

CALIFORNIA VANPOOL AUTHORITY

Board of Directors

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

Meeting Date: June 14, 2018

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, 24580 Silver Cloud Court Monterey, CA 93940
- Fresno Council of Governments, Chicano Youth Center, 1515 E Divisadero, Fresno CA 93721
- Imperial County Transportation Commission, 1405 N Imperial Ave, Suite 1, El Centro, CA 92243 and 128 W. 5th Street, Holtville, CA 92250
- Kern Council of Governments, Conference 1401 19th Street, Board Room, Bakersfield, CA 93301
- 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
- Riverside County Transportation Commission, Marriott Wardman Park, 2660 Woodley Rd NW, Washington, DC 20008
- San Bernardino County Transportation Authority,
- San Joaquin Council of Governments, 555 E. Weber Avenue, Stockton, CA 95202 and San Joaquin County Administration Building, 44 N. San Joaquin Street, Room 637, Stockton, CA 95202
- Santa Barbara County Association of Governments, 1644 Oak Street, Solvang CA 93463
- Tulare County Association of Governments, Conference Room, 210 N Church St., Suite B, Visalia, CA 93291 and Visalia Government Plaza Main Lobby, 5953 S Moony Blvd. Visalia, CA 93277.
- Ventura County Transportation Commission, Conference Room, 950 County Square Drive, Suite 108, Ventura, CA 9300

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 A. Minutes of May 10, 2018 B. Approval of service contract for Hanford office	Action
4.	System Update A. Vanpool use by region and county B. Status of AB 2006 C. Website update and May Newsletter D. FY 17/18 Federal funds generated by CalVans reporting	Information
5.	Review FY 18/19 Budget	Action
6.	Short term rental of up to 20 vans	Action
7.	Adjournment -- Next meeting August 9th	

Attachments:

Item	Page	Description
A.	13	Board Minutes of 5-10-18
B.	17	TAC Minutes for 5-24-18
C.	19	May Newsletter
D.	23	FY 18/19 budget

STAFF REPORT

3. Consent Items

A. Minutes of February 22, 2018

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

B. Approval of service contract for Hanford office

Staff went out to bid for janitorial services for the Hanford office. The agreement with the present service provider expired. Request for Proposals were sent to firms in the nearby cities of Hanford, Lemoore, Visalia and Fresno. Bids were received from the following firms with the corresponding fee.

Environmental Control	\$1,136-\$1,199-\$1,260 (FY 18,19,20)
Daval Building Maintenance & Carpet Cleaning	\$1,465
Building Maintenance Services, INC	\$1,680

The firm of Environmental Control is being recommended as their bid is the lowest and they are the current provided of janitorial services.

4. System Update

A. **Vanpool use by region and county**

The following shows vanpool assignments by regions, as well as for General vanpools and Farmlabor vanpools. The largest growth this past year has been in the Ventura/Santa Barbara area and the Imperial Valley region. The growth reflects the adoption of the program by growers in both regions. A number of the vans are now going to the strawberry fields and hot houses where tomatoes are grown year around. In the Imperial Valley area, we are seeing year around work and a movement into the Coachella Valley, as the growers shift north into this region.

Breakdown by Region:

<u>Region</u>	<u>All Vans</u>	<u>General</u>	<u>Agricultural</u>
San Joaquin	346	237	109
Salinas Valley	122	7	115
Ventura/Santa Barbara	114	7	107
Imperial Valley	59	0	59
Other areas	<u>2</u>	<u>0</u>	<u>2</u>
Totals	643	251	392

The following sorts vanpools by the city the trip begins in:

Breakdown by City:

Armona	2	Lompoc	2
Atascadero	1	Madera	21
Atwater	1	McFarland	1
Avenal	3	Mendota	2
Bakersfield	23	Modesto	1
Bell Gardens	1	Nipomo	1
Brawley	4	Oceana	3
Calexico	23	Orange Cove	1
Camarillo	1	Orosi	4
Castroville	2	Oxnard	15
Chualar	1	Pacific Grove	1
Clovis	8	Parlier	8
Coalinga	3	Porterville	23
Cutler	1	Reedley	11
Dinuba	3	Salma	70
El Centro	2	San Lucas	1
El Centro	1	San Luis	5
Exeter	3	San Luis Obispo	1
Fillmore	4	Sanger	5
Firebaugh	7	Santa Barbara	2
Fowler	1	Santa Maria	67
Fresno	48	Santa Paula	9
Gonzales	3	Selma	17
Greenfield	7	Soledad	3
Grover Beach	1	Stockton	5
Guadalupe	3	Strathmore	1
Hanford	47	Sultana	1
Heber	14	Tehachapi	1
Hesperia	1	Tulare	10
Holtville	3	Ventura	9
Huron	10	Visalia	55
Indio	2	Wasco	1
Kerman	1	Watsonville	1
King City	28	Winterhaven	1
Lemoore	15	Woodland	1
Livingston	1	Yuma	3
Lodi	1		

The following is a list of contractors whose employees are using a CalVans vehicle. The number of employers has grown as more are seeking safe transportation methods to avoid problems with the USDOL and to facilitate the transportation of H2A workers brought in from Mexico.

Breakdown by Employer:

A&B Labor	1	Margret Gonzales	1
Adalberto Razo Perz	1	Maricopa	1
AGR Contracting	1	MB Labor	1
Alfred Uriquez	1	Mc Clurry Farms	1
Alila Farmlabor	1	Mendoza	1
Bengard	4	MGM Labor	1
Brothers Best	2	Mike Kreger	1
Buena Ventura	7	Mission Ventura	1
Castaneda & Sons	1	OFR Inc	2
Central Coast Farmlabor	1	Pacific Farm MGMT	1
Coastal Farms	5	Pacifica Personal	1
Cream of the Crop	3	Pacifica Personnel	12
Crisalida Berry Farm	2	Peri & Son	17
D&J Packing	2	Peri & Sons	1
Desert Fresh	1	PGM	2
Double Lucky	1	PPL	1
Eduardo Trejo	1	Preferred Produce	11
El Bajio Packing	1	Premium	4
Elkhorn Packing	11	Premium Packing	6
Foothill	16	Prestige	1
Fred Garza	1	Rancho Nuevo Harvest	7
Fresh Harvest	48	Rancho Purism	1
Fruit Harvest	4	Rand O Farm	1
Future Ag	1	Rio Farms	2
G&G	1	Rivas	1
Garza Contracting	1	Rodriguez Farms	2
Gerawan	5	Royal Oaks	14
GLEZ	7	S & S Harvesting	3
Golden Hill	1	Saravian Farms	1
Guadalupe Antuna	1	SARC	18
Hacienda	1	Somoco	1
Harris Ranch	1	Southland Sod	1
Heritage Farms	1	St Romo	26
Hilltown	4	Sunrise	31
ISA	7	Tanimura & Antle	4
Jaguar	1	V & V Harvesting	1
Jett Harvest	1	Valley Pacific	1
Jorge Castro Farms	1	Valley Pride	10
JSV Farm Labor	3	Venegas Farm	3
JV Contracting	1	Vista Pacific	7
Leopoldo Garcia	2	Vista Verde Labor	1
Lucky AG	10	Western Packing	13
Magana Labor	5	Y&T Labor	4
Manzano	1		

B. Status of AB 2006

AB 2006 is the bill CalVans is supporting that seeks to establish a statewide grant program that provides farm worker vanpool funding for low-income and disadvantaged communities where agricultural workers struggle to find need clean, reliable, transportation services.

The bill passed three committees on the Assembly side of the house with unanimous support and now heads to the Senate side for review and approval. The first two committees will be the Senate Environmental Quality Committee and the Senate Transportation and Housing Committee. Staff has received a number of support letters for each of the committee hearings and hopes for the same positive support that the bill received on the Assembly side.

C. Website update and May Newsletter

The CalVans website has been updated to be mobile friendly. Those using smart phones or other hand held devises will no longer need to pinch their screen to zoom in and out. The new website is built using flexibly sized elements, no matter what size the screen, the text, images, navigation, and graphics will size fluidly. The site is much more interactive, with the ability to leverage, or brings together our Facebook and Twitter feeds. You are invited to visit and explore at: <https://calvans.org/>



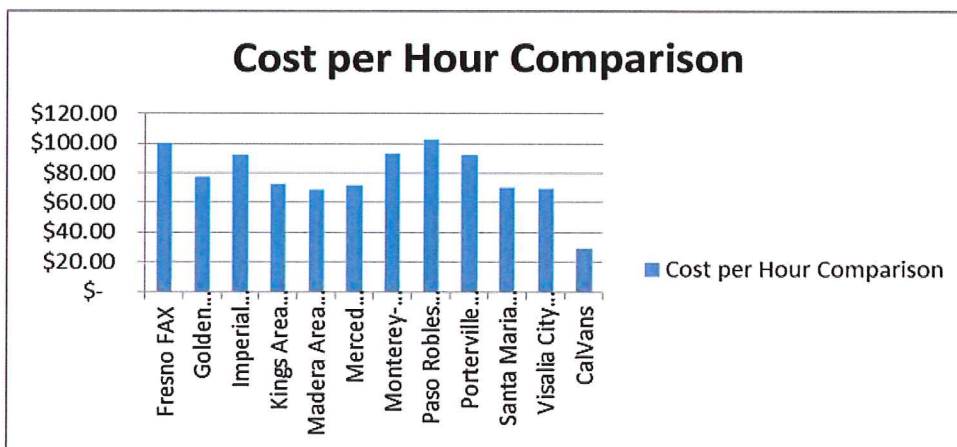
Our May newsletter touches on a number of items, such as the impact of running out of available vans, our driver approval process, and review of FLCE applications by DOL. We focused on the area of driver approval and billing by highlighting those employees that are responsible for these tasks. With the number of drivers being added or moved between vehicles it is important that all the paperwork land on the proper desk in the correct order. Nothing is worse for an employer than an employee standing by a van that does not start due to the driver not being cleared to drive. The billing process is as important as the number of payments is now close to 400 per week. Eighty percent of these are then rebilled to the grower, adding a second step in the process.

An excel file will be emailed with an agenda that includes the federal reporting by each agency, federal funds generated by that reporting, and performance comparisons between each reporting agency. The following graphs help explain why vanpool reporting makes money for other transit agencies, which some members still question.

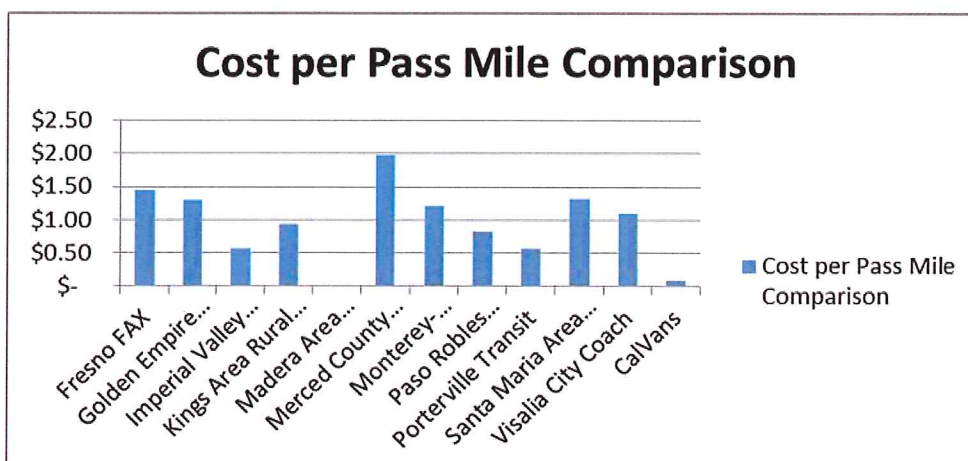
In general, public transit agencies fund around ¾ of their operations with local, state and federal funds. This cost reflects drivers pay, operations when buses are less than full and bus purchase price that can reach \$500,000 per bus. This compares to vanpool operations, where drivers are volunteers, the buses only operate when full and cost average \$40,000.

Federal funds are returned to transit agencies based on the miles traveled and passengers carried. It doesn't matter what sort of vehicle is used to provide the trip, bus or vanpool. As the following graphs show the cost to provide vanpool service is substantially below that of conventional transit. In addition, the fare box recovery for conventional transit is around 20% as compared to 100% for vanpool service. Transit agencies have invested little towards the federal funds they receive through vanpool reporting, the exceptions are those agencies providing vouchers with the goal on increasing their overall federal funding.

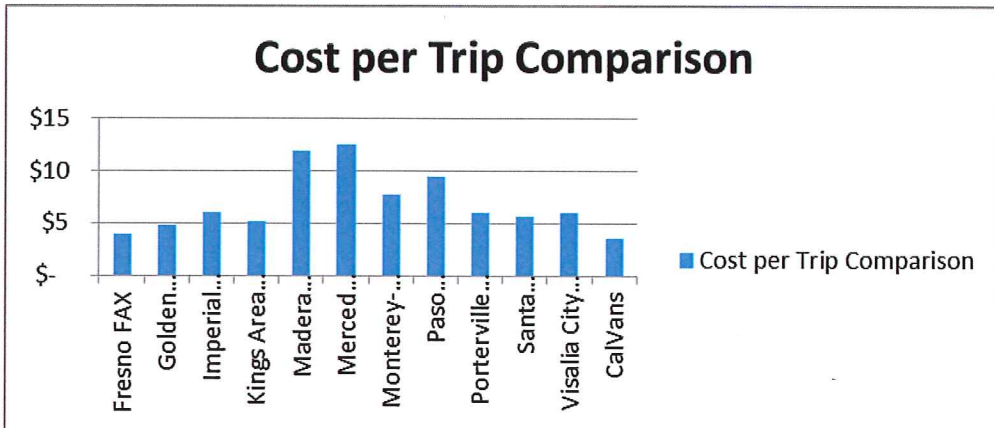
In comparing cost per mile, the average is around \$85.21 per hours with Paso Robles Express being high at \$102.14 and CalVans being the lowest at \$28.94.



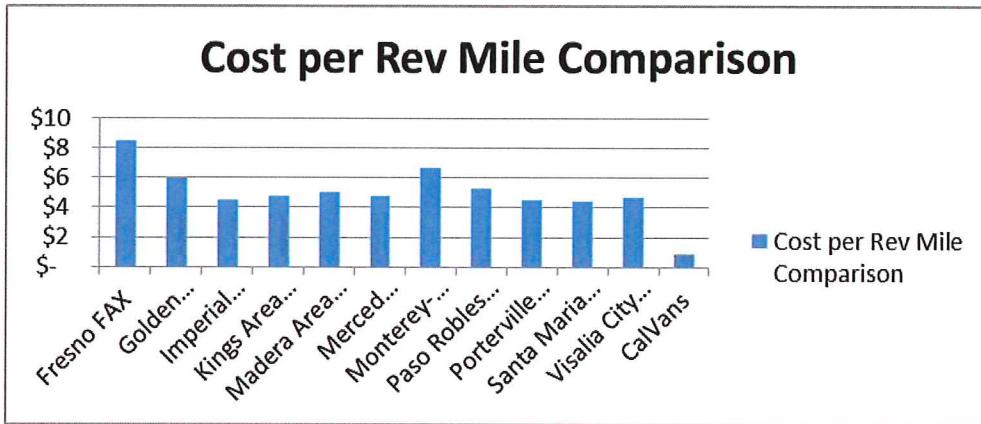
In comparing cost per mile, the average is around \$1.12 per hours with Merced County Transit being high at \$1.98 and CalVans being the lowest at \$0.08.



In comparing cost per trip, the average is around \$1.12 per hours with Merced County Transit being high at \$12.48 and CalVans being the lowest at \$3.56.



In comparing cost per revenue mile, the average is around \$5.45 per hours with Fresno FAX being high at \$8.46 and CalVans being the lowest at \$0.84.



CalVans is a public transit provider, but not one that does not gets much recognition as a transit provider in the communities it serves. Public transit provided to a community is measured in one of six ways. These are:

Revenue miles..... Miles traveled by a bus when it open to picking up passengers.

Revenue Hours.....Hours during which the bus is open to picking up passengers

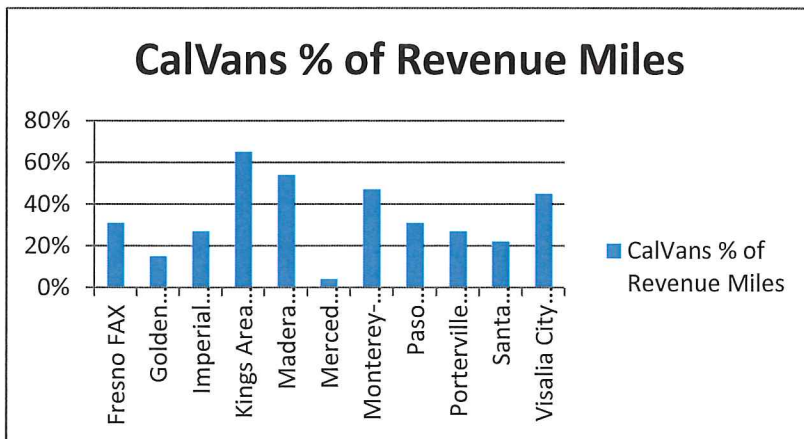
Passenger Trips.....The number passengers boarding the bus to make one trip

Passenger Miles.....The total miles traveled by all passengers who boarded the bus.

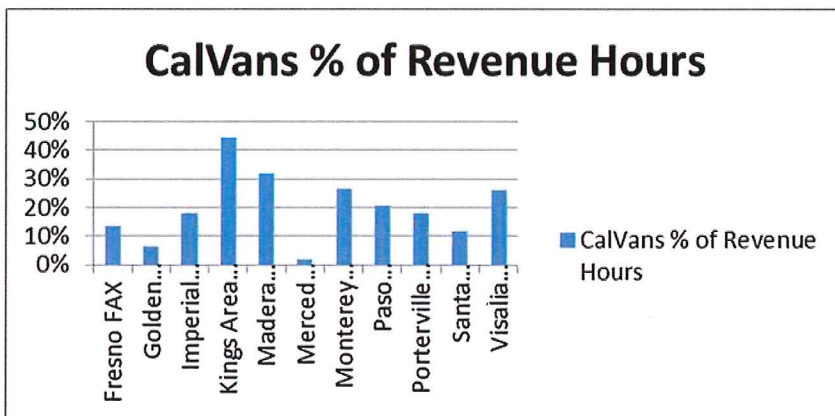
System Cost.....The total cost to provide the service, including operations and capital cost.

In several communities CalVans provides more than half of the transit services noted above. These services are not focused on short trips in the community but on longer trip connecting resident to their places of employment, often outside the community. The following graphs compares the percent of revenue hours, passenger trips, revenue hours, passenger miles and system costs that CalVans contributes to each agency:

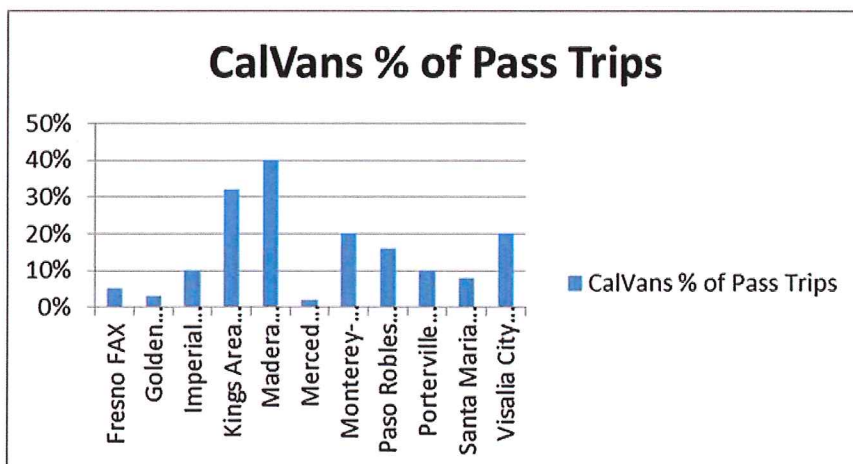
For all Revenue Miles reported for the Kings Area Rural Transit, CalVans provided 65%. For Visalia City Coach it was 45%



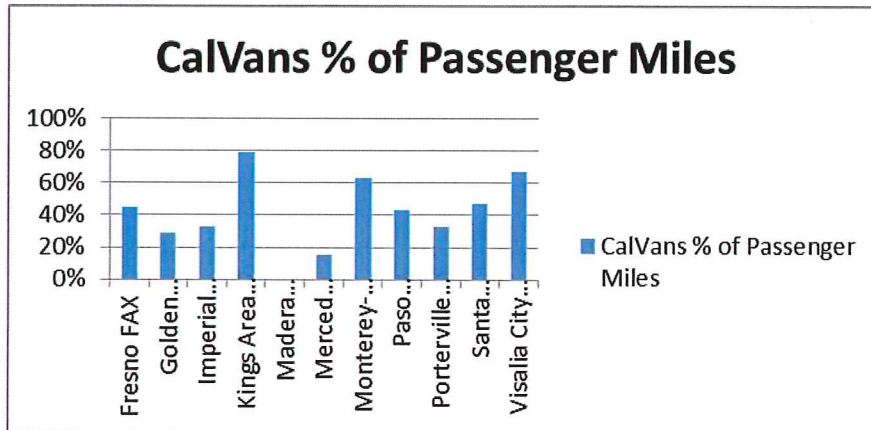
For all Revenue Hours reported for the Kings Area Rural Transit Agency, CalVans provided 45%.



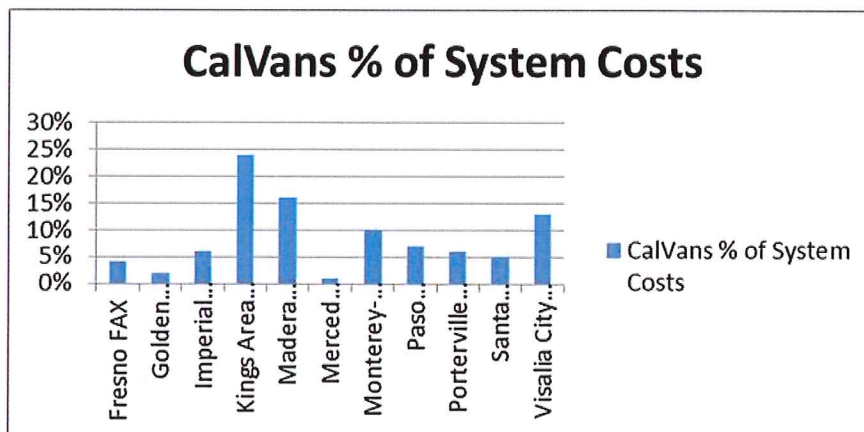
For all Passenger Trips reported for the Madera Area Express, CalVans provided 40%.



For all Passenger Miles reported for the Kings Area Rural Transit, CalVans reported 79%. For Visalia City Coach it was 67%.



For all system costs reported for the Kings Area Rural Transit, CalVans reported 24%. This simply means for every dollars spent in Kings County on public transit CalVans spent 24 cents. In Tulare County it was 13%



5. Review FY 18/19 Budget

The attached budget is presented in four Budget units reflecting the four aspects of the CalVans program. One reflects the general vanpool program which is made up of all the general vanpools that are not used by farmworkers. The second reflects just the farmworker vanpool program, with the third covering the administrative support of both programs. The last is the budget unit showing the total projects costs for the three parts.

Cal Vans has grown from \$10,674,315 last year to \$18,509,288 this year. The increase reflects the inclusion of the \$6 million in Grant funds from CARB and a 6% increase in pay for all Transit Aide positions and continued growth in the overall program. Outside of the grant funding, the biggest growth in revenue has been that received from the Ag vanpool program. This is in part due to the additional vans that will be added this fiscal years and the steady demand for their use.

The \$6 million grant requires a \$1.5 million match, which will include the lease/purchase of several additional vehicles, purchase of parts to equip the new vans for service and outreach activities over the next several years. This match is reflected in the budget and will be covered through increased Ag van

revenues. The addition of 154 farmworker vanpools provided by the grant will substantially increase the revenue next year, but has been understated due to the uncertainty of when the vans will be delivered. A fire at one of the plants that supplies part to GM has pushed back delivery for 2 to three months.

The salaries for all Transit Aides were increased by 6%. This is to begin moving their five-step pay range above the new California minimum pay, which is moving to \$15 per hour over the next several years. Additional adjustments will be needed in the future as we get closer the \$15 per our rate.

The last overall COLA, (Cost of Living Adjustment) of 4% was two years ago. Staff was going to recommend a 4% this year but will be holding off until this winter. Given the seasonality of the Ag vanpool program, we want to see that we are hitting our revenue projections before making the change; we should know this in the next 6 months.

The budget does includes a reserve of \$339,722 that is being set aside for the purchase of future vans

Staff is recommending approval of the FY 18/19 budget.

6. Short term rental of up to 20 vans

Staff had anticipated having new vehicles this month to give out as the summer growing season ramps up. With the deliver of the new vehicles pushed back several months, a number of contractors have been left without the ability to get a CalVans vehicle and may be unable to fulfill their contracts this summer. Staff has placed into service all available vehicles and reduced the spare fleet but still is short vehicles. Staff is looking at short-term option to get us through the summer months until the new vehicles arrive.

Staff has discussed the option of renting a number of vans and passing on the monthly lease payment to those using the vans. Several growers have agreed to this option allowing them to meet their summer contract obligations. At this time the need looks like it will be 15 vans, but not more than 20

Staff is recommending the short-term rental of up to 20 vehicles with the lease cost being recovered from those using the vans,