



MEETING MINUTES

A regular meeting of the California Vanpool Authority was called to order by Chairman Steve McShane at 10:01 A.M. on Thursday, August 10, 2023. The meeting was held at member agency's locations found in original agenda.

California Vanpool Authority Member Agencies

AMBAG – Association of Monterey Bay Area Governments
 Fresno COG – Fresno Council of Governments
 ICTC – Imperial County Transportation Commission
 KCAG – Kings County Association of Governments
 MCAG – Merced County Association of Governments
 MCTC – Madera County Transportation Commission

RCTC – Riverside County Transportation Commission
 SBCAG – Santa Barbara County Association of Governments
 SJCOG – San Joaquin Council of Governments
 StanCOG – Stanislaus Council 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	Primary Directors and Alternates (A)		Joined Meeting after Roll Call
	Present	Absent	
AMBAG	Steve McShane	Scott Funk (A)	
MCTC	Jose Rodriguez (A)	Robert Poythress	
Fresno COG		James Horn, Brandon Pursell (A)	
ICTC	Ana Beltrán	Maria Nava-Froelich (A)	Ana Beltrán
MCAG	Pat Nagy (A)	Paul Llenez	
RCTC		Joseph DeConinck	
SBCAG	Bob Nelson	Ariston Julian(A)	
SJCOG		Vacant, Vacant (A)	
StanCOG	Buck Condit (A)	Javier Lopez	
TCAG	Kellie Carrillo, Liz Wynn (A)		
VCTC		James White, Mike Johnson (A)	

Counsel present: David Kahn.

Staff/Visitors in attendance: Georgina Landecho, Gabriela Pacheco, Tomas Hernandez, Carmen Mora, Teresa Rodriguez, Monica Sarzi, Amanda Ruch, Magdalena Atilano, Leigh Brown, Xavier Garcia, Mauricio Torres, Dolores López.

Consultants: Erika Romero – EEC, Eileen Goodwin – Apex Strategies, JP Holeman and Jordan Koelewyn – Pacific Ag Insurance.

2. Unscheduled Appearances: None

3. Consent Calendar

3- Approval of minutes from July 13, 2023, BOD Meeting.

Motion Made By:		Condit		
2 nd Motion By:		Nagy		
Motion (Pass/Fail):		Pass		
<i>Primary</i>	<i>Alternate</i>	<i>Yea</i>	<i>Nay</i>	<i>Abstain</i>
Steve McShane		X		
	Jose Rodriguez	X		
Ana Beltrán		X		
	Pat Nagy	X		
Bob Nelson		X		
	Buck Condit	X		
Kellie Carillo	Liz Wynn	X		

4) STAFF REPORT AND SYSTEM UPDATES-

4-1. Agency Financials Update (Attachment 2). Chair McShane: It might help in the future to just also include the budget, so we can see if we are right on, or from what I can recall where we're sitting a little better than what I remember it. Okay, any questions members present, Director's okay, go to the folks on Zoom and then to the public. No questions or comments from the public.

4-2. Regional Updates and Fleet Activity (Attachment 3)

Staff and Transit Coordinators provided a brief overview of asset locations at the time of the preparation of agenda also broken down by region, county and program. Tomas Hernandez: Santa Barbara Co. doing very well, Ventura Co. we are in process of putting out our EV fleet. Santa Barbara Housing Authority getting together with them in the next few months to assist with the van delivery. It looks like the season is a little bit off right now. We are about 2 months out it was early. Usually, we do not finish up until September, we finished up in this month, however, we expect everything to be back in October, strawberry season. Gabriela Pacheco: Currently up and running we have a few more vans up in the northern region then we usually have so we have more vans in Stockton Sacramento in that area. We are also getting ready for those donated vans, getting the labels and our equipment together. Also getting ready for a few outreaches. Jean Foletta: I know that CalVans is attached to some of the affordable housing projects. There is going to be another affordable housing project in Modesto, and I was just wondering if CalVans is attached to that? Georgina: No, we are not. Carmen Mora- Good morning, everybody. I have oversight over Imperial and Yuma. We are preparing ourselves for the start of the season when Monterey county vans transfer to Imperial. A few vans have been given out for irrigation. Teresa Rodriguez -Hello! I have been given oversight over Monterey County and I just want to say that this position has really opened my eyes to the service that we provide. This is the first position I have held at CalVans, where I've had direct contact with our end user and the ag community. Being in contact provides a real understanding about how much our program impacts the community. I'm getting settled in this Salinas Valley area, and it is such a beautiful area, the murals, the people and the culture. I love representing that area and really look forward to growing my own legs in the county. We have, within Monterey County, Santa Cruz and San Benito over 290 vans operating right now. I appreciate the opportunity. Thank you.

4-3. Marketing and Outreach Updates (Attachment 4)

Georgina: We have a requirement to procure 15 and 8 passenger electric vehicles for the various AHSC projects. To comply with the GHG and VMT requirement, and due to limited range (based on weight) from carrying passengers, the vans acquired for the projects will be for 13 and 10 passenger vans. We have collaborated with an additional 3 AHSC projects and for 132 EV's vans and should know by next week whether we were successful with this project. Director Nelson: Good acquisitions. Are these allocated to specific projects? Georgina: Yes, however, a lot of these are non ag vans. Therefore, we will pair, in an attempt to balance the EV's and the ICE (Internal Combustion Engine) to see what works best. The four that were scheduled for EV conversion (our Mercedes Benz Sprinters) to use as our model for ag, are still not ready. We found another vendor, Model 1 and Fords recently. There is a lot more room to add the equipment that we normally add to agricultural vehicles, however, with the current range of 113, and until we have access to the Tesla charging infrastructure, which Ford is currently in development with Tesla to create an adapter to charge the vehicles to at least 80% in a ½ hour, this is our current plan. Director Nelson: I'm just concerned about the business model. If they aren't as operational as we think they are, how are we going to be going to make that right, if there are performance issues. Georgina: These vans are ready, and these are a Ford product directly from the manufacturer. No other entity will test them like we will, in ag. Some of the AHSC projects already have the infrastructure built into them so when they get home, they can plug them in to charge overnight, as long as they don't travel more than 55 miles one-way daily. Our average is 36-40 miles one-way. Director Nelson: I have a hybrid. There are always problems with the charging stations and with equipment. Obviously if they were granted to us, so I'm curious moving forward. What is our break even point? Georgina: We are in about \$50,000 per unit because we allocated \$43,000 which is the price of a cargo van. However, all these vehicles have been converted to passenger vehicles and although our price tag for the most recent AHSC project was \$137,000 per unit, we found Model 1 will give us a 2023 model for \$100,000 already converted. Still, a couple years ago, when we calculated the AHSC van capital budget, we did not realize the cost impact from COVID. The price of the vehicles is far more expensive. Director Nelson: But that's the way that we make the money, right? It's charging by the miles, so if the chargers are broken, vans that are stranded, will be on us. Georgina: Yes, unfortunately, right now we are experiencing high maintenance costs. We will be saving one to three million on maintenance costs alone by acquiring new vans. The travel in some locations like the fifty EV's going to Santa Barbara it an ideal place to test these vans. Director Nelson: Good weather year-round, I see some positives there. Chair McShane: I see one challenge. Will moving vehicles from southern California to northern California be problematic? I've had an EV for 4 years, using 2 different models, a Nissan and a Tesla, and the equipment and the infrastructure is there. So I'll feel fully confident that it's fine. It's just the miles that I'm worried about. Though Santa Barbara County is a great spot, because it's not a lot of distance to get where they need to go and back. It's just that we need to move them, and you know we have to trust that Staff is aware of that concern, that, as I believe you know, certain units stay in one area and not necessarily move or having to be trucked, or you know charged. Georgina: A lot of them are now, which is something Monterey County employers do, because they do not want to let vans go due to the shortages in the last couple of years. Chair McShane: That's right and then we can follow up when we go around with further questions in this area. It's on the employer if they have the unit and do not want to let it go to get it from point A to point B. Georgina: For AHSC projects, in Imperial County, those projects will be in Brawley, Imperial and El Centro and go as far as the Salton Sea and Thermal daily. We're going to have to look at the ranges to see how far then intend to go prior to issuance of EV's. Chair McShane: Questions, feedback, thoughts? Director Rodriguez: I did have a question. Now, today, we have fuel cards assigned to folks that take the vans home, correct? So, what is the deal, will they get a reimbursement, when you take these home? Georgina: No. Director Rodriguez: What if they have no electrification now? Georgina: Our Comdata card will allow a charge as long as you put in your correct information. Director Rodriguez: I'm sorry you were saying they charge their vehicle at home? I was wondering how? Georgina: All charging systems at the facility, the EV unit, if you will, have the option to do that now. But if not charging at the project, volunteer drivers can simply plug in at home using the provided adapter. We do not want them to be stranded and they may do a fast charge at any operable charging and leave the van charging overnight, at the facility. Our vans have always been like an Uber picking up/dropping off workers at home and/or if they're crossing the border daily in the south, shuttling as a group back and forth is common going to the worksite. But travel will be considered when assigning vans. Director Rodriguez: So, maybe I misunderstood, so the person who is the qualified driver takes that van home? Georgina: Very often. Yes, but these EV's are coming specifically from a ag worker housing project. Director Rodriguez: So, they would not be charging it at a home, because then a reimbursement would have to take place somehow with the energy cost. Georgina: It would be a bit of a nightmare to install charging systems, but it is not impossible. It would be roughly \$495 to electrify at their homesite if their home is newer. Chair McShane: My EV app tells me what the cost is when I charge. It's all trackable. Georgina: If drivers wanted reimbursement, we would arrange this, but if not, the system can bill us because the cost

of charging/fuel is all part of the cost with the ag vans. The general vanpools pay all their costs. Chair McShane: Will the housing pay for the charges? Georgina: We are working on that subject now in Ventura. Tomas Hernandez: We're working with the City of Buenaventura, the city infrastructure, this is all about ag facilities getting behind the infrastructure bills that will allow us to put chargers in the field, because that's going to be the secondary site for charging vehicles since vanpool groups are there about 6-8 hours a day. So, we can get at least half a full charge in. Those points are currently on the bills on the floor and say that the farms/facilities cannot create electricity outside of a utility. So, that's why today is so important lobbying for those initiatives and bills to be put on agricultural sites. Charging points where vehicles can charge to half a full charge, if needed. Georgina: We currently do not decide where people fill up at a gas station. We are working exclusively with Chevron as they are offering the agency major discounts, because after studying the data, 43% of our fleet users like Chevron. Director Rodriguez: I just want to make a comment that I think that if we're trying to highlight a point this is a great opportunity to show how we're collaborating with the housing authorities and how we're removing vehicle miles travelled that essentially remove emissions. We are producing a product. And I hate to say a product with service that meets the future requirements, that the State is wants us to abide by. So, I think just having those partnerships not only with the Ag. Industry, but also with the housing authorities and or communities that are willing to see the benefit that, hey, you are taking away additional cost you can tie in healthcare. You can tie in different things to this, right, like air quality improvement and what have you? And this is a great way to be able to express that. So, I think it's a good thing for that purpose. Director Nelson: One last question, have we tried to trim the rate for AG vs VP? Georgina: Yes, along with accounting staff, we have calculated that the overall cost to run a vanpool will be less for ag, hence the profit revenue by acquiring the new units. Chair McShane: It's worth flagging, Mr. Kahn, just because he's our legal eagle, as a State agency or a JPA, can't make profit, so to speak and so we'll just have to really monitor that if the housing project is subsidizing costs and charging no more per mile, this could get interesting if there is little to no cost. Director Nelson – I think this is a premium that we have. So, thank you. Director Nagy: Are you factoring in any battery replacement? I mean because I've heard those are quite costly. So that would have to be factored into that cost per mile. Georgina: Only for the most recent three projects, as those are 10-year projects. The remainder are four years and once the project reporting is over, the obligation has been met. We went to inspect the van interiors and equipment; they are well built. Rodriguez: Can we take a tour, maybe across the state? Chair McShane - Yeah. I think once we once we've deployed. A note for staff, I think that once we are deployed, we should get a few commissioners and share in their areas. Thanks for taking the time to explain. That that was really helpful, and I think we'll continue to dive in. Anything else? Georgina: Yes. The handout. We did a trifold and kept it simple. We are over one billion miles in vehicle miles removed since we began tracking in 2014. So honestly that figure is probably. No questions or comments from the public.

4-4. Lobbyist Update and Request for Support: California Environmental & Energy Consulting (CalEEC) (Attachment 5)

None. Per Erika Romero, EEC Associate, the Lobbyist Update will be presented at 11:00 A.M., after the meeting. No public questions or comments.

5) OTHER BUSINESS/ INFORMATION/ ACTION ITEMS-

~~5-1. ACTION: Approval of 2023 Employee Handbook (Attachment 6)~~ Stricken from the agenda. Information to be provided at a later date.

~~5-2. ACTION: Review of Final Agency Audits for FY 19/20, 20/21 & 21/22 (Attachment 7)~~

Stricken from the agenda. Information to be provided at a later date. Georgina: We received the final drafts for the last 3 audits, from Price, Page LLC, just today. We did not have time to review. Chair McShane: We'll dive into it with the Executive Committee Board and then we'll have staff analysis, and we'll vote on them next meeting. Thank you for that. No questions or comments from the public.

5-3. ACTION: Review of EV Purchase and Costs (Attachment 8)

Georgina: For each of the conversion costs we provided a detailed list of the acquisition costs along with the conversion of vehicles. We also assisted TCRTA (Tulare County Regional Transportation Agency) to secure their ADA EV units. TCRTA was looking to pay close to \$105,000, however, we brought the price down to \$90,000 before taxes, on their behalf. We've never calculated the value of the AHSC vehicles acquisition, but its current value is about twenty million. These AHSC budgets were made Pre-COVID, and we were very, very much under budgeted. We are coming in at about twenty-five, almost twenty-six million. We talked to a couple of the project, and as a team we went back to the state to see if there was any discretionary funding to help, but it could not be done. We have had seen a lot of turnover with former projects and agency staff. Unfortunately, we're having to explain the AHSC program to explain the reimbursement process and the urgency for some. The remaining balance after everything is allocated, and with approximately 6% interest financing using NCL, we're looking to spread out the payments over 10 years, with about a \$219,000 monthly payment. That number is something we're used to, since we've had to finance previously. With that in mind, we recalculated and are presenting a revised budget considering all of this data for FY 23/24. With the potential income being higher and reduction of maintenance costs and fuel, the new budget is good. During our move we realized, because we ended up going to smaller facility, that we don't need half of what we already had. We'd be putting these items up for public auction and selling approximately 108, 15-passenger vehicles. We're looking like we're in about eight million in revenue, which can go to the rainy-day fund reserves or to pay off our loans faster. Chair McShane: I want to make sure we're mindful of time. We have 15 minutes left. I appreciate that there may be some questions, some fine tuning here, but there's obviously a benefit to an electric vehicle. This is a big jump for the agency, and it is something that you know me, and the vice chair spoke to Georgina about. I just want to be sure things are agendized correctly. So, I guess what you're saying, Georgina, is that item 5.3 by approving the purchase, impacts the budget. Okay, so I'll just open it up for questions. Much of what is before us is we're set and required under AHSC, right? Affordable Housing Sustainable Communities. Okay? So, let's open it up for any questions feedback of this time, we'll start here in the conference room. Director Rodriguez: I have a question. So, I think you answered, but just want to clarify that the variances that we see here, from the expenditures of eight million dollars down to your revenues, is due to the purchasing of these new vehicles and added revenues as well. When did we first do the projected budget for 23-24? Georgina: In April and May. Director Rodriguez: And at that time, we didn't know the amount of funding that we would be allocated for these purchases. Right? Okay? And that's where the big discrepancy

lies. Okay, good. Thank you. Director Nelson: So, a lot of our vans are being run by the apartment complexes? How will this all work? Georgina: We market them first to the resident of the AHSC project. If we don't have any takers, then they would go to the outlying community and then are available to the county. We have found that with many of these projects we encounter folks who are permanently disabled and/or often unemployable. We want to make sure that there's a workforce at these complexes and we work with the new project to intentionally include ag workers. Folks that would be able to use the vehicles for work purposes. Chair McShane: Thank you for that. No questions or comments from the public.

Motion Made By:		Wynn		
2 nd Motion By:		Nagy		
Motion (Pass/Fail):		Pass		
<i>Primary</i>	<i>Alternate</i>	<i>Yea</i>	<i>Nay</i>	<i>Abstain</i>
Steve McShane		X		
	Jose Rodriguez	X		
Ana Beltrán		X		
	Pat Nagy	X		
Bob Nelson			X	
	Buck Condit	X		
Kellie Carillo	Liz Wynn	X		

5-4. ACTION: Review and Approval of Revised 23/24 Budget (Attachment 9). No questions or comments from the public.

Motion Made By:		Nelson		
2 nd Motion By:		Condit		
Motion (Pass/Fail):		Pass		
<i>Primary</i>	<i>Alternate</i>	<i>Yea</i>	<i>Nay</i>	<i>Abstain</i>
Steve McShane		X		
	Jose Rodriguez	X		
Ana Beltrán		X		
	Pat Nagy	X		
Bob Nelson			X	
	Buck Condit	X		
Kellie Carillo	Liz Wynn	X		

5-5. ACTION: Review of DOJ State and Federal Resolution for CalVans (Attachment 10). No questions or comments from the public.

Motion Made By:		Nelson		
2 nd Motion By:		Condit		
Motion (Pass/Fail):		Pass		
<i>Primary</i>	<i>Alternate</i>	<i>Yea</i>	<i>Nay</i>	<i>Abstain</i>
Steve McShane		X		
	Jose Rodriguez	X		
Ana Beltrán		X		
	Pat Nagy	X		
Bob Nelson		X		
	Buck Condit	X		
Kellie Carillo	Liz Wynn	X		

5-6. Discussion of Captive/Self- Insured (Attachment 11)

JP Holeman: Thank you, everyone. Thank you for having us. It's nice to spend time with you here. It's taken us really years, trying to figure this out. We really got a lot of roadblocks, but we were able to make it through a lot of them in really a short period of time. Just recently, Philadelphia insurance, offered to let us use their paper. So, we will use the Philadelphia policy. That is currently our primary insurer for all liability in our package. So they finally said, yes, after ongoing negotiation and gave us an indication, which is like a quote, but not, for a \$250,000 liability deductible. They're giving the agency a 46% discounted rate. What we are presenting is basically a comparison of how it works. Comparing how CalVans performed in real life versus the real claims that happened for the past 5 policy terms.

5-7. Informational Items: Executive Director, CalVans Staff or Board Members: NONE

5-8. Requests from Board Members for Future Agenda Items: NONE

7. NEXT MEETING DATE

The next Board meeting is scheduled for: Thursday September 14, 2023.

8. ADJOURN:

Time: 11:07 A.M.

Respectfully submitted,

Georgina Landecho
Executive Director