



California Vanpool Authority –Moving California residents who continue to search for a safe, reliable and affordable means of getting to work.

CalVans (California Vanpool Authority) is celebrating its third anniversary this year. It has been 12 years since its predecessor KCAPTA (Kings County Area Public Transit Agency) established its vanpool program in Kings County. It has also been three years since the vanpool program was formally established as CalVans. There have been many challenges and changes over the years as staff has worked to craft and expand a program that was challenged by both public and private agencies. Today, CalVans is an 8.5 million dollar operation that is self-funded from its users with a safety record that's being used as a model by other agencies.

Background:

The CalVans Joint Powers Agency was formally established in January 2012 as a public transit agency with board members representing each of the following 10 agencies:

Association of Monterey Bay Area Governments
Fresno Council of Governments
Imperial Valley Association of Governments
Kern Council of Governments
Kings County Association of Governments
Madera County Transportation Commission
Merced County Association of Governments
Santa Barbara County Association of Governments
Tulare County Association of Governments
Ventura County Transportation Commission

The program had its inception in 2001 when Mrs. Lois Buhn, a Corcoran State Prison employee, asked the KCAPTA board if it would help her retain the Caltrans vanpool that Caltrans was set to take back, as it was no longer going to provide vanpools to employees. The Board agreed to provide a vanpool for Mrs. Buhn as long as her group paid 100% of the cost related to providing the vanpool. With this van the KCAPTA vanpool program was launched. Additional vanpools were approved, growing the program over the years.

In 2002, farmworkers were added to those who could secure a vanpool from KCAPTA. Because of the separate funding and concern with the various state and federal labor transportation laws, KCAPTA staff developed additional monitoring requirements of farmworker vanpools to minimize risk. This monitoring continues today as CalVans seeks to ensure the safety of those being transported and the continued success of the program.

From its inception, the vanpool program had to operate on revenue collected from the passengers or grant funds provided to get the farmworker project up and running. Today, the \$8 million annual cost of the program is collected from those using the vanpools. General vanpool riders pay monthly, while the agricultural vanpools are billed weekly.

Benefits from the Reporting of CalVans Data:

As a public agency, CalVans is part of your county’s public transit fleet, operating alongside your route buses and Dial-A-Ride vehicles. The biggest difference is that the volunteer drivers determine their routes on a daily basis. CalVans staff match prospective riders with empty seats on vans. Each vanpool is basically a commuter vehicle connecting workers to their place of employment.

The relationship of vanpool trips between counties is why vanpools are such an important tool in an agency’s toolbox. Fixed-route buses generally stop at the county line. Vanpools, more often than not, cross these lines in the course of their daily trip to work. Most vanpool riders are traveling to worksites outside the county. Many are state employees traveling to one of the valley’s prisons. The path taken by farmworkers varies based on the season and crop.

Passenger data is gathered and reported to generate additional Federal 5307 funds for many of the cities vanpools travel to or from. These funds are used to fund local transit operations and reduce the need to use local LTF funds. The following shows the federal funds generated for FY 14-15:

<u>Urbanized Area</u>	<u>5307 Formula</u>	<u>5307 STIC</u>	<u>Total 5307 Funds</u>
Fresno, CA	2,269,364	-	2,269,364
Hanford, CA	508,695	838,270	1,346,965
Visalia, CA	882,454	-	882,454
Porterville, CA	85,858	167,665	253,523
Paso Robles-Atascadero,	298,701	504,098	802,799
Yuma, AZ-CA	386,062	336,065	722,128
Bakersfield, CA	208,673	-	208,673
Madera, CA	74,706	-	74,706
Salinas, CA	213,171	167,665	380,836
Lancaster-Palmdale, CA	92,679	-	92,679
El Centro-Calexico, CA	116,073	-	116,073
Delano, CA	<u>85,858</u>	<u>-</u>	<u>85,858</u>
	5,222,293	2,013,763	7,236,056

The gathering of information for NTD (National Transit Database) purposes also gives the agency the ability to sort and report passenger information by county. This is important, as it gives each the ability to sort data that it can then report to CARB (California Air Resources Board) in its effort to meet the green house gas reduction mandated by AB32.

The following information is for the region as well as for the Fresno, one of the larger urban areas. It shows the steady growth in the program and corresponding increase in the passenger lane miles traveled. This is the information used to generate additional 5307 funding for a

particular area. Funds will continue to grow as larger passenger numbers are reported. The overall system has grown by 52% over the last 4 years.

Comparison of Data reported for total area over time

Reporting Year	Passengers	Miles Driven	Pass Lane Miles	Percent Increase
13-14	1,860,306	9,131,057	80,573,515	52%
12-13	1,983,353	9,079,827	77,218,081	
11-12	1,678,892	8,020,603	65,545,721	
10-11	1,327,580	6,505,492	53,126,044	

Comparison of Data reported for Fresno UZA over time

Reporting Year	Passengers	Miles	Pass Lane Miles	Percent Increase
	Totals	Totals	Totals	
13-14	375,492	2,027,585	19,434,319	62%
12-13	279,383	1,623,546	12,754,858	
11-12	271,572	1,592,118	12,300,205	
10-11	232,698	1,288,772	10,176,638	

CalVans vanpools traveled 9.1 million miles, providing 1.9 million trips, resulting in a VMT (Vehicle Miles Traveled) reduction of 81 million miles. Put into Green House Gas equivalents, that is an annual reduction of over 28 thousand tons of GHG.

The reduction in miles traveled has a large indirect impact on the community and those using the program. Riders using the program have greater discretionary income that they can then spend in the communities on things they would not otherwise have purchased. Instead of paying for a vehicle, tires, service, and fuel, they have money to spend on food, clothing, and recreation. The savings for those using CalVans is as shown below:

Item	Amount
Savings for all Riders*	\$41,819,000

*AAA 2014 cost per mile for medium sedan @ 58.9 cents times 71.1 million miles traveled.

Agricultural Worker Focus:

What started out as funding from individual farmworkers has evolved as the project has grown and become accepted by growers whose workers use the system. Because each vanpool is a public transit vehicle, growers are able to provide their workers with vouchers that cover the workers' cost of riding in the vanpool. Over 900 farmworkers now receive vouchers from their employers that pay for all or part of their daily cost. Growers state they are doing this to ensure they have enough workers, and to ensure workers will remain with them throughout the harvest period. Vouchers are a large benefit for agricultural workers. A worker receiving \$45 per week

in vouchers will end up saving close to \$200 a month, or \$2,000 a year. For someone who makes \$30,000 a year, this results in a substantial tax free savings.

The program has always provided farmworkers the ability to travel to where the work is. Over the past three years this ability has been expanded, providing residents and employers the ability to move their entire operation from the Salinas Valley to the Yuma/Imperial area for the winter months, when crops are not grown in the San Joaquin or Salinas Valley. Approximately 75 vanpool groups move between Salinas Valley and the Yuma/Imperial area on a yearly basis, with employers providing vouchers that cover the riders' weekly cost of using the vanpool.

Promotion of the Public Vanpool Model:

CalVans faces the challenge of being one of the few public transit agencies advocating for the use of public vanpools as a means of getting people to work. Inquiries frequently come from in and outside of California on how the program might be enlarged or duplicated to ensure individuals in other areas of receiving the same benefits of a safe and insured ride. Unlike private vanpool operators, CalVans simply requires a valid drivers license and a clean driving record to start a vanpool. Credit and/or background checks are not required. Vanpool drivers are also not required to give a 30-day notice before turning in their vanpool; billing is stopped when the van is no longer being used.

CalVans staff works closely with each of its member agencies to address local issues. This includes working with Caltrans, CHP, and the Federal Department of Labor. Besides promoting the program, Staff works to address issues raised by other agencies or organizations that might threaten the program. The threats come from agencies that do not understand how the program works and argue that it violates some laws or statutes, as well as private companies that argue the program is in unfair competition with their vanpool program. In all cases, staff has been able to address issues such as these, but they still continue.

Managing Program:

CalVans manages the program out of its Hanford office, with satellite offices in El Centro, Ventura, and Greenfield in Salinas Valley. Staff uses a cloud based system for tracking drivers and vans. This system allows full-time monitoring of who is driving a vehicle and where. It also allows for real-time reporting that supports maintenance of the vans as well as providing the ability to send bills to each driver using the on-board GPS system. The system also incorporates phone and messaging capabilities for communicating with or between each vanpool.

For additional information or questions, contact:

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