



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

CalVans (California Vanpool Authority) is celebrating its ninth anniversary this year. It has been 18 years since its predecessor KCAPTA (Kings County Area Public Transit Agency) established its vanpool program in Kings County. It has also been eight years since the vanpool program was formally established as CalVans. There have been many challenges and changes over the years as staff has worked to craft and expand a program that was challenged by both public and private agencies. Today, CalVans is an 11.5 million dollar operation that is self-funded from its users with a safety record that's being used as a model by other agencies.

Background:

CalVans is a public transit agency with a fleet of over 800 vanpools comprised of 8 and 15 passenger vans. The agency was formally established as Joint Powers Agency January 2012 with seven members. It has grown over time to include the following 14 agencies:

- Association of Monterey Bay Area Governments
- Fresno Council of Governments
- Imperial Valley Association of Governments
- Kern Council of Governments
- Kings County Association of Governments
- Madera County Transportation Commission
- Merced County Association of Governments
- San Joaquin Council of Governments
- Riverside County Transportation Commission
- Santa Barbara County Association of Governments
- San Bernardino County Transportation Authority
- Stanislaus Council of Governments
- Tulare County Association of Governments
- Ventura County Transportation Commission

From its inception, the vanpool program has operated on revenue collected from the passengers and some limited grant funds provided to purchase vehicles for use by farmworkers. Today, the \$11.5 million annual cost of the program is collected from those using the vanpools. General vanpool riders pay monthly, while the agricultural vanpools pay weekly.

Benefits from the Reporting of CalVans Ridership Data:

As a public agency, CalVans is part of a county's or city's public transit fleet, operating alongside route buses and Dial-A-Ride vehicles. The biggest difference is that the volunteer drivers determine

their routes on a daily basis. CalVans staff matches prospective riders with empty seats on vans. Each vanpool is basically a commuter vehicle connecting workers to their place of employment.

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

Passenger data gathered and reported on behalf of local transit agencies has generated over \$40 million in additional Federal 5307 funds for many of the cities from which vanpools travel to or from. These funds are used to fund local transit operations and reduce the need to use local LTF (Local Transportation Funds) funds. The following shows the federal funds generated for various Cities since 2012:

City	Contributions thru FY17/18	FY 17/18	FY 16/17	FY 15/16	FY 14/15
Fresno	13,749,970	1,803,541	2,620,724	2,496,971	2,269,364
Visalia	7,512,581	1,920,534	1,537,717	1,476,444	882,454
Hanford	6,146,246	1,010,015	920,905	947,160	761,672
Porterville	2,516,082	808,012	368,362	189,432	190,418
Salinas	2,322,258	1,010,015	552,543	378,864	380,836
Bakersfield	1,920,618	610,594	396,953	351,344	208,673
Paso Robles	1,140,633	202,003	368,362	189,432	380,836
El Centro	1,340,664	404,006	368,362	378,864	189,432
Santa Maria	747,226	-	368,362	378,864	
Yuma	1,353,235	606,009	368,362	189,432	189,432
Delano	772,368	404,006	368,362		
Madera	772,368	404,006	368,362		
	40,294,249	9,182,741	8,607,376	6,976,806	5,453,117

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

The following information is for the region and shows the steady growth in the program and corresponding increase in the passenger lane miles traveled. This is the information used to generate additional 5307 funding for a particular area. Funds will continue to grow as larger passenger numbers are reported. The overall system has grown by 121% over the last 8 years.

Comparison of Data reported for total region over time

Year	Passengers	Miles	Pass Lane Miles	% Change
17-18	3,173,823	11,155,412	126,495,991	12%
16-17	2,665,582	10,724,055	113,160,825	4%
15-16	2,375,844	10,386,254	108,946,993	16%

14-15	2,154,084	9,351,236	93,729,888	16%
13-14	1,860,306	9,131,057	80,573,515	4%
12-13	1,983,353	9,079,827	77,218,081	18%
11-12	1,678,892	8,020,603	65,545,721	23%
10-11	1,327,580	6,505,492	53,126,044	

CalVans vanpools traveled 10.7 million miles, providing 2.7 million trips, resulting in a VMT (Vehicle Miles Traveled) reduction of 113 million miles. Put into Green House Gas equivalents, that is an annual reduction of over 56 metric tons of Green House Gas (CO₂e).

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

<u>Item</u>	<u>Amount</u>
Savings for all Riders*	\$77,301,000

*AAA 2017 cost per mile for medium sedan @ 0.67 cents.

Agricultural Worker Focus:

The program has always provided farmworkers the ability to travel to where the work is. Over the past eight years this ability has been expanded, providing residents and employers the ability to move their entire operation from the Salinas Valley to the Yuma/Imperial area for the winter months, when crops are not grown in the San Joaquin or Salinas Valley. Approximately 150 vanpool groups now move between Salinas Valley and the Yuma/Imperial area on a yearly basis, with employers providing vouchers that cover the riders' weekly cost of using the vanpool.

Because each vanpool is a public transit vehicle, growers are able to take advantage of IRS Section 132[f] of the IRS Code and provide workers with vouchers that cover the workers' cost of riding in the vanpool. Eighty-five percent of all farmworker vanpools, representing 6,200 farmworkers, are now receiving vouchers from their employers. Growers state they are doing this to ensure they have enough workers and to comply with Federal Department of Labor regulations. Vouchers are a tremendous benefit for agricultural workers. A worker receiving \$45 per week in vouchers will end up saving close to \$200 a month, or \$2,000 a year. For someone who makes \$30,000 a year, this results in a substantial tax free savings.

Coordination with Agencies

CalVans has developed a close relationship with local, state and federal agencies in its efforts to promote vanpools while insuring rider's have a safe and cost effective way to work. This includes working setting up a number of voucher programs that benefit riders and encourage vanpool use. Staff works closely with the both the State and Federal Department of labor, ensuring that farmworkers meet all state and federal requirements while traveling to work. To that end CalVans and the Federal Department have entered in to an MOU identifies CalVans as an approved mode of travel for farmworkers.

Ensuring a Quality Program:

All drivers must meet the following requirements:

- Class C license
- Class B Physical
- Have 2 or less points on their driving record
- Be at least 25 years of age.

Once enrolled in the program they are added to the California DMV Pull Notice program which monitors the drivers driving record, alerting CalVans if anything changes on the driver's record. Drivers are required to log in to the vehicle before starting it. They are then tracked using the agencies GPS system that monitors where and how fast the driver is driving. Drivers are dropped from the program if their driving record no longer meets the above criteria or they are recorded traveling in an unsafe manner.

All routine servicing of vehicles is done at the workplace or at the driver's home. Vehicles are only brought in if they need repair such as tire or brake replacement. CalVans has employees on call 24/7 to respond to vehicle issues in the field, providing a replacement vehicle if necessary.

CalVans also provides a 15 million dollar insurance policy through Philadelphia Insurance Companies.

Promotion of the Public Vanpool Model:

CalVans staff works closely with each of its member agencies to address local issues. This includes working with local agencies, Caltrans, CHP, and the Federal Department of Labor. Besides promoting the program, Staff works to address issues raised by other agencies or organizations that might threaten the program.

Managing Program:

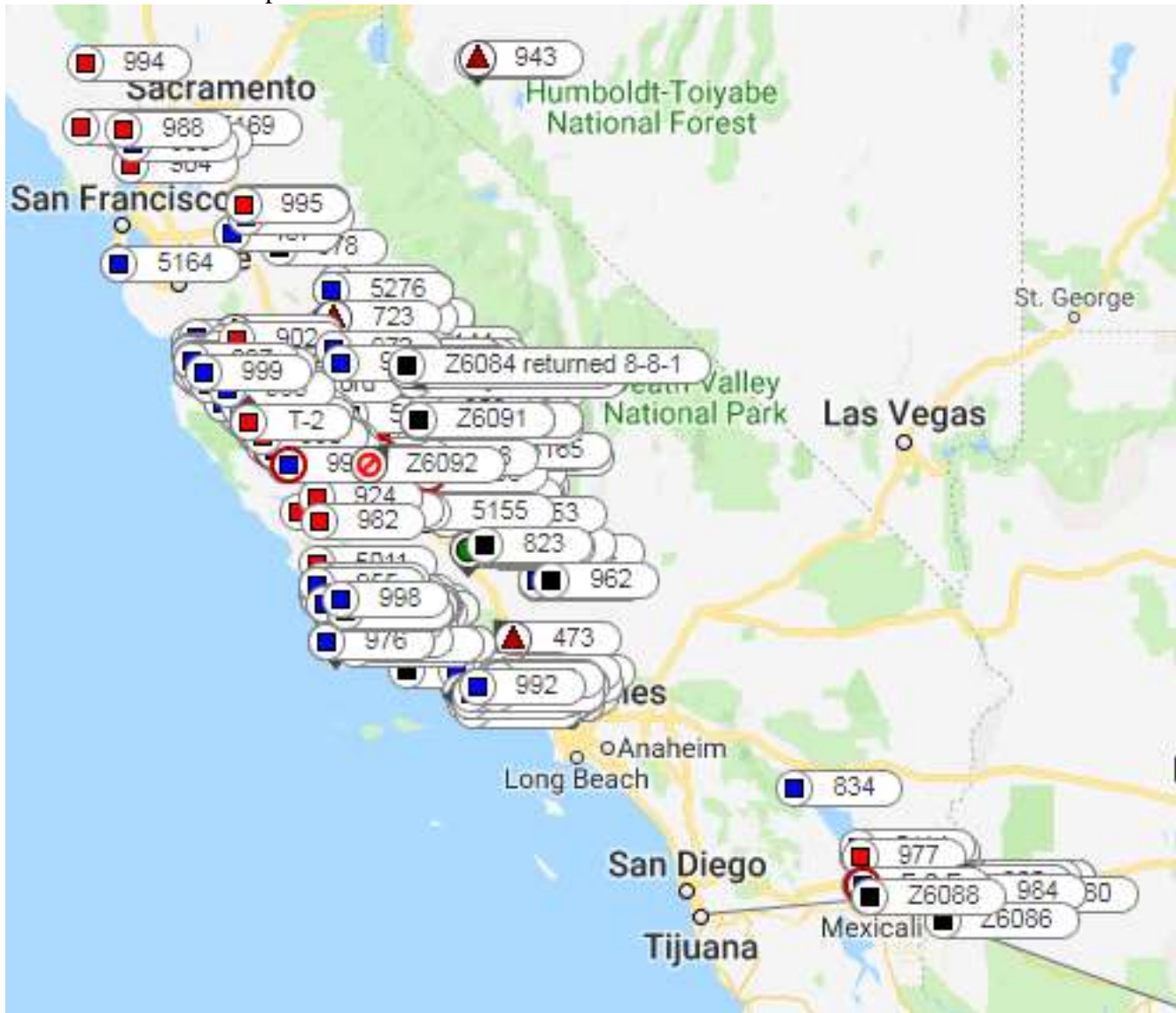
CalVans manages the program out of its Hanford office, with satellite offices in El Centro, Ventura, Greenfield, Stockton, Santa Maria and Bakersfield. Staff uses a cloud based system for tracking drivers and vans. This system allows full-time monitoring of who is driving a vehicle and where. It also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

For additional information or questions, contact us our visit our website at: www.CalVans.org

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Maps showing vans statewide and by individual regions

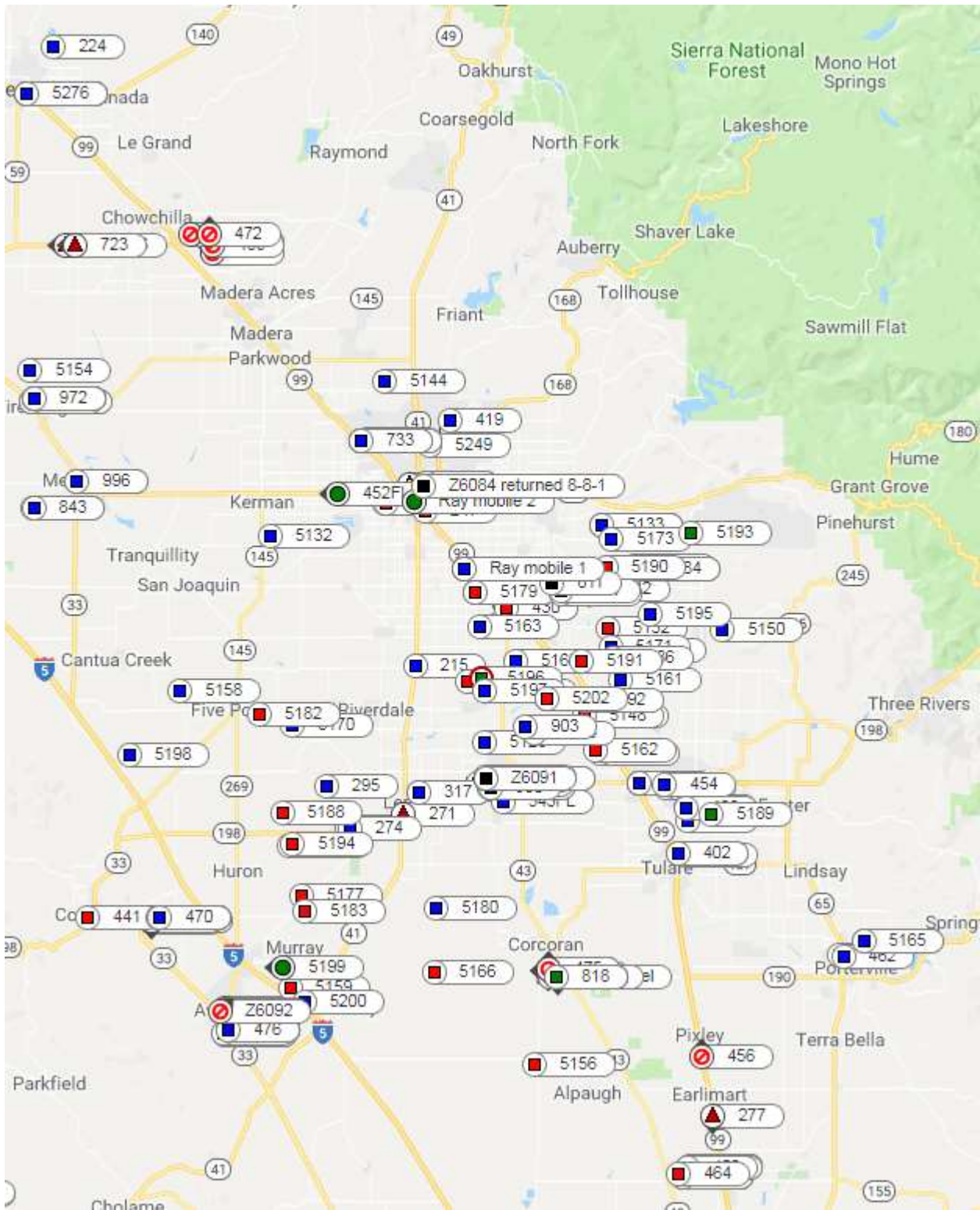
State wide view of vanpool locations:



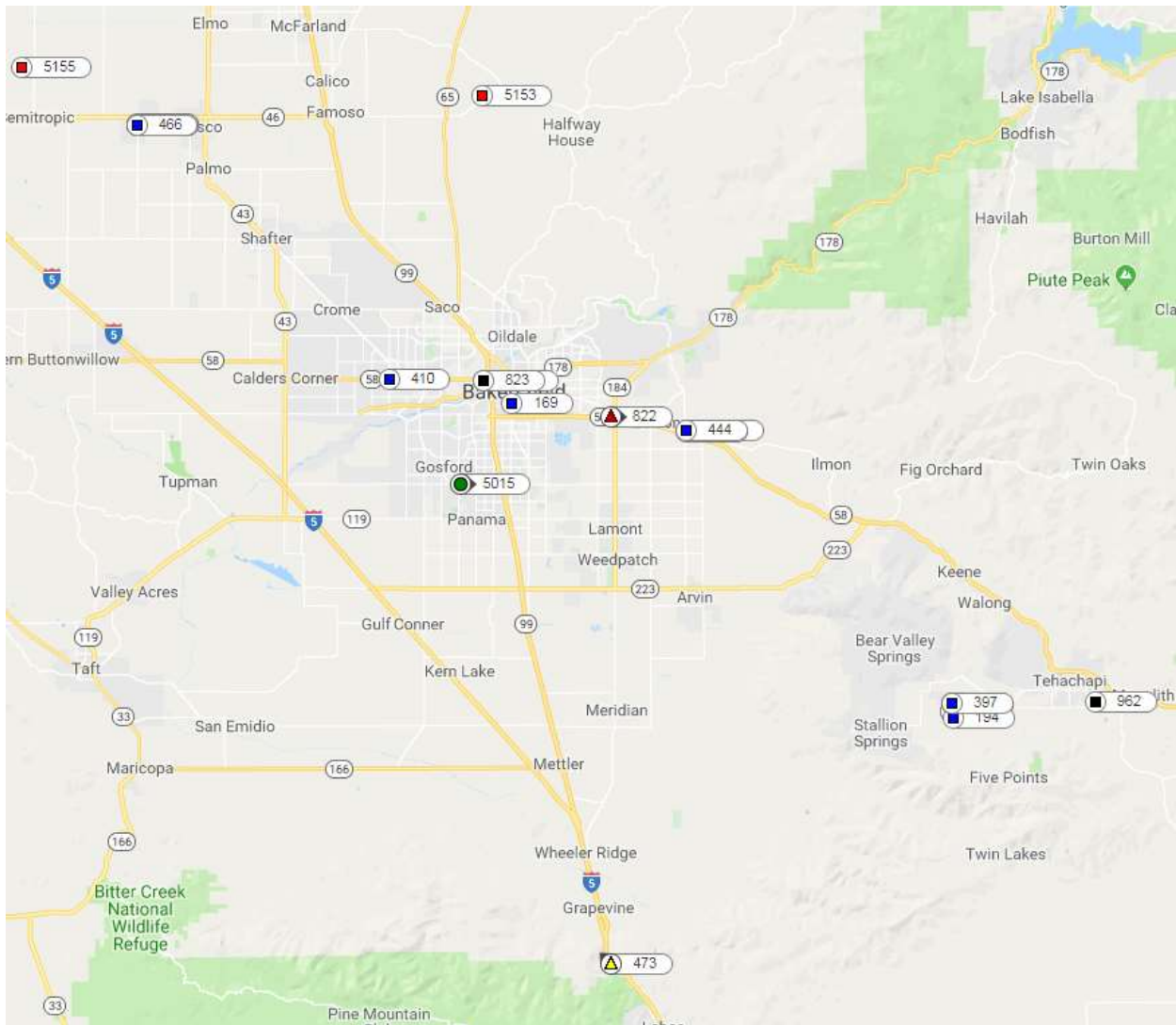
Northern San Joaquin Valley - Vans working out of the Stockton office



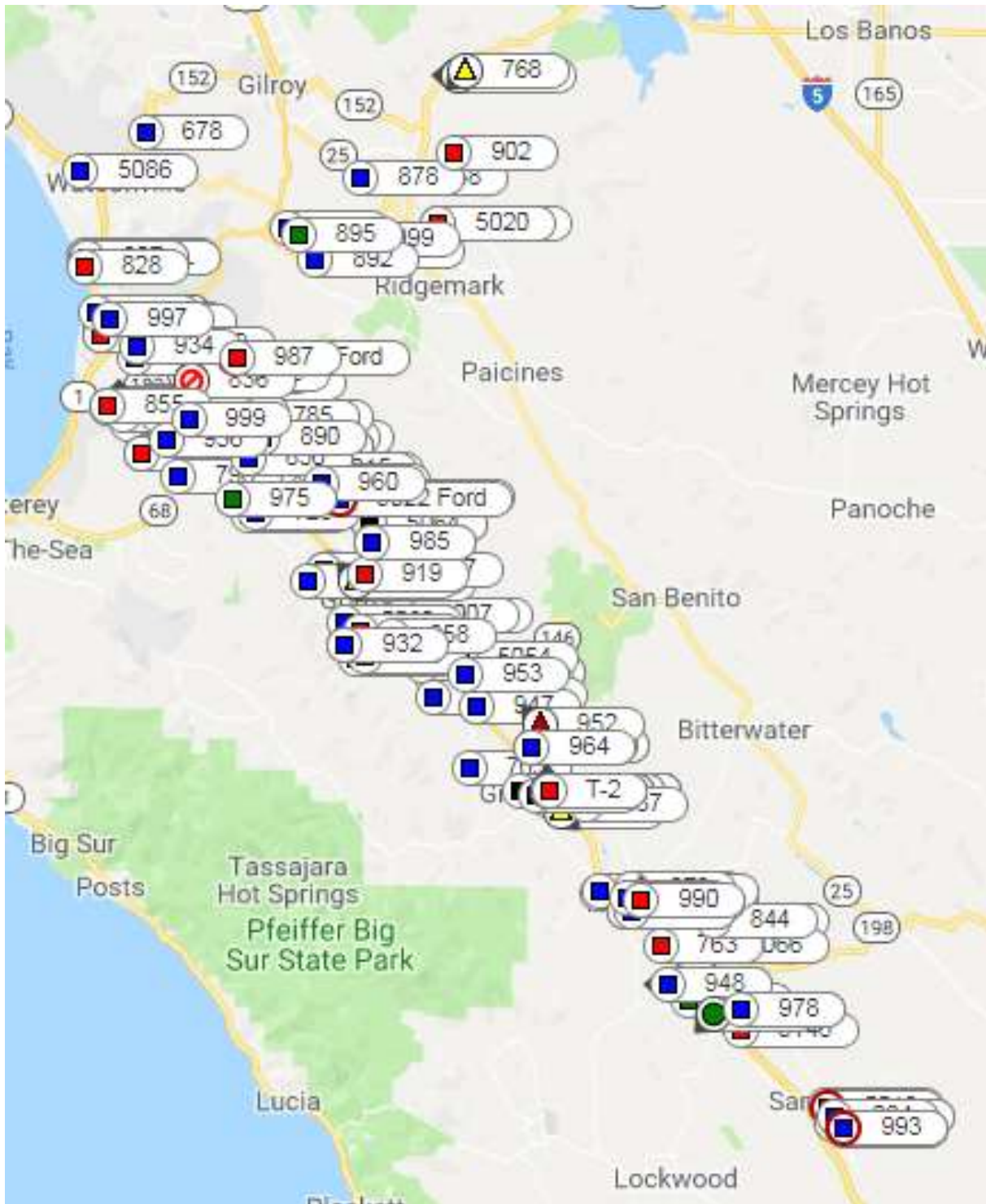
Central San Joaquin Valley from Merced to Earlimart



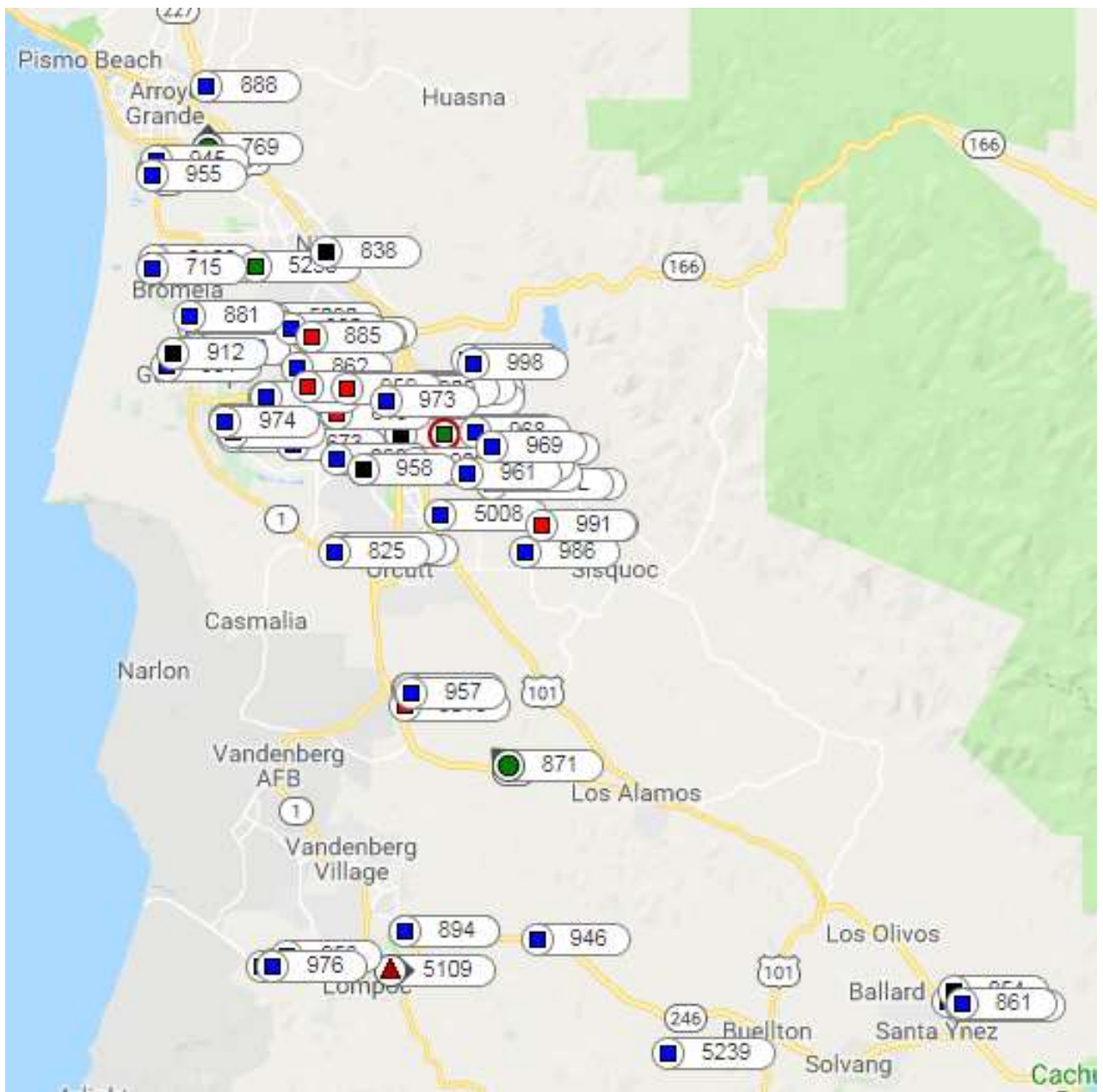
Southern San Joaquin Valley from McFarland to Grapvine



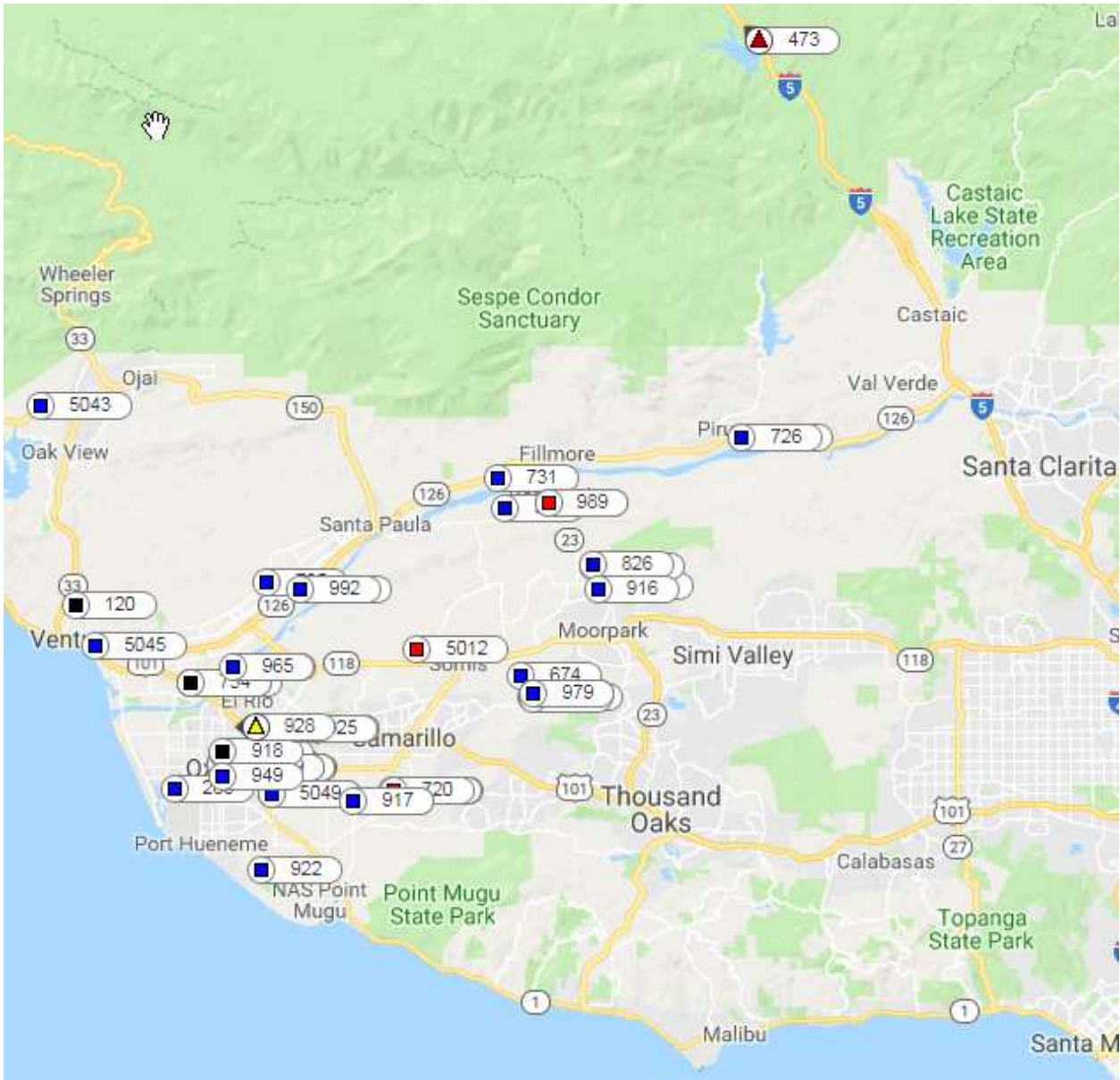
Salinas Valley area from Salinas to San Luis



Santa Maria - Santa Barbara area from Arroyo Grande to Solvang



Ventura-Oxnard area



Imperial-Yuma area operating out of the El Centro office

