

CALIFORNIA VANPOOL AUTHORITY

Board of Directors

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

Meeting Date: March 10, 2016

Time: 10:00 AM

Place: Kings County Association of Governments
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, 147 Fourth Street, Community Room, Gonzales, CA 93936
- Fresno Council of Governments, Huron City Hall, Council Chambers, 36311 Lassen Avenue, Huron, CA 93234
- Imperial County Transportation Commission, 1405 N Imperial Ave, Suite 1, El Centro, CA 92243 and 128 Heffeman Ave., Calexico, CA 92231
- Kern Council of Governments, Conference 1401 19th Street, Board Room, Bakersfield, CA 93301, and The Mojave Air and Space Port, Government Room, Bldg. 1434, 1434 Flight Line, Mojave, CA 93501.
- Madera County Transportation Commission, Citizens Business Bank, Room 101, 2001 Howard Road, Madera, CA 93637
- Merced County Association of Governments, Conference Room, 369 West 18th Street, Merced, CA 95340
- Santa Barbara County Association of Governments, Solvang City Hall, 1644 Oak Street Solvang, Ca. 93463
- Tulare County Association of Governments, Porterville City Hall, 291 North Main, Porterville, CA 93257
- Ventura County Transportation Commission, the Southern California Association of Governments meeting room, Conference Room, 950 County Square Drive, Suite 101, Ventura, CA 93003

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

Please note that the Brown Act requires that Board members calling in do so from one of the locations noted above. Please contact Ronald Hughes the Executive Director at least 72 hours before the meeting date and time if you plan on calling in from another location.

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 committee on any item relevant to the authority. To comment on an agenda item, speakers should notify the staff member at the meeting location, when the agenda item is announced. The 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 committee. 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 Action

- A. Minutes of January 14, 2016
- B. Final approval of the FY 15-16 Audit
- C. Declare older vehicles as surplus and authorize sale
- D. The following vans have reached the end of their usable life and are ready to be declared surplus. Staff is recommending that the vehicles be declared surplus and disposed of through the online Public Auction site used by Kings County.

4. System Update Information

- A. Parlier driver appreciation event
- B. Air Quality Improvement Program (AHSC) Grant
- C. FY 15-16 Federal funding levels published
- D. Second quarter financial update
- E. STA funding

5. Develop 2016-17 AHSC application Discussion

6. Develop Air Quality Improvement Program (AQIP) funding applications Discussion

7. Collaborate with Self-Help Enterprises on SG application Discussion

8. Approve Salary Study for Transit Aid positions Action

9. Adjournment

Attachments:

| Item | Page | Description |
|------|------|---|
| A. | 6 | Board Minutes of January 14, 2016 |
| B. | 10 | TAC Minutes of February 25, 2016 |
| C. | -- | Final FY 15-16 Audit (Attached separately) |
| D. | 13 | List of surplus vehicles |
| E. | 14 | Second Quarter Financials |
| F. | 16 | Vanpooling Your Way to Increased Federal 5307 Funds |

STAFF REPORT

3. Consent Items

A. Minutes of January 14, 2016

The attached minutes from the last meeting are ready for approval, pending any changes from the members.

B. Final approval of the FY 15-16 Budget

The Board approved the draft audit at their last meeting. The document is attached for final approval.

C. Declare older vehicles as surplus and authorize sale

The attached lists of vehicles have reached the end of their usable life and are ready to be declared surplus. They will be replaced with the new vehicles that we recently received. Staff is recommending that the vehicles be declared surplus and disposed of through the online Public Auction Site used by Kings County.

4. System Update

A. Parlier driver appreciation event

Staff recently hosted a driver appreciation event at the Parlier Senior Center for farmworker vanpool drivers. Approximately 45 individuals attended and heard presentation by the CalVans, CHP, Proteus, KCUSD Migrant Program and staff from Valley Clean Air Now. CalVans staff reviewed vanpool operating procedures that stressed safe driving and who to get contact should a driver have questions. CHP Staff reviewed driving defensively so as to avoid accidents and tickets. Proteus Staff went over the various programs they provide on education and retraining. Staff from Valley Clean Air Now went over how farmworkers could turn in an older car that does not pass smog and get a voucher for a newer more reliable car.

B. Air Quality Improvement Program (AHSC) Grant

The grant is going well. The 80 15-passenger vans have been purchased outfitted for farmworker use and will start going out this month. A number of the older vans will be replaced as this happens. The grant funds will also be used to conduct an outreach and marketing campaign that will be undertaken this spring. Staff plans on having most of the grant funds expended prior to submission of a second grant later this year.

C. FY 15-16 Federal funding levels published

The Federal funding levels have been published, showing the federal 5307 funds generated by CalVans NTD reporting. Staff is in the process of identifying funds received by those agencies. As in the past years, the funds continue to grow. Staff has prepared a paper titled "Vanpooling Your Way to Increased Federal 5307 Funds", identifying what a \$300 per vanpool investment would do.

As the paper points out, each vanpool now generates from \$9,000 to \$34,000 in federal 5307 funds that the transit agency can use to fund their local transit operations. Using LTF funds to promote rideshare

D. Second quarter financial update

Revenues and expense have remained steady through the second quarter. Revenues are slightly ahead of expenses.

E. STA Funding

CalVans was listed in the last State Controllers Report as a generator of STA funds. Staff is working with the Kings County Association of Government Staff to identify the funds and accomplish the drawdown.

5. Develop 2016-17 AHSC application

Staff attended a recent training session with AHSC Staff and was encouraged to submit an application for the upcoming cycle. AHSC Staff commented that the use of funds by CalVans to purchase vans to maintain and expand the program is a good example of a program that benefits minority communities while reducing Green House Gases.

The second application will be for \$3 million and continue the purchase of vans for the agricultural vanpool program. It will also continue and expand the outreach and marketing to the Salinas Valley and Imperial areas.

6. Develop Air Quality Improvement Program (AQUIP) funding applications

Staff prepared and submitted a grant under the AQUIP program that was not funded in FY 2015-2016. This was in part due to the fact that the AQUIP program never received funding authorization from the legislature. AQUIP believe funding will occur this year and has identified several programs that will benefit valley residents using CalVans. The first is the electric car share program that Staff put together last year. The second is the establishment of \$3 million for bringing electric vanpools to farmworkers in the valley. Staff is working closely with AQUIP Staff and will know more in the next several months.

7. Collaborate with Self-Help Enterprises on SG application

Staff has been asked to collaborate with Self Help Enterprises on an AHSC grant that will fund the development of an apartment project. The project was submitted last year and scored well except that it lacked a required transportation component. Self-Help would like to include a vanpool/shared ride component this time around to improve their chance of being approved. Staff will bring back an MOU at a later date that will define CalVans involvement in the project.

8. Approve Salary Study for Transit Aid positions

The Transit Aid position is the one that performs most outside tasks associated with support of the vanpool vehicles; this involves shuttling of vans between the office and drivers. This is done when the van needs service or repairs that cannot be done in the field. They also respond to emergencies to replace headlights, batteries, and door handles. At the office, they perform other minor repairs as needed. Van are generally cleaned and detailed before being returned to the driver.

The wage rate for the Transit Aids was established when the vanpool program was in its infancy. Since that time the scope of work has increase, as the vanpool program has matured. With the minimum wage fast approaching the first step of the pay range, Staff would like to take a look at the Transit Aid job description and see if wage rate reflects the job duties being performed. Unfortunately, the Transit Aid role is unique to CalVans and not found in the outside work force.

The study will be limited to the Transit Aid position, as the other CalVans positions have comparable positions in other government agencies. The results of the study, with recommendations will be presented a future meeting.



Minutes of Board Meeting

A regular meeting of the California Vanpool Authority was called to order by Joe Neves, Board member at 10:00 a.m. on January 14, 2016 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
 ICTC – Imperial County Transportation Commission
 KCAG – Kings County Association of Governments
 Kern COG – Kern Council of Governments
 MCTC – Madera County Transportation Commission
 MCAG – Merced County Association 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

| Area of Representation | Commissioner | Present | Absent | Joined Meeting after Roll Call |
|------------------------|---------------------------|---------|--------|--------------------------------|
| AMBAG | Scott Funk- Primary | X | | |
| Fresno COG | Sylvia Chavez- Primary | | X | |
| Kern COG | Jennifer Wood- Alternate | X | | |
| KCAG | Joe Neves- Primary | X | | |
| MCAG | Jerry O'Banion- Primary | X | | |
| MCTC | Robert Poythress- Primary | | X | |
| ICTC | Maritza Hurtado- Primary | | X | |
| SBCAG | Jim Richardson- Primary | X | | |
| TCAG | Cameron Hamilton- Primary | X | | |
| VCTC | James White- Primary | X | | |

Counsel present: Zack Smith

Staff/Visitors in attendance: Ron Hughes, Baldev Randawa, and Susie Nava from CalVans. Silvia --- with Caltrans. Bob Campell and Susan Snoddy with Kern COG, and Jeffery Markarian with Dedekian, George, Small & Markarian.

2. UNSCHEDULED APPEARANCES:

No unscheduled appearances.

3. CONSENT CALENDAR:

- A). Approval of Minutes from 11/12/2015
- B). Declare vehicles surplus and authorize their sales

| | | | |
|----------------------------------|--------------------------------|------------|----------------|
| Motion Made By: | Commissioner Wood | | |
| 2nd Motion By: | Commissioner Richardson | | |
| Motion (Pass/Fail) | Pass | | |
| Commissioner | Yea | Nay | Abstain |
| Scott Funk | X | | |
| Sylvia Chavez | | | Absent |
| Jennifer Wood | X | | |
| Joe Neves | X | | |
| Jerry O'Banion | X | | |
| Robert Poythress | | | Absent |
| Maritza Hurtado | | | Absent |
| Jim Richardson | X | | |
| Cameron Hamilton | X | | |
| James White | X | | |

4. SYSTEM UPDATE

A. Receipt of Kudos Award from CA Partnership for the San Joaquin Valley

CalVans received a plaque in recognition of the contribution that CalVans has done is assisting in the reduction of greenhouses gases due to Vanpools use.

B. First Quarter Financial

The financial report is conducted in accrual basis and is currently balanced.

C. Ag Ridership shows 25% growth in miles traveled

Farmworker vans are tracked by miles driven every day. Since FY 11-12, these miles have been tracked, and this information is used for budget analysis. Using this data, this current year to date miles shows 25% more miles traveled compared to last year. The change in information is due to the miles traveled from Salinas Valley to Imperial. Current estimates show that the miles traveled will continue to increase grower contractors using vouchers. It is anticipated that this will help the budget for next year.

D. Increase in Parking and Transit Benefits

The increase in federal transit benefits will not assist the average employee. However, federal employees going to military bases, IRS and other federal employment, will receive an increase in federal transit to \$255 a month. This will assist those employers that provide vouchers for their employees will be allowed to show the employee benefit up to \$255 monthly.

5. APPROVE LOBBYIST

In effort to tap into the 2.3 billion dollars in Cap and Trade funds that are available, it was suggested that CalVans obtain the services of a lobbyist. The discussion of how these funds will be distributed will be determined within the next six months and it is important that CalVans be part of that discussion. Cap and Trade funds were used to purchase and outfit the most recent 80 vans. Legislation of how the additional funds will be allocated with in the next 6 months and it is imperative that CalVans be identified for the Ag vanpool activity on an ongoing yearly basis rather than apply on a yearly basis for a grant. Ag vanpool users are low income and minority groups a group that is targeted for of 25% of the funds. The lobbyist services will be to secure 6 months at \$3000 a month.

| | | | |
|----------------------------------|---------------------------|------------|----------------|
| Motion Made By: | Commissioner Funk | | |
| 2nd Motion By: | Commissioner White | | |
| Motion (Pass/Fail) | Pass | | |
| Commissioner | Yea | Nay | Abstain |
| Scott Funk | X | | |
| Sylvia Chavez | | | Absent |
| Jennifer Wood | X | | |
| Joe Neves | X | | |
| Jerry O'Banion | X | | |
| Robert Poythress | | | Absent |
| Maritza Hurtado | | | Absent |
| Jim Richardson | X | | |
| Cameron Hamilton | X | | |
| James White | X | | |

6. APPROVE FY 2014-2015 FINANCIAL REPORT

The FY 2014-2015 Audit was amended on page 25 with the current lease agreement. Deprecation had a negative impact on the report, but that is due to the aging vans. Jeffery Markarian reviewed with the board CalVans current pension plan and the state of that balance. As of 6/30/2015, CalVans has a net plan asset in their pension.

| | | | |
|----------------------------------|--------------------------------|------------|----------------|
| Motion Made By: | Commissioner Richardson | | |
| 2nd Motion By: | Commissioner Wood | | |
| Motion (Pass/Fail) | Pass | | |
| Commissioner | Yea | Nay | Abstain |
| Scott Funk | X | | |
| Sylvia Chavez | | | Absent |
| Jennifer Wood | X | | |
| Joe Neves | X | | |

| | | | |
|------------------|---|--|--------|
| Jerry O'Banion | X | | |
| Robert Poythress | | | Absent |
| Maritza Hurtado | | | Absent |
| Jim Richardson | X | | |
| Cameron Hamilton | X | | |
| James White | X | | |

7. 2016 Meeting Calendar

Ron issued the 2016 meeting calendar and advised members that this calendar is subject to change.

8. MISCELLANEOUS COMMENTS

None at this time.

9. NEXT MEETING DATE.

The next Board meeting is scheduled for Thursday, March 10, 2016 at 10:00 a.m.
The meeting was adjourned at 10:22 a.m.

Respectfully submitted,

Ronald H. Hughes
Executive Director

1/29/16 sn



Technical Advisory Committee Minutes

A special meeting of the California Vanpool Authority Technical Advisory Committee was held on February 25, 2016 at 1:30 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
- ICTC – Imperial County Transportation Commission
- Kern COG – Kern Council of Governments
- KCAG – Kings County Association of Governments
- MCTC – Madera County Transportation Commission
- Merced COG – Merced County Association of Governments
- SBCAG – Santa Barbara County Association of Governments
- TCAG – Tulare County Association of Governments
- VCTC – Ventura County Transportation Commission

1. ROLL CALL AND ATTENDANCE

| Area of Representation | TAC Member | Present | Absent | Joined Meeting after Roll Call |
|------------------------|-----------------------------|---------|--------|--------------------------------|
| AMBAG | | | X | |
| Fresno COG | | | X | |
| Kern COG | Susanne Campbell | | | Joined @ 1:34pm |
| KCAG | Teresa Nickell & Terri King | X | | |
| MCAG | Natalia Austin | X | | |
| MCTC | Amelia Erinson | X | | |
| ICTC | | | X | |
| SBCAG | Kent Eppersen | | | Joined @ 1:34pm |
| TCAG | | | X | |
| VCTC | Alan Holmes | X | | |

Ron Hughes, Baldev Randhawa, Georgina Cardenas and Susie Nava from CalVans were also in attendance, as well as Lisa Rheinheimer from Monterrey-Salinas Transit.

2. PUBLIC COMMENT

No comments were received.

3. CONSENT ITEMS

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.

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A). Minutes of 1/7/2016

Minutes amended to reflect the change of next TAC meeting on 2/25/2016 on page 3

| | |
|----------------------------------|------------------------------------|
| Motion Made By: | Alan Holmes |
| 2nd Motion By: | Teresa Nickell |
| Motion (Pass/Fail) | Pass//Kent Eppersen abstain |

B). Final Approval of FY 2015-2016 Audit

| | |
|----------------------------------|-------------------------|
| Motion Made By: | Susanne Campbell |
| 2nd Motion By: | Amelia Erinson |
| Motion (Pass/Fail) | Pass |

4. SYSTEM UPDATE

A. Parlier Driver Appreciation Event

This event was put together in collaboration with the Valley Clean Air Coalition; other partners include CHP, Proteus and Parlier Migrant Family Program. Vanpool users had a chance to ask questions and receive information on each of the programs. CalVans anticipates on holding more of these events throughout the Valley using the AHSC grant funds.

B. Air Quality Improvement Grant (AHSC Grant)

CalVans has secured all vehicles and is working on the agreement to be reimbursed for the funds spent. At this point, CalVans is on track to have all funds spent in time for the next grant funding cycle.

C. FY 2016-2017 Federal Funding Levels

Funding levels for the federal 5307 funds has been published. CalVans is currently working on determining amounts generated for each individual agency, and providing the requested back up for the numbers. Depending on the agency, CalVans will either provide information on the STIC or 5307 funding. CalVans is making the argument to use LFT funds to grow the number of Vanpools, which would in turn increase agencies overall 5307 funds.

D. 2nd quarter financial

Second quarter financials are attached. This report is based on the accrual method and is complete at this time.

5. Review the Process of Drawing Down STA Funds

CalVans has talked to KCAG regarding drawing down STA funds based on data reported by the State Controllers' office. Terri stated that the State Controllers' office neglected to show the distribution based on the revenue share, as they normally do. Therefore, KCAG will need to determine the distribution level for the funds going to CalVans.

6. Develop 2016-2017 AHSC application

With encouragement from the state, CalVans is participating in the same application process as last year. The application will be the same as last year, 80 vehicles and marketing/outreach with a request for three million dollars.

7. Develop 2016-2017 Air Quality Improvement Program(AQUIP) application

In 2015-2016, the AQUIP funding was not authorized by the legislature. However, this year funding has been ensured, the grant will be for Electric Farmworker vans, and a resubmittal of last year's car-share program. CalVans is currently in fact-finding steps. There is no current vendor for an electric van, so there will be some accommodation needed to meet this requirement.

8. Collaborate with Self-Help Enterprises on SG Application

In 2015-2016, Self-Help Enterprises submitted a grant of the development of an apartment complex. Their application lacked a transportation component so they were unable to secure the grant. They are looking to collaborate with CalVans to include a vanpool element as well as car share for the residents of the unit.

9. Approval Salary Study for Transit Aide Positions

| | |
|----------------------------|----------------|
| Motion Made By: | Kent Eppersen |
| 2 nd Motion By: | Natalia Austin |
| Motion (Pass/Fail) | Pass |

7. MISC COMMENTS

None

8. ANNOUNCE NEXT MEETING DATE

The next TAC meeting is scheduled for Thursday, March 24, 2016 at 1:30p.m.

ADJOURNMENT

The meeting was adjourned at 1:55 p.m.

Respectfully submitted



Ron Hughes
Executive Director

3/2/2016sn

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Vehicles being declared surplus

| Van # | Year | Make | Model | VIN | Lic # | Mileage |
|-------|------|------|---------|-------------------|---------|---------|
| 581 | 2007 | GMC | Savana | 1GJHG39U271235471 | 1255501 | 112,476 |
| 643 | 2007 | GMC | Savana | 1GJHG39U771236289 | 1255498 | 116,214 |
| 644 | 2007 | GMC | Savana | 1GJHG39U171237454 | 1255505 | 113,260 |
| 645 | 2007 | GMC | Savana | 1GJHG39U271236510 | 1255495 | 105,684 |
| 646 | 2007 | GMC | Savana | 1GJHG39U171234554 | 1255548 | 136,847 |
| 647 | 2007 | GMC | Savana | 1GJHG39U071237283 | 1255507 | 110,673 |
| 648 | 2007 | GMC | Savana | 1GJHG39U271237267 | 1255508 | 106,071 |
| 649 | 2007 | GMC | Savana | 1GJHG39UX71237033 | 1255509 | 115,974 |
| 653 | 2007 | GMC | Savana | 1GJHG39U571236436 | 1255496 | 105,452 |
| 654 | 2007 | GMC | Savana | 1GJHG39UX71236335 | 1255497 | 112,445 |
| 655 | 2007 | GMC | Savana | 1GJHG39U271241044 | 1255524 | 95,613 |
| 656 | 2007 | GMC | Savana | 1GJHG39U571235867 | 1255499 | 107,077 |
| 657 | 2007 | GMC | Savana | 1GJHG39U271241691 | 1255486 | 119,497 |
| 658 | 2007 | GMC | Savana | 1GJHG39U671242407 | 1255519 | 104,770 |
| 660 | 2007 | GMC | Savana | 1GJHG39U971241946 | 1255522 | 119,705 |
| 661 | 2007 | GMC | Savana | 1GJHG39U771243095 | 1255491 | 122,439 |
| 662 | 2007 | GMC | Savana | 1GJHG39U471241742 | 1255487 | 101,267 |
| 663 | 2007 | GMC | Savana | 1GJHG39U471242230 | 1255520 | 112,162 |
| 664 | 2007 | GMC | Savana | 1GJHG39U871244420 | 1255546 | 102,918 |
| 665 | 2007 | GMC | Savana | 1GJHG39U971243857 | 1255493 | 129,133 |
| 666 | 2007 | GMC | Savana | 1GJHG39U071241186 | 1255513 | 146,387 |
| 668 | 2007 | GMC | Savana | 1GJHG39U871243462 | 1255492 | 97,608 |
| 669 | 2007 | GMC | Savana | 1GJHG39U771244361 | 1255545 | 112,098 |
| 670 | 2007 | GMC | Savana | 1GJHG39U971241249 | 1255514 | 112,049 |
| 671 | 2007 | GMC | Savana | 1GJHG39U771242934 | 1255490 | 145,893 |
| 672 | 2007 | GMC | Savana | 1GJHG39U371242459 | 1255544 | 110,047 |
| 673 | 2007 | GMC | Savana | 1GJHG39U871242523 | 1255488 | 109,366 |
| 674 | 2007 | GMC | Savana | 1GJHG39U071243228 | 1255494 | 95,378 |
| 675 | 2007 | GMC | Savana | 1GJHG39UX71244726 | 1255504 | 127,006 |
| 676 | 2007 | GMC | Savana | 1GJHG39U471243605 | 1255517 | 115,138 |
| 677 | 2007 | GMC | Savana | 1GJHG39U171244792 | 1255503 | 183,441 |
| 678 | 2007 | GMC | Savana | 1GJHG39U371243630 | 1255515 | 129,705 |
| 679 | 2007 | GMC | Savana | 1GJHG39U071244184 | 1255516 | 159,411 |
| 680 | 2007 | GMC | Savana | 1GJHG39U371243935 | 1255511 | 117,037 |
| 681 | 2007 | GMC | Savana | 1GJHG39U571242558 | 1255489 | 123,402 |
| 682 | 2007 | GMC | Savana | 1GJHG39U771241959 | 1255521 | 100,948 |
| 683 | 2007 | GMC | Savana | 1GJHG39U571244567 | 1255547 | 125,021 |
| 684 | 2007 | GMC | Savana | 1GJHG39U771241914 | 1255523 | 114,926 |
| 705 | 2007 | GMC | Savana | 1GJHG39U271241089 | 1255512 | 132,012 |
| 706 | 2007 | GMC | Savana | 1GJHG39U471253163 | 1255543 | 141,589 |
| 707 | 2007 | GMC | Savana | 1GJHG39U871253196 | 1255518 | 121,034 |
| 830 | 2007 | GMC | EXPRESS | 1GAHG39U171186411 | 1237558 | 111,277 |
| 831 | 2007 | GMC | EXPRESS | 1GAHG39U871182890 | 1237557 | 107,997 |
| 832 | 2007 | GMC | EXPRESS | 1GAHG39U371240937 | 1237559 | 106,308 |

BUDGET UNIT ALL- Cal Van Expenses

| Title | Account | FY 15/16 Budget | Amended Budget | FY 14/15 Accrual | 8% Jul-15 | 17% Aug-15 | 25% Sep-15 | 33% Oct-15 | 42% Nov-15 | 50% Dec-15 | 12/31/15 Accrual | Reclass ADJ | Total YTD | % of Budget Spent |
|------------------------------------|----------|-----------------|----------------|------------------|-----------|------------|------------|------------|------------|------------|------------------|-------------|--------------|-------------------|
| Salaries & Employee Benefits | | | | | | | | | | | | | | |
| Regular Employees | 82110010 | 1,257,040 | 1,257,040 | (34,207) | 95,684 | 93,412 | 94,182 | 140,678 | 91,332 | 91,010 | 41,236 | - | 613,328.63 | 49% |
| Extra Help | 82110020 | 20,000 | 20,000 | - | - | - | - | - | - | - | - | - | - | 0 |
| Overtime | 82110030 | 100,000 | 100,000 | (3,463) | 9,035 | 6,274 | 6,520 | 7,605 | 6,918 | 4,577 | 2,254 | - | 39,740.23 | 40% |
| Retirement | 82120000 | 156,998 | 156,998 | (3,397) | 10,335 | 10,333 | 10,430 | 15,188 | 10,134 | 10,027 | 4,298 | - | 67,346.78 | 43% |
| Health Insurance | 82130000 | 213,500 | 213,500 | (4,76) | 14,335 | 14,335 | 14,335 | 14,335 | 13,954 | 13,954 | 992 | - | 85,248.96 | 40% |
| MGMT Benefits/Life | 82130010 | 15,000 | 15,000 | (4,76) | 876 | 913 | 448 | 644 | 400 | 1,728 | 992 | - | 5,525.13 | 37% |
| Insurance-Workcomp | 82131000 | 110,000 | 110,000 | - | 8,519 | 8,519 | 8,519 | 8,519 | 8,523 | 21 | 94 | - | 42,714.04 | 39% |
| Unemployment Insurance | 82140000 | 16,000 | 16,000 | (39) | 82 | - | - | - | - | - | 2,489 | - | 2,531.49 | 16% |
| Social Security/Medicare | 82151000 | 21,850 | 21,850 | (523) | 1,451 | 1,375 | 1,390 | 2,076 | 1,357 | 1,318 | 601 | - | 9,046.13 | 41% |
| Total Salaries & Employee Benefits | | 1,910,388 | 1,910,388 | (42,104) | 140,337 | 135,152 | 135,825 | 189,045 | 132,618 | 122,636 | 51,962 | - | 865,481.39 | 45% |
| Services & Supplies | | | | | | | | | | | | | | |
| Communications | 82212000 | 350,000 | 350,000 | (43,044) | 33,006 | 48,925 | 28,453 | 3,324 | 22,844 | 31,357 | 39,461 | - | 164,323.68 | 47% |
| Insurance | 82215000 | 936,000 | 936,000 | - | 76,983 | 74,654 | 74,652 | 72,387 | 60,790 | 4,598 | - | - | 364,064.11 | 39% |
| Maintenance - Equipment | 82217000 | 968,992 | 968,992 | (65,665) | 63,025 | 100,463 | 80,226 | 116,836 | 119,456 | 157,289 | 74,773 | - | 646,401.67 | 67% |
| Maintenance - Accident Rep | 82217012 | 30,000 | 30,000 | (8,506) | 8,506 | 3,403 | - | 8,513 | 10,883 | 9,118 | 19,175 | - | 51,092.47 | 170% |
| Fuel and Oil | 82217020 | 3,114,475 | 3,114,475 | (133,912) | 259,739 | 284,657 | 247,074 | 215,760 | 207,249 | 156,180 | 86,374 | - | 1,323,119.17 | 42% |
| Maintenance - SIGG | 82218000 | 11,952 | 11,952 | - | 996 | 996 | 996 | 1,131 | 996 | 996 | - | - | 6,111.16 | 51% |
| Memberships | 82220000 | 8,000 | 8,000 | - | - | - | 4,660 | - | - | - | - | - | 4,660.00 | 58% |
| Cash Shortage | 82221010 | - | - | - | - | - | - | - | - | 5,996 | - | - | 5,996.00 | not budgeted |
| Office Expense | 82222000 | 37,350 | 37,350 | (1,794) | 2,075 | 1,126 | 3,625 | 8,726 | 1,798 | 3,086 | 3,203 | - | 21,844.70 | 58% |
| Bank Charges | 82222005 | 8,000 | 8,000 | - | - | - | - | 1,364 | 745 | - | 747 | - | 2,856.11 | 36% |
| Record Storage | 82222015 | - | - | - | 80 | - | - | - | - | - | - | - | 80.00 | not budgeted |
| Postage & Freight | 82222030 | 20,000 | 20,000 | (1,796) | 1,796 | 2,788 | 696 | 1,689 | 1,564 | 785 | - | - | 7,521.68 | 38% |
| Computer Software Expense | 82222045 | 3,500 | 3,500 | - | - | 393 | 349 | - | - | - | 412 | - | 1,154.65 | 33% |
| Prof & Spec Services | 82223000 | 202,290 | 202,290 | (21,661) | 33,595 | 12,821 | 12,965 | 33,330 | 44,617 | 44,210 | 28,589 | - | 188,466.01 | 93% |
| Legal Expenses | 82223005 | 20,000 | 20,000 | (639) | 639 | 760 | 882 | 1,740 | 750 | 275 | - | - | 4,406.92 | 22% |
| Outreach Expense | 82223035 | 50,000 | 50,000 | - | - | 1,540 | 10,424 | - | 4,365 | 790 | 1,465 | - | 18,583.56 | 37% |
| Auditing & Accounting | 82223040 | 35,000 | 35,000 | (3,750) | 3,750 | - | - | - | 6,250 | 18,875 | - | - | 25,125.00 | 72% |
| Fitness Examinations | 82223100 | 51,600 | 51,600 | (6,895) | 6,700 | 4,590 | 3,313 | 6,572 | 1,405 | 8,371 | 7,784 | - | 31,839.17 | 62% |
| Supplies & Materials | 82223135 | 25,000 | 25,000 | (10,125) | 10,125 | 11,584 | 3,446 | 9,559 | 16,436 | 18,729 | 16,393 | - | 76,147.29 | 305% |
| Pubs & Legal Notices | 82224000 | 1,000 | 1,000 | (174) | 174 | 136 | - | - | 138 | 60 | - | - | 333.90 | 33% |
| Rents & Leases - Equipment | 82225000 | 617,135 | 617,135 | (574) | 50,881 | 50,881 | 50,881 | 50,881 | 55,935 | 50,039 | - | - | 309,498.10 | 50% |
| Rents Office Space | 82226010 | 68,500 | 68,500 | - | 3,187 | 3,313 | 4,113 | 2,913 | 2,913 | 4,909 | - | - | 20,774.13 | 30% |
| Small Tools | 82227000 | 500 | 500 | - | - | - | - | - | - | - | 150 | - | 149.54 | 30% |
| Purchasing Charges | 82228200 | 9,623 | 9,623 | - | - | 346 | 288 | 230 | 115 | 115 | - | - | 1,094.59 | 11% |
| In Services Training | 82228465 | 5,000 | 5,000 | - | - | - | 50 | 248 | - | 50 | - | - | 348.40 | 7% |
| Motor Pool Service | 82229010 | - | - | - | - | - | - | - | - | - | - | - | - | not budgeted |
| Travel & Expense | 82229010 | 26,500 | 26,500 | (1,704) | 1,704 | 580 | 488 | 1,815 | 495 | 1,623 | 1,093 | - | 6,094.31 | 23% |
| Utilities | 82230000 | 56,000 | 56,000 | (6,754) | 416 | 6,555 | 3,468 | 3,074 | 6,569 | 2,874 | 3,955 | - | 20,157.54 | 36% |
| Loan Principal Repayments | 82302100 | - | - | - | - | - | - | - | - | - | - | - | - | not budgeted |
| Interest Expense | 82305100 | - | - | - | - | - | - | - | - | - | - | - | - | not budgeted |
| Administrative Allocation | 82314000 | - | - | - | - | - | - | - | - | - | - | - | - | not budgeted |
| Information Tech Services | 82314050 | 54,688 | 54,688 | - | 4,304 | 4,032 | 4,032 | 4,032 | 4,032 | 4,032 | - | - | 24,463.64 | 45% |
| Cap Charges | 82314060 | 7,566 | 7,566 | - | - | - | 5,738 | - | - | 5,738 | - | - | 11,475.00 | 152% |
| Loss of Sale of Fixed Asset | 89226360 | - | - | - | - | - | - | - | - | - | - | - | - | not budgeted |
| Total Services & Supplies | | 6,721,776 | 6,721,776 | (306,994) | 561,600 | 614,623 | 540,816 | 544,125 | 570,344 | 530,857 | 283,574 | - | 3,338,944.50 | 50% |

14

Vanpooling Your Way to Increased Federal 5307 Funds

Transit agencies located in urbanized areas (UZA's) receive a Federal 5307 apportionment based on their annual reporting into the National Transit Database (NTD) system. This reporting includes how far buses travel, how long they spend traveling, how many riders are carried and the cost to provide the service. Generally, the larger the system, the more 5307 funds are received.

Transit agencies outside of a UZA, but serving the UZA area, may also report passenger data related to trips that began or ended in the UZA. Vanpool trips are an example of a type of transit trip that may contribute substantial ridership data to a UZA. The reporting of the trips is done by the vanpool provided on behalf of the UZA. 5307 funds generated by the additional reporting stays with the transit agency serving the UZA, it does not return to the agency that reported the passenger data.

CalVans travels across many UZA's and is a reporting transit agency, and thus generates additional funds for local transit agencies thru which it travels. The following chart breaks down the most recent 5307 Federal funding generated by CalVans reporting, the number of vanpools reported and the average annual return of 5307 funding per vanpool reported:

| Agency | 15/16 5307 Funding | VPs Reported | 5307 \$ per VP |
|-------------|--------------------|--------------|----------------|
| Bakersfield | \$ 351,344 | 20 | \$ 17,567 |
| El Centro | \$ 378,864 | 11 | \$ 34,442 |
| Fresno | \$ 2,496,971 | 94 | \$ 26,564 |
| Hanford | \$ 947,160 | 101 | \$ 9,378 |
| Paso Robles | \$ 189,432 | 7 | \$ 27,062 |
| Porterville | \$ 189,432 | 21 | \$ 9,021 |
| Salinas | \$ 378,864 | 36 | \$ 10,524 |
| Santa Maria | \$ 378,864 | 15 | \$ 25,258 |
| Visalia | \$ 1,476,444 | 71 | \$ 20,795 |

As the chart shows, the return to the agency ranges from \$9,000 to \$34,000 per vanpool, depending on the size of the agency and number of vanpools reported. Increasing the number of vanpools results in a corresponding increase in 5307 funds.

Calculating the increase funding vanpools bring to larger UZAs is pretty straight forward, as each additional vanpool generates additional value as shown on the table above. However, the return for small UZAs receiving STIC (Small Transit Intensive Cities Program) points – which rewards high levels of transit service in small cities is dependent on the number of additional points the added vanpools generate. If they receive no additional points they will not receive any additional 5307 funds.

The following chart shows the 5307 funds generated for the agencies CalVans is now reporting for, less an assumed \$300 per month investment per vanpool.

| Transit Area | # of Vans | Monthly support of \$300 per VP | Annual VP Support | Increase in 5307 funding | ¹ Return on VP investment |
|--------------|-----------|---------------------------------|-------------------|--------------------------|--------------------------------------|
| Bakersfield | 50 | \$ 15,000 | \$ 180,000 | \$ 878,350 | \$ 698,350 |
| Bakersfield | 100 | \$ 30,000 | \$ 360,000 | \$ 1,756,700 | \$ 1,396,700 |
| Bakersfield | 200 | \$ 60,000 | \$ 720,000 | \$ 3,513,400 | \$ 2,793,400 |
| Fresno | 50 | \$ 15,000 | \$ 180,000 | \$ 1,328,200 | \$ 1,148,200 |
| Fresno | 100 | \$ 30,000 | \$ 360,000 | \$ 2,656,400 | \$ 2,296,400 |
| Fresno | 200 | \$ 60,000 | \$ 720,000 | \$ 5,312,800 | \$ 4,592,800 |
| Visalia | 50 | \$ 15,000 | \$ 180,000 | \$ 1,039,750 | \$ 859,750 |
| Visalia | 100 | \$ 30,000 | \$ 360,000 | \$ 2,079,500 | \$ 1,719,500 |
| Visalia | 200 | \$ 60,000 | \$ 720,000 | \$ 4,159,000 | \$ 3,439,000 |
| Santa Maria | 38 | \$ 11,400 | \$ 136,800 | \$ 378,864 | \$ 242,064 |
| Salinas | 32 | \$ 9,600 | \$ 115,200 | \$ 568,296 | \$ 453,096 |
| El Centro | 54 | \$ 16,200 | \$ 194,400 | \$ 378,864 | \$ 184,464 |
| Porterville | 30 | \$ 9,000 | \$ 108,000 | \$ 568,296 | \$ 460,296 |

Increasing the number of vanpool can be accomplished by marketing and outreach and providing financial incentive for new vanpools. Funding for such an effort can come from Local Transportation Funds (LTF). An incentive of \$300 per month per vanpool ¹would cost \$3,600 per year, but would return 3 to 4 times that amount in 5307 funds. It is possible to increase overall transit funding while encouraging increased vanpool use. The **key** to this increased funding is that **all trips are recorded and reported on behalf of the agency providing the support**. CalVans reports this data on your behalf.

Ridesharing Services, as defined within Section 99211.5 of TDA Statutes means a comprehensive organized effort which is designed to reduce the number of vehicles on the highway during peak travel periods within a defined area by encouraging the planning and marketing of high-occupancy vehicle facilities, increases in the number of passengers per vehicle in vehicles for ridesharing, alternate work schedules, and other transportation demand management strategies among employers and commuters.

The use of LTF funds in this fashion does not require an operating revenue ratio normally required for support of bus operation. Section 99268.16 states; notwithstanding subdivision (a) of Section 99247, the cost of providing rideshare services are excluded from operating cost.

Attached are the appropriate sections of the TDA Statutes related to ridesharing activities that supports these statements.

County as Municipal Operator

99209.1

"Municipal operator" also means any county which is located in part within a transit district and which operates a public transportation system in the unincorporated area of the county not within the area of the district.

Operates

99209.5

"Operates" for purposes of Sections 99209 and 99215, and "operation" for purposes of paragraph (1) of subdivision (b) of Section 99289, mean that the operator owns or leases the equipment, establishes routes and frequency of service, regulates and collects fares, and otherwise controls the efficiency and quality of the operation of the system, but does not require that operators of rolling stock be employees of a public agency.

Operator

99210

"Operator" means any transit district, included transit district, municipal operator, included municipal operator, or transit development board.

Operator

99210.1

"Operator" also means the San Joaquin Regional Rail Commission for operation of commuter rail services.

Added by Chapter 615, Statutes of 2004 (SB 1233)

Public Transportation System

99211

"Public transportation system" means any system of an operator, which provides transportation services to the general public by any vehicle which operates on land or water, regardless of whether operated separated from or in conjunction with other vehicles.

Ridesharing Services

99211.5

"Ridesharing services" means a comprehensive organizational effort which is designed to reduce the number of vehicles on the highways during peak travel periods within a defined area by encouraging the planning and marketing of high-occupancy vehicle facilities, increases in the number of passengers per vehicle in vehicles used for ridesharing, alternative work schedules, and other transportation demand management strategies among employers and commuters.

Secretary

99212

"Secretary" means the Secretary of the Business, Transportation and Housing Agency.

and the actual fare revenues for the fiscal year that the required ratio was not maintained. The penalty year shall be the fiscal year that begins one year after the end of the fiscal year during which the required ratio was not maintained.

An operator subject to this subdivision shall demonstrate to the transportation planning agency, the county transportation commission, or the San Diego Metropolitan Transit Development Board how it will achieve the required ratio of fare revenues during any penalty year.

- (b) The first fiscal year for which an operator does not maintain the required ratio of fare revenues to operating cost is deemed a grace year, and shall not result in any penalty nor loss of eligibility for funds under this article.

Waivers of Ratios for Labor Disputes

99268.11

Sections 99268.3, 99268.4, and 99268.9 may be waived by the transportation-planning agency with respect to an operator during any fiscal year in which both of the following occurred, if the waiver is necessary to enable the operator to provide vital public transportation services:

- (a) The operator sustained two separate work stoppages for 15 days or longer due to labor disputes.
- (b) At least one of the work stoppages was not related to a labor dispute with the operator.

Reduced Ratios for Base Year Operations

99268.12

Notwithstanding Sections 99268.2 and 99268.3, the transportation planning agency or the county transportation commission may set the required ratio of fare revenue to operating cost at not less than three-twentieths for an operator in a county with a population of 500,000 or less and serving an urbanized area where funds may be allocated under Article 8 (commencing with Section 99400). Prior to setting the required ratio, the transportation planning agency or the county transportation commission shall make findings specifying the reasons for its action.

Exclusion of Ridesharing Services Costs

99268.16

Notwithstanding subdivision (a) of Section 99247, the costs of providing ridesharing services are excluded from operating costs.

Exclusion of Complementary Paratransit Services Costs

99268.17

- (a) Notwithstanding subdivision (a) of Section 99247, the additional operating costs required to provide comparable complementary paratransit service as required by Section 37.121 of Title 49 of the Code of Federal Regulations, pursuant to the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12101 et seq.), as identified in the operator's paratransit plan pursuant to Section 37.139 of Title 49 of the Code of Federal Regulations that exceed the operator's costs required to provide comparable complementary paratransit service in the prior year as adjusted by the Consumer Price Index, shall be excluded from the definition of operating cost

and the contracting with common carriers of persons operating under a franchise or license to provide services during peak hours, as defined in subdivision (a) of Section 99260.2.

The performance audit may include performance evaluations both for the entire system and for the system excluding special, new, or expanded services instituted to test public transportation service growth potential.

- (e) The performance audit prepared pursuant to this section shall be made available to the public pursuant to the provisions of the California Public Records Act (Chapter 3.5 (commencing with Section 6250) of Division 7 of Title 1 of the Government Code).

Amended by Chapter 354, Statutes of 2003 (AB 813)

Performance Measure Definitions

99247

For purposes of Section 99246, and as used elsewhere in this article:

- (a) "Operating cost" means all costs in the operating expense object classes exclusive of the costs in the depreciation and amortization expense object class of the uniform system of accounts and records adopted by the Controller pursuant to Section 99243, and exclusive of all subsidies for commuter rail services operated under the jurisdiction of the Interstate Commerce Commission and of all direct costs for providing charter services, and exclusive of all vehicle lease costs.
- (b) "Operating cost per passenger," means the operating cost divided by the total passengers.
- (c) "Operating cost per vehicle service hour," means the operating cost divided by the vehicle service hours.
- (d) "Passengers per vehicle service hour" means the total passengers divided by the vehicle service hours.
- (e) "Passengers per vehicle service mile" means the total passengers divided by the vehicle service miles.
- (f) "Total passengers" means the number of boarding passengers, whether revenue producing or not, carried by the public transportation system.
- (g) "Transit vehicle" means a vehicle, including, but not limited to, one operated on rails or tracks, which is used for public transportation services funded, in whole or in part, under this chapter.
- (h) "Vehicle service hours" means the total number of hours that each transit vehicle is in revenue service, including layover time.
- (i) "Vehicle service miles" means the total number of miles that each transit vehicle is in revenue service.
- (j) "Vehicle service hours per employee" means the vehicle service hours divided by the number of employees employed in connection with the public transportation system, based on the

charter originating in the same service area of the public transportation system during the prior year.

- (c) All charter bus service rates shall be reviewed and adjusted not less than semiannually to reflect variations in actual and assumed costs, as well as private charter bus carrier rates.
- (d) If the operator of a public transportation system determines that there is a public need that cannot otherwise be met, the operator may provide charter bus services to charitable or public service organizations at direct cost, not to exceed ten thousand dollars (\$10,000) or a total of 40 charter buses per year, whichever occurs first.
- (e) This section does not apply to charter bus services, which are incidental to the holding of the Olympic Games in Los Angeles during the period of May 1, 1984, to September 30, 1984, if the public transportation system establishes charter bus rates for those services which are sufficient to pay all fully allocated costs related to those services, which are at least equal to the average of the lowest rates charged by the three largest private charter party carriers operating similar service within Los Angeles County, and which contribute financially to the reduction of deficits incurred by the system in the operation of scheduled route service.

New Transit Services Cost Comparison Analysis

99250.5

- (a)
 - (1) At any publicly noticed meeting of the governing body of an operator, a representative of a private transportation service provider may request the operator to perform a cost comparison analysis of public transit service provided by vehicles equipped with rubber tires before the governing body acts on a route restructuring or service addition under consideration. The operator may agree to perform a cost comparison analysis pursuant to this section or alternatively, may so agree on the condition that the private transportation service provider that requested the cost comparison analysis agrees to pay the operator's actual cost of conducting the analysis. If the operator agrees to perform the cost comparison analysis, the private transportation service provider requesting the cost comparison analysis shall supply any information necessary and relevant to complete the analysis.
 - (2) Nothing in this section shall be construed to require operators to perform a cost comparison analysis. At its sole discretion, the operator's governing body may elect not to perform a cost comparison analysis. However, if the governing body determines not to perform a cost comparison analysis, it shall specify the reasons for that determination in a resolution adopted at a publicly noticed meeting.
- (b) For purposes of this section, the following terms have the following meanings:
 - (1) "Cost comparison analysis" means a study of the route restructuring or service addition under consideration by the operator, that compares the cost to the operator of directly providing those services compared to the cost to the operator of procuring those services from private entities. The study shall utilize a full cost allocation method that is consistent with generally accepted cost allocation principles.

FACTORS AND UNIT VALUES FOR AREAS 200,000 TO 1 MILLION IN POPULATION

Fresno UZA

| Fresno 2014 NTD DATA | | FISCAL YEAR 2016 APPORTIONMENT DATA UNIT VALUES | |
|----------------------|---------------|---|-----------------|
| POPULATION | 654,628 | POPULATION | \$ 3,155,665,80 |
| POPULATION X DENSITY | 2,501,922,753 | POPULATION X DENSITY | \$ 0.00124646 |
| REVENUE MILES | 4,964,227 | BUS REVENUE VEHICLE MILE | \$ 0.53144125 |
| PASSENGER MILE | 32,127,655 | BUS INCENTIVE | \$ 0.01004944 |
| LOW INCOME | 235,018 | LOW INCOME | \$ 2.23421852 |
| OPERATING COST | \$ 43,839,156 | | |

| CALVANS - 2014 NTD Report FFA data for Fresno UZA | |
|---|--------------|
| REVENUE MILES | 2,663,629 |
| PASSENGER MILES | 32,228,566 |
| OPERATING COST | \$ 2,249,970 |

| FISCAL YEAR 2016 APPORTIONMENT | | | |
|--------------------------------|------------------|---------------|--------------|
| | WITHOUT VANPOOLS | WITH VANPOOLS | DIFFERENCE |
| POPULATION | \$ 2,065,787 | \$ 2,065,787 | \$ - |
| POPULATION X DENSITY | \$ 3,118,551 | \$ 3,118,551 | \$ - |
| BUS REVENUE MILES | \$ 2,638,195 | \$ 4,053,757 | \$ 1,415,562 |
| BUS INCENTIVE | \$ 236,613 | \$ 1,318,021 | \$ 1,081,408 |
| LOW INCOME | \$ 525,082 | \$ 525,082 | \$ - |
| Total Calculated Section 5307 | \$ 8,584,227 | \$ 11,081,198 | \$ 2,496,971 |

ADD:

SECTION 5340 GROWING STATES APPORTIONMEN' \$ 593,711 D

FACTORS AND UNIT VALUES FOR AREAS 200,000 TO 1 MILLION IN POPULATION

VISALIA UZA 162

| VISALIA 2014 NTD DATA | | FISCAL YEAR 2016 APPORTIONMENT DATA UNIT VALUES | |
|-----------------------|---------------|---|------------------|
| POPULATION | 219,454 | POPULATION | \$ 3,155,665,580 |
| POPULATION X DENSITY | 759,223,058 | POPULATION X DENSITY | \$ 0,001,246,466 |
| REVENUE MILES | 2,380,956 | BUS REVENUE VEHICLE MILE | \$ 0,531,441,125 |
| PASSENGER MILE | 10,935,927 | BUS INCENTIVE | \$ 0,010,004,944 |
| LOW INCOME | 74,360 | LOW INCOME | \$ 2,234,218,52 |
| OPERATING COST | \$ 11,186,498 | | |

| CALVANS - 2014 NTD Report FFA data for VISALIA UZA | |
|--|--------------|
| REVENUE MILES | 2,157,226 |
| PASSENGER MILES | 16,022,018 |
| OPERATING COST | \$ 1,822,211 |

| FISCAL YEAR 2016 APPORTIONMENT | | | |
|--------------------------------|------------------|---------------|--------------|
| | WITHOUT VANPOOLS | WITH VANPOOLS | DIFFERENCE |
| POPULATION | \$ 692,523 | \$ 692,523 | \$ - |
| POPULATION X DENSITY | \$ 946,342 | \$ 946,342 | \$ - |
| BUS REVENUE MILES | \$ 1,265,338 | \$ 2,411,777 | \$ 1,146,439 |
| BUS INCENTIVE | \$ 107,438 | \$ 437,443 | \$ 330,005 |
| LOW INCOME | \$ 166,136 | \$ 166,136 | \$ - |
| Total Calculated Section 5307 | \$ 3,177,779 | \$ 4,654,223 | \$ 1,476,444 |

ADD:

SECTION 5340 GROWING STATES APPORTIONMENT \$ 199,032

D

25

**FEDERAL TRANSIT ADMINISTRATION
TABLE 6**

FY 2015 Small Transit Intensive Cities Performance Data and Apportionments

(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-55/112-30)

| Urbanized Area (UZA) Description | Passenger Miles per Vehicle Revenue Mile | Passenger Miles per Vehicle Revenue Hour | Vehicle Revenue Mile per Capita | Vehicle Revenue Hour per Capita | Passenger Miles per Capita | Passenger Trips per Capita | Number of Performance Factors Met or Exceeded | STIC Funding: @ ~\$189,432 per Factor Met or Exceeded |
|--|--|--|---------------------------------|---------------------------------|----------------------------|----------------------------|---|---|
| Average for UZAs with populations 200,000 - 999,999 | 6.3 | 106.0 | 11.1 | 0.7 | 84.2 | 12.9 | | |
| Federal Register 2016 | 7.6 | 182.8 | 24.8 | 1.0 | 187.9 | 11.8 | | |
| With Vanpool | 7.6 | 182.8 | 24.8 | 1.0 | 187.9 | 11.8 | 5 | 947,160 |
| Without Vanpool | 5.8 | 83.5 | 7.9 | 0.6 | 46.3 | 8.542 | 0 | 0 |
| <i>(Add new Vanpools below)</i> | | | | | | | | |
| Add a Van | 7.6 | 182.8 | 24.8 | 1.0 | 187.9 | 11.763 | 5 | 947,160 |
| Total # of Vans in Area | 86 | 165.0 | 25.6 | 1.0 | 168.0 | 12.300 | NTD Numbers | |

2016

Additional Vanpools needed to achieve additional STIC point: **0**
 How to use this spreadsheet: Add additional vanpools in the blue cell until you see one of the six cells to the right turn green, indicating that you have exceeded the large UZA average for that performance parameter, thus generating an additional \$189,432 in 5307 funding.

| | | | | | | | | |
|------|------|----|------------|------------|------------|-------------|------------|------------|
| Vans | 2014 | 86 | 0.02027757 | 1.15451082 | 0.19610756 | 0.005508714 | 1.64695185 | 0.03745217 |
|------|------|----|------------|------------|------------|-------------|------------|------------|

| | | | | | | | | |
|--------|--|--|--|--|--|--|--|--|
| Capita | | | | | | | | |
|--------|--|--|--|--|--|--|--|--|

Miles

| Miles | Hours | Pass Miles | Pass Trips | Capita |
|-----------|--------|------------|------------|--------|
| 2,181,043 | 90,396 | 16,527,130 | 1,034,428 | 87,941 |
| 697,896 | 48,734 | 4,071,355 | 751,180 | 87,941 |
| 1,483,147 | 41,662 | 12,455,775 | 283,248 | 87,941 |

2014

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(Apportionment amount is based on funding made available under THUD Appropriations/SL Extension Enacted - P.L. 112-55/112-30)

| Urbanized Area (UZA) Description | Passenger Miles per Vehicle Revenue Mile | Passenger Miles per Vehicle Revenue Hour | Vehicle Revenue Mile per Capita | Vehicle Revenue Hour per Capita | Passenger Miles per Capita | Passenger Trips per Capita | Number of Performance Factors Met or Exceeded | STIC Funding: @ ~\$189,432 per Factor Met or Exceeded |
|--|--|--|---------------------------------|---------------------------------|----------------------------|----------------------------|---|---|
| Average for UZAs with populations 200,000 - 999,999 | 6.3 | 106.0 | 11.1 | 0.7 | 84.2 | 12.9 | | |
| Federal Register 2016 | 5.98 | 106.97 | 11.57 | 0.65 | 69.14 | 8.68 | 2 | |
| With Vanpool | 5.98 | 106.97 | 11.57 | 0.65 | 69.14 | 8.68 | 2 | 378,864 |
| Without Vanpool | 5.56 | 92.10 | 9.35 | 0.56 | 51.99 | 8.21 | 0 | 0 |
| (Add new Vanpools below) | | | | | | | | |
| Add a Van | 5.98 | 106.97 | 11.57 | 0.65 | 69.14 | 8.68 | 2 | 378,864 |
| Total # of Vans in Area | 36 | 165.00 | 25.60 | 1.00 | 168.00 | 12.30 | | |

2016

Additional Vanpools needed to achieve additional STIC point: 29 0 0 0 24 32 325
 How to use this spreadsheet: Add additional vanpools in the blue cell until you see one of the six cells to the right turn green, indicating that you have exceeded the large UZA average for that performance parameter, thus generating an additional \$189,432 in 5307 funding.

| Vans | 2014 | 36 | 0.01154428 | 0.41306738 | 0.06164833 | 0.002273218 | 0.47633292 | 0.01311023 |
|---------------|-----------|---------|------------|------------|------------|-------------|------------|------------|
| Capita | 184,809 | | | | | | | |
| Revenue Miles | 2,138,147 | 119,447 | 12,776,932 | 1,604,874 | 184,809 | | | |
| Salinas | 1,727,993 | 104,323 | 9,607,830 | 1,517,650 | 184,809 | | | |
| CALVANS | 410,154 | 15,124 | 3,169,102 | 87,224 | 184,809 | | | |

2014

25