- 2 SIA USB CAN Adapters
- 2 XALT SPI universal tools
- 2 Spheros Thermo king Test Kits
- 2 digital pressure differential manometers

- Personnel specific Personal Protective Equipment
- BEB specific laptop for diagnostic software
- Arc Flash Barriers
- Magna Charger

4) *Retraining/refresher training courses*

   Additional ongoing training to include Gas Detection/Fire suppression systems, passenger doors, high voltage familiarity, hydrogen familiarization, HVAC, air & brake system, CAD/AVL, ADA accessibility systems, electrical and multiplex system will be ongoing and provided by various sources such as CTTC, OEM, system manufacturers, and onsite training manager.

5) *ZEB Training from other transit agencies*

   Several early ZEB adopters have created learning centers for other agencies embarking on their ZEB transition journeys. One such agency is SunLine Transit Agency, which provides service to the Coachella Valley and hosts the West Coast Center of Excellence in Zero Emission Technology (CoEZET). The Center of Excellence supports transit agency adoption, zero-emission commercialization, and investment in workforce training. VVTA has a great relationship with Sunline and is planning to utilize their center of excellence as a training tool for mechanic and supervisor training on ZEBs.

6) *National Transit Institute training*

   VVTA staffing has utilized the National Transit Institute (NTI) training programs for many years to provide procurement, supervisory, leadership, and management training to its staff and plans to continue to utilize the NTI platform for future training.

7) *Professional Associations*

   VVTA is active within APTA's Zero Emission Fleet Committee, which includes stakeholders involved in planning, operating, and maintaining ZEBs, and is also a current member of the Zero Emission Bus Resource Alliance (ZEBRA), a professional organization of 48 transit agencies across the U.S. & Canada. ZEBRA is the only transit working group that consists solely of transit agencies operating ZEBs and is leading the way with more than 310 ZEBs in service. ZEBRA offers space for sharing lessons learned, collaborating on deployments, and interpreting performance trends. VVTA is involved with California Transit Association's ZEB Task force and ZEB subcommittees and is also involved with CalACT's maintenance and conference committee.

   VVTA executives, supervisors, and management currently utilize these associations to better understand ZEBs to make informed maintenance, operating, and purchasing decisions related to zero-emission vehicles and infrastructure.

Resources and Strategies to Meet Identified Needs

In order to incorporate the above training needs, VVTA envisions using the following resources and strategies. To achieve these goals and ensure a successful deployment of zero-emission buses, VVTA will require significant funding to cover the workforce development initiatives identified.

Training and workforce development is a high priority for VVTA. With the prior purchase and operation of 12 BEBs and 13 FCEBs, the agency currently has some of the required personal protective equipment and numerous tools to provide maintenance and diagnostics on ZEBs. VVTA has also purchased several OEM training courses for its ZEBs. With many of the tools, PPE, and high voltage training established, it reduces the costs required for VVTA's future workforce development needs.

VVTA's maintenance and operations contract includes an operations training department and a dedicated maintenance training manager.

The Agency will utilize OEM and systems training as much as possible and plans to utilize a train-the-trainer approach for many of the reccurring bus safety, familiarization, and orientation training.

Workforce Development Timeline

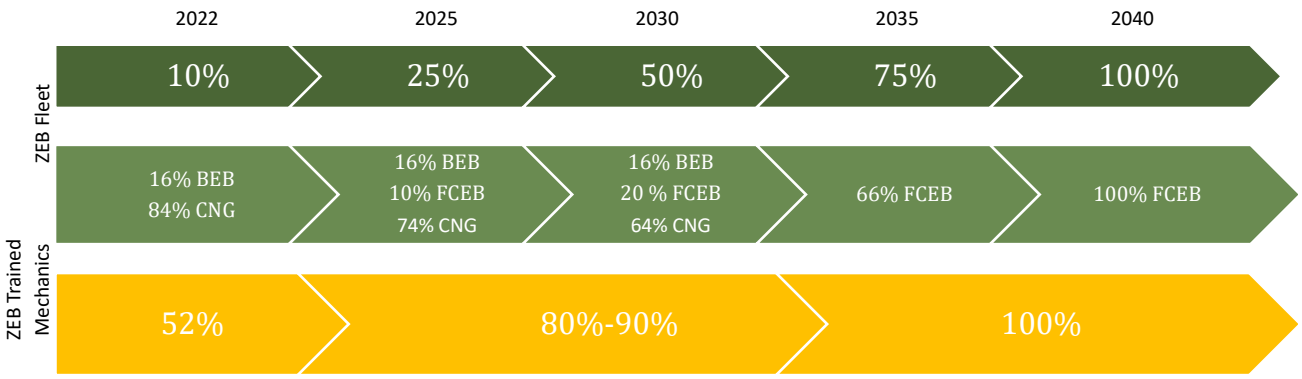
As VVTA and numerous agencies begin fleet transitions, demand for skilled and experienced workers will increase rapidly while new clean transportation policies and programs take effect. Aligning workforce development activities with the fleet transition timeline ensures that a qualified workforce is ready and available to support a successful deployment. Based on VVTA's fleet transition plan of becoming 100% zero-emission by 2040, the timeline below shows the anticipated progression.

By 2030, VVTA will have a fuel cell electric fleet of 16 buses. By 2040, VVTA will have a 100% zero-emission fuel cell electric bus fleet.

VVTA will be providing ample training for its contracted staffing to include safety and personal protective equipment training, vehicle and facilities overview and diagnostic training, operator training, and end user training to improve workforce development and ensure employees are safe and knowledgeable.

Across all stages of deployment, VVTA will leverage training resources available through vehicle OEMs to ensure all mechanics, service employees, and bus operators complete necessary training prior to deploying ZEB technology. VVTA has already trained 100% of its fixed route operators to operate the agency's BEBs and FCEBs. VVTA will also ensure that these staff undergo refresher trainings annually and as needed, providing operators and maintenance personnel the opportunity to bring up any issues or questions they may have with their trainers.

Figure 9: ZEB Fleet & Mechanic Transition Plan



Workforce development is an ongoing process that must continue as fleets scale up and deploy additional zero-emission vehicles. To ensure that the workforce scales efficiently and cost-effectively, VVTA will work with their maintenance and operations contractor to employ training strategies that support additional zero-emission vehicle deployments in the future. As future development of ZEB technology evolves, VVTA's training plan will also evolve to provide equitable training to retain and recruit employees.

SECTION H: Potential Funding Sources

VVTA is prepared to pursue funding opportunities at the federal, state, and local level, as necessary and as available.

Funding sources VVTA is considering include:

United States Department of Transportation (USDOT)
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Federal Transit Administration (FTA)
Bus and Bus Facilities Discretionary Grant
Low-or No-Emission Vehicle Grant
Urbanized Area Formula Grants
State of Good Repair Grants
Federal Highway Administration (FHWA)
Congestion Mitigation and Air Quality Improvement Program
California State Transportation Agency (CalSTA)
Transit and Intercity Rail Capital Program (TIRCP)
Low Carbon Transit Operations Program (LCTOP)
Local Funding
Transportation Development Credits (Toll Credits)
Local Transportation Funds (LTF)
California Air Resource Board (CARB)
Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project

SECTION I: Start-up and Scale-up Challenges

VVTA has experienced multiple startup challenges. To meet the requirements of the SCE Charge Ready Pilot Program VVTA had to obtain its buses within 12 months of the start of the contract. This is generally a very fast build time for 40' bus orders but VVTA was able to accomplish it. The Battery Electric Buses at the time of purchase were also around $300,000 more than a CNG bus.

Complete and consistent vehicle charging on both the charging system side and the bus system sides has been a challenge since the very beginning of deployment. VVTA has had very poor experience working with its current charging station manufacturer concerning the continuous maintenance and operation of the charging stations. With some stations being down for more than a month, this issue becomes more concerning when scaling up from the 14 existing charging station that VVTA utilizes.

Vehicle range and maximum state of charge (SOC) was also an issue and still is. When VVTA received its first BEBs, they were programmed to have a maximum state of charge of 86%, losing 14% of its usable energy off the top. After multiple discussions with the OEM, VVTA was able to get the maximum SOC increased to 94%. However, recently the OEM changed the programming, and the buses are intermittently between 80%-90% SOC. VVTA is actively working with the bus manufacturer to rectify this issue. These issues only exacerbate the low range of the BEB, VVTA is seeing 120-150 miles on average for its BEBs.

At the time of startup, VVTA's electricity peak time of use changed to 4PM to 9PM and the cost of peak charging was 5X the cost of off-peak charging. This removed the ability to charge the buses at a cost-effective rate during those hours. While demand charges were removed for southern California TOU-EV8 plan for a 5-year period, VVTA is still experiencing rate increases and the cost of fuel (electricity) for the BEBs is higher than CNG.

VVTA is currently adding a hydrogen fuel station to its Hesperia location, this will be designed with full scale in mind and will be able to accommodate VVTA's full fleet transition needs to eliminate any potential scale-up problems moving forward that will require constant upgrades and construction.

However, there have been several delays with the project and completion is now expected for calendar year 2027. VVTA had to procure an interim fueling solution which consists of two dispenser pods, and two 500 bar gaseous hydrogen trailers.

VVTA was able to get the first dispenser pod installed and completed in January of 2026 just in time to release the FCEBs into service. However, in February of 2026, an incident occurred in Colton California which stopped the supply of 500 bar gaseous hydrogen. This delayed VVTA's deployment of the buses by several months. VVTA decided to use 180 bar hydrogen to provide some level of fuel to the buses and has operated the FCEBs at a limited capacity for several months in 2026.

The IFS has been fully completed and 500 bar gaseous hydrogen was received starting in November of 2026.

The cost of Fuel Cell Electric Buses has also seen significant increases in 2026. Bus prices have increased from $1.4m to over $1.8m. With an increase in over $400,000 per bus, it makes the continuous

purchases difficult to sustain as an FCEB is now over double the cost of a CNG bus. These increases include tariff costs and increase in taxes due to the loss of AB 2622 for partial tax exemption on ZEBs.

Hydrogen fuel is also volatile and continues to increase, not decrease, in price. Early contracts and estimates showed hydrogen fuel around $8, while the industry is now seeing $9-$12+ in hydrogen fuel costs per kg.

The cost to develop the necessary infrastructure and the increased cost for operating and maintaining FCEBs will be difficult without the financial support of local, state, and national funding. With the current number of grants available for transit agencies to pursue, VVTA will have to be persistent with grant applications due to the cost of implementing FCEBs as shown in Section D.

Apart from installation, the removal of obsolete infrastructure is another price point that is yet to be determined and may also require significant funding. The switch to hydrogen will be difficult due to maintenance training on FCEBs not being the industry standard for transit technicians, therefore a majority of any new workforce will need to undergo Hydrogen, High Voltage, and Vehicle specific training.

Maintaining BEB and FCEB qualified/experienced technicians will be essential if the agency intends to mitigate downtime on these new vehicles.

APPENDIX X: Board Resolution

VICTOR VALLEY TRANSIT

RESOLUTION # 23-02

VICTOR VALLEY TRANSIT AUTHORITY INOVATIVE CLEAN TRANSIT ZERO EMISSION BUS ROLLOUT PLAN

WHEREAS, the Innovative Clean Transit (ICT) regulations were adopted by the California Air Resources Board (CARB) in December of 2018 and became effective on October 1, 2019; and

WHEREAS, Title 13 of the California Code of Regulations § 2023 (13 CCR § 2023.1 through 2023.11) requires all public transit agencies to gradually transition their bus fleet to zero-emission technologies; and

WHEREAS, the ICT regulation includes the following requirements for bus purchases for small agencies such as VVTA:

- January 1, 2026 – 25% of all new bus purchases must be zero-emission
- January 1, 2027 – 25% of all new bus purchases must be zero-emission
- January 1, 2028 – 25% of all new bus purchases must be zero-emission
- January 1, 2029 – 100% of all new bus purchases must be zero-emission

WHEREAS, each transit agency must adopt and submit to CARB a ZEB Rollout Plan describing how the agency will transition to a zero-emission fleet; and

WHEREAS, the Rollout Plan must be approved by the Transit Agency's Governing Body through the adoption of a resolution prior to submission to CARB by June 30, 2023; and

WHEREAS, the Rollout Plan achieves the following:

- A goal to transition its bus fleet to zero-emission by 2040 with careful planning that avoids early retirement of CNG and conventional internal combustion engine buses;
- Identifies the types of ZEB technologies the Agency is planning to deploy;
- A schedule for ZEB purchases;
- A schedule for construction of facilities and infrastructure modifications or upgrades required to deploy and maintain the ZEBs;
- Describes how the Agency plans to deploy ZEBs in Disadvantaged Communities;
- A training plan and schedule to train operators and maintenance and repair staff ;
- Identifies potential funding sources; and
- Identifies start-up and scale-up challenges.

VVTA.ORG | **ADDRESS:** 17150 SMOKE TREE STREET, HESPERIA, CA | **PHONE:** 760-948-4021

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the Board of Directors of Victor Valley Transit Authority to adopt Resolution #23-02 approving VVTA's Zero Emission Bus Rollout Plan and authorizes the CEO to submit the plan to California Air Resources Board in accordance with the Innovative Clean Transit Regulations.

PASSED, APPROVED and ADOPTED this 15th day of May 2023.

Elizabeth Becerra, VVTA Board Chair

APPROVED AS TO FORM:

Adam Ebright, VVTA Legal Counsel

RECEIVED
MAY 26 2023
VVTA

AGENDA ITEM

6

STAFF REPORT

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Item Number: 6 **File Type**: Approval

REGULAR BOARD MEETING
November 16, 2026

SUBJECT: **Approve the State of California Transit Mutual Assistance Compact**

ACTION: **APPROVE**

PRESENTED BY: Esteban Rodriguez, Chief Operating Officer

RECOMMENDATION

Staff recommends that the Board of Directors approve VVTA's participation in the State of California Transit Mutual Assistance Compact (TransMAC) and authorize the Chief Executive Officer to execute the agreement.

SUMMARY STATEMENT

TransMAC establishes a framework for participating transit providers in California to share personnel, vehicles, equipment, and services during emergencies. Participation would expand VVTA's access to resources when an emergency exceeds its available capabilities and support coordinated response and recovery.

The agreement addresses assistance requests, reimbursement, documentation, and liability. VVTA would retain discretion to provide assistance based on its operational needs and resources. Members must designate authorized officials and alternates, provide 24-hour contacts, maintain resource information, and develop a mobilization plan. Withdrawal requires 60 days' written notice; existing reimbursement obligations survive withdrawal.

FISCAL IMPACT

Response costs depend on the assistance provided. When requesting assistance, VVTA would reimburse the providing agency for costs specified in the agreement, unless otherwise agreed in writing. When providing assistance, VVTA would seek reimbursement under the same provisions. Potential obligations include personnel, equipment, supplies, equipment repair or replacement, and indemnification. Insurance or self-insurance must cover TransMAC activities.

ATTACHMENTS

A. TransMAC Agreement
B. TransMAC Regional Map

STATE OF CALIFORNIA

TRANSIT MUTUAL ASSISTANCE COMPACT (TransMAC)

MAY 2013

TABLE OF CONTENTS

PREAMBLE 1
ARTICLE I: PREAMBLE. 1
ARTICLE II: DEFINITIONS 2
ARTICLE III: ADMINISTRATION 3
ARTICLE IV: PROCEDURES. 4
ARTICLE V: MEMBER RESPONSIBILITIES. 4
ARTICLE VI: REQUESTS FOR ASSISTANCE 5
ARTICLE VII: COST REIMBURSEMENT. 6
ARTICLE VIII: RESPONSE COORDINATION. 8
ARTICLE IX: ARBITRATION. 10
ARTICLE X: REQUESTING MEMBER'S DUTY TO INDEMNIFY 10
ARTICLE XI: SIGNATORY INDEMNIFICATION 10
ARTICLE XII: WORKERS' COMPENSATION CLAIMS. 11
ARTICLE XIII: NOTICE. 11
ARTICLE XIV: INSURANCE. 11
ARTICLE XV: SENSITIVE SECURITY INFORMATION. 11
ARTICLE XVI: EFFECTIVE DATE. 11
ARTICLE XVII: WITHDRAWAL. 11
ARTICLE XVIII: MODIFICATION. 12
ARTICLE XIX: SEVERABILITY. 12
ARTICLE XX: PRIOR AGREEMENTS. 12
ARTICLE XXI: PROHIBITION ON THIRD PARTIES. 12
ARTICLE XXII: TORT CLAIMS. 12
ARTICLE XXIII: INTRASTATE AND INTERSTATE MUTUAL ASSISTANCE PROGRAMS. .. 12
EXECUTION OF THE AGREEMENT 13

STATE OF CALIFORNIA
TRANSIT MUTUAL ASSISSTANCE COMPACT (TransMAC)

PREAMBLE

This Transit Mutual Assistance Compact (TransMAC) and its Members have established a formal process whereby they may receive and provide Mutual Assistance to each other in the form of personnel, services, and equipment as deemed to be necessary or advisable in an emergency. The Mutual Assistance Agreement contained herein, sets forth the terms and conditions under which the undersigned Members agree to provide or receive Mutual Assistance. However, if a Requesting Member and one or more Providing Members are parties to another mutual assistance agreement at the time the Mutual Assistance is requested, such other mutual agreement shall govern the Mutual Assistance among those Members insofar as the previous agreements are not inconsistent with this Agreement.

In consideration of the foregoing, the TransMAC Member hereby agrees as follows:

A. When providing Mutual Assistance to, or receiving Mutual Assistance from, another Member, the Member will adhere to these written principles to govern Mutual Assistance arrangements that are in effect as of the date of a specific request for Mutual Assistance, unless otherwise agreed to in writing by each Member.

B. With respect to each Period of Assistance, Requesting Members agree that they will provide appropriate reimbursement to the Providing Member regarding all costs and expenses incurred by the Providing Member in furnishing Mutual Assistance as identified under the articles of this Agreement, unless otherwise agreed to in writing by each Member. Entities must maintain auditable records in a manner consistent with generally accepted practices and in a manner consistent with the Member's adopted practices and methods of record keeping and retention.

C. During each Period of Assistance, the conduct of the Requesting Member and the Providing Member shall be subject to the liability and indemnification provisions set forth herein.

D. A Member may withdraw from this Agreement at any time. In such an event, the Member should provide written notice to the Chairperson of the TransMAC Steering Committee.

E. The TransMAC Steering Committee Chairperson shall maintain a current list of Members, which shall be distributed to all Members no less than twice annually; however, a Member may at any time request a copy of the signed Agreement of another Member prior to providing or receiving Mutual Assistance.

ARTICLE I.
PURPOSE

Recognizing that emergencies and other events may overwhelm the resources and capabilities of transit agencies, and that transit agencies may require assistance in the form of personnel, services, and equipment to continue to deliver critical services, the TransMAC Members hereby establish an intrastate program for Mutual Assistance. Through the TransMAC, Members

coordinate response activities and share resources when deemed to be necessary or advisable in an emergency. This Agreement sets forth the policies and standards for the administration of the TransMAC.

This Agreement shall be in accordance with the California Emergency Services Act, the California Disaster and Civil Defense Master Mutual Aid Agreement, the State Emergency Plan, and other existing state and local emergency operations plans, and shall be by and among Member transportation providers in the State of California.

ARTICLE II.
DEFINITIONS

A. **Associate Member** – Any non-transit providers, approved by the TransMAC Steering Committee, which play a supporting role for the TransMAC program. For example, the U.S. Department of Transportation (U.S. DOT), Federal Transit Administration (FTA), California Department of Transportation (CalTrans), California Emergency Management Agency (CalEMA), local emergency management organizations, and/or others who are not signatories to the TransMAC, but manifest the intent to offer support or coordination.

B. **Authorized Official** – An employee or officer of a Member who is empowered and legally authorized to: (1) request assistance; (2) offer assistance; (3) refuse to offer assistance; (4) cancel a request or release assistance; or (5) withdraw assistance under this Agreement.

C. **Emergency** – A natural or human caused event or circumstance causing, or imminently threatening to cause, impact to the operations of a Member, loss of life, injury to person or property, human suffering or financial loss, and includes, but is not limited to, fire, flood, severe weather, earthquake, civil disturbance, riot, explosion, drought, volcanic activity, spills or releases of oil or hazardous material, utility interruption, transportation emergencies, disease, blight, infestation, intentional acts, sabotage, declaration of war, or other conditions which are, or are likely to exceed, the resources of a Member and requires Mutual Assistance.

D. **Founding Members** – The original agencies that coordinated and drafted this Agreement, which include: Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, Foothill Transit, SunLine Transit, Omnitrans, Long Beach Transit, California Emergency Management Agency, and the Orange County Sheriff-Coroner Department - Emergency Management Division.

E. **Incident Command System (ICS)** – A management system designed to enable effective and efficient domestic incident management by integrating a combination of facilities, equipment, personnel, procedures, and communications operating within a common organizational structure.

F. **Independent Contractor** – Independent entity that agrees to furnish certain number or quantity of goods, materials, equipment, personnel, and/or services, at a mutually agreed upon price and within a specified timeframe to Members.

G. **Member** – Any public or private transit provider who participates in the transit mutual assistance program by executing the TransMAC Agreement.

H. **Mutual Assistance** – Any assistance provided under this Agreement. Mutual assistance is to be provided to a Requesting Member with the expectation of cost reimbursement as negotiated with the Providing Member.

I. **Mutual Assistance Agreement** – A written agreement between and among Members that provides a mechanism to quickly obtain Mutual Assistance in the form of personnel, services, and equipment. The primary objective is to facilitate rapid, short-term deployment of emergency support prior to, during, and/or after an emergency.

J. **National Incident Management System (NIMS)** – A national, standardized approach to incident management and response that sets uniform processes and procedures for emergency response operations.

K. **Period of Assistance** – A specified period of time when a Providing Member assists a Requesting Member. The period shall commence when personnel and/or equipment expenses are initially incurred by the Providing Member in response to the official request of the Requesting Member and shall end upon agreement of the parties.

L. **Providing Member** – A Member that responds to a Requesting Member by agreeing to provide personnel, services, equipment, etc. under the terms and conditions of this Agreement.

M. **Requesting Member** – A Member who requests Mutual Assistance under this Agreement.

N. **Sensitive Security Information** – Any document marked Sensitive Security Information (SSI), including but not limited to any map, report, notes, papers, plans, opinion, or e-mail, which relates to the system vulnerabilities of a Member or Associate Member, shall be handled consistent with proper protocols for Sensitive Security Information under 49 CFR Parts 15 and 1520.

O. **Standardized Emergency Management System (SEMS)** – A standardized approach to command and jurisdictional management and response set forth by State of California Code of Regulations for multi-agency or multi-jurisdictional response to an emergency.

ARTICLE III.
ADMINISTRATION

The administration of the TransMAC will be through the TransMAC Steering Committee and ad hoc project committees as designated by the Steering Committee.

The Steering Committee will be established by representatives from the Members to the TransMAC Agreement and will be originally comprised of the Founding Members that established this Agreement. Membership in the Steering Committee will be by nomination of the current Steering Committee membership from among the Members and Associate Members to this Agreement. The Steering Committee shall be comprised of no more than sixteen (16) Members and no more than eight (8) Associate Members. Steering Committee Members will have full voting rights. Associate Members will serve as advisors and will not have voting rights. A Chair and Vice-Chair will be elected by majority vote for a period of two (2) years and will act as administrators for the TransMAC during that time.

At a minimum, the Steering Committee will meet twice each year and issue a list of current Members and Associate Members. The Steering Committee will also address administrative issues such as database and document management, communications, funding, organization, and annual membership events.

In the event membership to this Agreement grows beyond the original region, comprised of the Counties of Los Angeles, Orange, San Bernardino, and Riverside, to include Members throughout the State of California, then the Steering Committee will explore options for establishing Regional Steering Committees and a State Steering Committee.

ARTICLE IV.
PROCEDURES

An *Operational Guide*, detailing the processes for implementing this Agreement will be developed and adopted by majority vote of the Steering Committee. The *Operational Guide* will be reviewed and updated at least annually to reflect new material, processes, and to remove obsolete materials and processes. The document and revisions and updates will be reviewed and approved by the Steering Committee prior to publication and dissemination to the Members.

A. In coordination with local and state emergency management organizations, the TransMAC Steering Committee shall develop operational and planning processes for the implementation of the TransMAC that shall be consistent with the California Emergency Services Act, SEMS, the State Emergency Plan, and the NIMS, reviewed annually and updated as needed by the Steering Committee.

B. Requests for Mutual Assistance under this Agreement shall be directed to appropriate Authorized Official(s) from the list of Members.

C. Any private sector Member to this Agreement shall be requested and tasked by a public sector Member before furnishing Mutual Assistance. Private sector Members may not be eligible to receive Mutual Assistance from public sector Members.

D. Consistent with SEMS, when more than one County is impacted by a disaster, requests for mutual assistance under this Agreement may be channeled through the Regional Emergency Operations Centers and/or the State Operations Center to ensure maximum effectiveness in allocating resources to the highest priority needs.

ARTICLE V.
MEMBER RESPONSIBILITIES

A. Consistent with the NIMS, SEMS, and this Agreement, each Member shall develop a plan providing for the effective mobilization of its resources and personnel, both public and private, to cope with emergencies.

B. Each Member agrees to furnish personnel, services, and/or equipment to each and every other Member to this Agreement to prevent and/or respond to any type of emergency in accordance with duly adopted plans, whether heretofore or hereafter adopted, detailing the method and manner by which such personnel, services, and equipment are to be made available and furnished; provided, however, that no Member shall be required to unreasonably deplete its own personnel, services, and/or equipment in furnishing such Mutual Assistance.

C. It is expressly understood that any Mutual Assistance extended under this Agreement and the operational plans adopted pursuant thereto, is furnished in accordance with the California Emergency Services Act and other applicable provisions of law.

D. Members shall identify an Authorized Official and alternates; provide contact information including 24-hour access; and maintain resource information made available by the Member for Mutual Assistance purposes, as allowed by the Member's policies. Such information shall be updated annually or as changes occur (whichever is sooner) and shall be provided to the TransMAC Steering Committee.

E. Personnel of the Providing Member shall at all times during the Period of Assistance continue to be personnel of the Providing Member and shall not be deemed personnel of the Requesting Member for any purpose. Wages, hours, and other terms and conditions of employment of the Providing Member shall remain applicable to its personnel during the Period of Assistance.

F. The Providing Member shall make available a sufficient number of Supervisors during its provision of Mutual Assistance consistent with the Providing Member's policies for personnel. All instructions for work to be done by Providing Member's personnel shall be given by Requesting Member to Providing Member supervisor(s); or when Providing Member personnel are to work in separate areas, to such of Providing Member's supervisors as may be designated for the purpose by Providing Member's policies/management.

G. Unless otherwise agreed, the Requesting Member shall be responsible for supplying and/or coordinating support functions such as travel, lodging, meals, materials, etc. from the time Mutual Assistance arrives to the time of release when it is reasonably able to do so. The Providing Member shall normally be responsible for arranging travel, lodging and meals en route to the Requesting Member and for the return trip home.

H. The Providing Member's safety and security rules, procedures, policies, guidelines, regulations, and laws shall apply to all work done by its personnel unless as mutually agreed otherwise. Any conflict, disagreement, questions and/or concerns arising about any safety and security rules and/or procedures should be brought to the Authorized Officials for prompt resolution between the Requesting Member and Providing Member.

I. All time sheets and work records pertaining to the Providing Member's personnel furnishing Mutual Assistance shall be kept by the Providing Member.

ARTICLE VI.
REQUESTS FOR ASSISTANCE

In general, Mutual Assistance will be in the form of resources, such as personnel, services equipment, and/or supplies. Mutual Assistance shall be given only when Providing Member, in its sole and absolute discretion, determines that its own needs can be met while rendering Mutual Assistance. The execution of this Agreement shall not create any duty to furnish Mutual Assistance on the part of any Member hereto.

A. **Member Request** – In the event of an emergency, a Member's Authorized Official may request Mutual Assistance from another Member. Requests for Mutual Assistance may be made orally or in writing. When made orally, the request for Mutual Assistance shall

also be prepared in writing and submitted to the Member as soon as possible, but in no event longer than forty-eight (48) hours after the oral request was made. Requests for Mutual Assistance shall be directed to the Authorized Official of the other Member.

B. **Response to a Request for Assistance** – After a Member receives a request for Mutual Assistance, the Authorized Official evaluates whether or not to respond, whether resources are available to respond, and/or if other circumstances will hinder response. Following the evaluation, the Authorized Official shall inform, as soon as possible, the Requesting Member of its decision.

C. **Discretion of Providing Member's Authorized Official** – Execution of this Agreement does not create any duty to furnish Mutual Assistance. When a Member receives a request for Mutual Assistance, the Authorized Official shall have sole and absolute discretion as to whether or not to furnish Mutual Assistance, or the availability of resources to be furnished in such response. A potential Providing Member shall not be held liable for refusing to provide Mutual Assistance. An Authorized Official's decisions on the availability of resources and the furnishing of Mutual Assistance shall be final.

D. **Specifying Type and Quantity of Mutual Assistance Resources** – The Requesting Member shall indicate to the Providing Member the number and specific types of resources desired, but the extent to which the Providing Member makes available such resources shall be at the Providing Member's sole discretion. Every effort will be made, to the extent reasonably possible, to accommodate the Providing Member's personnel with assigned work in their job classification.

E. **Period of Assistance** – The Period of Assistance shall commence when personnel, services and/or equipment expenses are initially incurred by the Providing Member in response to the official request of the Requesting Member. This may include any request for the Providing Member to prepare its personnel, services, and/or equipment for transport and/or to prepare them for the Mutual Assistance assignment, and/or while awaiting further instructions before departing. The Period of Assistance shall terminate when such personnel and/or equipment have returned to the Providing Member, and may include any mandated U.S. Department of Transportation rest time resulting from the Mutual Assistance provided and reasonable time required to prepare the equipment for return to normal activities (e.g., cleaning, repair of vehicles, restocking parts).

The Requesting Member and Providing Member should reach a mutual understanding and agreement in advance as to the anticipated length, in general, of the Period of Assistance. For extended Periods of Assistance, there should be agreement on the process for replacing or providing extra rest for the Providing Member's personnel. It is understood and agreed that if, in the Providing Member's judgment, such action becomes necessary; the decision to terminate the assistance and recall personnel and equipment lies solely with the Providing Member. The Requesting Member will take the necessary action to return such personnel and equipment promptly (See Right to Withdraw Resources).

ARTICLE VII.
COST REIMBURSEMENT

Except as herein otherwise provided, the Requesting Member shall reimburse the Providing Member for each of the following categories of costs and expenses incurred by the Providing

Member as a result of furnishing Mutual Assistance during the specified Period of Assistance, as set forth below, or by written mutual agreement reached at the time the request for assistance is agreed to by the Providing Member. Members will use their respective documented financial, accounting, and procurement policies in managing costs and coordinating reimbursement and payment.

A. **Personnel** – Providing Member's fully burdened personnel costs (i.e., equal to the personnel's applicable salary or hourly wage plus fringe benefits and overhead, and consistent with Providing Member's collective bargaining agreements or other prescribed conditions). All personnel costs incurred for work performed during the specified Period of Assistance will be included. The Requesting Member shall be responsible for all direct and indirect labor costs.

B. **Equipment** – Use of equipment, including construction equipment, revenue and/or non-revenue vehicles, or any other equipment, shall be at Providing Member's current equipment rates and subject to the following conditions:

1. The Requesting Member shall reimburse the Providing Member for the use of equipment during the specified Period of Assistance, including, but not limited to, any rental rates, fuel, lubrication, maintenance, transportation, and loading/unloading of equipment furnished for Mutual Assistance. Alternatively, Requesting Member may, at its own expense, provide fuel, lubrication and maintenance for furnished equipment until such time as the equipment is returned to the Providing Member.

2. Providing Member's costs related to the transportation, handling and loading/unloading of equipment shall be chargeable to the Requesting Member.

3. In the event equipment is damaged while being dispatched to the Requesting Member, or while in the custody and use of the Requesting Member, the Requesting Member shall reimburse the Providing Member for the reasonable cost of repairing said damaged equipment. If the equipment cannot be repaired, then the Requesting Member shall reimburse the Providing Member for the cost of replacing said equipment with equipment that is of at least equal capability as determined by the Providing Member. If the Providing Member must lease equipment while the equipment furnished to the Requesting Member is being repaired or replaced; then the Requesting Member shall reimburse the Providing Member for such lease costs.

C. **Materials and Supplies** – Requesting Member shall reimburse the Providing Member in kind or at actual replacement cost, plus handling charges, for use of expendable or non-returnable supplies. Other supplies and reusable items that are returned to the Providing Member in a clean, damage-free condition shall not be charged to the Requesting Member and no rental fee will be charged; otherwise, they shall be treated as expendable supplies. Supplies that are returned to the Providing Member with damage must be treated as expendable supplies for purposes of cost reimbursement.

D. **Payment Period** – Providing Member shall provide an itemized invoice to the Requesting Member for all expenses incurred by the Providing Member while furnishing Mutual Assistance. The Providing Member shall send the itemized invoice not later than ninety (90) days following the end of the Period of Assistance. The Providing Member may request additional periods of time within which to submit the itemized invoice, and Requesting Member shall not unreasonably withhold consent to such requests. The

Requesting Member agrees to reimburse the Providing Member within sixty (60) days from receipt of an invoice for Mutual Assistance furnished under this Agreement. The Requesting Member may request additional periods of time within which to pay the itemized invoice, and Providing Member shall not unreasonably withhold consent to such requests, provided, however, that all payments shall occur no later than one (1) year after the date a final itemized invoice was submitted to the Requesting Member.

E. **Records** – Each Providing Member and Requesting Member and their duly authorized representatives shall have access to books, documents, notes, reports, papers and records, which are directly pertinent to this Agreement and the Period of Assistance for the purposes of reviewing the accuracy of an invoice or making a financial, maintenance or regulatory audit. Such records shall be maintained in a manner consistent with the Member's records retention policy for at least three (3) years after the close of the Period of Assistance or longer where required by law and as needed for federal reimbursement practices.

1. The Providing Member shall furnish documentation of expenses to the Requesting Member when it submits its invoice. Such documented costs and expenses shall include, but not be limited to the following:

   a. Employees' wages and salaries for time during the Period of Assistance spent in Requesting Member's service, and time during travel to and from such service area, plus the Providing Member's standard payable additives to cover all personnel benefits and allowances for vacation, sick leave and holiday pay, social and retirement benefits, all payroll taxes, workers' compensation, employer's liability insurance, and other contingencies and benefits imposed by applicable law or regulation.

   b. Personnel travel and support functions such as lodging, meals, materials, etc.

   c. Replacement costs of expendable materials and supplies furnished.

   d. Repair or replacement costs of equipment damaged or lost.

   e. Charges for the use of vehicles and other equipment furnished.

   f. Administrative and general costs, which are properly allocated to Mutual Assistance, to the extent such costs are not chargeable pursuant to the foregoing subsections.

ARTICLE VIII.
RESPONSE COORDINATION

When providing assistance under this Agreement, the Requesting Member and Providing Member shall be organized by and shall function under the NIMS and SEMS protocols and procedures.

A. **Resources** – Providing Member retains the right to identify the resources that are available for Mutual Assistance.

B. **Control –** While personnel furnished through Mutual Assistance shall remain under the employment and supervision of the Providing Member, the Providing Member's personnel come under the direction and control of the Requesting Member when providing Mutual Assistance, consistent with the NIMS and the ICS to address the needs of the Requesting Member and/or as deemed appropriate by the Incident Commander. The Requesting Member's Authorized Official shall coordinate Mutual Assistance activities with the designated supervisor(s) of the Providing Member(s). The Providing Member's designated supervisor(s) must keep accurate records, consistent with Federal Emergency Management Agency (FEMA) standards, of work performed by personnel during the specified Period of Assistance.

C. **Lodging and Meals –** As set forth in Article V Section I of this Agreement or unless otherwise agreed to in writing by the Requesting and Providing Members, the Requesting Member remains responsible for reimbursing the Providing Member for all reasonable and necessary costs associated with providing lodging and meals, if such resources are not provided.

D. **Communications –** The Requesting Member shall provide the Providing Member's personnel with communications equipment such as radio equipment as available, or radio frequency information to program existing radios, in order to facilitate communications with local responders and/or the Requesting Member's command and control structure.

E. **Status –** Unless otherwise provided by law, the Providing Member's officers and personnel retain the same privileges, immunities, rights, duties and benefits as provided in their respective home jurisdictions.

F. **Licenses and Permits –** To the extent permitted by law, Providing Member personnel who hold licenses, certificates, or permits evidencing professional, mechanical, or other skills shall be allowed to carry out activities and tasks relevant and related to their respective credentials while providing Mutual Assistance during the specified Period of Assistance.

G. **Right to Withdraw Resources –** The Providing Member's Authorized Official retains the right to withdraw some or all of its resources at any time for any reason in the Providing Member's sole and absolute discretion. Notice of intention to withdraw resources must be communicated by the Providing Member to the Requesting Member's Authorized Official as soon as possible under the circumstances. Actual release of the Providing Member's furnished resources shall be made as soon as it is safe and practicable as determined by the Requesting Member's Authorized Official. All resources shall be returned to the Providing Member as soon as is practicable and reasonable under the circumstances.

H. **Right to Cancel a Request for Mutual Assistance or Release Resources –** The Requesting Member's Authorized Official retains the right to cancel a request for Mutual Assistance at any time for any reason prior to the deployment of Mutual Assistance resources by a Providing Member. The Requesting Member also retains the right to release the Providing Member's furnished resources at any time, including when they are en route, for any reason so long as it is safe and practicable to do so. In accordance with Article VII of this Agreement, all policies related to cost reimbursement still apply to the Period of Assistance even if that Period of Assistance is terminated early. Notice of

intention to release resources must be communicated by the Requesting Member to the Providing Member's Authorized Official as soon as possible under the circumstances.

ARTICLE IX.
ARBITRATION

If any controversy or claim arises out of, or relates to, this Agreement, including, but not limited to an alleged breach of the Agreement, the disputing Members shall first attempt to resolve the dispute by negotiation, followed by mediation or arbitration in accordance with the Rules of the American Arbitration Association. Each Member reserves the right at any time after mediation or arbitration to pursue its rights and remedies in a court of law.

ARTICLE X.
REQUESTING MEMBER'S DUTY TO INDEMNIFY

The Requesting Member shall indemnify, hold harmless, and defend the Providing Member from and against any and all liability for loss, damage, cost, or expense which the Providing Member may incur by reason of bodily injury, including death, to any person or persons, or by reason of damage to or destruction of any property, including the loss of use thereof, which result from furnishing Mutual Assistance and whether or not due in whole or in part to any act, omission, or negligence of the Providing Member, except to the extent that such death or injury to person, or damage to property, is caused by the willful or wanton misconduct and/or gross negligence of the Providing Member, its employees, officers, contractors, or agents. Where payments are made by the Providing Member under a workers' compensation or disability benefits law or any similar law for bodily injury or death resulting from furnishing or Mutual Assistance, the Requesting Member shall reimburse the Providing Member for such payments, except to the extent that such bodily injury or death is caused by the willful or wanton misconduct and/or gross negligence of the Providing Member, its employees, officers, contractors, or agents.

In the event any claim or demand is made, or suit or action is filed against the Providing Member alleging liability for which the Requesting Member shall indemnify and hold harmless the Providing Member under the above paragraph, the Providing Member shall promptly notify the Requesting Member thereof; and the Requesting Member, at its sole cost and expense, shall settle, compromise, or defend the same in such manner as it deems necessary or prudent. The Requesting Member shall consult the Providing Member on all such litigation and will not compromise any issue or claim without the concurrence of the Providing Member, which will not be unreasonably withheld. The Providing Member shall cooperate with the Requesting Member's reasonable efforts to investigate, defend, and settle the claim or lawsuit.

ARTICLE XI.
SIGNATORY INDEMNIFICATION

In the event of a liability, claim, demand, action or proceeding, of whatever kind or nature arising out of the rendering of Mutual Assistance through this Agreement, the parties involved in rendering or receiving Mutual Assistance agree to indemnify and hold harmless all Members whose only involvement is the execution and approval of this Agreement, in the transaction or occurrence which is the subject of such claim, action, demand or other proceeding. Such indemnification shall include indemnity for all claims, demands, liability, damages and costs, including reasonable attorneys' fees and other costs of defense, for injury, property damage and workers' compensation.

ARTICLE XII.
WORKERS' COMPENSATION CLAIMS

The Providing Member and Requesting Member are responsible for providing workers' compensation benefits and administering workers' compensation for their respective personnel.

ARTICLE XIII.
NOTICE

Each Member hereto shall give to the others prompt and timely written notice, within fifteen (15) business days of any claim made or any suit instituted coming to its knowledge, which in any way, directly or indirectly, contingently or otherwise, affects or might affect them, and each Member shall have the right to participate in the defense of the same, as it considers necessary to protect its own interests.

ARTICLE XIV.
INSURANCE

Members shall maintain an insurance policy or maintain a self-insurance program that covers activities that it may undertake by virtue of membership in the TransMAC. Proof of General Liability and Workers' Compensation coverage must be provided to any Requesting or Providing Member or the Steering Committee upon request.

ARTICLE XV.
SENSITIVE SECURITY INFORMATION

To the extent allowed by law, any Member or Associate Member shall maintain in the strictest confidence and shall take all reasonable steps necessary to prevent the disclosure of any confidential or Sensitive Security Information provided to it by another Member pursuant to this Agreement. If any Member, Associate Member, or third party requests or demands, by subpoena or otherwise, that a Member or Associate Member disclose any confidential or Sensitive Security Information provided to it under this Agreement, the Member or Associate Member shall immediately notify the owner of the confidential or Sensitive Security Information and shall take all reasonable steps necessary to prevent the disclosure of any confidential or Sensitive Security Information by asserting all applicable rights and privileges with respect to such information and shall cooperate fully in any judicial or administrative proceeding relating thereto.

ARTICLE XVI.
EFFECTIVE DATE

This Agreement shall take effect for a new Member immediately upon its execution by said Member.

ARTICLE XVII.
WITHDRAWAL

Any Member may terminate its participation in this Agreement by written notice to the Chair of the TransMAC Steering Committee. Withdrawal takes effect sixty (60) days after the appropriate officials receive notice. Withdrawal from this Agreement shall in no way affect a Requesting

Member's duty to reimburse a Providing Member for costs incurred during a Period of Assistance, which duty shall survive such withdrawal.

ARTICLE XVIII.
MODIFICATION

No provision of this Agreement may be modified, altered or rescinded by individual Members to the Agreement. Modifications to this Agreement require a simple majority vote of Members. The TransMAC Steering Committee will notify all parties of modifications to this Agreement in writing and those modifications shall be effective upon sixty (60) days written notice to the Members.

ARTICLE XIX.
SEVERABILITY

If any term or provision of this Agreement is declared by a court of competent jurisdiction to be illegal or in conflict with any law, the validity of the remaining terms and provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the Agreement did not contain the particular term or provision held to be invalid.

ARTICLE XX.
PRIOR AGREEMENTS

To the extent that prior mutual assistance agreements among Members are inconsistent with this Agreement, such agreements are hereby superseded.

ARTICLE XXI.
PROHIBITION ON THIRD PARTIES AND ASSIGNMENT OF RIGHTS/DUTIES

This Agreement is for the sole benefit of the Members and no other person or entity has rights under this Agreement as a third party beneficiary. Assignment of benefits or delegation of duties created by this Agreement to third parties that are not Members is prohibited and without effect.

ARTICLE XXII.
TORT CLAIMS

This Agreement in no way abrogates or waives any immunity or defense available under Federal laws and/or the laws of the State of California.

ARTICLE XXIII.
INTRASTATE AND INTERSTATE MUTUAL ASSISTANCE PROGRAMS

To the extent practicable, Members retain the right to participate in mutual assistance activities conducted under the State of California Civil Defense and Master Mutual Aid Agreement, the TransMAC, and the interstate Emergency Management Assistance Compact (EMAC) and similar programs.

STATE OF CALIFORNIA
TRANSIT MUTUAL ASSISTANCE COMPACT (TransMAC)
EXECUTION OF THE AGREEMENT

_____
Name of Organization

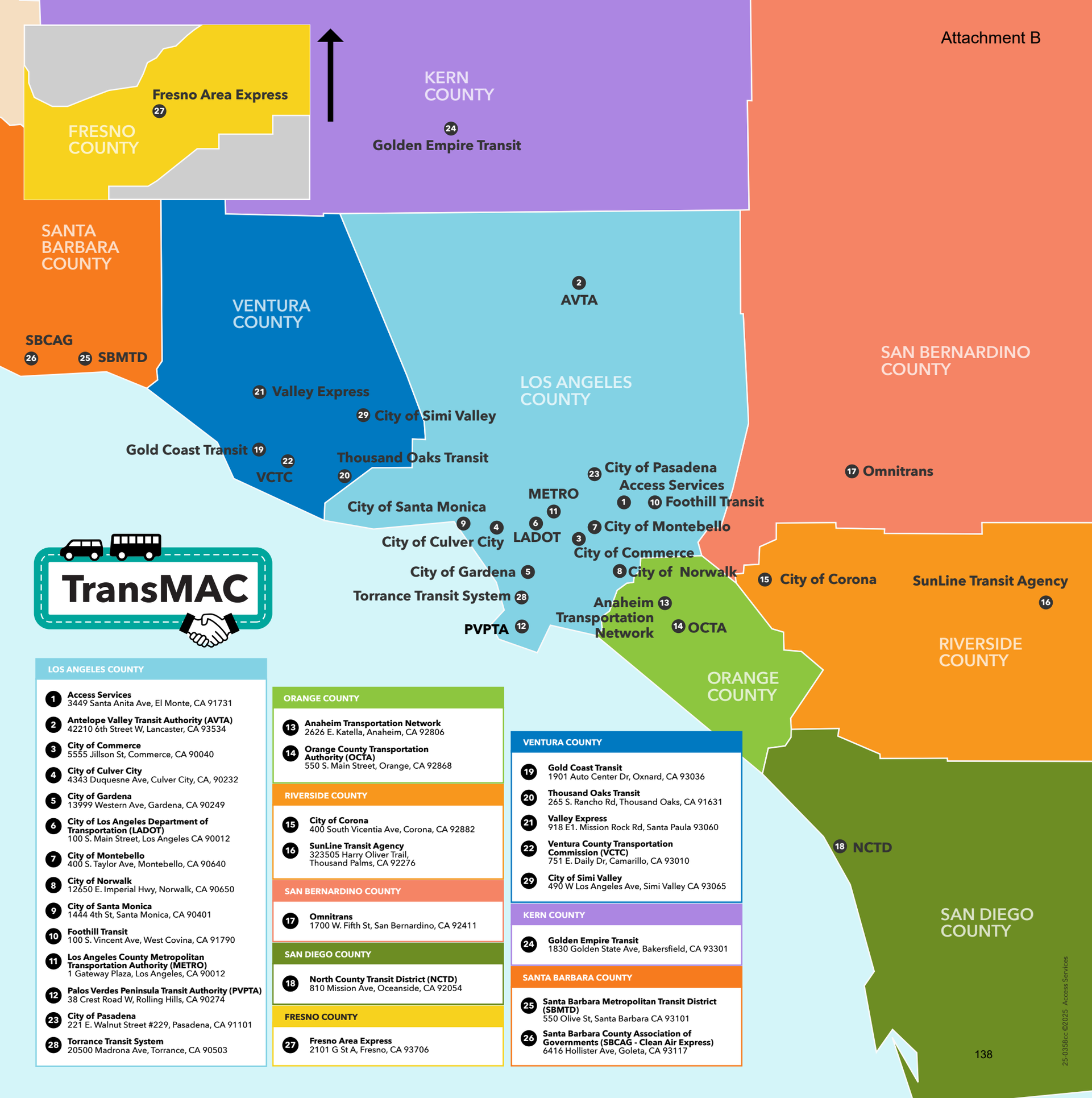
_____
Authorized Signature

Printed Name: _____

Title: _____

Date: _____

Note: Upon obtaining proper signatures, this form must be returned to the TransMAC Chairperson at the regular business address of the Chairperson's agency.



TransMAC

LOS ANGELES COUNTY

1. **Access Services**
   3449 Santa Anita Ave, El Monte, CA 91731
2. **Antelope Valley Transit Authority (AVTA)**
   42210 6th Street W, Lancaster, CA 93534
3. **City of Commerce**
   5555 Jillson St, Commerce, CA 90040
4. **City of Culver City**
   4343 Duquesne Ave, Culver City, CA, 90232
5. **City of Gardena**
   13999 Western Ave, Gardena, CA 90249
6. **City of Los Angeles Department of Transportation (LADOT)**
   100 S. Main Street, Los Angeles CA 90012
7. **City of Montebello**
   400 S. Taylor Ave, Montebello, CA 90640
8. **City of Norwalk**
   12650 E. Imperial Hwy, Norwalk, CA 90650
9. **City of Santa Monica**
   1444 4th St, Santa Monica, CA 90401
10. **Foothill Transit**
    100 S. Vincent Ave, West Covina, CA 91790
11. **Los Angeles County Metropolitan Transportation Authority (METRO)**
    1 Gateway Plaza, Los Angeles, CA 90012
12. **Palos Verdes Peninsula Transit Authority (PVPTA)**
    38 Crest Road W, Rolling Hills, CA 90274
23. **City of Pasadena**
    221 E. Walnut Street #229, Pasadena, CA 91101
28. **Torrance Transit System**
    20500 Madrona Ave, Torrance, CA 90503

ORANGE COUNTY

13. **Anaheim Transportation Network**
    2626 E. Katella, Anaheim, CA 92806
14. **Orange County Transportation Authority (OCTA)**
    550 S. Main Street, Orange, CA 92868

RIVERSIDE COUNTY

15. **City of Corona**
    400 South Vicentia Ave, Corona, CA 92882
16. **SunLine Transit Agency**
    323505 Harry Oliver Trail, Thousand Palms, CA 92276

SAN BERNARDINO COUNTY

17. **Omnitrans**
    1700 W. Fifth St, San Bernardino, CA 92411

SAN DIEGO COUNTY

18. **North County Transit District (NCTD)**
    810 Mission Ave, Oceanside, CA 92054

FRESNO COUNTY

27. **Fresno Area Express**
    2101 G St A, Fresno, CA 93706

VENTURA COUNTY

19. **Gold Coast Transit**
    1901 Auto Center Dr, Oxnard, CA 93036
20. **Thousand Oaks Transit**
    265 S. Rancho Rd, Thousand Oaks, CA 91631
21. **Valley Express**
    918 E1. Mission Rock Rd, Santa Paula 93060
22. **Ventura County Transportation Commission (VCTC)**
    751 E. Daily Dr, Camarillo, CA 93010
29. **City of Simi Valley**
    490 W Los Angeles Ave, Simi Valley CA 93065

KERN COUNTY

24. **Golden Empire Transit**
    1830 Golden State Ave, Bakersfield, CA 93301

SANTA BARBARA COUNTY

25. **Santa Barbara Metropolitan Transit District (SBMTD)**
    550 Olive St, Santa Barbara CA 93101
26. **Santa Barbara County Association of Governments (SBCAG - Clean Air Express)**
    6416 Hollister Ave, Goleta, CA 93117

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AGENDA ITEM

7

STAFF REPORT

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Item Number: 7 **File Type**: Approval

REGULAR BOARD MEETING
November 16, 2026

SUBJECT: **Approve the 2027 Board of Directors Meeting Calendar**

ACTION: **APPROVE**

PRESENTED BY: **Ana Arellano, Clerk of the Board/Executive Assistant**

RECOMMENDATION

Staff recommends that the Board of Directors approve the proposed 2027 Board of Directors meeting calendar, including the January and February meeting dates adjusted for holidays.

SUMMARY STATEMENT

The proposed 2027 meeting calendar continues VVTA's established schedule of regular Board meetings on the third Monday of each month at 9:30 A.M., with adjustments in January and February to accommodate holidays.

In 2027, Martin Luther King Jr. Day falls on Monday, January 18, and Presidents Day falls on Monday, February 15. Consistent with prior years, the corresponding Board meetings are proposed for Tuesday, January 19, and Tuesday, February 16, 2027.

All remaining regular meetings are proposed for the third Monday of the month. The meeting time of 9:30 A.M. and the meeting locations at Victor Valley Transit Authority and Barstow City Council Chambers remain unchanged.

FISCAL IMPACT

Approval of the proposed meeting calendar has no direct fiscal impact.

ATTACHMENTS

A. Proposed 2027 Board of Directors Meeting Calendar

VICTOR VALLEY TRANSIT AUTHORITY

2027 Calendar of Meetings

BOARD OF DIRECTORS

All meetings begin at 9:30 A.M.

MONTH	MEETING DATE	LOCATION
January	Tuesday, January 19*	Victor Valley Transit Authority
February	Tuesday, February 16*	Barstow City Council Chambers
March	Monday, March 15	Victor Valley Transit Authority
April	Monday, April 19	Victor Valley Transit Authority
May	Monday, May 17	Victor Valley Transit Authority
June	Monday, June 21	Victor Valley Transit Authority
July	Monday, July 19	Victor Valley Transit Authority
August	Monday, August 16	Barstow City Council Chambers
September	Monday, September 20	Victor Valley Transit Authority
October	Monday, October 18	Victor Valley Transit Authority
November	Monday, November 15	Victor Valley Transit Authority
December	Monday, December 20	Victor Valley Transit Authority

Holiday Adjustments

* January and February meetings are held on Tuesday following Martin Luther King Jr. Day (January 18) and Presidents Day (February 15), respectively. All other meetings are scheduled for the third Monday of the month.

CORRESPONDENCE AND PRESS CLIPS

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DAILY PRESS

LOCAL

Bus riders invited to Victor Valley Transit Authority town hall



Rene Ray De La Cruz
Victorville Daily Press

Oct. 19, 2026, 6:00 a.m. PT

The Victor Valley Transit Authority invites riders and community members to attend a special town hall that will cover upcoming plans and improvements.

The town hall is scheduled for 3:30 p.m. on Thursday, Oct. 22, at the Victor Valley Transportation Center, 16838 D Street in Victorville.

During the meeting, VVTA Operations department heads and leadership will answer questions and listen to public feedback about their VVTA experiences.

“Public transportation works best when we have an open line of communication with the people we serve,” said VVTA CEO Rod Goldman. “This Town Hall allows us not only to share what is happening at VVTA and where we are headed, but more importantly, to listen. We want our passengers and community members to meet our team, ask questions, and have a meaningful conversation with the people who help keep the Victor Valley moving every day.”

VVTA officials said the Town Hall comes at a time of significant activity for the agency, as they recently introduced new hydrogen fuel cell electric buses into passenger service, expanded transportation connections, continued investment in

passenger information and technology, and continued ongoing efforts to improve mobility throughout the High Desert.

VVTA Board Chair Liz Becerra said providing opportunities for direct community engagement is an important part of ensuring the agency continues to respond to the needs of the region.

“VVTA is committed to the communities we serve, and hearing directly from our passengers and residents is essential to improving public transportation,” said Becerra. “This Town Hall is an opportunity to strengthen that connection. We want community members to learn more about what VVTA is doing, understand the services and resources available to them, and, most importantly, know that their questions, experiences, and ideas are valued as we plan for the future.”

For additional information about VVTA services, visit VVTA.org.