

REGULAR MEETING CALIFORNIA VANPOOL AUTHORITY

Board of Directors

1340 North Drive * Hanford, California 93230
(559) 852-2711

Meeting Date: April 12, 2012

Time: 10:00 AM

Place: CalVans office at 1340 North Drive, Hanford, CA 93230

This Meeting may also be attended at the following locations:

- Association of Monterey Bay Area Governments, 445 Reservation Road, Suite G, Marina, CA 93933
- Fresno Area Council of Governments, Huron City Hall, Council Chambers, 36311 Lassen Avenue, Huron, CA 93234
- Madera County Transportation Commission, Citizens Business Bank, Room 101, 2001 Howard Road, Madera, CA 93637
- Napa County Transportation and Planning Agency, 707 Randolph Street, Suite 100, Napa, CA 94559
- Sacramento Area Council of Governments, Sutter Buttes Room, 1415 L Street, Suite 300, Sacramento, CA 95814
- Santa Barbara County Association of Governments, 4th Floor Board of Supervisors Conference Room, 105 East Anapamu Street, Santa Barbara, CA 93101
- Ventura County Transportation Commission, Conference Room, 950 County Square Drive, Suite 108, Ventura, CA 93003

The call in number for this meeting is 1-866-244-8528, Password 574681

A person with a qualifying disability under the Americans with Disabilities Act of 1990 may request the Authority to provide a disability-related modification or accommodation in order to participate in any public meeting of the Authority. Such assistance includes appropriate alternative formats for the agendas and agenda packets used for any public meetings of the Authority. Requests for such assistance and for agendas and agenda packets shall be made in person, by telephone, facsimile, or written correspondence to Ron Hughes, at the office of the California Vanpool Authority, at least 48 hours before a public Authority meeting.

A G E N D A

<u>Item #</u>	<u>Description</u>	<u>Action</u>
1.	CALL TO ORDER Roll Call – Clerk of the Board	
2.	PUBLIC COMMENT (Unscheduled Appearances)	

The public may address the Board of Directors on any item relevant to the Authority. To comment on an agenda item, speakers should notify the Board or Staff member at the meeting location, when the

agenda item is announced. The Board or Staff member will indicate whether speakers are to make their comments before or after any staff comment or report. Public comment shall precede discussion of the item by the Board of Directors. Comments by individuals and entities will be limited to five minutes or as may be reasonable as determined by the conducting officer.

3. Consent Items: Approval

All items listed as consent items are considered routine and will be enacted by one motion. For any discussion of any consent item, it will be removed at the request of any Board member and made a part of the regular agenda.

- A. Minutes of March 8, 2012 meeting.

4. System Update

Information

- A. System Update by Operational Area
- B. Follow-up to Ag Labor issues Forum
- C. Report on Submittal of JARC Applications
- D. Meetings with Visalia, Fresno and Kern Council of Government Officials
- E. Report on the Technical Advisory Committee Meeting
- F. Future Meetings
 - a. CalAct Conference
 - b. Meeting on Farm Labor Contractor issues
 - c. Meeting with Region 9 Federal Transportation Administration Officials

- 5. Development of a Best Practices or White Paper on CalVans Information
- 6. Investigation by the Assembly Committee on Accountability & Administrative Review Information
- 7. Assign/Appoint Transit Office Manager to new position in CalVans Action
- 8. Authorize the RFP for purchase of additional 15-passenger vans Action
- 9. Authorize CalVans Title VI Policy Action
- 10. Announce Next Meeting Date Action
- 11. Miscellaneous Comments from Board and Staff Information
- 12. Adjournment

Attachments:

<u>Item</u>	<u>Page</u>	<u>Description</u>
A-	8	Minutes of March 8, 2012 Board meeting
B-	14	Agenda and Minutes of March 22, 2012 TAC meeting
C-	24	Response to Assembly Office
D-	75	CalVans Title VI Policy

STAFF REPORT

3. Consent Items:

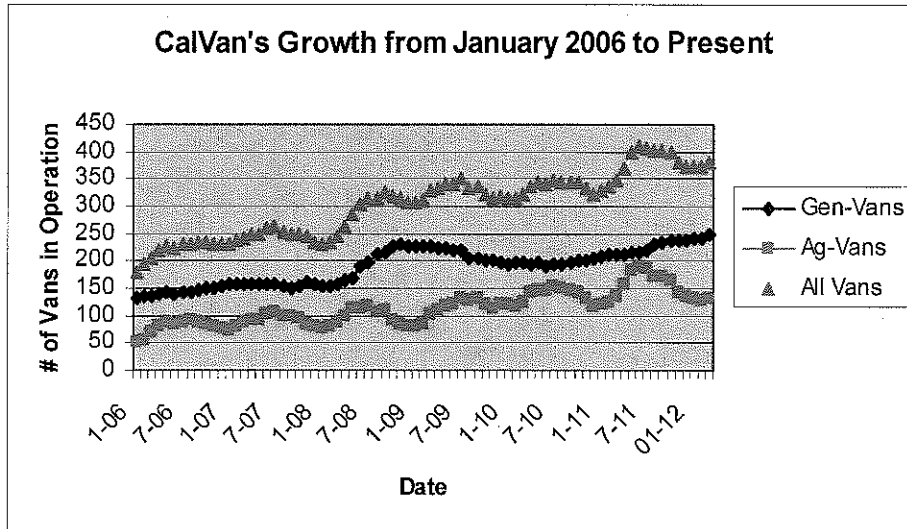
A. Minutes of March 8, 2012 meeting

4. System Update

A. System Update by Operational Area

The following individuals will be available to give an update on activities in their area:

<u>Area</u>	<u>Individual</u>
SACOG	Georgina Cardenas
Greenfield (Salinas Valley)	Carmen Mora
Ventura/Santa Barbara	Susan Haverland
Hanford (San Joaquin Valley)	Gus Banda – Agricultural Vanpools
Hanford (San Joaquin Valley)	Temo Ortiz – General Vanpools



B. Follow up to Ag Labor issues Forum

The Ag Forum held at Harris Ranch was well attended and allowed the Director to present the CalVans Program. Both representatives from the Federal Department of Labor and the California Highway Patrol recommended that agricultural drivers should consider using the CalVans program to avoid DOL sanctions and CHP citations.

C. Report on Submittal of JARC Applications

Staff submitted JARC (Job Access and Reverse Commute) for the following counties:

<u>County</u>	<u>Project Total</u>	<u>Federal Funds</u>	<u>Toll Credits</u>	<u>Potential New Riders Generated</u>	<u>Potential New Vans Generated</u>
Kern	\$300,000	\$150,000	\$150,000	250	28
kings	\$150,000	\$75,000	\$75,000	125	14
Madera	\$150,000	\$75,000	\$75,000	125	14
Napa	\$150,000	\$75,000	\$75,000	125	14
Sacramento	\$150,000	\$75,000	\$75,000	125	14
Santa Barbara	\$150,000	\$75,000	\$75,000	125	14
Sutter	\$150,000	\$75,000	\$75,000	125	14
Tulare	\$150,000	\$75,000	\$75,000	125	14
Ventura	\$150,000	\$75,000	\$75,000	125	14
Yolo	\$150,000	\$75,000	\$75,000	125	14
Sutter	\$150,000	\$75,000	\$75,000	125	14
Yuba	\$150,000	\$75,000	\$75,000	125	14
Totals	\$1,950,000	\$975,000	\$975,000	1,625	181

If funded, the grants will be used to attract new riders to the CalVans program by providing up to \$75 a month, (not to exceed 50% of the riders out of pocket cost) for a one year period. Staff applied for the grants over a three year time frame.

D. Meetings with Visalia, Fresno and Kern Council of Government Officials

Staff has met with the Director of Visalia City Coach to explore what Visalia's move from a small to a large UZA will mean in relation to funding from vanpools. It is estimated the present number of vanpools being reported will generate over 2 million in 5307 funds to the larger UZA. If funded, the JARC application, as well as Air District funding should allow CalVans to increase the number of vanpools over the next several years.

Fresno has established Measure C funds to promote the use of vanpools in Fresno County. Staff will be meeting with Fresno COG Staff to discuss ways to maximize the use of Measure C funds to generate more vanpools that will in return generate additional 5307 funds for the Fresno FAX system.

Staff will also be making a presentation to Kern COG and the Bakersfield transit providers on how the reporting of vanpool information can generate funds for transit agencies. Kern County struggles with long work trip distances as well as poor air quality. Additional vanpools reduce the number of single vehicle trips while helping clean up the air.

E. Report on the Technical Advisory Committee Meeting

The TAC met and reviewed the Report Staff submitted to the Assembly office and the Title VI Policy. There were several suggestions but no general consensus other than it would be great if the issue went away. They also stated the Title VI Policy is fine as written and is similar to the one several members prepare for their agencies. The minutes of the meeting are attached.

F. Future Meeting

a. CalACT Conference

The Director will be attending the CalACT conference this month as one of the board members as well as representing the National RTAP organization. Meeting will be held with both Caltrans and FTA Region 9 representatives on items related to CalVans.

b. Meeting on Farm Labor Contractor issues

Staff is arranging a follow-up meeting to the recent Ag Forum with representatives from the Federal Department of Labor, CHP, and workers comp agency. The goal will be to develop parameters for an expansion of the agricultural vanpool program to include licensed farm labor contractors. Preliminary discussions with DOL representatives indicate that this may be possible. If this can be accomplished it will significantly open up the program for employees who can not now use the program.

c. Meeting with Region 9 Federal Transportation Administration Officials

Staff will be meeting with Region 9 representatives with the goal of becoming a designated recipient for federal funds. This would allow transference of grant funds such as JARC and CMAC from a member agency to CalVans directly. It would also allow CalVans to receive 5307 funds where an agreement has been established between CalVans and a member agency establishing a revenue sharing formula.

5. Development of a Best Practices or White Paper on CalVans

Staff has been approached by CTAA (Community Transportation Association of America) regarding establishing a white paper on CalVans that would help other areas in establishing their own vanpool program. Representatives from Washington, Florida, and Arizona have already asked for information on setting up their own program. CTAA has the staff and experience to put together the paper. They would also provide the funding for the study.

Staff will let the Board know if and when a study is undertaken.

6. Investigation by the Assembly Committee on Accountability & Administrative Review

The Assembly Committee on Accountability and Administrative Review contacted CalVans Staff on March 1st with a series of questions they wanted answered within 7 days. Staff complied and provided the attached information by the date requested. The inquiry mirrors a public information request Staff received 17 months ago from an attorney named Jennifer Files Beerline. Six years ago Staff received a similar public information request from a law firm requesting general information about the vanpool program. In each case the firms would not identify who they were working for, but Staff feels strongly that questions being asked were coming from employees of Enterprise. No other company or individual has continued to argue that vanpools should only be provided by the private sector.

Enterprise Staff originally expressed their concern in 2002 when the vanpool program was being administered by Kings County Area Public Transit Agency (KCAPTA). At that time they stated that it was not legal for public agencies to provide vanpools where there was a private firm willing to provide a vanpool. They have made this same argument over the intervening 10 years to most of your agencies. Each time I have responded, some times in writing, addressing each of their concerns, pointing out that vanpools are part of the public fleet.

In 2002 I raised Enterprise's concern with the Federal Transit Administration (FTA), Caltrans and KCAPTA's attorney and found no merit to their claim. I did find that the FTA recognizes 4 types or modes of public transportation these are trains, large fixed route buses, small dial-a-ride buses and vanpools. They also require that the public transit agency operating one of these services annually report ridership data to the National Transit Database (NTD) program in DC. The NTD then takes this data and uses it as one of the methods for distributing the fuel taxes it collects.

It is important to note that private providers of vanpools are not permitted to report into the NTD system. They can however work with a public transit provider in inputting the information. This is because the FTA is concerned about the quality of data supplied by each entity. They want to ensure that the data being reported accurately reflects the operational cost of the service being provided and that the ridership information is being tracked accurately. The counting of riders each day, as well as the distance the van travels and the time it takes to make the journey are tracked by the onboard computer installed in each van. Vanpool operational cost and passenger information is critical as it affects the funding coming back to the agency.

Private vanpool providers do not generally gather and report the information provided a public transit agency. They therefore are unable to contribute data to the NTD and affect an increase in FTA funding to the local transit agency. This impact can be significant, as a typical vanpool traveling to a large UZA such as Sacramento, Fresno or Bakersfield can generate over \$20,000 per year in additional FTA 5307 funds.

The private providers do not collect ridership data, affecting each county's ability to comply with the requirements of AB32. AB32 requires that each County undertakes the task of reducing the Green House Gas (GHG) their residents generate. One of the bigger generators of GHG is the automobile. Reducing the number of vehicle miles traveled (VMT) helps the County reach its target. CalVans, as a public transit agency, gathers VMT data and reports it for each county. This year we are on track to eliminate 66 million VMTs, which will be broken down and reported by County.

In correspondence to Fresno COG dated September 2010 and to SACOG dated December 1, 2010, Enterprise and VPSI argue that the CalVans JPA model was using grant funds or the proceeds from the sale of grant funded vans to unfairly compete with the private sector. Staff addressed these concerns in letters dated August 11, 2010 and January 5, 2011. The letters stated that CalVans, and KCAPTA before it tracks all grant funds separately, including the proceeds from the sale of any vehicle, and that all money intended for the agricultural vanpool program goes for its intended purpose. The information provided both to Jennifer Files Beerlines and the Assembly track each vehicle ever owned or sold by the agency. It shows that all vanpools purchased for the general vanpool user were either purchased through lease/purchase arrangement, where the cost was passed on to those using the van, or the vans were purchased outright using non grant monies such as 5307 funds.

It is also argued that CalVans, as a public transit agency, has access to SB716 funds intended for the purchase of agricultural vans and that we could use these funds to buy vans that could then be used by the general vanpool rider. Staff does not propose to apply for SB716 funds, and if it did, the vans would be tracked in the same manner as other vans purchased with grant funds intended for use by agricultural workers.

The CalVans model follows that of other states where vanpools are recognized and supported as part of the public transit fleet. One example is Washington State where the Department of Transportation oversees a fleet of over 2,600 vanpools. Their website can be found at:
<http://www.wsdot.wa.gov/Transit/Rideshare/vanpool.htm>

Argument and complaints will continue as CalVans Staff work to refine the ability to generate additional FTA 5307 funds for member agencies' transit operators. It is Staff's ultimate goal that some of the money being generated goes back to the vanpool participants responsible for generating the funds in the first place, thus incentivizing even more participation in CalVans Program. This would in turn generate even more transit funds for the transit agency.

Staff has no recommendations at this time other than responding to inquiries as they come. Staff will continue to update the information provide in the response to the Assembly in anticipation of more inquiries in the future. As a public agency, CalVans has the responsibility of responding to questions and concerns of the public in a timely manner.

7. Assign/Appoint Transit Office Manager to new position in CalVans

In the Formation of CalVans the Transit Office Manager Position was left with KCAPTA as it was thought the position could do payroll and personnel issues for both agencies and be cost applied between the two agencies. The workload of CalVans is more than anticipated, needing the full time efforts of the Office Manger position. For that reason Staff is recommending that a motion be made accepting the KCAPTA person presently employed as the Transit Office Manager Position, including the person's accrued benefits such as vacation and sick leave, appointing them to the current Salary Range number 170.0, Step 4 effective July 1st 2012.

8. Authorize the RFP for purchase of additional 15-passenger vans

The NTD reporting of passenger trips in 2010 has generated additional FTA 5307 funds for Kings County Area Public Transit Agency (KCAPTA), Porterville Transit and Fresno Area Express. KCAPTA has used these funds to purchase replacement vanpools for residents of Kings County, starting with the oldest vanpool group first. In anticipation of purchasing vans this year Staff is recommending that a Request for Proposals be distributed for the purchase of up to forty (40), 2013, 15-passenger vans. Some of these vans will be set up to run on Compressed Natural Gas (CNG). For that reason Staff will be specifying Ford vans in the RFP, as they are the only van that allows for sufficient CNG capacity to be used in our fleet. No vans will be purchased until such time as funds are made available for them as discussed above. Staff will update the Board as this occurs.

Staff recommends distribution of an RFP for the purchase of up to forty (40), 15-passenger vans.

9. Authorize CalVans Title VI Policy

CalVans receives Federal funds in the form of JARC (Job Access Reverse and Commute) and CMAQ (Congestion Mitigation and Air Quality) funds used to reduce the monthly cost for first time riders. The attached VI Policy complies with Federal requirements and provides a policy for outreach to minority communities. This is important because a large portion of CalVans ridership is made up of those who struggle because of economic and/or language barriers.

Staff recommends adoption of the attached Title VI Policy.

10. Announce Next Meeting Date

The next meeting will be May 10th at 10 a.m.

California Vanpool Authority
(CalVans)

Minutes of Board Meeting

A regular meeting of the California Vanpool Authority was called to order by Joe Neves, Chairman of Board at 10:00 a.m. on March 8, 2012, in the conference room of CalVans, 1340 North Drive, Hanford, CA. 93230

California Vanpool Authority Members

AMBAG – Association of Monterey Bay Area Governments
Fresno COG – Fresno Council of Governments
KCAG – Kings County Association of Governments
MCTC – Madera County Transportation Commission
NCTPC – Napa County Transportation & Planning Agency
SACOG – Sacramento Area Council of Governments
SBCAG – Santa Barbara County Association of Governments
TCAG – Tulare County Association of Governments
VCTC – Ventura County Transportation Commission

1. CALL TO ORDER

Roll Call – Clerk of the Board

Directors present:

Fresno COG	Sylvia V. Chavez, Mayor City of Huron	Primary
KCAG	Joe Neves, Supervisor District 1	Primary
SACOG	Jim Brown, Principal Planner Expert	Alternate
SBCAG	Janet Wolf, Supervisor District 2	Primary
VCTC	Jamey Brooks, Mayor Pro-tem Fillmore	Primary
NCTPC	Paul Price, Executive Director	Alternate

Directors absent:

MCTC	Robert Poythress, Mayor of Madera
TCAG	Rudy Mendoza, Woodlake City Council
AMBAG	

Counsel present: Zack Smith

Staff/Visitors by location:

Fresno -	Paul Marquez
Hanford -	Trish Barberick, Heather Corder, Temo Ortiz, Christine Chavez and Monty Cox.
Huron -	Gus Banda

Napa -

Santa Barbara -

Susan Haverland and Kent Epperson

Sacramento -

Ron Hughes and Georgina Cardenas

Ventura -

Alan Holmes

2. UNSCHEDULED APPEARANCES:

This time is made available for comments from the public on matters within the Boards jurisdiction that are not on the agenda. Members of the public may comment on any item that is on the today's agenda when the item is called and should notify the Chairman of their desire to address the Board when the item is called. A maximum of (5) five minutes is allowed for any one item.

3. CONSENT CALENDAR:

Motion was made, seconded Wolf/Chavez and carried unanimously to approve the consent calendar Item A): Approval of minutes of February 9, 2012. Commissioner Price abstained.

4. SYSTEM UPDATE.

Ron Hughes commented that AB32 was passed with the goal of reducing green house gas (GHG) emissions to 1990 levels by 2020.

Each County has developed a plan that works towards meeting this goal.

CalVans captures and reports all ridership information and reports to the National Transit Data Base. This gives each county the ability to report a reduction in vehicle miles traveled (VMT) occurring in their county. The reduction in miles corresponds to a similar reduction in GHG emissions.

Reporting of miles over the past two years has assisted counties in their AB32 compliance.

Last month Staff covered the reporting of vanpool passenger data into the National Transit Database system, explaining how this report has generated additional funds for some transit agencies. Staff developed an excel formula that will help agencies to forecast the amount of revenues vanpools could generate in FTA 5307 funds.

Commissioner Wolf stated she has a better understanding of lane miles after Ron explained how the data is reported to the National Transit Database system.

Ron stated the price of fuel has risen and will probably continue to do so. This increase will be passed on to those that use the vanpools. He explained that an increase in gas prices does not have a great impact when shared with 11 other riders. If you travel by yourself the increase has large impact.

When fuel prices rose two years ago, calls from several growers stated their workers were not showing up for work because they couldn't afford the cost of gas.

CalVans is in the process of setting up vouchers for the growers that would provide their workers a reduction in the cost to get to work. Currently seven (7) growers are now using vouchers to help with the cost of fuel for their employees.

Vouchers are provided to the grower who signs and gives them to their workers to use to pay all or part of their vanpool bill. When CalVans receives payment with a voucher, we bill the grower for the amount of the voucher.

March is the time that agriculture workers start calling to begin their work season.

Ron Hughes explained he presently serves on the National Rural Transit Assistance Program (National RTAP) and the California Association for Consolidated Transportation (CalACT). Meetings are twice a year to review the concerns of the Federal Transit Administration as it relates to small, rural 5311 recipients. The primary goal is to provide information such as training material and "best practices" to rural operators, while serving as a link to Caltrans. All costs associated with attending the meetings are funded by the National RTAP.

Ron explained he will step down as a RTAP Board member in May as CalVans does not receive 5311 funds.

Commissioner Neves congratulated Ron on his good representation while on the National RTAP and CalACT Board.

Commissioner Brooks thanked Ron for his representation and hopes he will stay connected with the National RTAP and CalACT Board when he steps down.

Ron explained meetings have been scheduled to explain the CalVans program. Included in the upcoming meetings is a meeting being held at Harris Ranch on March 22, 2012 to discuss ways of ensuring compliance with State and Federal Department of Labor laws affecting the farm worker. Staff will be addressing issues in regard to transportation for the farm workers. Staff will be meeting with insurance and Federal DOL representatives with the goal to establish a pilot program that will allow farm workers with Farm Labor Contractor licenses to operate our vanpools.

Future meetings are scheduled in Coachella Valley and the RTAP conference is scheduled in Scottsdale, Arizona.

5. AUTHORIZE THE LEASE/PURCHASE OF ADDITIONAL VANPOOL VEHICLES.

Ron Hughes reported that there has been an increase in demand for the smaller Toyota Sienna vans we provide. To meet this demand, staff requested to purchase up to 8 more vans. CalVans has purchased used Toyota Sienna's with 15,000 to 30,000 miles on them previously. This saves about \$10,000 per van and allows us to keep the monthly lease/purchase cost below \$400 per month.

The acquisition of vanpools has been done in one of two ways in the past. Vanpools for the agricultural workers have acquired vans over the past several years with grant funds. Vans for the general vanpool users have been leased or purchased as needed with the first van being acquired in 2002 with general vanpool funds. Within the CalVans fleet, only thirty five (35) vans are not paid for. The general vanpool lease/purchase has been five (5) years.

The lease/purchase process is used to allow for the return of the vehicle should it not be needed prior to the end of the five (5) year lease period. If the vehicle is kept for the five (5) years and is paid off, the vanpool group is given the option of keeping the van at a reduced rate or getting a new van. Most if not all the drivers have elected to keep their van at a reduced monthly cost.

Staff works to find the best rate and a straight line five (5) year lease with no pay off or penalty at the end of the lease.

It may be a challenge given that CalVans is a new agency to secure the same leasing at this time.

With Board approval, Staff will secure the best lease option and acquire additional Sienna's as they are needed.

Motion was made, seconded Brown/Brooks and unanimously carried to authorize the lease/purchase of up to fifteen (15) new and/or used additional vanpool vehicles.

6. AUTHORIZE SOLICITATION OF AUDITOR FOR ANNUAL AUDIT.

Ron Hughes explained that CalVans needs to secure the services of an auditor to conduct our annual audit.

Staff requested the authorization to begin the process to solicit for an auditor.

Commissioner Brooks suggested looking for an auditor in other counties.

Ron commented that a public notice could be sent to any auditor the Board suggests.

Commissioner Brown would like the posting on the web and a review committee of Board members.

Ron suggested one or two volunteers from the Board to serve on the committee.

Motion was made, seconded Brooks/Price and carried unanimously to authorize solicitation of an auditor for annual audit.

7. AUTHORIZE CALVANS TITLE VI POLICY.

Ron Hughes explained the vanpool program receives Federal funds in the form of Job Access Reverse and Commute (JARC) and Congestion Mitigation and Air Quality (CMAQ) funds to reduce the monthly cost for first time vanpool riders. A large portion of CalVans ridership is made up of those who struggle because of economic and/or language barriers.

This item was tabled until the next meeting on April 12, 2012.

8. APPROVE AT-WILL AGREEMENT FOR EXECUTIVE DIRECTOR POSITION.

Ron Hughes commented that the At-will agreement for Executive Director of CalVans has been modified so that payment is not required should the Executive Director be dismissed for acts or moral turpitude. The compensation has also been reduced from three (3) months to two (2) pay periods.

The Executive Director was ready to sign the agreement and requested the Board approve the document.

Motion was made, seconded Chavez/Brooks and carried unanimously to approve the at-will agreement for the Executive Director position.

9. ANNOUNCE NEXT MEETING DATE.

The next California Vanpool Authority (CalVans) meeting is scheduled for Thursday, April 12, 2012 at 10:00 a.m.

10. MISCELLANEOUS COMMENTS FROM BOARD AND STAFF

Ron Hughes commented that correspondence for the assembly oversight committee will be brought back to the next meeting in April. There seems to be a continuing effort to shut down and question the California Vanpool Authority by private companies such as VSPI and Enterprise. The same questions which have been answered time and again keep getting asked.

Commissioner Brooks commented that he appreciated Ron's "fact" when it comes to dealing with VSPI and Enterprise.

Commissioner Brown seconded the comment involved with the dialog dealing with the assembly, VSPI and Enterprise and CalVans should just move forward with an excellent program.

11. ADJOURNMENT.

The meeting was adjourned at 10:32 a.m.

Respectfully submitted,



Ronald H. Hughes
Executive Director

3/8/2012 tb

REGULAR MEETING CALIFORNIA VANPOOL AUTHORITY

Technical Advisory Committee

1340 North Drive * Hanford, California 93230
(559) 852-2711

Meeting Date: March 22, 2012

Time: 1:30 PM

Place: CalVans office at 1340 North Drive, Hanford, CA 93230

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The call in number for this meeting is 1-866-244-8528, Password 574681

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3.	System Update by Operational Area	Information
4.	Discuss Response to inquires initiated by Private Vanpool Providers	Action
5.	Review JARC Applications	Action
6.	Authorize CalVans Title VI Policy	Action
7.	Announce Next Meeting Date	Action
8.	Miscellaneous Comments from Board and Staff	Information
9.	Adjournment	

Attachments:

- | <u>Item</u> | <u>Description</u> |
|-------------|------------------------------|
| A- | JARC Application |
| B- | CalVans Title VI Policy |
| C- | Response to Assembly Office. |

STAFF REPORT

3. System Update by Operational Area

CalVans Staff members will provide an update on each of the areas or programs they oversee. These will include the following representing and their areas or responsibilities:

Georgina Cardenas	Sacramento Area
Carmen Mora	Salinas Valley
Susan Haverland	Ventura/Santa Barbara
Temo Ortiz	Hanford, General Vanpools
Gus Banda	Hanford, Agricultural Vanpools

4. Discuss Response to inquires initiated by Private Vanpool Providers

Since its inception the vanpool program has come under fire by private vanpool providers. They argue that a public agency should not provide vanpools if there is a private operator willing to provide the same service. They contend that the public option undercuts them and places them at an unfair advantage. It is their argument that this is illegal in some fashion.

In 2002 they visited KCAPTA's office warning that it should not continue providing public vanpool service. Since then they have visited most of your agencies making the same argument. Approximately 6 years ago Staff received a request from an attorney, under the Freedom of Information Act, for a detailed listing of all activities and expenses related to its vanpool projects. A year ago Staff was again approached by an attorney asking for detailed information about expenses, vehicle inventory, drivers, and vanpool location. This exchange of information when on for 4 months. This month Staff again received a request from the Assembly office charged with investing agencies for misuse of funds.

The letter of inquiry from the Assembly office was similar to the one Staff received a year ago. For the most part, Staff simply updated information provided in the earlier request in preparing its response. Staff strongly believes Enterprise and possible VPSI are behind this most recent inquiry.

Staff would like to prepare a concise response that can be used to address the continued harassment by the private vanpool providers. Before doing so I am looking for advice on the best way to proceed. I will be sending each of you my recent response to the Assembly.

5. Review JARC Applications

My goal is to submit a JARC application for the following Counties:

Kern	Napa	Sutter	Yolo
Kings	Sacramento	Tulare	Sutter
Madera	Santa Barbara	Ventura	Yuba

The following breaks down the amount of funds being applied for as well as the number of new riders and equivalent number of vanpool that would be created:

<u>County</u>	<u>Project Total</u>	<u>Operating (Vouchers)</u>		<u>Riders</u>	<u>Vans</u>
		<u>Federal Funds</u>	<u>Toll Credits</u>		
Kern	\$150,000	\$75,000	\$75,000	125	14
kings	\$150,000	\$75,000	\$75,000	125	14
Madera	\$150,000	\$75,000	\$75,000	125	14
Napa	\$150,000	\$75,000	\$75,000	125	14
Sacramento	\$150,000	\$75,000	\$75,000	125	14
Santa Barbara	\$150,000	\$75,000	\$75,000	125	14
Sutter	\$150,000	\$75,000	\$75,000	125	14
Tulare	\$150,000	\$75,000	\$75,000	125	14
Ventura	\$150,000	\$75,000	\$75,000	125	14
Yolo	\$150,000	\$75,000	\$75,000	125	14
Sutter	\$150,000	\$75,000	\$75,000	125	14
Yuba	\$150,000	\$75,000	\$75,000	125	14
	\$1,800,000	\$900,000	\$900,000	1,500	167

The attached application will be modified to reflect each county. The highlights mean the following:

- Green These sections do not apply to this application.
- Yellow Sections I have completed.
- Purple I need your assistance in these areas

The changes or modifications will occur on the following pages. I will note where the changes occur and where I could use your input.

- Page 3 I need this page completed and returned by your agency.
- Page 18 I could use a comment on how this project meets goals found in your Public Participation Plan
- Page 19 Letter of support.

The certification can be printed and faxed or emailed back once you have it signed. I can come up with a comment on your Public Participation Plan but would rather have you interpret what your plan says. I need at least one letter of support from your agency, except for SACOG, for which I need four.

Each application is for \$150,000 in vouchers for a three year period to supply vouchers to new vanpool participants. I had included a marketing component but dropped due it to the backup needed fore the submittal. I also did not want to endanger the ability to secure funds for rider vouchers. I have successful submitted grant applications for Kings, Kern and Monterey Counties in the past. The grants were similar to the one I have attached and plan to submit. The funds will be available for anyone entering our leaving your jurisdiction. Please let me know if you have any questions.

I will dropping the completed application off at Caltrans this Friday.

6. Authorize CalVans Title VI Policy

I am adopting this Title VI Policy in preparation for receiving JARC funds. I am wondering if someone might have a simpler policy. If not, I will recommend that the Board adopt the plan at its next meeting.

7. Announce Next Meeting Date

Technical Advisory Committee Minutes

An unofficial meeting of the California Vanpool Authority Technical Advisory Committee was held on March 22, 2012 at 1:35 p.m. in the conference room of CalVans, 1340 North Drive, Hanford, CA. 93230

California Vanpool Authority Members

AMBAG – Association of Monterey Bay Area Governments
Fresno COG – Fresno Council of Governments
KCAG – Kings County Association of Governments
MCTC – Madera County Transportation Commission
NCTPC – Napa County Transportation & Planning Agency
SACOG – Sacramento Area Council of Governments
SBCAG – Santa Barbara County Association of Governments
TCAG – Tulare County Association of Governments
VCTC – Ventura County Transportation Commission

IN ATTENDANCE

Ron Hughes, Susan Haverland, Gus Banda, Georgina Cardenas, Temo Ortiz, Heather Corder, Lee Serna and Trish Barberick from CalVans.

Also attending were Kent Epperson, Alan Holmes, Gary Taylor, Jim Brown and Christine Chavez.

SYSTEM UPDATE BY OPERATIONAL AREA

Georgina Cardenas from CalVans Woodland/Sacramento area office commented on the outreach/marketing in the Sacramento area.

A meeting with State employees to discuss vanpools is in the works. The Agricultural vanpools are looking up.

A few of the wineries in Napa County are supporting 100% of vanpool cost for their employees. Currently six (6) CalVan vanpools are being used in Napa County.

There is a health/job fair scheduled at the Oakland Airport in which CalVans will be attending. Physicians will be available for physicals and DMV on-line will be assisting if there is interest to join a vanpool. Major

airlines are interested in more information regarding CalVans for their employees. CalVans has had great exposure with 511 from the Bay Area. Gary Taylor was interested in more information regarding major airlines interested in vanpools for their employees from Galt, Lodi, Tracy and Sacramento.

Yuba County EDD office has brochures available and is interested in the possibility of vouchers available to assist workers.

Chico State students are also interested in the program.

In April a new correction medical facility may be interested in vanpools for their employees who work non-traditional hours.

Gus Banda from the CalVans representing the farm workers in the Hanford office spoke about the safety meeting at Harris Ranch which will include outreach contractors. The benefits of having the safety meetings regularly, is having the labor commission and CHP available to discuss and resolve questions.

Currently CalVans has eighty (80) farm labor vehicles in the valley. The trend has been to add twenty (20) to forty (40) vehicles each year.

Temo Ortiz from Calvans representing the general vanpools in the Hanford office stated that in March the Fresno Area Express requested more information on the program and are working on getting groups together to start a vanpool.

Ruiz Foods, Reedley College and Taft College are all interested in the vanpool program.

A meeting in the Fresno City Hall to promote the vanpool program is scheduled in April.

Christine Chavez from TCAG stated she has seen the CalVans around the area.

Susan Haverland from CalVans Ventura/Santa Barbara office stated sixteen (16) farm labor vanpools and one (1) general vanpool are currently being used in the Ventura area. Five (5) more farm labor

vanpools are expected to go out in a couple of weeks. The focus is going to be on general-commuter vanpools.

Kent Epperson has been working with Santa Barbara employees to promote vanpools.

Earth day fair at Vandenberg, AFB will be held on April 18th. They are expecting four (4) to five (5) hundred employees to attend. CalVans will be there to promote the vanpool program,

Cal State, Channel Island and UCSB are also scheduled to have meetings to promote CalVans.

Ron Hughes spoke for our Greenfield/Salinas Valley area location. Currently sixty (60) vanpools are being used, up from twenty eight (28) last year. Some Growers from the Salinas Valley have been in Yuma, AZ using our vanpools for growing lettuce.

Some Growers are going to provide vouchers for their employees to use CalVans farm labor vanpools.

Questions/Comments

Susan hopes more people will start using the general vanpools, especially with the gas price increase. The Santa Barbara/Ventura area doesn't seem to be too impacted by the gas price increase.

Georgina has been using special networking to promote the vanpool program such as; facebook and the website.

DISCUSS RESPONSE TO INQUIRIES INITIATED BY PRIVATE VANPOOL PROVIDERS

Ron explained that since the inception of the vanpool program it has come under fire by private vanpool providers. They contend that the public option undercuts them and places them at an unfair advantage.

In 2002 they visited Kings County Area Public Transit Agency (KCAPTA) warning that it should not continue providing public vanpool service.

They have since visited most member agencies trying to make the same argument.

Years ago Staff received a request from an attorney, under the Freedom of Information Act, for a detailed listing of all activities and expenses related to its vanpool projects. A year ago Staff was again approached by an attorney asking for detailed information about expenses, vehicle inventory, drivers and vanpool locations. This exchange went on for four (4) months. This month Staff again received a letter of inquiry from the Assembly office charged with investigating agencies for misuse of funds. Staff simply updated the information previously provided to the previous attorneys.

Staff strongly believes Enterprise and possibly VSPI are behind this most recent inquiry.

Staff would like to prepare a concise response that can be used to address the continued harassment by the private vanpool providers.

Jim and Kent are in agreement regarding that it needs to stop. Jim stated a clear response from the Assembly Committee needs to be made. Clarification needs to be made that on occasion, indeed monies from the general vanpools have subsidized the Agricultural vanpools but no money from the Agricultural vanpools have gone towards the general vanpools. Next step may be going to court but that would be expensive.

The suggestion that the Board needs to challenge the private vanpools at a local level was made.

All concerned would like this to go away.

REVIEW JARC APPLICATIONS

Ron stated the goal is to submit JARC applications from Kern, Kings, Madera, Napa, Sacramento, Santa Barbara, Sutter, Tulare, Ventura, Yolo, Sutter and Yuba Counties by the deadline tomorrow.

Ron also stated that the Board needs to give the go ahead for the JARC applications to be submitted for each County.

Jim commented that the toll credits are not actual money and may need to scale back if not received.

Kent commented that the toll credits are real money and they can be spent. The toll credit helps in how much money you can receive. Cash value of vouchers. No match from riders.

Jim commented that Caltrans and FTA grants have been used in the Sacramento area and it isn't cash, it is not spendable.

Gary suggest requesting \$100,000 in Federal funds and \$100,000 in toll credits be submitted and see what happens as the limit is \$200,000. Continued research in this area was requested.

DISCUSS CALVANS TITLE VI POLICY

Ron explained adopting the CalVans title VI policy in preparation for receiving JARC funds. He requested any suggestions in a more simple policy or any concerns in regard to what was submitted previously.

Legal Council will go over the JARC contracts.

ANNOUNCE NEXT MEETING DATE

The next California Vanpool Authority Technical Advisory Committee is scheduled for Thursday, April 26, 2012 at 1:30 p.m. in the CalVans conference room located at 1340 North Drive, Hanford, CA.

MISCELLANEOUS COMMENTS

Alan Holmes requested to speak with Ron privately.

Gary suggested the next meeting doesn't have to be an open meeting.

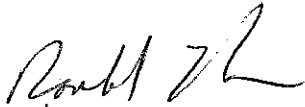
Jim stated the Technical Advisory meetings he has attended were published on the website and the public was invited to attend. The Brown Act is only needed if Board members attend.

Ron requested improvement ideas for the next meeting.

ADJOURNMENT

The meeting was adjourned at 2:12 p.m.

Respectfully submitted



Ron Hughes
Executive Director

3/22/12 tb



Public Vanpools Leading The Way

California Vanpool Authority

1340 North Drive
Hanford, CA 93230
559-852-2711
866-655-5444

March 7, 2012

Roger Dickinson, Chair
Assembly Committee on Accountability & Administrative Review
P.O. Box. 942849
Sacramento, CA 94249-0139

Dear Mr. Dickinson,

Per the request from your office dated March 1, 2012 I have prepared a response to the 12 questions referenced in your letter. The response is both in written form as follows and on a USB drive attached as part of this document.

Before starting it is important to note that Kings County Area Public Transit Agency (KCAPTA) and California Vanpool Authority (CalVans) are two distinct and separate agencies with separate boards and jurisdictions. KCAPTA is represents the following agencies;

County of Kings
City of Hanford
City of Lemoore
City of Avenal

CalVans was officially formed on October 21, 2011 and is comprised of the following agencies:

Association of Monterey Bay Area Governments,
Fresno Area Council of Governments
Kings County Council of Governments
Madera County Transportation Commission
Napa County Transportation and Planning Agency
Sacramento Area Council of Governments
Santa Barbara County Association of Governments
Tulare County Council of Governments
Ventura County Transportation Commission

Question 1:

Please indicate the amount of Agricultural Worker Transportation Program (AWTP) funding the KCAPTA and CalVans JPA have received since the program inception.

Response:

CalVans has received no AWTP funding as the grant expired in June 30, 2011 prior to the formation of CalVans. KCAPTA received grant amounts under five EA numbers as indicated in attachment A-1. Grant funds authorized for Projects T182TA, T182TC, T182TB, and T182TB totaled \$12,918,568. Most of this amount was spent. CalVans Staff will follow up with a detail breakdown within a week's time, as there was not enough time to complete this task by your Thursday deadline.

Question 2:

Has CalVans provided to Caltrans or any other agency a detailed accounting of how that money was spent? If so, please provide a copy.

Response:

CalVans was not the grant recipient and did not therefore provide any accounting detail. KCAPTA did however provide a detailed monthly breakdown of all eligible expenses as part of Caltrans reimbursement process. These were reviewed twice, once by the Caltrans Mass Transportation Staff and then again by the Accounting Staff. Any issues as to authorize expenditures were addressed in the review process. Each monthly submittal is about an inch thick and can be duplicated if that is necessary. In addition CalVans has an independent audit performed by an outside firm.

Question 3:

Please provide the current size of the CalVans fleet and indicate the number of vehicles purchased with AWTP funds.

Response:

The present size of the CalVans fleet is 540 vehicles, 235 of these were purchased by KCAPTA using AITS or AWTP funds.

Attachment A-3 lists vehicles purchased for the agricultural vanpool program. It lists all information, from the dates vehicles were purchased to their disposal. Attachment A-4 does the same thing for the general vanpool vehicles. This information is also found on the USB drive titled 2012-03-05 CalVans spreadsheet for Assembly.

Question 4:

Please provide the size of the AITS fleet

Response:

AITS was the acronym used when KCAPTA operated the program. CalVans did not adopt that designation when it assumed responsibility for the vanpool program. All vans are labeled as a CalVans Vehicle and all drivers meet the same motor vehicle requirements. Separation of the fleet is done for cost accounting purposes and to track assets purchased with grant funds. The Fleet size is presently 540 vehicles, 281 being identified as general vanpools and 259 as Agricultural vanpools. Not all of the agricultural vanpools were purchased with grant funds. Attachment A-3 notes both groups.

Question 5:

Please provide a list of vehicle purchased with AWTP funds including VIN numbers, and indicate which CalVans JPA member or region they are serving and where they are currently located

Response:

Attachment A-4, titled file Agricultural vanpool location, shows all vanpool vehicles listing the VIN, City and County they travel from and the Member agency jurisdiction they reflect. I have included all agricultural vanpools noting where AITS/AWTP grant funding was used.

Question 6:

Please Provide a list of vehicles transferred or sold, and terms of those transactions including mileage and sale price.

Response:

Attachment A-3, columns N, O and P lists this information lists this information. This information is also found on the USB drive titled 2012-03-05 CalVans spreadsheet for Assembly.

Question 7:

Please provide the total amount of funds received from vehicle sales and explain how the funds received from the vehicle sales were subsequently used.

Response:

Attachment A-3 reflects the total funds received to date of \$444,284 at the bottom of column O. All proceeds from the sale of vans are used to fund and promote the program to agricultural workers.

Question 8:

Please provide monthly information regarding the number of vehicles on re-rent, number of vehicles not on-rent, and utilization rate for the AITS program.

Response:

I believed I received a similar request from the attorney from Enterprise last year. Attachment A-5, titled Van usage list from earlier Enterprise request, lists both programs and the utilization rate for each. The period November 2008 to May 2011 is covered. The utilization rate for the agricultural vans can be found in column E.

Question 9:

Of those vehicles not currently on-rent, please provide the location(s) where these vehicles are located.

Response:

Vehicles not on-rent are stored at one of the following location:

<u>Offices</u>	<u>Van Storage Areas</u>
Hanford	1340 North Drive, Hanford or 629 West Davis, Hanford, CA
Ventura	1937 Goodyear Ave., Suite 705, Ventura, CA
Woodland	917 Main Street, Suite A, Woodland, CA
Greenfield	42281 Patricia Lane, Greenfield, CA

Yuma 1610 S. 42nd Avenue, Yuma, AZ

Question 10:

Please provide monthly revenue and expenses associated with vehicles in AITS program for fiscal year 2010-11.

Response:

Attachment A-6, Budget Monitoring Report shows revenues and expenditures by month for period requested. Also attached is A-7, Budget Unit 917200-Farm Labor Vanpool and A-8, Budget Unit 917100-Vanpool. These reflect the fiscal 2011-12 budget showing a deficit of \$427,661 in the Farm Labor Budget being made up by \$427,661 in funds transferred from the Vanpool Budget (general public vanpools). This is being sent to demonstrate that the agricultural vanpool program does not support or subsidize the general vanpool program.

Question 11:

Have any AWTP funds received by KCAPTA or CalVans been spent for activities other than those outlined in the master Agreement? If so, please describe the location and demand for services.

Response:

No. KCAPTA did not spend AWTP grant funds for activities other than those outlined in the Master Agreement. CalVans did not receive or have access to any AWTP grant funds during the time.

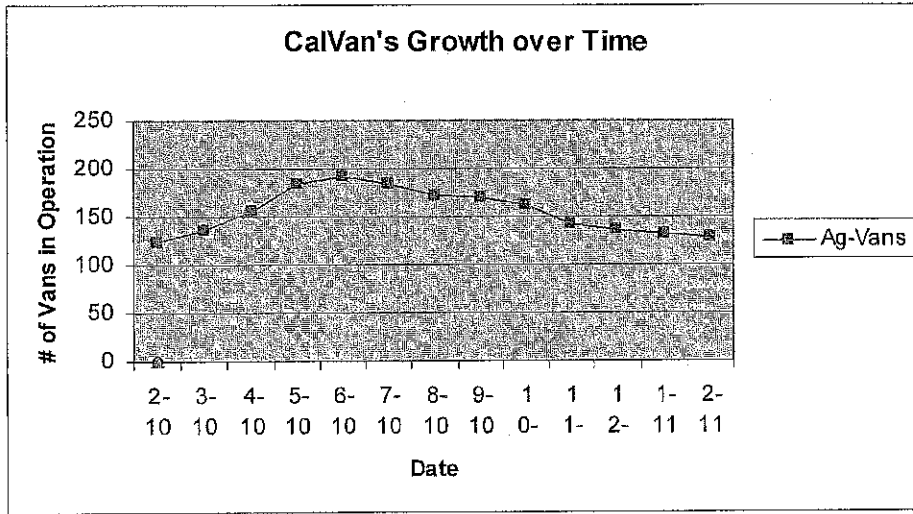
Question 12:

Please identify the month within the past year with the peak number of riders in the AITS program and provide the number of riders. Does any unfilled need remain in the areas currently served or in other areas of the state? If so, please describe the location and demand for service.

Response:

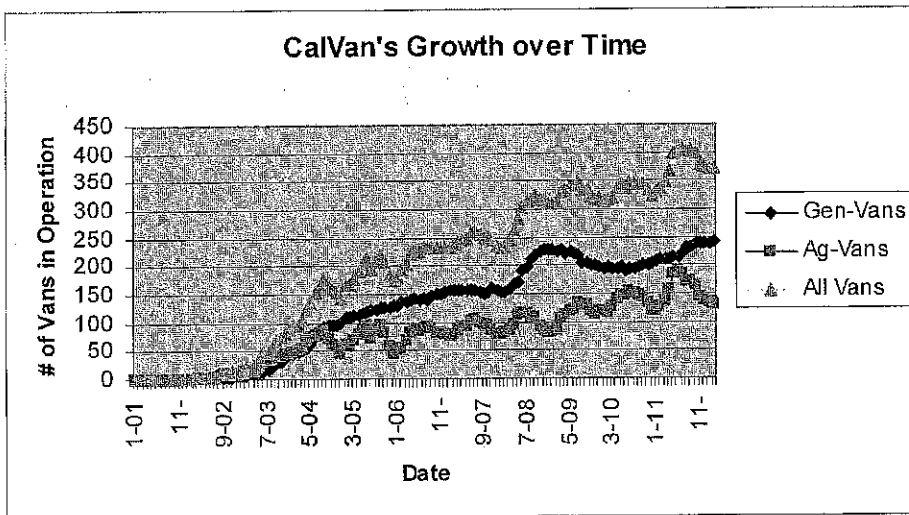
The following charts show the past year for agricultural vanpools, followed by a second chart showing the program growth since its inception in 2001. Unfilled need remains both in the project area as well as other areas of the state. The slow growth of the project is a result of the skepticism on the part of growers and farm workers alike. In spite of this the project continues to grow and be accepted by more growers and farm workers. Under the California Vehicle Code a public transit agency is the only entity that can legally provide farm workers a means to vanpool to work. This provision is found in Section 322 of the California Vehicle Code. The lack of licenses, insurance and access to safe vehicles is common in most rural areas of the state. CalVans Staff works to promote the only option for many of the states agricultural workers.

Graph charting growth from February 2011 to February 2012



2-11	3-11	4-11	5-11	6-11	7-11	8-11	9-11	10-11	11-11	12-11	01-12	02-12
125	136	156	184	192	185	172	171	163	142	136	132	129

Graph charting growth from January 2001 to February 2012



I have also included two videos that help explain the agricultural program and the overall CalVans program. The video titled Roadway to employment covers some of the challenges that were faced and overcome in the process of taking agricultural vanpools from a concept to what is now a sustainable program. The second video is from a rural vanpool conference held for the purpose of explaining how CalVans works.

Early issues with the Federal Department of Labor, State Department of Labor, California Highway Patrol, and Public Utilities Commission have been addressed and dealt with. The Federal Department of Labor and CHP now recommend that growers encourage their employees to utilize the CalVans program to avoid liability issues dealing DOL regulation and insurance.


The remaining issue is that raised by the private vanpool providers that argue that providing vanpools should be left to the private providers such as Enterprise and VPSI. For the past eight years Enterprise and most VPSI Representatives have lobbied state and local officials stating that our program has or is using grant funds, or proceeds from the agricultural program, to prop up or subsidize the general vanpool program. They contend that is unfairly competing with private providers. This has not been the case and is not the case today. In fact, the present fiscal year budget shows a \$792,230 shortfall in needed revenue, which is being made up by revenue from general vanpool riders.

Our program has several features that sets it apart from the private model and illustrates why it is a public transit agency. The first is that CalVans does not do a credit check on those seeking to start a vanpool. Anyone with less than 2 DMV points that is over 25 years of age may start a vanpool. The private providers do not provide vanpools to those with poor or no credit, thus eliminating the vanpool option for a number of minority residents in rural areas. Private providers require that a vanpool driver give 30 days notice prior to returning their van. We do not, due to the fact some vanpool groups breakup quite suddenly leaving the driver with the responsibility of the bill. Our billing stops when the van is turned in. As a public transit agency we collect rider data from all vanpools, allowing us to assist agencies in two ways. The first is so that a county may report the data to the California Air Resources Board showing that the county is reducing roadway emission as required under AB 32. Secondly, the data is reported to the National Transit Database (NTD) in DC, which then generates additional federal transit funds to large and small transit agencies. This year Fresno FAX will receive \$570,000, Hanford KART \$390,000 and Porterville Transit \$260,000. These are not funds CalVans receives nor has any control over, they are provided to the transit operators through the designated recipient of FTA funds in each area. The private providers do not gather this data and are not allowed to report into the NTD system unless they go through a public transit agency such as ours.

Attachment 9 is correspondence between Enterprise and Fresno Council of Governments. Attachment 10 is correspondence between VPSI/Enterprise and Sacramento Area Council of Government. As I said when spoke to Nancy Chaires of your office, most of the spreadsheet I have provided were initially provided to a representative of Enterprise. I believe they were seeking evidence to support allegation found in the attached letters. I have included several of these correspondences on the USB drive. A number of your questions as well as the phrasing suggest that they are still searching

Please contact me if you have additional questions or concerns.

Sincerely


Ronald Hughes
Executive Director

A-1

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DIVISION OF MASS TRANSPORTATION

PROGRAM SUPPLEMENT/AMENDMENT
STATE FUNDED TRANSIT PROJECTS

MASTER AGREEMENT NO.:	64A0173	PROGRAM SUPPLEMENT NO.:	64A0173-02A2
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PROVISION SECTION

This PROGRAM SUPPLEMENT hereby incorporates all of the provisions contained in MASTER AGREEMENT No. 64A0173, entered into between STATE and RECIPIENT on April 27, 2006 and is subject to all the terms and conditions thereof. This PROGRAM SUPPLEMENT is adopted in accordance with ARTICLE I of the aforementioned MASTER AGREEMENT under authority of Resolution 06-02 approved by RECIPIENT on April 26, 2006. The RECIPIENT further stipulates that, as a condition to the reimbursement of State funds obligated to this PROJECT, it accepts and will comply with the covenants, obligations, terms and conditions set forth in said MASTER AGREEMENT and on the following page(s) of this PROGRAM SUPPLEMENT.

CTC RESOLUTION	RESOLUTION DATE	FISCAL YEAR	FUND	AMOUNT	EA	PHASE	3 RD PARTY CONTRACT	TERMINATION DATE
Chapter 47	July 1, 2006	06/07	PTA	\$5,000,000	T182TA	CON	03/01/07	June 30, 2010
Chapter 47	July 1, 2006	06/07	PTA	\$1,688,227	T182TC	CON	11/19/08	June 30, 2011
				\$				
				\$				
				\$				

PROJECT TITLE: AITS Program Expansion

PROJECT SUMMARY: Kings County Area Public Transit Agency will use funding to expand the office area and parking area for fleet of vans for the existing Agricultural Industries Transportation Services (AITS) program, which provides service in Fresno, Kern, Kings, Madera, and Tulare counties, and to support the planned, larger Joint Powers Agency (JPA). This amendment corrects the termination date for line 2 (\$1,688,227) to June 30, 2011 to allow recipient full time allowable to expend these funds under Senate Bill 1135.

REQUIRED SIGNATURES

Recipient: Kings County Area Public Transit Agency Signed By: <u>Ronald Hughes</u> Name: Ronald Hughes Title: Executive Director Date: <u>5-3-2010</u>	STATE OF CALIFORNIA Department of Transportation State Dept.: Signed By: <u>Brian Travis</u> Name: Brian Travis Title: Chief, State Transit Grants Date: <u>4-30-2010</u>
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DISTRIBUTION LIST

- Caltrans Headquarters Accounting (2)
- Caltrans District (1)
- Recipient (1)
- Caltrans Mass Transportation (1)

LIST OF ATTACHMENTS INCLUDED

- I. Scope of Work
- II. CTC Resolutions
- III. Certification of Funds
- IV. 3rd Party Agreement
- V. Special Conditions

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF MASS TRANSPORTATION

PROGRAM SUPPLEMENT/AMENDMENT
 STATE FUNDED TRANSIT PROJECTS

MASTER AGREEMENT NO.:	64A0173	PROGRAM SUPPLEMENT NO.:	64A0173-04A3
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PROVISION SECTION

This PROGRAM SUPPLEMENT hereby incorporates all of the provisions contained in MASTER AGREEMENT No. 64A0173, entered into between STATE and RECIPIENT on April 27, 2006 and is subject to all the terms and conditions thereof. This PROGRAM SUPPLEMENT is adopted in accordance with ARTICLE I of the aforementioned MASTER AGREEMENT under authority of Resolution No. 06-02 approved by RECIPIENT on April 26, 2006. The RECIPIENT further stipulates that, as a condition to the reimbursement of State funds obligated to this PROJECT, it accepts and will comply with the covenants, obligations, terms and conditions set forth in said MASTER AGREEMENT and on the following page(s) of this PROGRAM SUPPLEMENT.

BUDGET ACT of 2006	DATE	FISCAL YEAR	FUND	AMOUNT	EA	PHASE	CONTRACT AWARDED	TERMINATION DATE
Chapter 47	July 1, 2006	06/07	PTA	\$2,500,000	T182TB	CON	12/4/07	June 30, 2011
Chapter 47	July 1, 2006	06/07	PTA	\$832,500	T182TD	CON	11/19/08	June 30, 2011
Chapter 47	July 1, 2006	06/07	PTA	\$2,897,841	T182TE	CON	11/19/08	June 30, 2011
				\$				

PROJECT TITLE: Phase 4 - Agricultural Industries Transportation Services Project

PROJECT SUMMARY: Kings County Area Public Transit Agency will use additional funding to establish the Agricultural Industries Transportation Services (AITS) program (farmworker vanpools) in Ventura County.

REQUIRED SIGNATURES

Recipient: <u>Kings County Area Public Transit Agency</u> Signed By: <u>Ronald Hughes</u> Name: <u>Ronald Hughes</u> Title: <u>Executive Director</u> Date: <u>5-28-2009</u>	STATE OF CALIFORNIA State Dept.: <u>Department of Transportation</u> Signed By: <u>Brian Travis</u> Name: <u>Brian Travis</u> Title: <u>Chief, State Transit Grants</u> Date: <u>6-2-2009</u>
--	--

DISTRIBUTION LIST

- Caltrans Headquarters Accounting (2)
- Caltrans District (1)
- Recipient (1)
- Caltrans Mass Transportation (1)
- Caltrans Headquarters Audits (1)

LIST OF ATTACHMENTS INCLUDED

- I. Scope of Work
- II. Budget Act Appropriation
- III. Certification of Funds
- IV. 3rd Party Agreement
- V. Special Conditions

A-2 AGRICULTURAL VEHICLE LISTING

A	B	C	D	F	G	H	I	J	K	L	M	N	O	P
VAN #	YEAR	MAKE	MODEL	PURCHASE DATE	MILEAGE WHEN PURCHASED	SELLER OF VEHICLE	PURCHASE PRICE	Purchased with AITS/WTP Funds = 1	REMOVED DATE	MOVED TO KARTS PROGRAM?	KARTS FLEET #	MILEAGE WHEN SOLD/ TRANSFERRED	RESALE PRICE	PURCHASER OF VEHICLE
520	2002	GMC	Savana	3/8/2002	0	Jamison	\$23,474.82		6/3/2011	No	NA	NA	100	Public Auction to Arno Wallace
521	2002	GMC	Savana	3/8/2002	0	Jamison	\$23,474.82		12/30/2007	No	NA	77,161	9,595	Sold to the County of Santa Barbara
522	2002	GMC	Savana	3/11/2002	0	Jamison	\$23,474.82		9/11/2010	No	NA	NA	NA	Accident (Retained for parts)
523	2002	GMC	Savana	3/11/2002	0	Jamison	\$23,474.82		9/13/2010	No	NA	77,003	5,812	Public Auction to Mary Sylvester
524	2002	GMC	Savana	3/11/2002	0	Jamison	\$23,474.82		12/30/2007	No	NA	74,355	9,595	Sold to the County of Santa Barbara
525	2002	GMC	Savana	3/11/2002	0	Jamison	\$23,474.82		12/30/2007	No	NA	85,151	9,170	Sold to the County of Santa Barbara
526	2002	GMC	Savana	3/14/2002	0	Jamison	\$23,474.82		9/27/2010	No	NA	74,355	6,201	Public Auction to Mary Sylvester
527	2002	GMC	Savana	3/14/2002	0	Jamison	\$23,474.82		12/30/2007	No	NA	81,560	5,500	Public Auction to Mark E Ryan
530	2002	GMC	Savana	3/25/2002	0	Jamison	\$23,474.82		3/22/2010	No	NA	84,340	5,700	Public Auction to Mark E Ryan
531	2002	GMC	Savana	3/25/2002	0	Jamison	\$23,474.82		2/15/2011	No	NA	77,936	5,500	Public Auction to Secretary123-Apostolik
532	2002	GMC	Savana	3/25/2002	0	Jamison	\$23,474.82		9/13/2010	No	NA	77,511	5,300	Public Auction to BusPro1-Mark Ryan
533	2002	GMC	Savana	3/25/2002	0	Jamison	\$23,474.82		3/22/2011	No	NA	91,351	5,531	Public Auction to Dennis Wied
534	2002	GMC	Savana	3/25/2002	0	Jamison	\$23,474.82		5/24/2011	No	NA	72,548	5,269	Public Auction to Wade Peterson
535	2002	GMC	Savana	3/14/2002	0	Jamison	\$23,474.82		4/11/2011	No	NA	83,847	5,622	Public Auction to Dennis Wied
536	2002	GMC	Savana	3/14/2002	0	Jamison	\$23,474.82		9/27/2010	No	NA	85,848	4,950	Public Auction to Kyle S Feimley
537	2002	GMC	Savana	3/14/2002	0	Jamison	\$23,474.82		12/30/2007	No	NA	73,769	9,595	Sold to the County of Santa Barbara
538	2002	GMC	Savana	3/25/2002	0	Jamison	\$23,474.82		2/15/2011	No	NA	78,616	5,500	Public Auction to Secretary123-Apostolik
539	2002	GMC	Savana	3/25/2002	0	Jamison	\$23,474.82		9/27/2010	No	NA	66,751	6,301	Public Auction to Mary Sylvester
540	2002	GMC	Savana	3/25/2002	0	Jamison	\$23,474.82		4/11/2011	No	NA	56,289	6,405	Public Auction to Keving Barns
541	2002	GMC	Savana	3/19/2002	0	Jamison	\$23,474.82		9/27/2010	No	NA	65,011	6,051	Public Auction to Matthew D Gades
542	2002	GMC	Savana	3/19/2002	0	Jamison	\$23,474.82		1/6/2010	No	NA	75,065	4,905	Public Auction to Patricia Garcia
543	2002	GMC	Savana	3/19/2002	0	Jamison	\$23,474.82		3/8/2011	No	NA	75,872	5,126	Public Auction to Dennis Wied
544	2002	GMC	Savana	4/1/2002	0	Jamison	\$23,474.82		12/30/2007	No	NA	74,257	9,870	Sold to the County of Santa Barbara
545	2002	GMC	Savana	4/1/2002	0	Jamison	\$23,474.82		3/8/2011	No	NA	101,568	4,988	Public Auction to Dennis Wied
546	2002	GMC	Savana	4/1/2002	0	Jamison	\$23,474.82		12/30/2007	No	NA	81,268	9,345	Sold to the County of Santa Barbara
547	2002	GMC	Savana	4/1/2002	0	Jamison	\$23,474.82		3/22/2010	No	NA	67,665	5,500	Public Auction to Mark E Ryan
548	2002	GMC	Savana	4/1/2002	0	Jamison	\$23,474.82		3/24/2000	No	NA	72,039	5,500	Public Auction to Michael Munilo
549	2002	GMC	Savana	4/1/2002	0	Jamison	\$23,474.82		3/22/2010	No	NA	75,864	6,250	Public Auction to Mark E Ryan
550	2002	GMC	Savana	6/26/2002	0	Jamison	\$23,474.82		3/24/2011	No	NA	77,339	5,951	Public Auction to Michael Munilo
551	2002	GMC	Savana	6/26/2002	0	Jamison	\$23,474.82		12/30/2007	No	NA	73,823	9,595	Sold to the County of Santa Barbara
552	2002	GMC	Savana	6/26/2002	0	Jamison	\$23,474.82		12/30/2007	No	NA	77,033	9,595	Sold to the County of Santa Barbara
553	2002	GMC	Savana	6/26/2002	0	Jamison	\$23,474.82		4/11/2011	No	NA	83,990	5,717	Public Auction to Michael A Marillo
554	2002	GMC	Savana	6/26/2002	0	Jamison	\$23,474.82		3/22/2010	No	NA	81,869	5,700	Public Auction to Shirley Ryan
555	2002	GMC	Savana	6/26/2002	0	Jamison	\$23,474.82		1/6/2010	No	NA	89,979	4,951	Public Auction to Johnson A Adu Poku
556	2002	GMC	Savana	7/3/2002	0	Jamison	\$23,474.82		3/22/2010	No	NA	69,418	6,500	Public Auction to Mark E Ryan
557	2002	GMC	Savana	7/3/2002	0	Jamison	\$23,474.82		2/15/2011	No	NA	90,154	4,351	Public Auction to mika1951-michael a
558	2002	GMC	Savana	7/3/2002	0	Jamison	\$23,474.82		3/22/2010	No	NA	59,795	5,700	Public Auction to Mary E Ryan
559	2002	GMC	Savana	7/11/2002	0	Jamison	\$23,474.82		1/6/2010	No	NA	82,010	4,601	Public Auction to Salah Haddad
560	2002	GMC	Savana	7/11/2002	0	Jamison	\$23,474.82		1/6/2010	No	NA	83,215	4,150	Public Auction to Ali Sheker
561	2002	GMC	Savana	7/16/2002	0	Jamison	\$23,474.82		4/11/2011	No	NA	79,731	5,900	Public Auction to Michael A Marillo
562	2002	GMC	Savana	7/16/2002	0	Jamison	\$23,474.82		3/22/2010	No	NA	81,085	6,100	Public Auction to Shirley Ryan
563	2002	GMC	Savana	7/16/2002	0	Jamison	\$23,474.82		4/6/2011	No	NA	NA	NA	Accident (Retained for parts)
564	2002	GMC	Savana	7/8/2002	0	Jamison	\$23,474.82		2/15/2011	No	NA	77,984	5,800	Public Auction to Secretary123-Apostolik
565	2002	GMC	Savana	7/3/2002	0	Jamison	\$23,474.82		1/6/2010	No	NA	66,767	4,100	Public Auction to Kyle S Feimley
566	2002	GMC	Savana	7/11/2002	0	Jamison	\$23,974.82		2/15/2011	No	NA	72,512	6,400	Public Auction to mika1951-michael a
567	2002	GMC	Savana	7/30/2002	0	Jamison	\$23,974.82		3/22/2010	No	NA	74,870	4,000	Public Auction to Mark E Ryan

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VAN #	YEAR	MAKE	MODEL	PURCHASE DATE	MILEAGE WHEN PURCHASED	SELLER OF VEHICLE	PURCHASE PRICE	Purchased with AITS/AWTP Funds = 1	REMOVED DATE	MOVED TO KARTS PROGRAM?	KARTS FLEET #	MILEAGE WHEN TRANSFERRED	RESALE PRICE	PURCHASER OF VEHICLE	Sold	Wrecked	Total
568	2003	GMC	Savana	7/22/2003	0	Jamison	\$22,941.14		4/11/2011	No	NA	118,675	5,423	Public Auction to Dennis Wied	1		1
569	2003	GMC	Savana	7/22/2003	0	Jamison	\$22,941.14		4/11/2011	No	NA	130,076	5,122	Public Auction to Dennis Wied	1		1
570	2003	GMC	Savana	7/22/2003	0	Jamison	\$22,941.14		4/11/2011	No	NA	130,065	5,122	Public Auction to Dennis Wied	1		1
571	2003	GMC	Savana	7/22/2003	0	Jamison	\$22,941.14		11/4/2011	No	NA	111,107	5,300	Public Auction to Tirrentals	1		1
572	2003	GMC	Savana	6/23/2003	0	Jamison	\$22,941.14		4/11/2011	No	NA	128,716	5,122	Public Auction to Dennis Wied	1		1
573	2003	GMC	Savana	7/22/2003	0	Jamison	\$22,941.14		6/30/2009	No	NA	15,225	NA	Removed from Service (used for parts)	1		1
574	2003	GMC	Savana	6/23/2003	0	Jamison	\$22,941.14	1	4/11/2011	No	NA	111,292	5,422	Public Auction to Dennis Wied	1		1
575	2003	GMC	Savana	7/22/2003	0	Jamison	\$22,941.14		NA	NA	NA	NA	NA	NA			1
576	2003	GMC	Savana	6/23/2003	0	Jamison	\$22,941.14		2/2/2012	No	NA	93,795	5,300	Public Auction to Aziz N. Malley	1		1
577	2003	GMC	Savana	6/23/2003	0	Jamison	\$22,941.14		11/3/2011	No	NA	98,167	6,100	Public Auction to mikea1951	1		1
578	2003	GMC	Savana	7/22/2003	0	Jamison	\$22,941.14		2/2/2012	No	NA	177,139	4,601	Public Auction to Aziz N. Malley	1		1
579	2003	GMC	Savana	7/22/2003	0	Jamison	\$22,941.14		11/4/2011	No	NA	103,164	5,150	Public Auction to Tirrentals	1		1
580	2003	GMC	Savana	7/23/2003	0	Jamison	\$22,941.14		2/2/2012	No	NA	145,892	5,000	Public Auction to Aziz N. Malley	1		1
581	2007	GMC	Savana	7/6/2007	0	Jamison	\$24,168.82	1	NA	NA	NA	18,302	NA	Accident (Retained for parts)	1		1
582	2003	GMC	Savana	7/23/2003	0	Jamison	\$22,941.14		11/7/2011	No	NA	118,804	6,100	Public Auction to vgfarm	1		1
583	2003	GMC	Savana	7/23/2003	0	Jamison	\$22,941.14		2/1/2012	No	NA	106,721	4,950	Public Auction to Omar	1		1
584	2003	GMC	Savana	7/23/2003	0	Jamison	\$22,941.14		11/4/2011	No	NA	87,519	5,100	Public Auction to Tirrentals	1		1
585	2003	GMC	Savana	6/23/2003	0	Jamison	\$22,941.14		11/4/2011	No	NA	111,804	5,150	Public Auction to Tirrentals	1		1
586	2003	GMC	Savana	6/23/2003	0	Jamison	\$22,941.14		2/8/2012	No	NA	158,185	4,250	Public Auction to Alexander N. Hecker	1		1
587	2003	GMC	Savana	6/24/2003	0	Jamison	\$22,941.14		2/2/2012	No	NA	117,396	5,000	Public Auction to Aziz N. Malley	1		1
588	2003	GMC	Savana	6/17/2003	0	Jamison	\$23,441.14		11/4/2011	No	NA	110,785	5,500	Public Auction to Tirrentals	1		1
589	2003	GMC	Savana	6/17/2003	0	Jamison	\$23,441.14		2/2/2012	No	NA	74,337	5,800	Public Auction to Ali Sheker	1		1
590	2003	GMC	Savana	6/17/2003	0	Jamison	\$23,441.14		2/7/2012	No	NA	147,843	4,250	Public Auction to Jeffery S. Stone	1		1
591	2003	GMC	Savana	6/17/2003	0	Jamison	\$23,441.14	1	NA	NA	NA	NA	NA	NA			1
592	2003	GMC	Savana	7/1/2003	0	Jamison	\$22,941.14		2/2/2012	No	NA	105,285	5,000	Public Auction to Aziz N. Malley	1		1
593	2003	GMC	Savana	7/23/2003	0	Jamison	\$22,941.14		2/2/2012	No	NA	113,092	5,000	Public Auction to Aziz N. Malley	1		1
594	2003	GMC	Savana	7/22/2003	0	Jamison	\$22,941.14		11/4/2011	No	NA	88,107	6,400	Public Auction to seegrst2	1		1
595	2003	GMC	Savana	7/22/2003	0	Jamison	\$22,941.14		2/2/2012	No	NA	84,078	5,300	Public Auction to Aziz N. Malley	1		1
596	2003	GMC	Savana	7/23/2003	0	Jamison	\$22,941.14		1/19/2012	No	NA	95,015	6,000	Public Auction to amalloy001	1		1
597	2003	GMC	Savana	7/23/2003	0	Jamison	\$22,941.14		2/2/2012	No	NA	119,266	5,000	Public Auction to Aziz N. Malley	1		1
598	2003	GMC	Savana	7/23/2003	0	Jamison	\$22,941.14		11/3/2011	No	NA	107,892	6,500	Public Auction to mikea1951	1		1
599	2003	GMC	Savana	7/23/2003	0	Jamison	\$22,941.14		2/2/2012	No	NA	74,337	6,300	Public Auction to Ali Sheker	1		1
600	2003	GMC	Savana	7/23/2003	0	Jamison	\$22,941.14		1/22/2012	No	NA	107,748	5,030	Public Auction to Olen Martin	1		1
601	2003	GMC	Savana	7/23/2003	0	Jamison	\$22,941.14		NA	NA	NA	169,460	4,000	Public Auction to Gildardo Salgado	1		1
602	2003	GMC	Savana	7/25/2003	0	Jamison	\$22,941.14		NA	NA	NA	127,550	4,450	Public Auction to Gildardo Salgado	1		1
603	2003	GMC	Savana	7/25/2003	0	Jamison	\$22,941.14		NA	NA	NA	131,850	4,550	Public Auction to Gildardo Salgado	1		1
604	2003	GMC	Savana	7/25/2003	0	Jamison	\$22,941.14		NA	NA	NA	127,071	4,500	Public Auction to Gildardo Salgado	1		1
605	2003	GMC	Savana	7/23/2003	0	Jamison	\$22,941.14		2/7/2012	No	NA	137,815	4,200	Public Auction to Jeffery S. Stone	1		1
606	2003	GMC	Savana	7/25/2003	0	Jamison	\$22,941.14		NA	NA	NA	NA	NA	NA			1
607	2003	GMC	Savana	7/25/2003	0	Jamison	\$22,941.14	1	NA	NA	NA	NA	NA	NA			1
608	2003	GMC	Savana	7/23/2003	0	Jamison	\$22,941.14	1	NA	NA	NA	NA	NA	NA			1
609	2003	GMC	Savana	7/28/2003	0	Jamison	\$22,941.14	1	NA	NA	NA	NA	NA	NA			1
610	2003	GMC	Savana	7/29/2003	0	Jamison	\$22,941.14		11/13/2009	No	NA	77,325	-	Transferred to NAPA	1		1
611	2003	GMC	Savana	7/29/2003	0	Jamison	\$22,941.14		11/13/2009	No	NA	89,374	-	Transferred to NAPA	1		1
612	2003	GMC	Savana	7/28/2003	0	Jamison	\$22,941.14		11/13/2009	No	NA	79,457	-	Transferred to NAPA	1		1
613	2003	GMC	Savana	7/30/2003	0	Jamison	\$22,941.14		11/13/2009	No	NA	64,876	-	Transferred to NAPA	1		1

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A-2 AGRICULTURAL VEHICLE LISTING

VAN #	YEAR	MAKE	MODEL	PURCHASE DATE	MILEAGE WHEN PURCHASED	SELLER OF VEHICLE	PURCHASE PRICE	Purchased with AITS/WTP Funds = 1	REMOVED DATE	MOVED TO KARTS PROGRAM?	KARTS FLEET #	MILEAGE WHEN SOLD/ TRANSFERRED	RESALE PRICE	PURCHASER OF VEHICLE	Sold	Wrecked	Total
614	2003	GMC	Savana	7/29/2003	0	Jamison	\$22,941.14		11/13/2009	No	NA	88,802	-	Transferred to NAPA	1		1
615	2003	GMC	Savana	7/23/2003	0	Jamison	\$22,941.14		7/24/2007	No	NA	72,413	NA	Accident (Retained for parts)	1		1
616	2003	GMC	Savana	7/22/2003	0	Jamison	\$22,941.14		11/13/2009	No	NA	118,014	-	Transferred to NAPA	1		1
617	2003	GMC	Savana	7/29/2003	0	Jamison	\$22,941.14		11/13/2009	No	NA	65,778	-	Transferred to NAPA	1		1
618	2003	GMC	Savana	7/25/2003	0	Jamison	\$22,941.14		11/13/2009	No	NA	123,886	-	Transferred to NAPA	1		1
619	2003	GMC	Savana	7/28/2003	0	Jamison	\$22,941.14		11/13/2009	No	NA	135,515	-	Transferred to NAPA	1		1
620	2003	GMC	Savana	7/25/2003	0	Jamison	\$22,941.14		11/13/2009	No	NA	118,197	-	Transferred to NAPA	1		1
621	2003	GMC	Savana	7/29/2003	0	Jamison	\$22,941.14	1	NA	NA	NA	NA	NA	NA			1
622	2003	GMC	Savana	7/29/2003	0	Jamison	\$23,441.14	1	NA	NA	NA	NA	NA	NA			1
623	2003	GMC	Savana	7/28/2003	0	Jamison	\$22,941.14	1	NA	NA	NA	NA	NA	NA			1
624	2003	GMC	Savana	7/29/2003	0	Jamison	\$22,941.14	1	NA	NA	NA	NA	NA	NA			1
625	2003	GMC	Savana	7/30/2003	0	Jamison	\$23,441.14	1	NA	NA	NA	NA	NA	NA			1
626	2003	GMC	Savana	7/30/2003	0	Jamison	\$23,441.14	1	NA	NA	NA	NA	NA	NA			1
627	2003	GMC	Savana	7/25/2003	0	Jamison	\$22,941.14	1	NA	NA	NA	NA	NA	NA			1
628	2003	GMC	Savana	7/20/2003	0	Jamison	\$22,941.14	1	NA	NA	NA	NA	NA	NA			1
629	2003	GMC	Savana	7/29/2003	0	Jamison	\$23,441.14	1	NA	NA	NA	NA	NA	NA			1
630	2003	GMC	Savana	7/25/2003	0	Jamison	\$22,941.14	1	NA	NA	NA	NA	NA	NA			1
631	2003	GMC	Savana	7/30/2003	0	Jamison	\$22,941.14	1	NA	NA	NA	NA	NA	NA			1
632	2003	GMC	Savana	7/28/2003	0	Jamison	\$22,941.14	1	NA	NA	NA	NA	NA	NA			1
633	2003	GMC	Savana	7/28/2003	0	Jamison	\$22,941.14	1	NA	NA	NA	NA	NA	NA			1
634	2003	GMC	Savana	7/30/2003	0	Jamison	\$22,941.14	1	NA	NA	NA	NA	NA	NA			1
635	2003	GMC	Savana	7/29/2003	0	Jamison	\$23,441.14	1	NA	NA	NA	NA	NA	NA			1
636	2003	GMC	Savana	7/28/2003	0	Jamison	\$22,941.14	1	NA	NA	NA	NA	NA	NA			1
637	2003	GMC	Savana	7/28/2003	0	Jamison	\$22,941.14	1	NA	NA	NA	NA	NA	NA			1
638	2003	GMC	Savana	7/29/2003	0	Jamison	\$22,941.14	1	NA	NA	NA	NA	NA	NA			1
639	2003	GMC	Savana	7/29/2003	0	Jamison	\$22,941.14	1	NA	NA	NA	NA	NA	NA			1
640	2003	GMC	Savana	7/30/2003	0	Jamison	\$23,441.14	1	NA	NA	NA	NA	NA	NA			1
641	2003	GMC	Savana	7/30/2003	0	Jamison	\$23,441.14	1	NA	NA	NA	NA	NA	NA			1
642	2003	GMC	Savana	7/30/2003	0	Jamison	\$23,441.14	1	NA	NA	NA	NA	NA	NA			1
643	2007	GMC	Savana	7/16/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA			1
644	2007	GMC	Savana	7/16/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA			1
645	2007	GMC	Savana	7/16/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA			1
646	2007	GMC	Savana	7/16/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA			1
647	2007	GMC	Savana	7/16/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA			1
648	2007	GMC	Savana	7/16/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA			1
649	2007	GMC	Savana	7/16/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA			1
650	2007	GMC	Savana	7/16/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA			1
651	2007	GMC	Savana	7/16/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA			1
652	2007	GMC	Savana	7/16/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA			1
653	2007	GMC	Savana	7/16/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA			1
654	2007	GMC	Savana	7/16/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA			1
655	2007	GMC	Savana	7/16/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA			1
656	2007	GMC	Savana	7/16/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA			1
657	2007	GMC	Savana	7/23/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA			1
658	2007	GMC	Savana	7/16/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA			1
659	2007	GMC	Savana	7/23/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA			1
660	2007	GMC	Savana	7/16/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA			1

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VAN #	YEAR	MAKE	MODEL	PURCHASE DATE	MILEAGE WHEN PURCHASED	SELLER OF VEHICLE	PURCHASE PRICE	Purchased with AITS/WTP Funds = 1	REMOVED DATE	MOVED TO KARTS PROGRAM?	KARTS FLEET #	MILEAGE WHEN SOLD/ TRANSFERRED	RESALE PRICE	PURCHASER OF VEHICLE	Sold	Wrecked	Total
661	2007	GMC	Savana	7/23/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
662	2007	GMC	Savana	7/23/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
663	2007	GMC	Savana	7/6/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
664	2007	GMC	Savana	7/23/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
665	2007	GMC	Savana	7/23/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
666	2007	GMC	Savana	7/23/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
667	2007	GMC	Savana	7/6/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
668	2007	GMC	Savana	7/23/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
669	2007	GMC	Savana	7/23/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
670	2007	GMC	Savana	7/23/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
671	2007	GMC	Savana	7/23/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
672	2007	GMC	Savana	7/6/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
673	2007	GMC	Savana	7/23/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
674	2007	GMC	Savana	7/23/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
675	2007	GMC	Savana	7/23/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
676	2007	GMC	Savana	7/23/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
677	2007	GMC	Savana	7/23/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
678	2007	GMC	Savana	7/23/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
679	2007	GMC	Savana	7/23/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
680	2007	GMC	Savana	7/23/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
681	2007	GMC	Savana	7/23/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
682	2007	GMC	Savana	7/6/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
683	2007	GMC	Savana	7/23/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
684	2007	GMC	Savana	7/6/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
685	2004	GMC	Savana	3/1/2004	0	Lease Plan	\$26,490.76		NA	NA	NA	NA	NA	NA		1	
686	2004	GMC	Savana	3/1/2004	0	Lease Plan	\$26,490.76		NA	NA	NA	NA	NA	NA		1	
687	2004	GMC	Savana	3/1/2004	0	Lease Plan	\$26,424.06		NA	NA	NA	NA	NA	NA		1	
688	2004	GMC	Savana	7/1/2004	0	Sutton	\$26,424.06		NA	NA	NA	NA	NA	NA		1	
689	2004	GMC	Savana	7/1/2004	0	Sutton	\$26,424.06		NA	NA	NA	NA	NA	NA		1	
690	2004	GMC	Savana	7/1/2004	0	Sutton	\$26,424.06		NA	NA	NA	NA	NA	NA		1	
691	2004	GMC	Savana	7/1/2004	0	Sutton	\$26,424.06		NA	NA	NA	NA	NA	NA		1	
692	2004	GMC	Savana	7/1/2004	0	Sutton	\$26,424.06		NA	NA	NA	NA	NA	NA		1	
693	2005	GMC	Savana	9/4/2004	0	Sutton	\$22,609.00		NA	NA	NA	NA	NA	NA		1	
694	2005	GMC	Savana	12/1/2004	0	Sutton	\$22,609.00		NA	NA	NA	NA	NA	NA		1	
695	2006	GMC	Savana	7/23/2006	0	Kellers	\$23,123.57		NA	NA	NA	NA	NA	NA		1	
696	2006	GMC	Savana	1/1/2005	0	Sutton	\$21,927.00		NA	NA	NA	NA	NA	NA		1	
697	2006	GMC	Savana	8/23/2005	0	Union Bank Leas	\$21,927.00		NA	NA	NA	NA	NA	NA		1	
698	2006	GMC	Savana	8/15/2005	0	Sutton	\$23,123.57	1	NA	NA	NA	NA	NA	NA		1	
699	2006	GMC	Savana	7/23/2006	0	Kellers	\$23,123.57	1	NA	NA	NA	NA	NA	NA		1	
700	2006	GMC	Savana	7/23/2006	0	Kellers	\$23,123.57	1	NA	NA	NA	NA	NA	NA		1	
701	2006	GMC	Savana	7/23/2006	0	Kellers	\$23,123.57	1	2/10/2009	No	NA	23,300	NA	Accident (Retained for parts)		1	
702	2006	GMC	Savana	7/23/2006	0	Kellers	\$23,123.57	1	NA	NA	NA	NA	NA	NA		1	
703	2006	GMC	Savana	7/23/2006	0	Kellers	\$23,123.57	1	NA	NA	NA	NA	NA	NA		1	
704	2006	GMC	Savana	7/23/2007	0	Kellers	\$23,123.57	1	NA	NA	NA	NA	NA	NA		1	
705	2007	GMC	Savana	8/16/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
706	2007	GMC	Savana	8/16/2007	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	
707	2007	GMC	Savana	6/15/2009	0	Kellers	\$24,168.82	1	NA	NA	NA	NA	NA	NA		1	

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VAN #	YEAR	MAKE	MODEL	PURCHASE DATE	MILEAGE WHEN PURCHASED	SELLER OF VEHICLE	PURCHASE PRICE	Purchased with AITS/AWTF Funds = 1	REMOVED DATE	MOVED TO KARTS PROGRAM?	KARTS FLEET #	MILEAGE WHEN SOLD/ TRANSFERRED	RESALE PRICE	PURCHASER OF VEHICLE	Sold	Wrecked	Total
708	2009	GMC	Savana	6/15/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
709	2009	GMC	Savana	6/15/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
710	2009	GMC	Savana	6/15/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
711	2009	GMC	Savana	6/15/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
712	2009	GMC	Savana	6/15/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
713	2009	GMC	Savana	6/15/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
714	2009	GMC	Savana	6/15/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
715	2009	GMC	Savana	6/15/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
716	2009	GMC	Savana	6/15/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
717	2009	GMC	Savana	6/15/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
718	2009	GMC	Savana	6/15/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
719	2009	GMC	Savana	6/15/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
720	2009	GMC	Savana	6/22/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
721	2009	GMC	Savana	6/22/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
722	2009	GMC	Savana	6/22/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
723	2009	GMC	Savana	6/22/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
724	2009	GMC	Savana	6/22/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
725	2009	GMC	Savana	6/22/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
726	2009	GMC	Savana	6/22/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
727	2009	GMC	Savana	6/22/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
728	2009	GMC	Savana	6/24/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
729	2009	GMC	Savana	6/24/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
730	2009	GMC	Savana	6/24/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
731	2009	GMC	Savana	6/24/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
732	2009	GMC	Savana	6/24/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
733	2009	GMC	Savana	6/24/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
734	2009	GMC	Savana	6/23/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
735	2009	GMC	Savana	6/26/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
736	2009	GMC	Savana	6/26/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
737	2009	GMC	Savana	10/30/2009	0	Kellers	\$26,194.43	1	NA	NA	NA	NA	NA	NA			1
738	2010	GMC	Savana	10/30/2009	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
739	2010	GMC	Savana	10/30/2009	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
740	2010	GMC	Savana	10/30/2009	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
741	2010	GMC	Savana	10/30/2009	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
742	2010	GMC	Savana	1/16/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
743	2010	GMC	Savana	1/16/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
744	2010	GMC	Savana	1/16/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
745	2010	GMC	Savana	1/16/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
746	2010	GMC	Savana	1/16/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
747	2010	GMC	Savana	3/22/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
748	2010	GMC	Savana	3/22/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
749	2010	GMC	Savana	3/22/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
750	2010	GMC	Savana	3/22/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
751	2010	GMC	Savana	3/22/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
752	2010	GMC	Savana	6/22/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
753	2010	GMC	Savana	6/22/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
754	2010	GMC	Savana	6/22/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1

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VAN #	YEAR	MAKE	MODEL	PURCHASE DATE	MILEAGE WHEN PURCHASED	SELLER OF VEHICLE	PURCHASE PRICE	AITS/AWTP Funds = 1	REMOVED DATE	MOVED TO KARTS PROGRAM?	KARTS FLEET #	MILEAGE WHEN SOLD/ TRANSFERRED	RESALE PRICE	PURCHASER OF VEHICLE	Sold	Wrecked	Total
755	2010	GMC	Savana	6/22/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
756	2010	GMC	Savana	6/22/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
757	2010	GMC	Savana	6/22/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
758	2010	GMC	Savana	6/22/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
759	2010	GMC	Savana	6/22/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
760	2010	GMC	Savana	6/22/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
761	2010	GMC	Savana	6/22/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
762	2010	GMC	Savana	6/22/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
763	2010	GMC	Savana	6/22/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
764	2010	GMC	Savana	6/22/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
765	2010	GMC	Savana	6/22/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
766	2010	GMC	Savana	6/22/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
767	2010	GMC	Savana	6/22/2010	0	Kellers	\$26,465.05	1	NA	NA	NA	NA	NA	NA			1
768	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
769	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
770	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
771	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
772	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
773	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
774	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
775	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
776	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
777	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
778	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
779	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
780	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
781	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
782	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
783	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
784	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
785	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
786	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
787	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
788	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
789	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
790	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
791	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
792	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
793	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
794	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
795	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
796	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
797	2011	GMC	Savana	10/19/2010	0	Kellers	26,993.70	1	NA	NA	NA	NA	NA	NA			1
798	2011	GMC	Savana	3/18/2011	0	Kellers	27,140.26	1	NA	NA	NA	NA	NA	NA			1
799	2011	GMC	Savana	3/18/2011	0	Kellers	27,140.26	1	NA	NA	NA	NA	NA	NA			1
800	2011	GMC	Savana	3/18/2011	0	Kellers	27,140.26	1	NA	NA	NA	NA	NA	NA			1
801	2011	GMC	Savana	3/18/2011	0	Kellers	27,140.26	1	NA	NA	NA	NA	NA	NA			1

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VAN #	YEAR	MAKE	MODEL	PURCHASE DATE	MILEAGE WHEN PURCHASED	SELLER OF VEHICLE	PURCHASE PRICE	Purchased with AITS/AWTP Funds = 1	REMOVED DATE	MOVED TO KARTS PROGRAM?	KARTS FLEET #	MILEAGE WHEN SOLD/ TRANSFERRED	RESALE PRICE	PURCHASER OF VEHICLE	Sold	Wrecked	Total
802	2011	GMC	Savana	3/18/2011	0	Kellers	27,140.26	1	NA	NA	NA	NA	NA	NA			1
803	2011	GMC	Savana	3/18/2011	0	Kellers	27,140.26	1	NA	NA	NA	NA	NA	NA			1
804	2011	GMC	Savana	3/18/2011	0	Kellers	27,140.26	1	NA	NA	NA	NA	NA	NA			1
805	2011	GMC	Savana	3/18/2011	0	Kellers	27,140.26	1	NA	NA	NA	NA	NA	NA			1
806	2011	GMC	Savana	3/18/2011	0	Kellers	27,140.26	1	NA	NA	NA	NA	NA	NA			1
807	2011	GMC	Savana	3/18/2011	0	Kellers	27,140.26	1	NA	NA	NA	NA	NA	NA			1
808	2011	GMC	Savana	3/18/2011	0	Kellers	27,140.26	1	NA	NA	NA	NA	NA	NA			1
809	2011	GMC	Savana	3/18/2011	0	Kellers	27,140.26	1	NA	NA	NA	NA	NA	NA			1
810	2011	GMC	Savana	3/18/2011	0	Kellers	27,140.26	1	NA	NA	NA	NA	NA	NA			1
811	2011	GMC	Savana	3/18/2011	0	Kellers	27,140.26	1	NA	NA	NA	NA	NA	NA			1
812	2011	GMC	Savana	3/18/2011	0	Kellers	27,140.26	1	NA	NA	NA	NA	NA	NA			1
813	2011	GMC	Savana	3/18/2011	0	Kellers	27,140.26	1	NA	NA	NA	NA	NA	NA			1
814	2011	GMC	Savana	3/18/2011	0	Kellers	27,140.26	1	NA	NA	NA	NA	NA	NA			1
815	2011	GMC	Savana	3/18/2011	0	Kellers	27,140.26	1	NA	NA	NA	NA	NA	NA			1
816	2011	GMC	Savana	3/18/2011	0	Kellers	27,140.26	1	NA	NA	NA	NA	NA	NA			1
817	2011	GMC	Savana	3/18/2011	0	Kellers	27,140.26	1	NA	NA	NA	NA	NA	NA			1
818	2011	Toyota	Sienna	4/21/2011	0	Valley Toyota	33,477.49	1	NA	NA	NA	NA	NA	NA			1
819	2011	Toyota	Sienna	4/21/2011	0	Valley Toyota	33,477.49	1	NA	NA	NA	NA	NA	NA			1
820	2011	Toyota	Sienna	4/21/2011	0	Valley Toyota	33,477.49	1	NA	NA	NA	NA	NA	NA			1
821	2011	Toyota	Sienna	4/21/2011	0	Valley Toyota	33,477.49	1	NA	NA	NA	NA	NA	NA			1
822	2011	Toyota	Sienna	4/21/2011	0	Valley Toyota	33,477.49	1	NA	NA	NA	NA	NA	NA			1
823	2011	Toyota	Sienna	4/21/2011	0	Valley Toyota	33,477.49	1	NA	NA	NA	NA	NA	NA			1
824	2009	GMC	SAVANA	4/21/2011	22,764	Santa Barbara	Donated		NA	NA	NA	NA	NA	NA			1
825	2009	GMC	SAVANA	4/21/2011	12,221	Santa Barbara	Donated		NA	NA	NA	NA	NA	NA			1
826	2009	GMC	SAVANA	4/21/2011	23,512	Santa Barbara	Donated		NA	NA	NA	NA	NA	NA			1
827	2009	GMC	SAVANA	4/21/2011	18,114	Santa Barbara	Donated		NA	NA	NA	NA	NA	NA			1
828	2009	GMC	SAVANA	4/21/2011	18,708	Santa Barbara	Donated		NA	NA	NA	NA	NA	NA			1
829	2009	GMC	SAVANA	4/21/2011	28,154	Santa Barbara	Donated		NA	NA	NA	NA	NA	NA			1
830	2007	GMC	SAVANA	4/21/2011	63,412	Santa Barbara	Donated		NA	NA	NA	NA	NA	NA			1
831	2007	GMC	SAVANA	4/21/2011	50,264	Santa Barbara	Donated		NA	NA	NA	NA	NA	NA			1
832	2007	GMC	SAVANA	4/21/2011	59,320	Santa Barbara	Donated		NA	NA	NA	NA	NA	NA			1
833	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
834	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
835	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
836	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
837	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
838	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
839	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
840	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
841	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
842	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
843	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
844	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
845	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
846	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
847	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
848	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1

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A-2 AGRICULTURAL VEHICLE LISTING

VAN #	YEAR	MAKE	MODEL	PURCHASE DATE	MILEAGE WHEN PURCHASED	SELLER OF VEHICLE	PURCHASE PRICE	Purchased with AITS/AWTP Funds = 1	REMOVED DATE	MOVED TO KARTS PROGRAM?	KARTS FLEET #	MILEAGE WHEN SOLD/ TRANSFERRED	RESALE PRICE	PURCHASER OF VEHICLE	Sold	Wrecked	Total
849	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
850	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
851	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
852	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
853	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
854	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
855	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
856	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
857	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
858	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
859	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
860	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
861	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
862	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,687.78	1	NA	NA	NA	NA	NA	NA			1
863	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,451.16	1	NA	NA	NA	NA	NA	NA			1
864	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,451.16	1	NA	NA	NA	NA	NA	NA			1
865	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,451.16	1	NA	NA	NA	NA	NA	NA			1
866	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,451.16	1	NA	NA	NA	NA	NA	NA			1
867	2011	GMC	SAVANA	4/15/2011	0	Kellers	25,451.16	1	NA	NA	NA	NA	NA	NA			1
F1	2011	Ford	Fiesta SE	4/21/2011	0	Kellers	17,949.14	1	NA	NA	NA	NA	NA	NA			1
F2	2011	Ford	Fiesta SE	4/21/2011	0	Kellers	15,692.13	1	NA	NA	NA	NA	NA	NA			1
F3	2011	Ford	Fiesta SE	4/21/2011	0	Kellers	15,692.13	1	NA	NA	NA	NA	NA	NA			1
F4	2011	Ford	Fiesta SE	4/21/2011	0	Kellers	17,949.14	1	NA	NA	NA	NA	NA	NA			1
F5	2011	Ford	Fiesta SE	4/21/2011	0	Kellers	17,949.14	1	NA	NA	NA	NA	NA	NA			1
F6	2011	Ford	Fiesta SE	4/21/2011	0	Kellers	17,949.14	1	NA	NA	NA	NA	NA	NA			1

Existing vehicles purchased with AITS/AWTP Funds

235

\$444,284

88 6 353
Active Fleet = 259

A-3 GENERAL VEHICLES

VAN #	YEAR	MAKE	MODEL	PURCHASE DATE	MILEAGE WHEN PURCHASED	SELLER OF VEHICLE	PURCHASE PRICE	REMOVED DATE	MOVED TO AITS PROGRAM?	AITS FL #	MILEAGE WHEN SOLD/ TRANSFERRED	RESALE PRICE	PURCHASER OF VEHICLE	WRECKED	TRANSFERRED OR SOLD	INVENTORY
1	2003	GMC	Savana	7/1/2003	-	Lease Plan	\$27,200.43	NA	NA	NA	NA	NA	NA			1
2	2004	GMC	Savana	7/1/2004	-	Sutton	\$26,424.06	NA	NA	NA	NA	NA	NA			1
3	2002	GMC	Savana	1/1/2003	-	Lease Plan	\$26,846.00	NA	NA	NA	NA	NA	NA			1
4	2002	GMC	Savana	11/1/2002	-	Lease Plan	\$26,815.38	NA	NA	NA	NA	NA	NA			1
5	2002	GMC	Savana	11/1/2002	-	Lease Plan	\$26,815.38	NA	NA	NA	NA	NA	NA			1
6	2002	GMC	Savana	1/1/2003	-	Lease Plan	\$26,846.00	NA	NA	NA	NA	NA	NA			1
7	2002	GMC	Savana	5/1/2003	-	Lease Plan	\$25,362.93	NA	NA	NA	NA	NA	NA			1
8	2002	GMC	Savana	5/1/2003	-	Lease Plan	\$27,112.93	NA	NA	NA	NA	NA	NA			1
9	2002	GMC	Savana	5/1/2003	-	Lease Plan	\$25,362.93	NA	NA	NA	NA	NA	NA			1
10	2002	GMC	Savana	6/1/2003	-	Lease Plan	\$25,450.43	NA	NA	NA	NA	NA	NA			1
11	2002	GMC	Savana	6/1/2003	-	Lease Plan	\$25,450.43	NA	NA	NA	NA	NA	NA			1
12	2002	GMC	Savana	6/1/2003	-	Lease Plan	\$27,200.43	NA	NA	NA	NA	NA	NA			1
13	2002	GMC	Savana	6/1/2003	-	Lease Plan	\$25,450.43	NA	NA	NA	NA	NA	NA			1
14	2002	GMC	Savana	7/1/2003	-	Lease Plan	\$27,200.43	NA	NA	NA	NA	NA	NA			1
15	2002	GMC	Savana	7/1/2003	-	Lease Plan	\$25,450.43	NA	NA	NA	NA	NA	NA			1
16	2002	GMC	Savana	7/1/2003	-	Lease Plan	\$27,200.43	NA	NA	NA	NA	NA	NA			1
17	2002	GMC	Savana	7/1/2003	-	Lease Plan	\$25,450.43	NA	NA	NA	NA	NA	NA			1
18	2003	GMC	Savana	10/1/2003	-	Lease Plan	\$27,230.89	NA	NA	NA	NA	NA	NA			1
19	2003	GMC	Savana	10/1/2003	-	Lease Plan	\$27,230.89	NA	NA	NA	NA	NA	NA			1
20	2003	GMC	Savana	10/1/2003	-	Lease Plan	\$27,230.89	NA	NA	NA	NA	NA	NA			1
21	2004	GMC	Savana	12/1/2003	-	Lease Plan	\$27,525.89	NA	NA	NA	NA	NA	NA			1
22	2004	GMC	Savana	12/1/2003	-	Lease Plan	\$27,525.89	NA	NA	NA	NA	NA	NA			1
23	2004	GMC	Savana	12/1/2003	-	Lease Plan	\$27,525.89	NA	NA	NA	NA	NA	NA			1
24	2004	GMC	Savana	12/1/2003	-	Lease Plan	\$27,525.89	NA	NA	NA	NA	NA	NA			1
25	2004	GMC	Savana	12/1/2003	-	Lease Plan	\$27,525.89	NA	NA	NA	NA	NA	NA			1
26	2004	GMC	Savana	12/1/2003	-	Lease Plan	\$27,525.89	NA	NA	NA	NA	NA	NA			1
27	2004	GMC	Savana	12/1/2003	-	Lease Plan	\$27,687.01	NA	NA	NA	NA	NA	NA			1
28	2004	GMC	Savana	12/1/2003	-	Lease Plan	\$27,687.01	NA	NA	NA	NA	NA	NA			1
29	2004	GMC	Savana	12/1/2003	-	Lease Plan	\$27,687.01	NA	NA	NA	NA	NA	NA			1
30	2004	GMC	Savana	12/1/2003	-	Lease Plan	\$27,687.01	NA	NA	NA	NA	NA	NA			1
31	2004	GMC	Savana	12/1/2003	-	Lease Plan	\$27,687.01	NA	NA	NA	NA	NA	NA			1
32	2004	GMC	Savana	12/1/2003	-	Lease Plan	\$27,687.01	NA	NA	NA	NA	NA	NA			1
33	2004	GMC	Savana	4/1/2004	-	Lease Plan	\$26,490.76	NA	NA	NA	NA	NA	NA			1
34	2004	GMC	Savana	3/1/2004	-	Lease Plan	\$26,490.76	NA	NA	NA	NA	NA	NA			1
35	2004	GMC	Savana	4/1/2004	-	Lease Plan	\$27,740.76	NA	NA	NA	NA	NA	NA			1
36	2004	GMC	Savana	3/1/2004	-	Lease Plan	\$26,490.76	NA	NA	NA	NA	NA	NA			1
37	2004	GMC	Savana	3/1/2004	-	Lease Plan	\$26,490.76	NA	NA	NA	NA	NA	NA			1
38	2004	GMC	Savana	3/1/2004	-	Lease Plan	\$26,490.76	NA	NA	NA	NA	NA	NA			1
39	2004	GMC	Savana	4/1/2004	-	Lease Plan	\$26,490.76	NA	NA	NA	NA	NA	NA			1
40	2004	GMC	Savana	3/1/2004	-	Lease Plan	\$27,740.76	NA	NA	NA	NA	NA	NA			1
41	2004	GMC	Savana	3/1/2004	-	Lease Plan	\$26,490.76	6/30/2007	Yes	685	19,226	0	NA			1
42	2004	CHEV	Uplander	7/21/2008	-	Union Bank Lease	\$19,628.93	NA	NA	NA	NA	NA	NA			1
43	2004	GMC	Savana	3/1/2004	-	Lease Plan	\$26,490.76	NA	NA	NA	NA	NA	NA			1
44	2004	GMC	Savana	Mar-04	-	Union Bank Lease	\$19,628.93	NA	Yes	686	19,010	0	NA			1
44	2004	GMC	Savana	3/1/2004	-	Lease Plan	\$26,490.76	NA	NA	NA	NA	NA	NA			1
44	2004	GMC	Savana	Mar-04	-	Lease Plan	\$26,490.76	6/30/2007	Yes	687	23,653	0	NA			1
44	2007	CHEV	Express	7/21/2008	-	Union Bank Lease	\$25,041.83	NA	NA	NA	NA	NA	NA			1

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A-3 GENERAL VEHICLES

VAN #	YEAR	MAKE	MODEL	PURCHASE DATE	MILEAGE WHEN PURCHASED	SELLER OF VEHICLE	PURCHASE PRICE	REMOVED DATE	MOVED TO AITS PROGRAM?	ATS FL #	MILEAGE WHEN SOLD/ TRANSFERRED	RESALE PRICE	PURCHASER OF VEHICLE	WRECKED	TRANSFERRED	OR SOLD	INVENTORY
45	2004	GMC	Savana	4/1/2004	-	Lease Plan	\$26,578.26	NA	NA	NA	NA	NA	NA				1
46	2004	GMC	Savana	4/1/2004	-	Lease Plan	\$27,828.26	NA	NA	NA	NA	NA	NA				1
47	2004	GMC	Savana	4/1/2004	-	Lease Plan	\$26,578.26	NA	NA	NA	NA	NA	NA				1
48	2004	GMC	Savana	4/1/2004	-	Lease Plan	\$27,828.26	NA	NA	NA	NA	NA	NA				1
49	2004	GMC	Savana	4/1/2004	-	Lease Plan	\$26,578.26	NA	NA	NA	NA	NA	NA				1
50	2004	GMC	Savana	4/1/2004	-	Lease Plan	\$26,578.26	NA	NA	NA	NA	NA	NA				1
51	2004	GMC	Savana	7/1/2004	-	Sutton	\$26,424.06	NA	NA	NA	NA	NA	NA				1
52	2004	GMC	Savana	7/1/2004	-	Sutton	\$26,424.06	NA	NA	NA	NA	NA	NA				1
53	2004	GMC	Savana	7/1/2004	-	Sutton	\$26,424.06	NA	NA	NA	NA	NA	NA				1
54	2004	GMC	Savana	7/1/2004	-	Sutton	\$26,424.06	NA	NA	NA	NA	NA	NA				1
55	2004	GMC	Savana	7/1/2004	-	Sutton	\$26,424.06	NA	NA	NA	NA	NA	NA				1
56	2004	GMC	Savana	7/1/2004	-	Sutton	\$26,424.06	NA	NA	NA	NA	NA	NA				1
57	2004	GMC	Savana	7/1/2004	-	Sutton	\$26,424.06	NA	NA	NA	NA	NA	NA				1
58	2004	GMC	Savana	Jul-04	-	Sutton	\$26,424.06	6/30/2007	Yes	688	5,120	0	NA				1
58	2006	CHEV	Express	7/21/2008	-	Union Bank Lease	\$20,512.67	NA	NA	NA	NA	NA	NA				1
59	2004	GMC	Savana	7/1/2004	-	Sutton	\$26,424.06	6/30/2007	Yes	689	19,721	0	NA				1
59	2008	CHEV	Express	7/21/2008	-	Union Bank Lease	\$28,134.92	NA	NA	NA	NA	NA	NA				1
60	2006	GMC	Savana	7/7/2006	-	GE Capital	\$23,123.57	NA	NA	NA	NA	NA	NA				1
61	2004	GMC	Savana	7/1/2004	-	Sutton	\$26,424.06	NA	NA	NA	NA	NA	NA				1
62	2004	GMC	Savana	8/1/2004	-	Sutton	\$26,424.06	NA	NA	NA	NA	NA	NA				1
63	2004	GMC	Savana	7/1/2007	-	Sutton	\$26,424.06	6/30/2007	Yes	690	21,429	0	NA				1
63	2008	CHEV	Express	7/21/2008	-	Union Bank Lease	\$27,582.59	NA	NA	NA	NA	NA	NA				1
64	2004	GMC	Savana	7/1/2004	-	Sutton	\$26,424.06	NA	NA	NA	NA	NA	NA				1
65	2004	GMC	Savana	7/1/2004	-	Sutton	\$26,424.06	6/30/2007	Yes	691	18,044	0	NA				1
65	2008	CHEV	Express	7/21/2008	-	Union Bank Lease	\$28,143.16	NA	NA	NA	NA	NA	NA				1
66	2004	GMC	Savana	7/1/2004	-	Sutton	\$26,424.06	NA	NA	NA	NA	NA	NA				1
67	2004	GMC	Savana	7/1/2004	-	Sutton	\$26,424.06	NA	NA	NA	NA	NA	NA				1
68	2004	GMC	Savana	7/1/2004	-	Sutton	\$26,424.06	6/30/2007	Yes	692	16,968	0	NA				1
68	2008	CHEV	Express	7/21/2008	-	Union Bank Lease	\$28,134.92	NA	NA	NA	NA	NA	NA				1
69	2004	GMC	Savana	7/1/2004	-	Sutton	\$26,424.06	NA	NA	NA	NA	NA	NA				1
70	2005	GMC	Savana	9/4/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA				1
71	2005	GMC	Savana	9/4/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA				1
72	2005	GMC	Savana	9/4/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA				1
73	2005	GMC	Savana	9/4/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA				1
74	2005	GMC	Savana	9/4/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA				1
75	2005	GMC	Savana	9/4/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA				1
76	2005	GMC	Savana	9/4/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA				1
77	2005	GMC	Savana	9/4/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA				1
78	2005	GMC	Savana	9/4/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA				1
79	2005	GMC	Savana	9/4/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA				1
80	2005	GMC	Savana	9/4/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA				1
81	2005	GMC	Savana	9/4/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA				1
82	2005	GMC	Savana	9/4/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA				1
83	2005	GMC	Savana	9/4/2004	-	Sutton	\$22,609.00	6/30/2007	Yes	693	21,232	0	NA				1
83	2008	CHEV	Express	7/21/2008	-	Union Bank Lease	\$27,582.59	NA	NA	NA	NA	NA	NA				1
84	2005	GMC	Savana	9/4/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA				1
85	2005	GMC	Savana	9/4/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA				1

A-3 GENERAL VEHICLES

VAN #	YEAR	MAKE	MODEL	PURCHASE DATE	MILEAGE WHEN PURCHASED	SELLER OF VEHICLE	PURCHASE PRICE	REMOVED DATE	MOVED TO AITS PROGRAM?	ATS FL #	MILEAGE WHEN SOLD/ TRANSFERRED	RESALE PRICE	PURCHASER OF VEHICLE	WRECKED	TRANSFERRED OR SOLD	INVENTORY
86	2005	GMC	Savana	9/4/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA			1
87	2005	GMC	Savana	9/4/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA			1
88	2005	GMC	Savana	9/4/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA			1
89	2006	GMC	Savana	7/8/2006	-	GE Capital	\$23,123.57	NA	NA	NA	NA	NA	NA			1
90	2005	GMC	Savana	12/1/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA			1
91	2005	GMC	Savana	12/1/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA			1
92	2005	GMC	Savana	12/1/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA			1
93	2005	GMC	Savana	12/1/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA			1
94	2005	GMC	Savana	12/1/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA			1
95	2005	GMC	Savana	12/1/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA			1
96	2005	GMC	Savana	12/1/2004	-	Sutton	\$22,609.00	6/30/2007	Yes	694	19,504	0	NA		1	1
96	2008	CHEV	Express	7/21/2008	-	Union Bank Lease	\$28,143.16	NA	NA	NA	NA	NA	NA			1
97	2005	GMC	Savana	12/1/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA			1
98	2005	GMC	Savana	12/1/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA			1
99	2005	GMC	Savana	12/1/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA			1
100	2005	GMC	Savana	1/1/2005	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA			1
101	2005	GMC	Savana	12/1/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA			1
102	2005	GMC	Savana	12/1/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA			1
103	2005	GMC	Savana	12/1/2004	-	Sutton	\$22,609.00	6/26/2007	No	NA	16,139	NA	Accident		1	1
103	2008	CHEV	Express	7/21/2008	-	Union Bank Lease	\$28,134.92	NA	NA	NA	NA	NA	NA			1
104	2005	GMC	Savana	12/1/2004	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA			1
105	2005	GMC	Savana	1/1/2005	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA			1
106	2005	GMC	Savana	1/1/2005	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA			1
107	2005	GMC	Savana	1/1/2005	-	Sutton	\$22,609.00	6/30/2007	Yes	696	13,612	0	NA		1	1
107	2008	CHEV	Express	7/21/2008	-	Union Bank Lease	\$28,687.26	NA	NA	NA	NA	NA	NA			1
108	2005	GMC	Savana	1/1/2005	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA			1
109	2005	GMC	Savana	1/1/2005	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA			1
110	2005	GMC	Savana	1/1/2005	-	Sutton	\$22,609.00	NA	NA	NA	NA	NA	NA			1
111	2005	GMC	Savana	6/5/2005	-	Sutton	\$24,945.15	NA	NA	NA	NA	NA	NA			1
112	2006	GMC	Savana	8/9/2005	-	Sutton	\$21,927.40	NA	NA	NA	NA	NA	NA			1
113	2006	GMC	Savana	8/9/2005	-	Sutton	\$21,927.40	NA	NA	NA	NA	NA	NA			1
114	2006	GMC	Savana	8/9/2005	-	Sutton	\$21,927.40	NA	NA	NA	NA	NA	NA			1
115	2006	GMC	Savana	8/9/2005	-	Sutton	\$21,927.40	NA	NA	NA	NA	NA	NA			1
116	2006	GMC	Savana	8/9/2005	-	Sutton	\$21,927.40	NA	NA	NA	NA	NA	NA			1
117	2006	GMC	Savana	8/9/2005	-	Sutton	\$21,927.40	NA	NA	NA	NA	NA	NA			1
118	2006	GMC	Savana	8/23/2005	-	Union Bank Lease	\$21,927.00	6/30/2007	Yes	697	20,683	0	NA		1	1
118	2008	CHEV	Express	7/21/2008	-	Sutton	\$28,143.16	NA	NA	NA	NA	NA	NA			1
119	2006	GMC	Savana	8/23/2005	-	Sutton	\$21,927.00	NA	NA	NA	NA	NA	NA			1
120	2006	GMC	Savana	8/15/2005	-	Sutton	\$21,927.00	6/30/2007	Yes	698	18,715	0	NA		1	1
120	2008	CHEV	Savana	5/23/2008	-	Union Bank Lease	\$27,040.34	NA	NA	NA	NA	NA	NA			1
121	2006	GMC	Savana	8/23/2005	-	Sutton	\$21,927.00	NA	NA	NA	NA	NA	NA			1
122	2003	CHEV	Astro	5/18/2006	23,599	GE Capital	\$15,071.26	NA	NA	NA	NA	NA	NA			1
123	2004	CHEV	Astro	5/18/2006	29,579	GE Capital	\$15,419.83	NA	NA	NA	NA	NA	NA			1
124	2005	CHEV	Astro	5/18/2006	40,400	GE Capital	\$15,393.01	NA	NA	NA	NA	NA	NA			1
125	2004	CHEV	Astro	5/18/2006	33,315	GE Capital	\$15,232.14	NA	NA	NA	NA	NA	NA			1
126	2005	CHEV	Astro	5/18/2006	39,534	GE Capital	\$15,393.01	NA	NA	NA	NA	NA	NA			1
127	2005	CHEV	Uplander	7/9/2006	25,783	GE Capital	\$17,270.65	NA	NA	NA	NA	NA	NA			1

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VAN #	YEAR	MAKE	MODEL	PURCHASE DATE	MILEAGE WHEN PURCHASED	SELLER OF VEHICLE	PURCHASE PRICE	REMOVED DATE	MOVED TO AITS PROGRAM?	ATS FL #	MILEAGE WHEN SOLD/ TRANSFERRED	RESALE PRICE	PURCHASER OF VEHICLE	WRECKED	TRANSFERRED OR SOLD	IN INVENTORY
128	2004	CHEV	Astro	7/10/2006	61,589	GE Capital	\$15,232.90	NA	NA	NA	NA	NA	NA			1
129	2005	GMC	Safari	7/11/2006	33,442	GE Capital	\$16,465.51	NA	NA	NA	NA	NA	NA			1
130	2005	GMC	Safari	7/12/2006	29,605	GE Capital	\$16,572.76	NA	NA	NA	NA	NA	NA			1
131	2006	CHEV	Uplander	7/13/2006	29,165	GE Capital	\$17,397.90	NA	NA	NA	NA	NA	NA			1
132	2006	CHEV	Uplander	7/14/2006	28,127	GE Capital	\$17,377.90	NA	NA	NA	NA	NA	NA			1
133	2006	CHEV	Uplander	7/15/2006	29,480	GE Capital	\$17,387.90	NA	NA	NA	NA	NA	NA			1
134	2006	GMC	Savana	7/16/2006	-	GE Capital	\$23,123.57	NA	NA	NA	NA	NA	NA			1
135	2008	CHEV	Savana	5/23/2008	22,589	Union Bank Lease	\$26,708.94	NA	NA	NA	NA	NA	NA			1
136	2006	GMC	Savana	7/17/2006	-	GE Capital	\$23,123.57	NA	NA	NA	NA	NA	NA			1
137	2006	GMC	Savana	7/18/2006	-	GE Capital	\$23,123.57	NA	NA	NA	NA	NA	NA			1
138	2006	GMC	Savana	7/19/2006	-	GE Capital	\$23,123.57	NA	NA	NA	NA	NA	NA			1
139	2008	CHEV	Savana	5/23/2008	17,763	Union Bank Lease	\$26,718.59	NA	NA	NA	NA	NA	NA			1
140	2006	GMC	Savana	7/20/2006	-	GE Capital	\$23,123.57	NA	NA	NA	NA	NA	NA			1
141	2006	GMC	Savana	7/21/2006	-	GE Capital	\$23,123.57	NA	NA	NA	NA	NA	NA			1
142	2006	GMC	Savana	7/22/2006	-	GE Capital	\$23,123.57	NA	NA	NA	NA	NA	NA			1
143	2006	GMC	Savana	7/23/2006	-	GE Capital	\$23,123.57	NA	NA	NA	NA	NA	NA			1
144	2008	CHEV	Savana	5/23/2008	20,608	Union Bank Lease	\$26,708.94	NA	NA	NA	NA	NA	NA			1
145	2006	GMC	Savana	7/24/2006	-	GE Capital	\$23,123.57	NA	NA	NA	NA	NA	NA			1
146	2006	GMC	Savana	7/25/2006	-	GE Capital	\$23,123.57	NA	NA	NA	NA	NA	NA			1
147	2008	CHEV	Savana	5/23/2008	19,812	Union Bank Lease	\$27,040.34	NA	NA	NA	NA	NA	NA			1
148	2006	GMC	Savana	7/26/2006	-	GE Capital	\$23,123.57	NA	NA	NA	NA	NA	NA			1
149	2008	CHEV	Savana	5/23/2008	18,120	Union Bank Lease	\$27,040.34	NA	NA	NA	NA	NA	NA			1
150	2008	CHEV	Savana	5/23/2008	19,452	Union Bank Lease	\$26,708.94	NA	NA	NA	NA	NA	NA			1
151	2003	CHEV	Astro	10/10/2006	28,790	GE Capital	\$14,213.26	NA	NA	NA	NA	NA	NA			1
152	2003	CHEV	Astro	10/19/2006	50,892	GE Capital	\$14,213.26	NA	NA	NA	NA	NA	NA			1
153	2005	CHEV	Astro	10/10/2006	32,180	GE Capital	\$17,162.64	NA	NA	NA	NA	NA	NA			1
154	2006	CHEV	Astro	10/19/2006	25,070	GE Capital	\$17,832.96	NA	NA	NA	NA	NA	NA			1
155	2005	CHEV	Astro	10/10/2006	30,500	GE Capital	\$17,162.64	NA	NA	NA	NA	NA	NA			1
156	2005	CHEV	Astro	10/10/2006	31,761	GE Capital	\$17,162.64	NA	NA	NA	NA	NA	NA			1
157	2006	CHEV	Uplander	10/19/2006	22,878	GE Capital	\$16,894.51	NA	NA	NA	NA	NA	NA			1
158	2006	CHEV	Uplander	10/19/2006	12,258	GE Capital	\$17,323.51	NA	NA	NA	NA	NA	NA			1
159	2006	CHEV	Uplander	10/19/2006	22,625	GE Capital	\$16,572.76	NA	NA	NA	NA	NA	NA			1
160	2006	CHEV	Uplander	10/19/2006	18,176	GE Capital	\$17,323.51	NA	NA	NA	NA	NA	NA			1
161	2005	GMC	Safari	12/22/2006	9,422	GE Capital	\$18,181.51	NA	NA	NA	NA	NA	NA			1
162	2006	CHEV	Uplander	12/22/2006	29,044	GE Capital	\$17,323.51	NA	NA	NA	NA	NA	NA			1
163	2006	CHEV	Uplander	12/22/2006	18,200	GE Capital	\$17,538.01	NA	NA	NA	NA	NA	NA			1
164	2006	CHEV	Uplander	12/22/2006	22,957	GE Capital	\$17,216.26	NA	NA	NA	NA	NA	NA			1
165	2007	CHEV	Uplander	12/22/2006	15,736	GE Capital	\$18,283.40	NA	NA	NA	NA	NA	NA			1
166	2006	CHEV	Uplander	12/22/2006	9,107	GE Capital	\$18,068.90	NA	NA	NA	NA	NA	NA			1
167	2006	CHEV	Uplander	12/22/2006	17,513	GE Capital	\$17,967.01	NA	NA	NA	NA	NA	NA			1
168	2006	CHEV	Uplander	12/22/2006	18,168	GE Capital	\$17,967.01	NA	NA	NA	NA	NA	NA			1
169	2006	CHEV	Uplander	12/22/2006	17,936	GE Capital	\$17,967.01	NA	NA	NA	NA	NA	NA			1
170	2006	CHEV	Uplander	12/22/2006	19,998	GE Capital	\$17,967.01	NA	NA	NA	NA	NA	NA			1
171	2006	CHEV	Uplander	12/22/2006	30,155	GE Capital	\$17,859.76	NA	NA	NA	NA	NA	NA			1
172	2006	CHEV	Uplander	12/22/2006	12,625	Union Bank Lease	\$18,068.90	NA	NA	NA	NA	NA	NA			1
173	2008	CHEV	Uplander	7/21/2008	18,319	Union Bank Lease	\$19,628.93	NA	NA	NA	NA	NA	NA			1
174	2008	CHEV	Express	7/21/2008	25,181	Union Bank Lease	\$27,693.04	NA	NA	NA	NA	NA	NA			1

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VAN #	YEAR	MAKE	MODEL	PURCHASE DATE	MILEAGE WHEN PURCHASED	SELLER OF VEHICLE	PURCHASE PRICE	REMOVED DATE	MOVED TO AITS PROGRAM?	AITS FL #	MILEAGE WHEN SOLD/ TRANSFERRED	RESALE PRICE	PURCHASER OF VEHICLE	WRECKED	TRANSFERRED OR SOLD	IN INVENTORY
175	2007	Toyota	Sienna	8/1/2008	26,563	Union Bank Lease	\$24,497.77	NA	NA	NA	NA	NA	NA			1
176	2007	GMC	Savana	8/1/2008	-	Union Bank Lease	\$28,143.19	1/12/2009	No	NA	2,060	NA	Accident	1		1
177	2008	GMC	Savana	8/1/2008	16,599	Union Bank Lease	\$28,134.95	NA	NA	NA	NA	NA	NA			1
178	2008	GMC	Savana	8/1/2008	33,305	Union Bank Lease	\$27,472.15	NA	NA	NA	NA	NA	NA			1
179	2008	GMC	Savana	8/1/2008	22,903	Union Bank Lease	\$27,582.62	NA	NA	NA	NA	NA	NA			1
180	2008	GMC	Savana	8/1/2008	17,216	Union Bank Lease	\$28,134.97	NA	NA	NA	NA	NA	NA			1
181	2008	GMC	Savana	8/1/2008	44,047	Union Bank Lease	\$22,896.89	NA	NA	NA	NA	NA	NA			1
182	2008	Toyota	Sienna	11/7/2008	16,843	Union Bank Lease	\$21,503.63	NA	NA	NA	NA	NA	NA			1
183	2008	Toyota	Sienna	11/7/2008	17,969	Union Bank Lease	\$21,503.63	NA	NA	NA	NA	NA	NA			1
184	2008	Toyota	Sienna	11/7/2008	14,563	Union Bank Lease	\$21,503.63	NA	NA	NA	NA	NA	NA			1
185	2008	Toyota	Sienna	11/7/2008	19,069	Union Bank Lease	\$21,503.63	NA	NA	NA	NA	NA	NA			1
186	2008	Toyota	Sienna	11/7/2008	19,349	Union Bank Lease	\$21,503.63	NA	NA	NA	NA	NA	NA			1
187	2009	GMC	Savana	5/8/2009	-	ALD	\$24,682.75	NA	NA	NA	NA	NA	NA			1
188	2009	GMC	Savana	5/8/2009	-	ALD	\$24,682.75	NA	NA	NA	NA	NA	NA			1
189	2009	GMC	Savana	5/8/2009	-	ALD	\$24,682.75	NA	NA	NA	NA	NA	NA			1
190	2009	GMC	Savana	5/8/2009	-	ALD	\$24,682.75	NA	NA	NA	NA	NA	NA			1
191	2009	GMC	Savana	5/8/2009	-	ALD	\$24,682.75	NA	NA	NA	NA	NA	NA			1
192	2009	GMC	Savana	5/8/2009	-	ALD	\$24,682.75	NA	NA	NA	NA	NA	NA			1
193	2009	GMC	Savana	5/8/2009	-	ALD	\$24,682.75	NA	NA	NA	NA	NA	NA			1
194	2009	GMC	Savana	5/8/2009	-	ALD	\$24,682.75	NA	NA	NA	NA	NA	NA			1
195	2009	GMC	Savana	5/8/2009	-	ALD	\$24,682.75	NA	NA	NA	NA	NA	NA			1
196	2009	GMC	Savana	5/15/2009	-	ALD	\$24,674.00	NA	NA	NA	NA	NA	NA			1
197	2009	GMC	Savana	5/27/2009	-	ALD	\$24,682.75	NA	NA	NA	NA	NA	NA			1
198	2009	GMC	Savana	5/8/2009	-	ALD	\$24,682.75	NA	NA	NA	NA	NA	NA			1
199	2009	GMC	Savana	5/15/2009	-	ALD	\$24,674.00	NA	NA	NA	NA	NA	NA			1
200	2009	GMC	Savana	5/15/2009	-	ALD	\$24,674.00	NA	NA	NA	NA	NA	NA			1
201	2009	GMC	Savana	5/15/2009	-	ALD	\$24,674.00	NA	NA	NA	NA	NA	NA			1
202	2009	GMC	Savana	5/8/2009	-	ALD	\$24,682.75	NA	NA	NA	NA	NA	NA			1
203	2009	GMC	Savana	5/27/2009	-	ALD	\$24,682.75	NA	NA	NA	NA	NA	NA			1
204	2009	GMC	Savana	5/15/2009	-	ALD	\$24,674.00	NA	NA	NA	NA	NA	NA			1
205	2009	GMC	Savana	5/15/2009	-	ALD	\$24,674.00	NA	NA	NA	NA	NA	NA			1
206	2009	GMC	Savana	5/15/2009	-	ALD	\$24,674.00	NA	NA	NA	NA	NA	NA			1
207	2009	GMC	Savana	6/18/2009	-	ALD	\$24,674.00	NA	NA	NA	NA	NA	NA			1
208	2009	GMC	Savana	6/13/2009	-	ALD	\$24,682.75	NA	NA	NA	NA	NA	NA			1
209	2009	GMC	Savana	6/13/2009	-	ALD	\$24,682.75	NA	NA	NA	NA	NA	NA			1
210	2009	GMC	Savana	6/18/2009	-	ALD	\$24,682.75	NA	NA	NA	NA	NA	NA			1
211	2009	GMC	Savana	6/18/2009	-	ALD	\$24,682.75	NA	NA	NA	NA	NA	NA			1
212	2009	GMC	Savana	6/13/2009	-	ALD	\$24,682.75	NA	NA	NA	NA	NA	NA			1
213	2009	GMC	Savana	6/18/2009	-	ALD	\$24,674.00	NA	NA	NA	NA	NA	NA			1
214	2009	GMC	Savana	6/18/2009	-	ALD	\$24,682.75	NA	NA	NA	NA	NA	NA			1
215	2009	GMC	Savana	6/18/2009	-	ALD	\$24,674.00	NA	NA	NA	NA	NA	NA			1
216	2009	GMC	Savana	6/18/2009	-	ALD	\$24,674.00	NA	NA	NA	NA	NA	NA			1
217	2002	Dodge	Ram 2500	5/1/2010	-	City of Salinas	\$0.00	NA	NA	NA	NA	NA	NA			1
218	2001	GMC	Safari	7/1/2010	71,335	City of Salinas	\$0.00	NA	NA	NA	NA	NA	NA			1
219	2011	GMC	Savana	12/9/2010	-	Kellers (STIC funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
220	2011	GMC	Savana	12/9/2010	-	Kellers (STIC funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
221	2011	GMC	Savana	12/9/2010	-	Kellers (STIC funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1

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VAN #	YEAR	MAKE	MODEL	PURCHASE DATE	MILEAGE WHEN PURCHASED	SELLER OF VEHICLE	PURCHASE PRICE	REMOVED DATE	MOVED TO AITS PROGRAM?	AITS FL #	MILEAGE WHEN SOLD/ TRANSFERRED	RESALE PRICE	PURCHASER OF VEHICLE	WRECKED	TRANSFERRED OR SOLD	IN INVENTORY
222	2011	GMC	Savana	12/9/2010	-	Kellers (STIC funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
223	2011	GMC	Savana	12/9/2010	-	Kellers (STIC funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
224	2011	GMC	Savana	12/9/2010	-	Kellers (STIC funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
225	2011	GMC	Savana	12/9/2010	-	Kellers (STIC funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
226	2011	GMC	Savana	12/9/2010	-	Kellers (STIC funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
227	2011	GMC	Savana	12/9/2010	-	Kellers (STIC funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
228	2011	GMC	Savana	12/9/2010	-	Kellers (STIC funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
229	2011	GMC	Savana	12/9/2010	-	Kellers (STIC funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
230	2011	GMC	Savana	12/9/2010	-	Kellers (STIC funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
231	2011	GMC	Savana	12/9/2010	-	Kellers (STIC funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
232	2011	GMC	Savana	12/9/2010	-	Kellers (STIC funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
233	2011	GMC	Savana	12/9/2010	-	Kellers (STIC funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
234	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
235	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
236	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
237	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
238	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
239	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
240	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
241	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
242	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
243	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
244	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
245	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
246	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
247	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
248	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
249	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
250	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
251	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
252	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
253	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
254	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
255	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
256	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
257	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
258	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
259	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
260	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
261	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
262	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
263	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
264	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1

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VAN #	YEAR	MAKE	MODEL	PURCHASE DATE	MILEAGE WHEN PURCHASED	SELLER OF VEHICLE	PURCHASE PRICE	REMOVED DATE	MOVED TO AITS PROGRAM?	AITS FL #	MILEAGE WHEN SOLD/ TRANSFERRED	RESALE PRICE	PURCHASER OF VEHICLE	WRECKED	TRANSFERRED OR SOLD	INVENTORY
265	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
266	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
267	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
268	2011	GMC	Savana	4/1/2011	-	Kellers (LTF funds)	\$26,957.59	NA	NA	NA	NA	NA	NA			1
CP1	2007	Toyota	Prius	Jan-09	-	ALD	\$17,340.00	9/30/2010	No	NA	50,749	NA	Accident	1		1
SP1	2006	GMC	Savana	7/26/2006	-	GE Capital	\$23,123.57	NA	NA	NA	NA	NA	NA			1
SP10	2006	GMC	Savana	7/26/2006	-	GE Capital	\$23,123.57	NA	NA	NA	NA	NA	NA			1
SP11	2004	GMC	Savana	8/1/2004	-	GE Capital	\$26,424.06	NA	NA	NA	NA	NA	NA			1
SP12	2005	GMC	Savana	9/4/2004	-	GE Capital	\$22,609.00	NA	NA	NA	NA	NA	NA			1
SP13	2001	FORD	E350SUPE	11/1/2001	-	Lease Plan	\$25,945.09	4/1/2011	NA	NA	#####	#####	Public Auction to Shirley Ryan		1	1
SP14	2006	CHEV	Express	8/1/2008	-	Union Bank Lease	\$23,407.25	NA	NA	NA	NA	NA	NA			1
SP15	2008	CHEV	Express	8/1/2008	-	Union Bank Lease	\$23,614.93	NA	NA	NA	NA	NA	NA			1
SP2	2006	GMC	Savana	7/26/2006	-	GE Capital	\$23,123.57	NA	NA	NA	NA	NA	NA			1
SP3	2006	GMC	Savana	7/26/2006	-	GE Capital	\$23,123.57	NA	NA	NA	NA	NA	NA			1
SP4	2006	GMC	Savana	7/26/2006	-	GE Capital	\$23,123.57	NA	NA	NA	NA	NA	NA			1
SP5	2006	GMC	Savana	7/26/2006	-	GE Capital	\$23,123.57	NA	NA	NA	NA	NA	NA			1
SP6	2006	GMC	Savana	7/26/2006	-	GE Capital	\$23,123.57	NA	NA	NA	NA	NA	NA			1
SP7	2006	GMC	Savana	7/26/2006	-	GE Capital	\$23,123.57	NA	NA	NA	NA	NA	NA			1
SP8	2006	GMC	Savana	7/26/2006	-	GE Capital	\$22,338.38	NA	NA	NA	NA	NA	NA			1
SP9	2006	GMC	Savana	7/26/2006	-	GE Capital	\$23,123.57	NA	NA	NA	NA	NA	NA			1

3 14 298
Active Fleet = 281

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A-4 VAN LOCATION BY AREA

Van #	VIN #	Grant Funded	Office	City	County	Region		
575	1GJHG39U631230221	X	Hanford					1
581	1GJHG39U271235471	X	Hanford					1
591	1GJHG39U631230154	X	Hanford					1
606	1GJHG39U631233040	X	Hanford					1
607	1GJHG39UX31232991	X	Hanford					1
608	1GJHG39U031231851	X	Hanford					1
609	1GJHG39U831233105	X	Hanford					1
621	1GJHG39U631234396	X	Hanford					1
622	1GJHG39U831234321	X	Hanford					1
623	1GJHG39U731231071	X	Hanford					1
624	1GJHG39U431234333	X	Hanford					1
625	1GJHG39U831234304	X	Hanford					1
626	1GJHG39U231234444	X	Hanford					1
627	1GJHG39U731233001	X	Hanford					1
628	1GJHG39U731232043	X	Hanford					1
629	1GJHG39U231234413	X	Hanford					1
630	1GJHG39U231233097	X	Hanford					1
631	1GJHG39U831230124	X	Hanford					1
632	1GJHG39UX31233011	X	Hanford					1
633	1GJHG39U731233077	X	Hanford					1
634	1GJHG39UX31230335	X	Hanford					1
635	1GJHG39U031234345	X	Hanford					1
636	1GJHG39U431230931	X	Hanford					1
637	1GJHG39UX31232957	X	Hanford					1
638	1GJHG39U631234236	X	Hanford					1
639	1GJHG39U631234284	X	Hanford					1
640	1GJHG39U231234167	X	Hanford					1
641	1GJHG39U631234432	X	Hanford					1
642	1GJHG39U431234364	X	Hanford					1
643	1GJHG39U771236289	X		Visalia	Tulare	TCAG		1
644	1GJHG39U171237454	X	Hanford					1
645	1GJHG39U271236510	X		Reedley	Fresno	FCOG		1
646	1GJHG39U171234554	X		OrangeCove	Fresno	FCOG		1
647	1GJHG39U071237283	X	Hanford					1
648	1GJHG39U271237267	X	Hanford					1
649	1GJHG39UX71237033	X	Hanford					1
650	1GJHG39U871237354	X		Cutler	Tulare	TCAG		1
651	1GJHG39U671235859	X	Hanford					1
652	1GJHG39U671235134	X		Dinuba	Tulare	TCAG		1
653	1GJHG39U571236436	X		Avenal	Kings	KCAG		1
654	1GJHG39UX71236335	X	Hanford					1
655	1GJHG39U271241044	X		Reedley	Fresno	FCOG		1
656	1GJHG39U571235867	X		Reedley	Fresno	FCOG		1
657	1GJHG39U271241691	X		Reedley	Fresno	FCOG		1
658	1GJHG39U671242407	X		Reedley	Fresno	FCOG		1
659	1GJHG39U871241551	X	Greenfield					1
660	1GJHG39U971241946	X		Selma	Fresno	FCOG		1
661	1GJHG39U771243095	X	Greenfield					1
662	1GJHG39U471241742	X		Reedley	Fresno	FCOG		1
663	1GJHG39U471242230	X		Kettleman City	Kings	KCAG		1
664	1GJHG39U871244420	X	Greenfield					1
665	1GJHG39U971243857	X		Porterville	Tulare	TCAG		1

A-4 VAN LOCATION BY AREA

666	1GJHG39U071241186	X		KingCity	Monterey	AMBAG	1
667	1GJHG39U071236778	X		Reedley	Fresno	FCOG	1
668	1GJHG39U871243462	X		Parlier	Fresno	FCOG	1
669	1GJHG39U771244361	X	Hanford				1
670	1GJHG39U971241249	X	Hanford				1
671	1GJHG39U771242934	X	Hanford				1
672	1GJHG39U371242459	X	Hanford				1
673	1GJHG39U871242523	X		Soledad	Monterey	AMBAG	1
674	1GJHG39U071243228	X	Greenfield				1
675	1GJHG39UX71244726	X	Hanford				1
676	1GJHG39U471243605	X		Dinuba	Tulare	TCAG	1
677	1GJHG39U171244792	X		Orange Cove	Tulare	TCAG	1
678	1GJHG39U371243630	X	Hanford				1
679	1GJHG39U071244184	X		Reedley	Fresno	FCOG	1
680	1GJHG39U371243935	X		Reedley	Fresno	FCOG	1
681	1GJHG39U571242558	X		Parlier	Fresno	FCOG	1
682	1GJHG39U771241959	X		Avenal	Kings	KCAG	1
683	1GJHG39U571244567	X		Dinuba	Tulare	TCAG	1
684	1GJHG39U771241914	X	Hanford				1
685	1GJHG39U041187271	X	Hanford				1
686	1GJHG39U441187435		Hanford				1
687	1GJHG39U741186814			Huron	Fresno	FCOG	1
688	1GJHG39UX41241224			Selma	Fresno	FCOG	1
689	1GJHG39U641241429			Avenal	Fresno	FCOG	1
690	1GJHG39U141245355		Hanford				1
691	1GJHG39U941241649		Hanford				1
692	1GJHG39U241244604		Greenfield				1
693	1GJHG39U851106180			Cutler	Tulare	TCAG	1
694	1GJHG39U351157876			Huron	Fresno	FCOG	1
695	1GJHG39UX61274646		Hanford				1
696	1GJHG39U651176132		Greenfield				1
697	1GJHG39U561106736		Hanford				1
698	1GJHG39U661107393		Hanford				1
699	1GJHG39U161274891	X		Reedley	Fresno	FCOG	1
700	1GJHG39U361274925	X	Hanford				1
702	1GJHG39U261275242	X		Selma	Fresno	FCOG	1
703	1GJHG39U661275048	X		Huron	Fresno	FCOG	1
704	1GJHG39U061274879	X		Cutler	Fresno	FCOG	1
705	1GJHG39U271241089	X		Selma	Fresno	FCOG	1
706	1GJHG39U471253163	X	Hanford				1
707	1GJHG39U871253196	X		Huron	Fresno	FCOG	1
708	1GJHG39K191180769	X		McFarLand	Kern	KCOG	1
709	1GJHG39K791180307	X		Dinuba	Tulare	TCAG	1
710	1GJHG39K391180577	X		Selma	Fresno	FCOG	1
711	1GJHG39K091181105	X		Huron	Fresno	FCOG	1
712	1GJHG39K991181071	X		Parlier	Fresno	FCOG	1
713	1GJHG39KX91181239	X		Huron	Fresno	FCOG	1
714	1GJHG39K491180815	X		Greenfield	Monterey	AMBAG	1
715	1GJHG39KX91181919	X	Hanford				1
716	1GJHG39K791180937	X	Hanford				1
717	1GJHG39K691180685	X		Soledad	Monterey	AMBAG	1
718	1GJHG39K191180643	X	Hanford				1
719	1GJHG39K091180603	X		Reedley	Fresno	FCOG	1
720	1GJHG39K091180911	X	Greenfield				1

A-4 VAN LOCATION BY AREA

721	1GJGJ39K791181697	X	Greenfield					1
722	1GJHG39K091180097	X		King City	Monterey	AMBAG	1	
723	1GJHG39K391182619	X	Greenfield					1
724	1GJHG39KX91182245	X		Greenfield	Monterey	AMBAG	1	
725	1GJHG39K891182941	X		Greenfield	Monterey	AMBAG	1	
726	1GJHG39K791182753	X		King City	Monterey	AMBAG	1	
727	1GJHG39K991181877	X		Greenfield	Monterey	AMBAG	1	
728	1GJHG39K291183146	X		Greenfield	Monterey	AMBAG	1	
729	1GJHG39K591181567	X		Greenfield	Monterey	AMBAG	1	
730	1GJHG39K791183286	X	Ventura					1
731	1GJHG39K991183564	X		Santa Paula	Ventura	VCTC	1	
732	1GJHG39K391183706	X	Ventura					1
733	1GJHG39K091183095	X	Ventura					1
734	1GJHG39KX91183539	X		Santa Paula	Ventura	VCTC	1	
735	1GJHG39K691183229	X	Ventura					1
736	1GJHG39K491183777	X	Ventura					1
737	1GJHG39K991183676	X	Ventura					1
738	1GJ2GZDG9A1114969	X	Ventura					1
739	1GJ2GZDGOA1114827	X	Ventura					1
740	1GJ2GZDG9A1115362	X		Lamont	Kern	KCOG	1	
741	1GJ2GZDG2A1115882	X		Yuma	AZ	AMBAG	1	
742	1GJ2GZDG7A1115098	X		Fresno	Fresno	FCOG	1	
743	1GJ2GZDG6A1126917	X		Huron	Fresno	FCOG	1	
744	1GJ2GZDG7A1127025	X		Somerton	AZ	AMBAG	1	
745	1GJ2GZDG7A1127106	X	Hanford					1
746	1GJ2GZDG1A1126890	X		Sanger	Fresno	FCOG	1	
747	1GJ2GZDG0A1127612	X		Mendota	Fresno	FCOG	1	
748	1GJ2GZDG8A1140110	X	Hanford					1
749	1GJ2GZDG4A1140007	X		Bakersfield	Kern	KCOG	1	
750	1GJ2GZDG1A1139364	X		Bakersfield	Kern	KCOG	1	
751	1GJ2GZDG6A1139909	X	Hanford					1
752	1GJ2GZDG0A1140246	X		Reedley	Fresno	FCOG	1	
753	1GJ2GZDGXA1158592	X		Kelseyville	Lake	NCTPA	1	
754	1GJ2GZDG4A1158880	X		Fairfield	Solano	SACOG	1	
755	1GJ2GZDG0A1158830	X	Woodland					1
756	1GJ2GZDG7A1159571	X		American Can	Napa	NCTPA	1	
757	1GJ2GZDG8A1159191	X	Woodland					1
758	1GJ2GZDG7A1160235	X		Dinuba	Tulare	TCAG	1	
759	1GJ2GZDG7A1158775	X	Hanford					1
760	1GJ2GZDG0A1159959	X		Bakersfield	Kern	KCOG	1	
761	1GJ2GZDG9A1160057	X		Bakersfield	Kern	KCOG	1	
762	1GJ2GZDG7A1160090	X	Yuma					1
763	1GJ2GZDG3A1160572	X		Bakersfield	Kern	KCOG	1	
764	1GJ2GZDG4A1160130	X	Hanford					1
765	1GJ2GZDG3A1159261	X		Fillmore	Ventura	VCTC	1	
766	1GJ2GZDG8A1159742	X		Yuma	AZ	AMBAG	1	
767	1GJ26ZDGXA1160598	X		Bakersfield	Kern	KCOG	1	
768	1GJZ7ZFG6B1109869	X	Hanford					1
769	1GJZ7ZFG3B1108484	X		Madera	Madera	MCTC	1	
770	1GJZ7ZFG6B1109497	X		Fresno	Fresno	FCOG	1	
771	1GJZ7ZFG0B1108278	X		Firebaugh	Fresno	FCOG	1	
772	1GJZ7ZFG6B1109368	X		Corcoran	Kings	KCOG	1	
773	1GJZ7ZFG9B1108327	X		San Luiz	AZ	AMBAG	1	
774	1GJZ7ZFG4B1108364	X		Napa	Napa	NCTPA	1	

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A-4 VAN LOCATION BY AREA

775	1GJZ7ZFGXB1108515	X	Woodland					1
776	1GJZ7ZFGXB1109731	X	Woodland					1
777	1GJZ7ZFG3B1108162	X	Woodland					1
778	1GJZ7ZFG9B1108196	X		Huron	Fresno	FCOG		1
779	1GJZ7ZFG7B1110075	X		San Luis	AZ	AMBAG		1
780	1GJZ7ZFG4B1109174	X		Somerton	AZ	AMBAG		1
781	1GJZ7ZFG4B1109210	X		Huron	Fresno	FCOG		1
782	1GJZ7ZFGXB1110040	X		Cutler	Fresno	FCOG		1
783	1GJZ7ZFG8B1109288	X		Reedley	Fresno	FCOG		1
784	1GJZ7ZFGXB1109714	X		Lamont	Kern	KCOG		1
785	1GJZ7ZFG2B1108170	X		Soledad	Monterey	AMBAG		1
786	1GJZ7ZFG9B1109526	X	Greenfield					1
787	1GJZ7ZFG0B1107776	X	Hanford					1
788	1GJZ7ZFG0B1109334	X		Soledad	Monterey	AMBAG		1
789	1GJZ7ZFG9B1108554	X	Yuma					1
790	1GJZ7ZFG5B1109118	X		Calexio	Imperial	AMBAG		1
791	1GJZ7ZFGXB1108529	X		St Helena	Napa	NCTPA		1
792	1GJZ7ZFG2B1109142	X	Hanford					1
793	1GJZ7ZFG3B1108131	X		Arvin	Kern	KCOG		1
794	1GJZ7ZFG6B1108074	X		Coalinga	Fresno	FCOG		1
795	1GJZ7ZFGXB1109678	X		San Luiz	AZ	AMBAG		1
796	1GJZ7ZFG6B1108821	X		Porterville	Tulare	TCAG		1
797	1GJZ7ZFG5B1109149	X		King City	Monterey	AMBAG		1
798	1GJZ7ZFG7B1143223	X		San Luis	AZ	AMBAG		1
799	1GJZ7ZFGXB1144267	X		San Luis	AZ	AMBAG		1
800	1GJZ7ZFG7B1142928	X		San Luis	AZ	AMBAG		1
801	1GJZ7ZFG3B1143106	X	Hanford					1
802	1GJZ7ZFGXB1142891	X		San Luis	Az	AMBAG		1
803	1GJZ7ZFG3B1143283	X		San Luis	AZ	AMBAG		1
804	1GJZ7ZFG7B1143318	X		San Luis	AZ	AMBAG		1
805	1GJZ7ZFG9B1143627	X	Hanford					1
806	1GJZ7ZFG6B1143536	X		Huron	Fresno	FCOG		1
807	1GJZ7ZFG9B1143756	X		Yuma	AZ	AMBAG		1
808	1GJZ7ZFG8B1143828	X	Hanford					1
809	1GJZ7ZFG3B1143672	X		Santa Paula	Ventura	VCTC		1
810	1GJZ7ZFG0B1143712	X		San Luiz	AZ	AMBAG		1
811	1GJZ7ZFG8B1144056	X		Selma	Fresno	FCOG		1
812	1GJZ7ZFG8B1143618	X		Huron	Fresno	FCOG		1
813	1GJZ7ZFG2B1143971	X	Hanford					1
814	1GJZ7ZFG1B1144299	X		Yuma	AZ	AMBAG		1
815	1GJZ7ZFG3B1143350	X		Bakersfield	Kern	KCOG		1
816	1GJZ7ZFG3B1144398	X		Reedley	Fresno	FCOG		1
817	1GJZ7ZFG4B1144359	X	Hanford					1
818	5TDKK3DC5BS135144	X	Hanford					1
819	5TDKK3DC6BS075827	X	Hanford					1
820	5TDKK3DCXBS140999	X	Hanford					1
821	5TDKK3DC3BS129455	X	Hanford					1
822	5TDKK3DCXBS128478	X	Hanford					1
823	5TDKK3DCXBS136502	X	Hanford					1
824	1GJHG39K791151163		Hanford					1
825	1GJHG39K891151821		Hanford					1
826	1GJHG39K791151051		Hanford					1
827	1GJHG39K791152183		Hanford					1
828	1GJHG39K291152236		Hanford					1

Attachment A-5

A B C D E

Agricultural Vans ONLY:

Month	Average # in Fleet	Average # On-Rent	Average # Rented for Farm Labor usage	Utilization rate
8-Nov	174	85	85	49%
8-Dec	174	81	81	47%
9-Jan	174	81	81	47%
9-Feb	173	85	85	49%
9-Mar	173	104	104	60%
9-Apr	173	111	111	64%
9-May	173	118	118	68%
9-Jun	202	122	122	60%
9-Jul	202	133	133	66%
9-Aug	202	128	128	63%
9-Sep	207	130	130	63%
9-Oct	207	121	121	58%
9-Nov	197	114	114	58%
9-Dec	197	121	121	61%
10-Jan	197	120	120	61%
10-Feb	197	117	117	59%
10-Mar	193	126	126	65%
10-Apr	193	141	141	73%
10-May	193	145	145	75%
10-Jun	209	148	148	71%
10-Jul	209	146	146	70%
10-Aug	209	147	147	70%
10-Sep	205	142	142	69%
10-Oct	205	138	138	67%
10-Nov	205	126	126	61%
10-Dec	205	118	118	58%
11-Jan	205	121	121	59%
11-Feb	205	125	125	61%
11-Mar	205	136	136	66%
11-Apr	205	154	154	75%
11-May	205	178	178	87%
Averages	196	125	125	64%

Attachment A-5

General Vans ONLY:

Month	# in Fleet	# On-Rent	# 24/7 Vans	# of Vanpool Groups	Utilization rate
8-Mar	164	149	5	159	91%
8-Apr	164	151	5	161	92%
8-May	171	157	5	167	92%
8-Jun	171	164	5	174	96%
8-Jul	186	181	5	191	97%
8-Aug	195	188	5	198	96%
8-Sep	195	166	5	176	85%
8-Oct	195	189	5	199	97%
8-Nov	219	209	7	223	95%
8-Dec	219	203	7	217	93%
9-Jan	219	200	7	214	91%
9-Feb	218	197	7	211	90%
9-Mar	218	197	7	211	90%
9-Apr	218	196	7	210	90%
9-May	218	193	7	207	89%
9-Jun	228	201	7	215	88%
9-Jul	228	193	7	207	85%
9-Aug	228	182	7	196	80%
9-Sep	228	185	7	199	81%
9-Oct	228	189	7	203	83%
9-Nov	228	181	7	195	79%
9-Dec	228	180	7	194	79%
10-Jan	228	174	8	190	76%
10-Feb	228	177	8	193	78%
10-Mar	228	176	8	192	77%
10-Apr	228	176	8	192	77%
10-May	229	180	9	198	79%
10-Jun	230	177	10	197	77%
10-Jul	230	178	11	200	77%
10-Aug	230	186	11	208	81%
10-Sep	230	185	11	207	80%
10-Oct	230	188	11	210	82%
10-Nov	230	185	11	207	80%
10-Dec	245	175	11	197	71%
11-Jan	245	171	12	195	70%
11-Feb	245	169	12	193	69%
11-Mar	245	171	12	195	70%
11-Apr	245	174	12	198	71%
11-May	245	180	12	204	73%
Averages	276	228	10	248	83%

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BUDGET MONITORING REPORT - FY2010/2011

BUDGET UNIT - AITS Expenditures

Title	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	13th Acctg Period	Total YTD
Total Salaries & Employee Benefits	20,327	50,741	56,272	39,298	43,312	58,135	39,593	40,512	38,039	37,854	37,893	51,949	-	493,925
Services & Supplies														
Communications	808	8,875	8,125	3,782	14,492	8,595	8,981	8,695	14,869	38,092	8,477	24,612	-	148,403
Insurance	25,371	25,277	25,480	25,793	28,913	28,234	29,472	28,705	28,705	133	-	113,563	-	359,564
Maintenance - Equipment	10,283	10,282	23,149	19,714	37,859	53,001	16,235	34,323	65,167	111,589	41,803	23,785	-	447,241
Fuel and Oil	40,063	70,342	74,970	73,127	62,411	53,575	38,537	66,178	55,311	86,596	102,375	102,366	-	825,871
Maintenance - S&G	-	-	255	2,139	(1,500)	255	306	(826)	-	-	-	-	-	629
Memberships	-	-	-	-	50	250	-	-	313	-	4,645	288	-	5,546
Office Expense	1,349	126	906	2,803	(70)	31	2,152	15	1,547	6,449	663	1,014	-	16,985
Postage & Freight	-	7	-	-	6	-	61	18	131	91	74	9	-	397
Offset Printing/Stores	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prof & Spec Services	673	11,807	7,932	3,431	14,874	682	-	11,785	8,453	58,237	12,540	4,283	-	134,698
Outreach Advertising Expense	825	10,851	853	2,759	3,711	2,432	19,405	67,149	127,993	90,163	76,200	9,928	-	412,319
Fitness Examinations	828	625	280	298	575	905	810	1,840	570	1,195	80	2,620	-	10,626
Supplies & Materials	20	2,031	186	705	2,697	4,796	884	(112)	7,424	17,223	(411)	578	-	38,021
Rents & Leases - Equipment	-	-	263	-	-	344	-	(610)	-	-	-	-	-	197
Rents Office Space	5,760	2,700	3,419	3,060	3,060	360	167	14,458	9,592	719	-	-	-	43,295
Small Tools	-	-	-	-	-	-	-	-	-	-	2,927	-	-	2,927
In Services Training	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel & Expense	-	189	322	417	659	408	2,076	948	3,970	684	112	387	-	10,172
Utilities	282	126	115	141	213	671	632	115	164	154	-	-	-	2,611
Administrative Allocation	-	-	-	98,904	37,861	52,807	45,335	42,588	55,598	64,750	41,722	-	109,293	548,659
Cap Charges	-	-	1,264	-	-	1,264	-	(1,264)	1,264	-	-	1,264	-	3,791
Total Services & Supplies	86,261	143,237	147,519	237,011	205,612	208,869	165,103	274,005	381,072	478,075	291,208	284,716	109,293	3,009,972
Fixed Assets														
15 Passenger Vans & Pass Van	-	-	-	-	-	-	-	-	542,805	899,072	145,004	-	-	1,586,882
Mobile DATA Terminals	-	-	-	-	-	3,526	-	3,284	(3,284)	200,865	95,451	-	-	200,865
Total Fixed Assets	95,998	171,698	163,060	349,527	268,997	273,808	236,825	410,935	1,140,585	1,815,679	570,121	304,798	218,585	6,020,416
Gross Expenditures	108,171	195,463	183,779	272,242	249,064	270,521	204,656	317,601	958,492	1,613,667	569,537	336,665	109,293	5,434,568

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BUDGET UNIT - AITS Expenditures

Title	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	13th Acctg Period	Total YTD
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BUDGET UNIT - AITS Revenue

Title	Jul-10	Aug-10	Sep-10	Oct-10	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	13th Acctg Period	Total YTD
St Aid for Transportation	40,360	40,391	40,422	40,452	40,483	40,513	40,544	40,575	40,603	40,634	40,664	40,695		3,747,021
Passenger Fees AITS	319,915	(276,322)	-	24,630	171,446	40,230	249,800	147,233	118,268	2,247,796	705,026	-		1,323,648
Advertisement Revenue	126,311	120,276	127,613	110,624	98,672	64,408	83,209	119,319	84,744	84,490	138,670	165,314		30,000
Other Revenue	3,960	15,015	40,966	(14,460)	11,179	5,826	28,378	5,065	(47,615)	1,023,771	17,375	52,851		1,137,310
Other InterGovtl Rev	-	-	-	-	-	9,727	-	-	30,783	-	6,371	7,283		54,164
Remote Deposit Return	-	-	-	-	-	-	-	-	-	15	-	-		15
Total Revenue	450,186	(141,032)	168,579	120,793	281,297	125,169	355,387	271,616	211,180	3,556,072	867,441	225,449		6,292,157

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BUDGET UNIT 917200- FARM LABOR VANPOOL Expenditures

FUND # 7603

FY 11/12

May 25, 2011

Title	Account	Adopted 2010/2011	Estimated 2010/2011	Requested New	Total	Increase %	May 25, 2011	
							New	Approved Total
Salaries & Employee Benefits								
Regular Employees	82110010	571,584	389,927	223,946	223,946	-61%		223,946
Extra Help	82110020	122,928	61,439	17,083	17,083	-86%		17,083
Overtime	82110030	26,000	37,443	25,800	25,800	-1%		25,800
Retirement	82120000	89,846	61,655	33,663	33,663	-63%		33,663
Health Insurance	82130000	141,935	15,707	-	-	-100%		-
MGMT Benefits/Life	82130010	10,264	1,968	-	-	-100%		-
Insurance-Workercomp	82131000	-	-	-	-	#DIV/0!		-
Unemployment Insurance	82140000	11,000	9,846	-	-	-100%		-
Social Security/Medicare	82151000	55,119	7,454	17,357	17,357	-69%		17,357
Total Salaries & Employee Benefits		1,028,676	585,439	317,849	317,849	-69%		317,849
Services & Supplies								
Communications	82212000	365,000	159,789	6,600	148,500	-59%	6,600	148,500
Insurance	82215000	350,000	290,925	14,000	291,000	-17%	14,000	291,000
Maintenance - Equipment	82217000	513,700	473,915	7,091	190,673	-63%	7,091	190,673
Fuel and Oil	82217020	1,020,000	756,021	24,950	685,010	-33%	24,950	685,010
Maintenance - SI&G	82218000	5,000	629	-	-	-100%		-
Memberships	82220000	3,000	6,038	-	-	-100%		-
Cash Shortage	82221010	-	-	-	-	-100%		-
Office Expense	82222000	60,000	25,800	-	-	-100%		-
Bank Charges	82222005	-	-	-	-	-100%		-
Postage & Freight	82222030	6,500	359	-	-	-100%		-
Offset Printing/Stores	82222040	16,000	-	-	-	-100%		-
Prof & Spec Services	82223000	317,310	134,777	-	-	-100%		-
Legal Expense	82223005	-	-	-	-	-100%		-
Outreach Advertising Expense	82223035	250,000	433,661	-	-	-100%		-
Auditing & Accounting	82223040	-	-	-	-	-100%		-
Fitness Examinations	82223100	35,000	9,161	8,000	8,000	-77%		8,000
Supplies & Materials	82223135	100,000	36,448	-	-	-100%		-
Rents & Leases - Equipment	82225000	51,500	83,185	-	-	-100%		-
Rents Office Space	82226010	7,500	8,462	-	-	-100%		-
Small Tools	82227000	-	-	-	-	-100%		-
Purchasing	82228200	-	-	-	-	-100%		-
In Services Training	82228465	10,000	-	-	-	-100%		-
Motor Pool Service	82229000	2,292	-	-	-	-100%		-
Travel & Expense	82229010	44,000	19,054	-	-	-100%		-
Utilities	82230000	25,000	3,600	574,187	574,187	-100%		574,187
Administrative Allocation	82314000	418,207	595,175	-	-	37%		-
Information Tech Services	82314050	-	-	-	-	-100%		-
Cap Charges	82314060	5,055	3,791	-	-	-100%		-
Total Services & Supplies		3,605,064	3,040,987	52,641	1,897,370	-47%	52,641	1,897,370

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FY 11/12

Title	Account	Adopted 2010/2011	Estimated 2010/2011	New Requested	Total Requested	Increase %	New Approved	Total Approved
Fixed Assets								
15 Passenger Vans	82440032	914,496	1,510,000					
8-Passenger Vans	82440053	-	199,000					
Sedans	82440055	-	94,000					
1/2 Ton Pickup	82440033	5,000	42,000					
MDTs	82440092	-	3,526					
Total Fixed Assets		919,496	1,848,526	-	-	-100%		
Gross Expenditures		5,553,236	5,474,951	52,641	2,215,219	-60%	52,641	2,215,219

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BUDGET UNIT 917200 - FARM LABOR VANPOOL Revenues
FUND # 7603

Title	Account	Adopted 2010/2011	Estimated 2010/2011	FY 11/12		Increase %	May 25, 2011	
				Requested New	Total		New	Approved Total
CMAQ	81538001					100%		
St Aid for Transportation	81522025	3,034,171	3,686,772			-100%		
Other Intergovernmental Revenue	81550035		40,510		31,500	100%		31,500
Fed Aid - 5307 Funds	81538009					100%		
SJV Air District Grant	81540019					100%		
JARC Funds	81514025					100%		
Passenger Fees AITS	81700105	1,914,065	1,142,203		1,756,058	-8%		1,756,058
Van Pool Revenue	81700070					100%		
Advertisement Revenue	81700075	605,000	30,000			100%		
Other Revenue	81720005		1,367,696			-100%		
Total Revenue		5,553,236	6,267,181		1,787,558	100%		1,787,558
Unreimbursed Costs		-	(792,230)		52,641			427,661

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**BUDGET UNIT 917100 - VANPOOL Expenditures
FUND # 7603**

FY 11/12

May 25, 2011

Title	Account	Adopted 2010/2011	Estimated 2010/2011	FY 11/12		Increase %	May 25, 2011	
				Requested New	Total		Approved New	Total
Salaries & Employee Benefits								
Regular Employees	82110010	237,203	198,624	278,513	278,513	17%	278,513	278,513
Extra Help	82110020	40,976	20,828	22,645	22,645	-45%	22,645	22,645
Overtime	82110030	26,000	14,026	34,200	34,200	32%	34,200	34,200
Retirement	82120000	37,636	31,858	42,896	42,896	14%	42,896	42,896
Health Insurance	82130000	70,524				-100%		
MGMT Benefits/Life	82130010	6,232	1,000			-100%		
Insurance-Workercmp	82131000							
Unemployment Insurance	82140000	5,000	5,454			-100%		
Social Security/Medicare	82151000	23,269	3,861	21,957	21,957	-6%	21,957	21,957
Total Salaries & Employee Benefits		446,840	275,651	400,211	400,211	-10%		400,211
Services & Supplies								
Communications	82212000	220,000	142,160	6,600	181,500	-18%	6,600	181,500
Insurance	82215000	421,500	296,274	14,000	373,000	-12%	14,000	373,000
Maintenance - Equipment	82217000	416,990	454,419	19,945	470,137	13%	19,945	470,137
Fuel and Oil	82217020	1,104,000	1,237,406	70,178	1,689,011	53%	70,178	1,689,011
Maintenance - SI&G	82218000							
Memberships	82220000							
Cash Shortage	82221010							
Office Expense	82222000	3,000	2,498			0%		
Bank Charges	82222005					-100%		
Postage & Freight	82222030					0%		
Offset Printing/Stores	82222040							
Prof & Spec Services	82223000	20,000	36,334	23,000	23,000	15%		23,000
Legal Expense	82223005					0%		
Outreach Advertising Expense	82223035	20,000	41,762			-100%		
Auditing & Accounting	82223040					0%		
Fitness Examinations	82223100	12,000	13,850	8,000	8,000	-33%		8,000
Supplies & Materials	82223135	25,000	9,024			-100%		
Rents & Leases - Equipment	82225000	976,035	689,762	448,270	448,270	0%		448,270
Rents Office Space	82226010							
Small Tools	82227000	2,000				-100%		
Purchasing	82228200							
In Services Training	82228465							
Motor Pool Service	82229000							
Travel & Expense	82229010	5,000	684			-100%		
Utilities	82230000							
Administrative Allocation	82314000	200,000	304,414	761,131	761,131	281%		761,131
Information Tech Services	82314050							
Cap Charges	82314060	2,995	2,246			-100%		
Total Services & Supplies		3,428,520	3,230,834	110,723	3,954,049	15%	110,723	3,954,049

BUDGET UNIT 917100 - VANPOOL Revenues
FUND # 7603

FY 11/12

Title	Account	Adopted 2010/2011	Estimated 2010/2011	New Requested	Total Requested	Increase %	New Approved	Total Approved
CMAQ	81538001	20,000	25,000			-100%		
St Aid for Transportation	81522025							
Other Intergovernmental Revenue	81550035		1,084,170		154,000	100%		154,000
Fed Aid - 5307 Funds	81538009		323,491			100%		
SJV Air District Grant	81540019	35,000	41,827			-100%		
JARC Funds	81514025	30,000			36,000	20%		36,000
Passenger Fees AITS	81700105							
Van Pool Revenue	81700070	3,770,360	3,195,798		4,591,921	22%		4,591,921
Advertisement Revenue	81700075		25,000			100%		
Other Revenue	81720005	20,000	93,629			-100%		
Total Revenue		3,875,360	4,788,915		4,781,921	23%		4,781,921
Unreimbursed Costs			71,460	110,723	(427,661)		110,723	(427,661)

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FY 11/12

Title	Account	Adopted 2010/2011	Estimated 2010/2011	New Requested	Total Requested	Increase %	New Approved	Total Approved
Fixed Assets								
15 Passenger Vans	82440032		1,353,889					
8-Passenger Vans	82440053							
Sedans	82440055							
1/2 Ton Pickup	82440033							
MDTs	82440092							
Total Fixed Assets		-	1,353,889	-	-	-100%		
Gross Expenditures		3,875,360	4,860,375	110,723	4,354,260	12%	110,723	4,354,260

A-9



Dear Tony

2. →

Thank you for taking a look at the concerns that have been raised regarding the impending JPA.

We understand that your organization is about enter a JPA to create an organization named CalVANS, a DBA of a private company named KCAPTA. The purpose of the JPA relates to Farm Labor transportation; the stated purpose of the JPA is to create a government subsidized Farm Labor vanpool program. As a provider of traditional (non-Farm Labor) vanpool service in the San Joaquin Valley for over a decade, we are supportive of programs intended to address the largely unmet needs of safe and affordable Farm Labor transpiration. However, the specific wording in the JPA may provide for an invitation for tax dollars to be misused, and a significant amount of funds from the program to flow outside of Farm Labor.

As currently written, the JPA allows:

- KCAPTA (a private company) to re-capture large amounts of taxpayer-funded equity in the vehicles without any requirement to reinvest these dollars back into the Farm Labor program.
 - o The Farm Labor grant program requires vehicles to be taken out of service at a certain point (typically 100,000 miles, or 4 years on service).
 - o The value of these vehicles at the time of this forced retirement is approximately \$8,000-\$10,000 per van. The sale of even 10 vans would bring back \$80,000-\$100,000 back into the program, which could fund the purchase of 4-5 new Farm Labor vans.
 - o If KCAPTA was required to sell the vans at fair market value as they exited Farm Labor service, the re-capture dollars would continue to fund the long-term purchase of additional Farm Labor vehicles.
- KCAPTA the ability to take money granted for Farm Labor and use it to artificially subsidize other operations of their company completely unrelated to Farm Labor.
- KCAPTA, by not reselling the vans (and recapturing the unused value), to re-use the vans in its KART (non-Farm Labor) program. KART operates in the traditional vanpool market, which is currently a thriving market with a number of competing vendors (all private companies like KCAPTA). KCAPTA would have the ability potentially to move vans to KART at little or no cost, rather than selling the vans to KART at fair market value.
- KCATPTA to potentially gain an unfair market advantage by using re-allocated, taxpayer paid vans to unfairly undercut other private companies it competes with through its KART program.

We are asking that the COG add language to the JPA that closes this loophole and guarantees the recapture of the remaining value of the vans as they exist in the Farm Labor Program. Language could be added to the JPA that sets out the parameters for the disposal of the vans, ensuring that the funds are recaptured directly back into the Farm Labor program to be used for the purchase of additional Farm Labor vehicles. Our intent is to request that this language is included in any JPA that any regional transit agencies or COGs are entering into. In fact, we have already met with Kern COG and Fresno COG, requested that this language be added and believe they are open to adding the requested language.

Please understand that we are not interested in delaying implementation of the Farm Labor program. We agree for the need for the program, but also believe that taxpayers should be protected from the potential misuse of funds based on the way the Farm Labor program disposes of its still-valuable vans.

Sincerely,

Connie McGee

Connie McGee
Rideshare Manager
Enterprise Rent-A-Car

Council of
Fresno
County Governments

2035 Tulare Street, Suite 201
Fresno, California 93721

Telephone (559) 233-4148 • FAX: (559) 233-9645
Website Address: www.fresnocog.org

August 11, 2010

Connie McGee, Rideshare Manager
Enterprise Rent-A-Car
2950 Merced St. #200
San Leandro, CA 94577

Dear Ms. McGee:

Thank you for sharing your concerns with us regarding the CalVans Joint Powers Agreement. Based on our research, there appears to be some misunderstanding of the facts that may be contributing to your discomfort with the JPA we are about to enter into. My intent with this letter is to clarify those issues and hopefully increase your comfort level with the JPA.

To begin, the Kings County Area Public Transit Agency (KCAPTA) is not, and CalVans, once it is formally created, will not be a private enterprise. Nor will CalVans be a dba of the KCAPTA. They will be two entirely separate Joint Powers Public Agencies operated by different governmental agencies. The first draft of the JPA that was initially circulated contained a typo that may have led to this confusion.

Going further, KCAPTA is a Public Transit Joint Powers Agency whose Board of Directors includes Kings County, the cities of Hanford, Lemoore and Avenal. KCAPTA operates three separate cost centers referred to as KART (Kings Area Rural Transit) which provides public transit to Kings County residents, the KART Van Pool Program (commuter vanpools), and the Agriculture Industries Transportation Services (AITS) Program (farm labor vanpools). KCAPTA keeps the accounting records separate for each of these cost centers and provides annual financial reports detailing associated revenue and expenses.

CalVans will be a stand alone Joint Powers Public Agency formed for the purpose of providing commuter vanpool and farm labor vanpool services. The CalVans Board of Directors will consist entirely of government agencies. Those agencies are the Association of Monterey Bay Area Governments, Council of Fresno County Governments, Kings County Association of Governments, Madera Transportation Commission, Tulare County Association of Governments, and Sacramento Area Council of Governments. These governmental entities are all Joint Powers Public Agencies whose Boards of Directors are government agencies and political subdivisions of the state. It is my understanding that the Kern Council of Governments has been invited to join CalVans but has not made the decision to join as of this date.

Currently, the commuter and farm labor vanpool services that CalVANS will be providing are provided by KCAPTA. The assets for providing this service that presently belong to KCAPTA will be transferred to the CalVans program. The financial responsibilities including accounting, budgeting, audits, etc. for KCAPTA and CalVans will be completely separate and subject to public review and comment.

It is our understanding that KCAPTA presently does not, nor will CalVans, transfer depreciated farm vans to commuter vanpools as implied in your letter. KCAPTA's current practice, as explained to us, is to transfer commuter vans that are fully depreciated and amortized beyond their grant mandated useful life

Member Agencies: The cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma & Fresno County

Connie McGee, Rideshare Manager
August 11, 2010
Page 2 of 2

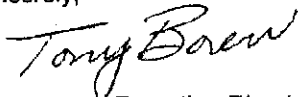
to the farm vanpool program. The savings from this approach allows for the reduction of lease rates to farm vanpool operators, not commuter vanpool operators. As explained by Mr. Hughes, the cost of the new vans is fully amortized in the lease to users of the commuter vanpool program. Therefore, from our perspective, CalVans will not be implementing any business practices that would be adverse to private competitiveness in the commuter vanpool arena.

Regarding the useful life of the vehicles, I am not aware of any legal requirement that would force an agency to retire a vehicle beyond four years or 100,000 miles. The useful life criterion in federal and state grants is a "minimum" threshold that must be achieved prior to disposing the vehicle from the proceeds funded by the grant, not a maximum amount that would force retirement. If you are aware of such a federal or state statute, please forward the codification to me so I can have our legal counsel research it. As explained by Mr. Hughes, it is KCAPTA's current practice to use vans well past the four year, 100,000 mile threshold as long as they can be reasonably maintained and operated safely. The new CalVans Policy Board will have the choice of continuing or modifying this practice as they see fit. I might add it is currently KCAPTA's practice to have the California Highway Patrol annually inspect both the commuter and farm labor vanpool vehicles and issue a certificate similar to inspections required for public transit vehicles. The CHP has not had a problem with the mileage on these vehicles. It makes sound economic sense to continue to operate ten older, well-running vans that are paid for, rather than to sell them, use the proceeds to replace them with four or five new vans per your recommendation, and have to seek new funding for five or six additional vehicles in order to maintain current service levels.

Regarding the language of the JPA, the JPA is intended to define the contractual relationship between the partners. The agency, of course, will be subject to compliance with state and federal law; however, it would be onerous and inappropriate to attempt to include language in this document to restrict, enumerate, or define the detailed business practices of this agency.

In closing, thank you for sharing your concerns regarding Fresno COGs' participation in the CalVans program. If there is any further information I can provide please feel free to call me at 559 233-4148 Ext 204.

Sincerely,



Tony Boren, Executive Director
Council of Fresno County Governments

TB/tg

Cc: Association of Monterey Bay Area Governments
Kings County Association of Governments
Madera County Transportation Commission
Tulare County Association of Governments
Sacramento Area Council of Governments
Kern Council of Governments

A-10
DEC 09 2010



December 1, 2010

Mike McKeever, AICP
Executive Director
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Dear Mr. McKeever:

We are writing to express our concerns about a project with which SACOG has recently become involved, the CalVANS joint powers authority sponsored by the Kings County Area Public Transportation Agency (KCAPTA). We appreciate your agency's continuing efforts to encourage ridesharing and vanpooling in the Sacramento region, including SACOG's own vanpool incentive program. We are asking for your assistance in obtaining detailed information from the CalVANS partnership to ensure that all planning and funding requirements are being met in accordance with your agency's goals.

Enterprise and VPSI are private companies that operate public vanpool programs throughout California. Both companies have made a significant investment in developing vanpool programs throughout the State, including in Sacramento. California now stands as the largest vanpool market in the nation. Both Enterprise and VPSI actively partner with public agencies in San Diego, Los Angeles, Orange County, and the San Francisco-Oakland greater metropolitan area. In addition, both companies operate a large number of unsubsidized vanpools throughout Sacramento and neighboring counties, and have done so for over a decade. Because of this long-term investment, both companies were supportive of SB 716 and its improvements to the planning process for the appropriate funding of farm labor vanpools and commuter vanpools as separate transportation needs.

Since January 1, 2010, the effective date of the law, KCAPTA has approached a number of counties throughout the state to solicit their support for a joint powers authority to be called CalVANS. KCAPTA's stated goal was to bring Farm Labor service to unserved areas, primarily in the San Joaquin Valley. Our information indicates that SACOG was one of the agencies approached for inclusion in CalVANS. After reviewing the public information put forward by KCAPTA, Enterprise and VPSI are both concerned with the apparent mix by CalVANS of farmworker vanpools with traditional commuter vanpools. The primary purpose of the funding provided by SB 716 was to provide much needed transportation to farm labor workers (a largely unmet need in many areas). In comparison, traditional commuter vanpooling has thrived in Sacramento and neighboring counties for over a decade. Service is offered through a number of private companies who do not receive public subsidies for the vanpool service they are providing. It would be both inappropriate and a misuse of funds for KCAPTA/CalVANS to use monies intended for farm labor transportation to subsidize its commuter vanpool program costs (operating or capital). Doing this would allow KCAPTA/CalVANS to use taxpayer funds intended for farm labor to artificially lower their commuter vanpool costs, and then use predatory pricing to undercut private companies in the commuter vanpool market. In light of the serious budget concerns of the state, we believe that this is both bad business and a waste of taxpayer monies. In addition, it undermines the intent of SB 716.

As we have looked into the continuing efforts of KCAPTA to expand the CalVANS initiative, we've attempted to gather information regarding the operational and capital funding of the program. Our analysis of the information provided so far from KCAPTA leaves us with significant questions regarding the operational and capital funding processes of the joint authority. While public budgets are very different from those of private companies, there are foundational questions that we should have been able to answer from the provided information. Specifically, we cannot answer the following questions from the information provided:

1. What is the number of vans that are consistently in service for farmworker transportation and what is the source of funding for purchasing those vehicles?
2. What is the number of vans that are consistently in service for commuter transportation and what is the source of funding for purchasing those vehicles?
3. Are vehicles moved between the different types of service? If so, what are the criteria for that shift in service and how is that shift then accounted for?
4. When vehicles are disposed as reaching the end of their useful life or having met other criteria, how are the funds received for those vehicles accounted for and are they returned into capital accounts for farmworker or commuter vanpool service?

From the information we have received, our analysis indicates a number of concerns in the way KCAPTA/CalVANS is administering their programs. First, it appears that funds received through the AITS from the State to purchase vehicles specifically for farmworker transportation are potentially being repurposed for traditional vanpool usage. This mixing of services would reduce the amount of vehicles for farmworker service while simultaneously increasing the number of vehicles for commuter service (a need already being met by private companies). In addition, by mingling the funds and staffing for farmworker and traditional vanpool service, the KCAPTA commuter vanpools could be receiving a subsidy through the reduction of vehicle costs. If the vehicles were purchased using AITS moneys for the express purpose of serving farm workers, then we have strong objections to the way that this program is being implemented. Finally, KCAPTA has to date not been able to provide documentation of the disposal price of farm labor vans that are eventually retired from service. This suggests at the least some level of mismanagement of the funds, as all vehicles have residual capital value when retired from service that can and should be returned to the program. Even a vehicle that is "totaled" from an accident has residual value as scrap metal. If these vans are not being sold at Fair Market Value (FMV) at end-of-service, then money brought into the farm labor program is being siphoned out of the farm labor program (\$6,000-\$10,000 per vehicle based on the retirement mileage of the vans). KCAPTA has a fiduciary responsibility to recapture the remaining value of those vehicles as they exit farm labor service and reinvest those monies in the purchase of additional farm labor vehicles to sustain the program.

It is certainly not our intent to prevent or discourage funding to farmworker transportation or to disrupt programs that are providing that service. Quite the opposite; we are concerned that CalVANS is both directly and indirectly siphoning public funds that are intended for an unmet need (Farm Labor) to a need already well serviced without taxpayer subsidies (traditional vanpooling). There is already a well-developed vanpool market in Sacramento that consists of open contracts with private vanpool companies. That model works in California and nationally, and we see no reason why that model shouldn't continue to work. CalVANS, in contrast, appears to be mixing farm labor and commuter vanpool services in a way that short-changes farm workers in order to subsidize a fleet of its vehicles that will be used to compete with existing private vanpool operators.

In summary, we are concerned that what is being sold as an effort to support farm labor transportation is really an effort to establish taxpayer-subsidized commuter vanpools to compete directly with existing unsubsidized private vanpool providers.

We would appreciate the opportunity to discuss our concerns with you, and remain available to answer any questions you might have regarding our concerns.

Sincerely,



Christian W. Simmons, J.D.
Government Affairs Executive
VPSI



Kathy Turner
Vice-President
Legislative & Government Affairs
Enterprise Holdings Inc.

Kings County Area Public Transit Agency

1340 North Drive
Hanford, CA 93230
(559)582-3211, ext. 2711

January 5, 2011

Mr. Mike McKeever, AICP
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

Dear Mr. McKeever:

You are in receipt of a December 1st letter from Enterprise and VPSI that expresses concern about your involvement with KCAPTA (Kings County Area Public Agency) and its effort to establish the Calvan's JPA. I can assure you that our agency is following all local, state and federal rules and regulations as they apply to our operations and any use of grant funds. We are very successful in what we do, putting the needs of the public and concerns of our board members first. We have received several Federal triennial audits, State Performance Reviews, as well as our own annual audits. We have also been visited and reviewed by organization such as yours to review our program and accounting methods. As you know, public agencies are open to the public and reviewed on a regular basis.

The letter contends that KCAPTA has solicited agencies to join it in establishing CalVans, a new joint powers agency that will assume the oversight and operation of the vanpool program KCAPTA now operates. This is true in as much as KCAPTA has asked those agencies who are now operating a farm worker vanpool project if they would like to form CalVans to insure the continued ability to provide vanpools to minority residents living in rural areas of the county. KCAPTA's presence in a county has always come about through invitation of that county for the purpose of assisting them in providing vanpool services. KCAPTA will not have a role in CalVans once it is established, this role will be assumed by KCAG (Kings County Association of Governments).

The argument is made that SB 716 funds are for the specific purpose of supporting farm worker vanpools. KCAPTA supports this position and has been separating farm worker grant funds since 2002. To date, KCAPTA has not received any SB 716 funds and does not anticipate applying for any. The CalVans' Board may choose to do so in the future but it would be a decision that each member would have to make regarding the area they represent.

KCAPTA is a public transit agency providing public vanpool operations similar to its fixed route and demand response bus service. It is not a private company such as the model provided by Enterprise and VPSI. Its operational information, including passenger trips, miles traveled, as well as cost per mile are reported to the Federal Transit

Administration in compliance with the reporting requirements under the National Transit Database Program.

KCAPTA's vanpool program was established in 2001 at the request of local residents seeking a means to get to work. It was established with the condition that no local transit funds identified for the existing bus system would be used to support it. Initial funding came from user fees and various local grants.

In 2002 the program was expanded to include the provision of vanpools to farm workers. Funding for this expansion came from State and Federal grant funds, throughout this process all grant funds for the purchase and operations of the farm work vanpools have been identified and separated from funds received to operate the original vanpool program.

The letter expresses concern that KCAPTA is somehow using the farm worker vanpool part of its operation to support the general operation. It is alleged that it is either letting non-farm workers use the vans or it is selling the farm worker vans and using the proceeds to buy vanpools for non-farm workers. Both of these allegations are false.


Beginning in August agents for Enterprise asked for a list of all vehicles owned and operated by KCAPTA. Since that time there have been additional requests as more questions were asked. In each case KCAPTA did its utmost to provide responses within a 10 day period, that information has been included as part of this document.

The program provided by KCAPTA, which will become the model for CalVans, takes a mode of public transit and expands it to those who do not or would not use traditional vanpools. These include minorities on limited incomes in rural areas who do not fit the existing profile of private vanpool riders.

As a public transit provider KCAPTA has focused on providing excellent service while reducing costs to the riders. To accomplish this it continually seeks ways of leveraging the fares paid by the passengers and extending the life of the equipment through regular maintenance and inspections. This leveraging includes the reporting of passenger information resulting in FTA funds that can be used for vanpool purposes. The maintenance program has allowed KCAPTA to extend the life of its vehicles so that the monthly cost to the riders can be reduced by up to \$500. As a result, KCAPTA is able to provide vanpools to residents in rural areas where their daily cost is less than a comparable bus ride. KCAPTA's vision is to establish CalVans using this successful model.

Please call with any question or concerns you might have.

Sincerely,


Ronald Hughes
Executive Director

NOTE:

The following two email attachments dated August 26, 2010 and March 31, 2011 are one of the first and last emails exchanges with Jennifer Files Beerline concerning questions posed on behalf of her client. These two were included on the USB drive given to the Assembly office on March 7th. She never said that Enterprise was her client but also did not deny it when I brought it up in conversation. There were a number of emails exchanged between these to dates at each response on my part resulted in more questions on Jennifer's part.

Hughes, Ron

From: Jennifer Files Beerline [jbeerline@folgerlevin.com]
Sent: Thursday, August 26, 2010 6:46 PM
To: Hughes, Ron
Subject: additional information request

Ron,

I am forwarding a request from my client for additional information. Please let me know if I can clarify the request in any way, or if you need me to make the request in a more formal manner. It may be that you've provided some of this information already; if that is the case, please point me to the right place and I will pass that on to my client.

Thank you very much for your assistance.

Best regards,
Jennifer

1. Purchase price of each of the vans in KART – regardless of the lease, there is a purchase price for each van.
2. Were all the vans leased new from the dealership? If not, which vans were used, and their purchase price and mileage at time of lease.
3. List of all AITS retired vans over the last 5 years
 - a. Year of van, date retired, and mileage at time of retirement
 - b. Where did the "retired" vans go?
 - c. What was their original purchase price?
 - d. Who bought them?

FOLGER LEVIN LLP
Jennifer Files Beerline

199 Fremont Street, 23rd Floor
San Francisco, CA 94105

DIRECT: 415.625.1062
EMAIL: jbeerline@folgerlevin.com

Hughes, Ron

From: Hughes, Ron
Sent: Thursday, March 31, 2011 4:41 PM
To: 'Jennifer Files Beerline'
Subject: RE: Information regarding KARTS program
Attachments: KARTS spreadsheet 03-07-11-ron 03-31-11.XLS

Jennifer,

I have attached the undated spreadsheet as requested. Comments to each question is noted below:

1. Please provide an updated list of all KARTS vehicles using the format in the attached spreadsheet.
Provided.
2. Please state the source of funds used to purchase/lease each of the KARTS vehicles.
User fees (fees collected from those using the vans) were used to purchase all but the last 16 vehicles. Funds for these vehicles came from Federal Transit Administration 5307 funds allotted to the Hanford UZA area.
3. Please clarify who "ALD" is in the category of Lease.
ALD is a leasing company. Their website can be found at <http://www.aldautomotive.com/>
4. Please state the monthly internal lease payment that KARTS is making on each van leased (rather than purchased).
Noted Spreadsheet
5. Please provide the end date for the lease payments from KARTS to the leasing company.
Noted Spreadsheet
6. Please list which KARTS vans in fleet are currently on-rent and which ones are currently not on-rent.
Noted Spreadsheet
7. Please provide the name of the current Renter.
I have provided the first Name. The correctional officers operating the vans do not want their full name given out.
8. Please provide the Worksite/Employer of current renter (state full name, no acronyms or abbreviations for each employer).
Noted Spreadsheet
9. Please provide the address for the Worksite/Employer for each vanpool group.
Noted Spreadsheet
10. Please provide the start (home-end) address for each route.
I have provided the town. The correctional officers operating the vans do not want their home address given out.
11. Please provide the current monthly rate charged by KARTS to each current vanpool group.
Noted Spreadsheet
12. Please provide monthly mileage allowance for each current vanpool group.
Noted Spreadsheet

13. Please provide both your fleet size and on-rent numbers for the KARTS program for the past 36 months.

Noted Spreadsheet

I will respond to your March 31 request in a future email. Yes please send me the most recent AITS spreadsheet so that we be working on the same document.

Thanks

Ronald Hughes, Executive Director
Kings County Area Public Transit Agency
1340 North Drive, Hanford CA 93230
(559) 582-3211, ext.2696
cell: (559) 904-5490
fax: (559) 587-0714

From: Jennifer Files Beerline [mailto:jbeerline@folgerlevin.com]

Sent: Thursday, March 31, 2011 4:13 PM

To: Hughes, Ron

Subject: FW: Information regarding KARTS program

Ron,

I am writing regarding the request (copied below) that I sent to you on March 20 and to request some additional information related to the JPA and the KARTS and AITS programs. Please respond with the following information:

1. The status of the March 20 request.
2. The names of agencies that have signed the JPA to date.
3. The names of agencies that intend to sign but have not yet signed.
4. A breakdown of KARTs vans on-rent, by planning agency (SACOG, FCOG, Kern COG, etc.). (Please add a column for this purpose to the spreadsheet that I sent you by email on March 20.)
5. A breakdown of farm labor (AITS) vans on-rent, by planning agency (SACOG, FCOG, Kern COG, etc.). (Please add a column for this purpose to the latest spreadsheet that you sent me on the AITS program, with any updates to the vans/on-rent status, etc. Let me know if it would be helpful for me to send you the most recent AITs spreadsheet.)

Thank you very much for your assistance with this matter.

Best regards,
Jennifer

FOLGER LEVIN LLP
Jennifer Files Beerline

199 Fremont Street, 23rd Floor
San Francisco, CA 94105

DIRECT: 415.625.1062
EMAIL: jbeerline@folgerlevin.com

From: Jennifer Files Beerline
Sent: Sunday, March 20, 2011 11:17 AM

To: 'Hughes, Ron'

Subject: Information regarding KARTS program

Ron,

As I mentioned last week, I am writing to request further information about the KARTs program -- as previously, under the California Public Records Act (Cal. Gov't Code § 6250 et seq.). To the extent applicable, please provide the information as indicated below by filling in the attached spreadsheet, which already includes some information you have provided in response to previous requests. Please do fill in all of the fields -- even if the answer is N/A.

Thank you very much for your assistance; please let me know if you have any questions.

Best regards,
Jennifer

14. Please provide an updated list of all KARTS vehicles using the format in the attached spreadsheet.
15. Please state the source of funds used to purchase/lease each of the KARTS vehicles.
16. Please clarify who "ALD" is in the category of Lease.
17. Please state the monthly internal lease payment that KARTS is making on each van leased (rather than purchased).
18. Please provide the end date for the lease payments from KARTS to the leasing company.
19. Please list which KARTS vans in fleet are currently on-rent and which ones are currently not on-rent.
20. Please provide the name of the current Renter.
21. Please provide the Worksite/Employer of current renter (state full name, no acronyms or abbreviations for each employer).
22. Please provide the address for the Worksite/Employer for each vanpool group.
23. Please provide the start (home-end) address for each route.
24. Please provide the current monthly rate charged by KARTS to each current vanpool group.
25. Please provide monthly mileage allowance for each current vanpool group.
26. Please provide both your fleet size and on-rent numbers for the KARTS program for the past 36 months.

CALIFORNIA VANPOOL AUTHORITY

TITLE VI POLICY

TITLE VI POLICY

The California Vanpool Authority (CALVANS) is committed to ensuring that no person is excluded from participation in, or denied the benefits of its transit services on the basis of race, color or national origin, as protected by Title VI of the Civil Rights Act of 1964. If you believe you have been subjected to discrimination under Title VI, you may file a written complaint with the Executive Director, California Vanpool Authority, 1340 North Drive, Hanford, CA 93230; at (559) 852-2711; or by e-mail to ron.hughes@co.kings.ca.us.

TITLE VI PROGRAM MONITORING

The requirement to establish internal monitoring processes and methodologies is applicable to all recipients of Federal assistance. CALVANS must monitor its service once per year, or when major service changes are proposed, using the procedures outlined in this section.

a. Civil Rights Assurance

The Assurances that are signed by CALVANS' Executive Director and attested by CalVans' attorney, assure that the level and quality of transit service and related benefits are provided in a manner consistent with Title VI. Program monitoring is conducted to ensure that CALVANS complies with this assurance.

b. Monitoring Procedures

CALVANS must implement complaint procedures to monitor the level and quality of transit service provided to the minority community against overall system averages to determine compliance with Title VI. These comparisons will measure the actual realization of established service policies and standards.

PUBLIC INFORMATION REQUIREMENTS

CALVANS will disseminate Title VI Program information to CALVANS employees, contractors, subcontractors, and beneficiaries as well as the general public. Public dissemination will include the posting of public statements, inclusion of Title VI language in contracts, and publishing annually the Title VI Policy Statement in newspapers having a general circulation in the vicinity of proposed projects and announcements of hearings and meetings in minority publications

- a. CALVANS's Title VI Policy and any other related information will be available to the public upon request.
- b. More detailed information regarding complaint procedures and Title VI civil rights will be included in brochures and other materials distributed to the public by CALVANS.
- c. Multilingual Requirements. Where a significant number or portion of the population eligible to be served by CALVANS needs service information in a language other than English to participate in Federally funded programs, CALVANS shall take every reasonable step to provide information in appropriate languages. In cases where CALVANS posts signs warning the general public about dangerous situations information must be in other languages when a significant number of the population is non English speaking.

LIMITED ENGLISH PROFICIENCY (LEP) FOUR FACTOR ANALYSIS AND LANGUAGE ASSISTANCE PLAN

For all service-related planning and policy changes under consideration, CALVANS staff will analyze and conduct the four-factor framework provided in the DOT LEP Guidance.

Factor 1: Identify LEP Persons in CALVANS Service Area-The number of proportion of LEP Persons served or encountered in CALVANS's service area.

Methodology for Data Sources:

- To determine LEP population in CALVANS Service Area the most current US Census Data will be the primary base for this analysis. We will complement the Census data with other data sources available through the California Department of Education Demographics Office.

According to the 2010 census data, approximately 56% of California's population are speaks a language other than English at home with Spanish being the most used non-English speaking language (37%).

Factor 2: The frequency of contacts with LEP Individuals with CALVANS services.

Methodology:

- Conduct survey of LEP persons
- Survey and collect data from vanpool volunteer drivers and passengers to determine the frequency of contact with LEP persons, as well as the languages spoken.

Factor 3: Assessing the importance of CALVANS's services.

Methodology:

- Identify CALVANS's critical services or activities

CALVANS has identified the following services or activities:

- Public Notices regarding services or activities
- General system information

Factor 4: Resources available to CALVANS and the cost.

Methodology:

- Create and inventory of language assistance measures currently provided, along with the associated cost.
- Determine what, if any, additional services are needed to provide meaningful access.
- Analyze CALVANS's budget.

CALVANS will ensure that public notices and general information, such as the promotional material is available in Spanish and made available for viewing in places where individuals with limited English proficiency congregate.

CALVANS will also maintain a list of those staff members who speak a language other than English to provide points of contact for person needing information.

PUBLIC PARTICIPATION PLAN

The Public Participation Plan outlines the strategies that CALVANS will use to engage the public in the process of transportation decisions. This plan is utilized to cultivate relations with the community and encourage interaction with the minority and non-English speaking communities. Public Notices and general information will be provided in both English and Spanish.

a. OPPORTUNITIES FOR PUBLIC COMMENT:

CALVANS routinely provides opportunities for public comment, and continually strives to find new and innovative opportunities to solicit public comments and involve all segments of the population. Comments are accepted at any time by phone, fax, email, US mail, in person, or at any open meeting. Examples of these opportunities include:

- The public is notified of monthly CALVANS Board meetings. The public is invited to attend these meetings. Meeting announcements are posted on the website, at CALVANS office, at the meeting locations.

b. ENGAGING TITLE VI PROTECTED GROUPS

CALVANS realizes that there are large segments of the population from whom input is rarely if ever received. In an effort to hear a truly representative voice of the public, CALVANS will make all significant service-related planning and policy publications available in accessible formats.

c. PUBLIC OUTREACH

CALVANS publishes monthly memos and newsletter as an on-going, proactive dissemination of service information and to cultivate public relations. This publication contains articles and features of current issues and projects. Moreover, it services as a valuable informational tool to present transportation planning to the public.

d. STAFF ACCESSIBLE

Staff is accessible in person, on the phone, by mail, by fax, or by email. Contact information is provided on the agency's website, and public notices.

e. PROVIDE SERVICE FOR THE DISABLED AND LEP

Upon advance notice, special accommodations will be provided for public meetings. These services include translators, special assistance, and or transportation.

COMPLAINTS OF DISCRIMINATION PROCEDURE

These procedures cover all complaints filed under Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, Civil Rights Restoration Act of 1987, and the Americans with Disabilities Act of 1990, relating to any program or activity administered by CALVANS as to consultants, and contractors. Intimidation or retaliation of any kind is prohibited by law. The procedures do not deny the right of the complainant to file formal complaints with other state or federal agencies or to seek private counsel for complaints alleging discrimination. Every effort will be made to obtain early resolution of complaints at the lowest level possible. The option of informal mediation meeting(s) between the affected parties and the Title VI Coordinator may be utilized for resolution.

Complaint Procedure

1. Any individual, group of individuals or entity that believes they have been subjected to discrimination prohibited by nondiscrimination requirements may file a complaint with

CALVANS. The complaint form is available in hard copy from CALVANS (Appendix 1). A formal complaint must be filed within 180 days of the alleged occurrence.

2. In cases where the complainant is unable or incapable of providing a written statement, a verbal complaint may be made. The Title VI Coordinator will interview the complainant and if necessary assist the person in converting verbal complaints to writing. All complaints must, however, be signed by the complainant or his/her representative.
3. Complaints shall state, as fully as possible, the facts and circumstances surrounding the alleged discrimination.
4. CALVANS will provide the complainant or his/her representative and any contractor (respondent) with a written acknowledgement that CALVANS has received the complaint within five (5) working days of receipt.
5. A copy of the complaint will be forwarded to CALVANS's legal council for review.
6. The Executive Director will assign an investigator to the complaint (this may be the Title VI Coordinator or other designated staff).
7. The Investigator will determine if the complaint has investigative merit:
 - a. It was received within 180 days of the alleged occurrence.
 - b. It does not appear to be frivolous or trivial.
 - c. It involves CALVANS or CALVANS contractors and not another entity.
 - d. A complaint against a contractor involves a CALVANS Federally Funded contract.
8. The complainant and contractor or other party to the complaint will be notified of the status of the complaint within 10 days of receipt of the complaint, *by registered mail*:
 - a. That the complaint will not be investigated and the reasons why the complaint does not have investigative merit.
 - b. That the complaint will be investigated and a request for additional information needed to assist the investigator.
9. The complainant or contractor must submit the requested information within 60 working days from the date of the original request. Failure of the complainant to submit additional information within the designated timeframe may be considered good cause for a determination of no investigative merit. Failure of the contractor to submit additional information within the designated timeframe may be considered good cause for a determination of noncompliance under the contract.
10. The internal investigator and/or contractor must within 15 working days, supply the Executive Director with status report of their investigation and/or resolution of the complaint.
11. Within 60 working days of the receipt of the complaint, the investigator will prepare a written report for the Executive Director.

The report shall include:

 - a. A narrative description of the incident. Including persons or entities involved.
 - b. A statement of the issues raised by the complainant and the respondent's reply to each of the allegations.

- c. Citations of relevant Federal, State and local laws, CALVANS policy etc.
 - d. Description of the investigation, including list of the persons contacted and a summary of the interviews conducted.
 - e. A statement of the investigator's finding and recommendations for disposition.
12. The investigative report and findings of the complaint will be sent to legal counsel for review.
13. The Executive Director shall, based on the information before him or her and in consult with legal counsel, make a determination on the disposition of the complaint. Determination shall be made within 10 days from Executive Director's receipt of the investigator's report.
- Examples of disposition are as follows:
- a. Complainant is found to have been discriminated against. CALVANS or Contractor is therefore in noncompliance with Title VI regulations. Reasons for the determination will be listed. Remedial actions that CALVANS or the Contractor must take will be listed.
 - b. Complaint is found to be without merit. Reasons why will be listed.
14. Notice of the Executive Director's determination will be mailed to the complainant and contractor. Notice shall include information regarding appeal rights of complainant and instructions for initiating such an appeal.
- Example of a notice of appeal follows:
- a. CALVANS will only reconsider this determination, if new facts, not previously considered.
 - b. If the complainant is dissatisfied with the determination and/or resolution set forth by CALVANS, the same complaint may be submitted to the Federal Transit Administration (FTA) for investigation. For more information, please contact the Federal Transit Administration, Office of Civil Rights, 201 Mission Street, Suite 1650; San Francisco, CA 94105 / (415) 744-3133.
15. A copy of the complaint and CALVANS's investigation report/letter of finding and Final Remedial Action Plan will be issued to FTA within 90 days of the receipt of the complaint.
16. After receiving FTA's comments, briefings may be scheduled with all relevant parties to the complaint.
17. A summary of the complaint and its resolution must be included in the annual report to the FTA.

RECORD KEEPING REQUIREMENTS

The Title VI manager shall ensure that all records relating to CALVANS's compliance to Title VI are maintained for a minimum of seven years.

Records must be available for compliance review audits.

Copies of the following material will be kept available by the Title VI Coordinator for dissemination to the public upon demand:

- CALVANS's Title VI policy.
- Audit report findings and recommendations.
- Summaries of actions taken by CALVANS to remedy audit findings.
- Complaints received and a summary of their disposition.
- Annual report to Executive Director regarding Title VI compliance.

Appendix 1

CALIFORNIA VANPOOL AUTHORITY

TITLE VI COMPLAINT FORM

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Home Telephone No: (____) _____

Work Telephone No: (____) _____

Were you discriminated against because of:

Race National Origin

Color

Other

Date of Alleged Incident: _____

Explain as clearly as possible what happened and how you were discriminated against. Indicate who was involved. Be sure to include the names and contact information of any witnesses. If more space is needed please use the back of the form.

Have you filed this complaint with any other federal, state, or local agency; or with any federal or state court? _____ Yes _____ No

If yes, check all that apply:

_____ Federal agency _____ Federal court _____ State agency

_____ State court _____ Local agency

Please provide information about a contact person at the agency/court where the complaint was filed.

Name _____

Address _____

City, State, and Zip Code _____

Telephone Number _____

Please sign below. You may attach any written materials or other information that you think is relevant to your complaint.

Signature

Date

Please mail this form to:

CALVANS
Title VI Coordinator
P.O. Box 209
Hanford CA 93232