



CALIFORNIA VANPOOL AUTHORITY

A JOINT POWERS PUBLIC TRANSIT AGENCY

MEETING AGENDA

Meeting Date: Thursday, March 14th, 2024
Meeting Time: 10:00 A.M. | In-person & Virtual Teleconference
Meeting Place(S): Kings County Court Conference Room, 1426 South Drive, Building B,
Hanford, CA 93230

In compliance with the Americans with Disabilities Act, if you are a disabled person and need a disability-related modification or accommodation to participate in this meeting, please contact CalVans at (866) 655-5444. Notification 48 hours before the meeting will enable CalVans to make reasonable arrangements to ensure accessibility to this meeting.

TELECONFERENCE PARTICIPATION

To be a voting participant in action items appearing on the agenda, the participant's teleconference location must appear on the "Teleconference Locations" list and the participant must post the agenda in a location accessible to the general public no less than 72 hours before the announced meeting time, in accordance and within the requirements of the Brown Act (Gov. Code, § 54950 et seq.). Board Directors may attend online due to emergency or just cause at a location that may not be open to the public.

At the announced time of the meeting, teleconference participants may join the meeting via one of the following.

JOIN BY COMPUTER

Direct Link:

<https://us06web.zoom.us/j/92158770933?pwd=SnIEWU94dUVRNVh4K1N5ZFhHYk9sdz09>

Zoom Meeting ID: **921 5877 0933** Passcode: **3ifRYw**

JOIN BY PHONE

One tap mobile: **+14086380968,,92158770933#,,,,*898831#** US (San Jose)
+16694449171,,92158770933#,,,,*898831# US (San Jose)

Dial in: **+1 669 900 6833** US (San Jose)
+1 877 853 5257 US (Toll-free)

2024 BOARD DIRECTOR & MEMBER AGENCY LIST

Steve McShane, *Chairman*

Representing Association of Monterey Bay Area Governments
Councilmember District 3, City of Salinas

Robert Poythress, *Vice-Chairman*

Representing Madera County Transportation Commission
Supervisor District 3, Madera County

James Horn

Representing Fresno Council of Governments
Mayor, City of Coalinga

Ana Beltran

Representing Imperial County Transportation Commission
Council Member, City of Westmoreland

Gurpal Samra

Representing Merced County Association of Governments
Councilmember, City of Livingston

Joey DeConinck

Representing Riverside County Transportation Commission
Councilmember, City of Blythe

Miguel Villapudua

Representing San Joaquin Council of Governments
Councilmember District 1, County of San Joaquin

Bob Nelson

Representing Santa Barbara County Association of
Governments
Supervisor 4th District, Santa Barbara County

Javier Lopez

Representing Stanislaus Council of Governments
Mayor, City of Ceres

Kellie Carrillo

Representing Tulare County Association of Governments
Vice-Mayor, City of Porterville

Jim White

Representing Ventura County Transportation Commission
Citizen Representative, City of Ventura

Vacant, ex Officio Member

Representing the California Department of Transportation

Vacant, ex Officio Member

Representing San Joaquin Valley Air Pollution Control District

ADDITIONAL TELECONFERENCE LOCATIONS

1. Association of Monterey Bay Area Governments, 147 Fourth Street, Community Room, Gonzales, CA 93936
2. Association of Monterey Bay Area Governments, 200 Lincoln Avenue, Salinas, CA 93901
3. Fresno Council of Governments, Huron City Hall, Council Chambers, 36311 Lassen Avenue, Huron, CA 93234
4. Fresno Council of Governments, 2035 Tulare St, Suite 201, Fresno, CA 93721
5. Imperial County Transportation Commission, 1503 N. Imperial Ave., Suite 104, El Centro, CA 92243
6. Imperial County Transportation Commission, 351 W. Main St. Westmorland, CA 92281
7. Madera County Transportation Commission, 2001 Howard Road, Room 201, Madera, CA 93637
8. Madera County Transportation Commission, 200 W. Fourth Street, Room 4006, Madera, CA 93637
9. Merced County Association of Governments, 520 J Street, Los Banos, CA 93635
10. Merced County Association of Governments, Conference Room, 369 West 18th Street, Merced, CA 95340
11. Riverside County Transportation Commission, City Hall, 235 North Broadway, Blythe, CA. 92225
12. San Joaquin Council of Governments, 555 E. Weber Avenue, Stockton, CA 95202
13. Santa Barbara County Association of Governments, 511 E. Lakeside Parkway, Suite 47, Santa Maria, CA 93455
14. Stanislaus Council of Governments, 111 I Street, Suite 308, Modesto, CA 95354
15. Tulare County Association of Governments, Conference Room, 210 N Church St., Suite B, Visalia, CA 93291
16. Tulare County Association of Governments, 291 N. Main St., Porterville, CA 93257
17. Ventura County Transportation Commission, Solvang City Hall, 1644 Oak Street Solvang, Ca. 93463
18. Ventura County Transportation Commission, 848 Danbury Ct, Ventura, CA 93004

1) CALL TO ORDER

2) ESTABLISHMENT OF A QUORUM / ROLL CALL

3) APPROVAL OF AGENDA AS POSTED (OR AMENDED)

At this time the Board members may announce any items being pulled from the agenda or continued to another date or request the moving of an item on the agenda.

4) PUBLIC COMMENTS - (Unscheduled appearances)

The public may address the Board on any matter of the California Vanpool Authority that is not on the agenda. The Chair reserves the right to limit the time of presentations by individual or topic.

5) CONSENT CALENDAR

All Consent Calendar Items are considered routine and will be enacted in one motion. There will be no separate discussion of these matters unless a request is made to remove the item from the Consent Calendar.

5-1. ACTION: Approval of Minutes of February 8th, 2024, Board Meeting

6) ACTION ITEMS / DISCUSSION ITEMS

- 6-1. ACTION: Approval of Resolution of Intent to Purchase Real Property
- 6-2. ACTION: Approval of Draft of Revised Joint Powers Authority
- 6-3. ACTION: Approval to Declare Surplus Property
- 6-4. ACTION: Approval to Engage with AHSC Round 8 Project Partners

7) FINANCIAL, STAFF REPORT & SYSTEM UPDATES & DIRECTOR'S REPORT

- 7-1. INFORMATION: Agency Financials Update & Current Budget
- 7-2. INFORMATION: Agency Regional Updates, Fleet Activity, Director's Report
- 7-3. INFORMATION: EEC Update (Lobbyist)
- 7-4. INFORMATION: EV Van Fleet Update
- 7-5. INFORMATION: PARS Client Review
- 7-6. INFORMATION: UC Berkeley EV Study

8) OTHER BUSINESS / INFORMATION / CLOSING COMMENTS

This time is set aside for the Board of Directors or Executive Committee members and staff to announce items/activities that may be of general interest. There will be no Board of Directors discussion on various matters involving CalVans except to ask questions or refer matters to staff, and no action will be taken unless listed on a subsequent agenda.

- 8-1. INFORMATION: Board Member Updates & Requests for Future Agenda Items
- 8-2. INFORMATION: Conflict of Interest Code (Form 700) Due April 1, 2024



9) ADJOURNMENT

NOTICES: Upcoming Board Meeting (In-Person & Teleconference):
Thursday, April 11th, 2024, at 10:00 A.M. in Sacramento, California.

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Meeting Minutes

A meeting of the California Vanpool Authority was called to order by Chairman Steve McShane at 10:03 A.M. on Thursday, February 8th, 2024, via teleconference.

2024 California Vanpool Authority Member Agencies

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

RCTC – Riverside County Transportation Commission
 SJCOG – San Joaquin Council of Governments
 SBCAG – Santa Barbara County Association 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

Member Agency	Present	Absent (A) Alternate	Joined after Roll Call
AMBAG	Steve McShane	Scott Funk (A)	
MCTC	Robert Poythress	Jose Rodriguez (A)	
Fresno COG	James Horn	Brandon Pursell (A)	
ICTC	Ana Beltran	Maria Nava-Froelich (A)	10:07 A.M.
MCAG	Paul Llenez	Pat Nagy (A)	
RCTC	Joseph DeConinck		
SJCOG		Miguel Villapudua	
SBCAG	Bob Nelson	Ariston Julian(A)	
StanCOG		Javier Lopez/Buck Condit (A)	
TCAG	Liz Wynn (A)	Kellie Carrillo	
VCTC	James “Jim” White	Mike Johnson (A)	

Staff/Visitors in attendance:

First Name	Last Name	Organization	
David	Kahn	Kahn, Soares & Conway, CalVans Attorney	X
Eileen	Goodwin	Apex Strategies, Transit Advisor	X
Erika	Romero	CalIEEC	X
William	Powell	Transit Capital Support Services, NTD Consultant	X
Natalia	Austin	MCTC	X
Leigh	Brown	RCTC	X
Brian	Cunanan	RCTC	X
Peter	Willamson	SBCAG	X

Erik	Noriega	SBCAG	X
Edith	Verdin	SJCOG	X
Yvette	Davis	SJCOG	X
Jean	Foletta	StanCOG	X
Dolores	Lopez	VCTC	X
Amanda	Ruch	CalVans, Account Clerk III	X
Monica	Sarzi	CalVans, Account Clerk III	X
Marcey	Caballero	CalVans, Account Clerk II	X
Marco	Solorio	CalVans, Account Clerk II	X
Magdalena	Atilano	CalVans, Office Manager/Board Clerk	X
Georgina	Landecho	CalVans, Executive Director/Board Secretary	X
Gabriela	Pacheco	CalVans, Transit Coordinator	X
Tomas	Hernandez	CalVans, Transit Coordinator	X
Carmen	Mora	CalVans, Transit Coordinator	X
Miguel	Solorio	CalVans, Fleet Manager	X
Angie	Dow	KART	X
Heather	Corder	KART	X
Terri	King	KCAG	X

2. Unscheduled Appearances: None

3. Consent Calendar

3-1. Approval of Board meeting minutes for January 11th, 2024 (Attachment 01)

Motion Made By: Nelson			
2 nd Motion By: Wynn			
Motion (Pass/Fail): Pass			
Commissioner	Yea	Nay	Abstain
Steve McShane	X		
Robert Poythress	X		
James Horn	X		
Ana Beltran	X		
Paul Llanez	X		
Joseph DeConinck	X		
Bob Nelson	X		
Liz Wynn	X		
James "Jim" White	X		

6. Staff Report and System Updates

6-1. Agency Financials Update and Year-to-Date Budget (Attachment 02)

Review of agency financials for the period ending January 31, 2024. The CalVans accounting team was present for questions regarding agency standings and the status of our current budget. No questions or concerns.

6-2. Regional, Fleet Activity; Marketing, Outreach, and EV Updates (Attachment 03)

Transit Coordinators Teresa Rodriguez, Tomas Hernandez, Carmen Mora, and Gabriela Pacheco provided a brief update on their area of responsibility. CalVans operated 442 total vans in January 2024; 338 agency vans and 104 general vanpools, which include four (4) 24-hour vans. No questions or concerns.

6-3. Lobbyist Update

Erika Romero with CalEEC provided an update on CalVans' activity at the state capital and a reminder to save the date for the April 14, 2024, Sacramento Board Retreat and Meeting. No questions or concerns.

6-4. EV Van Fleet Update

CalVans received 12 eTransits in January. Vehicles are added to the fleet management software upon arrival. Vehicle branding, forward-facing cameras, and telematics installations occurring. No questions or concerns.

7. Other Business Information Action items

7-1. INFORMATION: JPA Update

David Kahn of KSC, Hanford, CalVans legal counsel, provided a brief update regarding the revisions and anticipated changes to the Joint Powers Agreement. Eileen Goodwin for Apex Strategies and CalVans advisor, also provided a brief update. No questions or concerns.

7-2. INFORMATION: Application to Caltrans for Recipient §5311

Clarification and change in the proposed submission of §5311/§5307 letter to Caltrans. Resolution 2024-02 repealed. CalVans will no longer pursue securing recipient §5311/§5307 federal funding.

7-3. INFORMATION: Statement of Economic /Conflict of Interest (Form 700)

A reminder that the Statement of Economic /Conflict of Interest (Form 700) is due April 1, 2024.

6. Next Meeting

The next CVA Board meeting is scheduled for Thursday, March 14, 2024, at 10:00 A.M..

7. Adjourn: Time: 10:50 A.M.

Respectfully submitted,

Georgina Landecho, CalVans Executive Director, and Board Secretary
Madalena Atilano, CalVans Office Manager, and Board Clerk

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California Vanpool Authority

AGENDA ITEM 6-1.

March 14, 2024

Prepared by Georgina Landecho, Executive Director

SUBJECT:

Action: RESOLUTION NO. 24-003. INTENTION TO PURCHASE REAL PROPERTY

BACKGROUND:

The California Vanpool Authority is interested in acquiring a 3.71-acre Commercial Building located at 13426 Avenue 232, Tulare, CA. 93274 (APN 195-010-016-000), in the County of Tulare, to accommodate the future growth of the agency. The multi-acre parcel includes a 2,304 sq ft office building, which includes four separate offices and two restrooms, uncovered parking stalls, and is within 3 miles of the City of Tulare. The property has been inspected and is in good condition. CalVans administration has conferred with Matt Graham, the authorized representative of Graham and Associates, the property owner and the parties have agreed to a purchase price of \$795,000.

RECOMMENDED ACTION:

It is recommended that the Board of Directors adopt Resolution No. 2024-003, approving the purchase of 13426 Avenue 232, Tulare, CA. 93274 (APN 195-010-016-000), for \$795,000 plus closing costs, to be paid from the Agency's Treasury Fund Account.

FISCAL IMPACT:

CalVans has always leased land at headquarters and satellite offices. Due to zoning issues at the current facility and the season upon us, the staff wishes to find a stable and permanent facility for operations. This in turn will provide stable and fixed costs, an appreciating investment as the property is developed and charging along with solar infrastructure is added, an opportunity to build equity, a source of ready cash, tax advantages, and the freedom to develop the land.

ATTACHMENT(S):

1. Resolution 2024-003
2. Property Details and Photos
3. Tax & Location Map
4. Tulare County Property Information

CALIFORNIA VANPOOL AUTHORITY

RESOLUTION NO. 2024-003

**RESOLUTION OF INTENTION TO PURCHASE REAL PROPERTY LOCATED AT
13426 AVENUE 232, IN THE CITY OF TULARE, (APN 195-010-016-000)**

WHEREAS, California Vanpool Authority desires to acquire real property on 13426 Avenue 232, Tulare, CA. 93274 to accommodate the future growth of the Agency. The aforementioned real property is available for acquisition as more particularly described in Exhibit “A” attached hereto and incorporated herein; and will make an offer to purchase the Property, contingent upon Board of Directors approval.

WHEREAS, California Vanpool Authority will purchase real property with funds from the Agency’s Cash Treasury for Real Property Procurement; and

WHEREAS the purchase price of said real property be for the full asking price of the sum of SEVEN HUNDRED AND NINETY-FIVE NO/100 DOLLARS (\$795,000) if a negotiated price reduction is not obtained or agreed to by the seller.

WHEREAS the name of the vendor of the said property is:

Matt Graham of Graham & Associates, 1005 N Demaree Street, Visalia, CA 93291

AFFIRM California Vanpool Authority Resolution Of Intention, Authorize The Execution Of A Sales And Purchase Agreement With Matt Graham of Graham & Associates And Authorize The Acceptance Of A Grant Deed For The Purchase Of Real Property Located At 13426 Avenue 232 in the City of Tulare, CA. 93274, (APN 195-010-016-000).

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors approves the purchase of the real property and approves acceptance and recording of the Grant Deed when purchase is complete.

On a motion by Director _____, seconded by Director _____, the foregoing Resolution was passed and adopted by the Board of Directors of the California Vanpool Authority this 14th day of March 2024, by the following vote, to wit:

AYES:

NOES:

ABSENT:

Steve McShane, Chairperson of the Board of Directors
California Vanpool Authority

Chair of the California Vanpool Authority a Joint Powers Authority,
a public transit agency existing under the authority of California
Government Code § 6500 et seq.

IN WITNESS WHEREOF, I have set my hand this 8th day of January 2024. I, Georgina Landecho, Secretary of the CalVans Board of Directors, do hereby certify that the foregoing is a full, true, and correct copy of a resolution passed and adopted by the CalVans Governing Board at its regularly called and conducted meeting held on March 14, 2024.

Georgina Landecho, Executive Director
Secretary of the CalVans Board of Directors
California Vanpool Authority



13426 Avenue 232 | Tulare, CA

Property For Sale

1005 N Demaree Street
Visalia, California 93291
O | 559.754.3020
F | 559.429.4016
www.mdgre.com

GRAHAM | **& ASSOCIATES**

to learn more, visit: www.mdgre.com

Matt Graham
Lic# 01804235
www.mdgre.com

PROPERTY LAYOUT



PLEASE NOTE: ALL INFORMATION AND REPRESENTATION MADE HEREIN, WHILE NOT GUARANTEED, HAVE BEEN SECURED FROM SOURCES WE BELIEVE TO BE RELIABLE, HOWEVER, THEY ARE NOT WARRANTED BY MATT GRAHAM & ASSOCIATES AND ARE SUBJECT TO CHANGE WITHOUT NOTICE.

PROPERTY PHOTOS



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PROPERTY PHOTOS



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PROPERTY AERIAL



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CRAIG L. MARTIN

PROPERTY DETAILS

Address: 13426 Avenue 232 | Tulare, CA

APN: 195-010-016

Building Size: 2,304 +/- Sq. Ft.

Lot Size: 3.71 +/- Sq. Ft.

Sales Price \$795,000.00



Additional Comments:

Newly updated office building - well suited for an agricultural business office available for sale in Tulare, California. The building sits on an almost 4 acre parcel - ideal for a truck parking, equipment storage or pasture. Located right off of Tulare Lindsay Highway - providing easy access to Tulare and neighboring cities. Please call for further details.



Contact Broker:

Matt Graham
Lic# 01804235

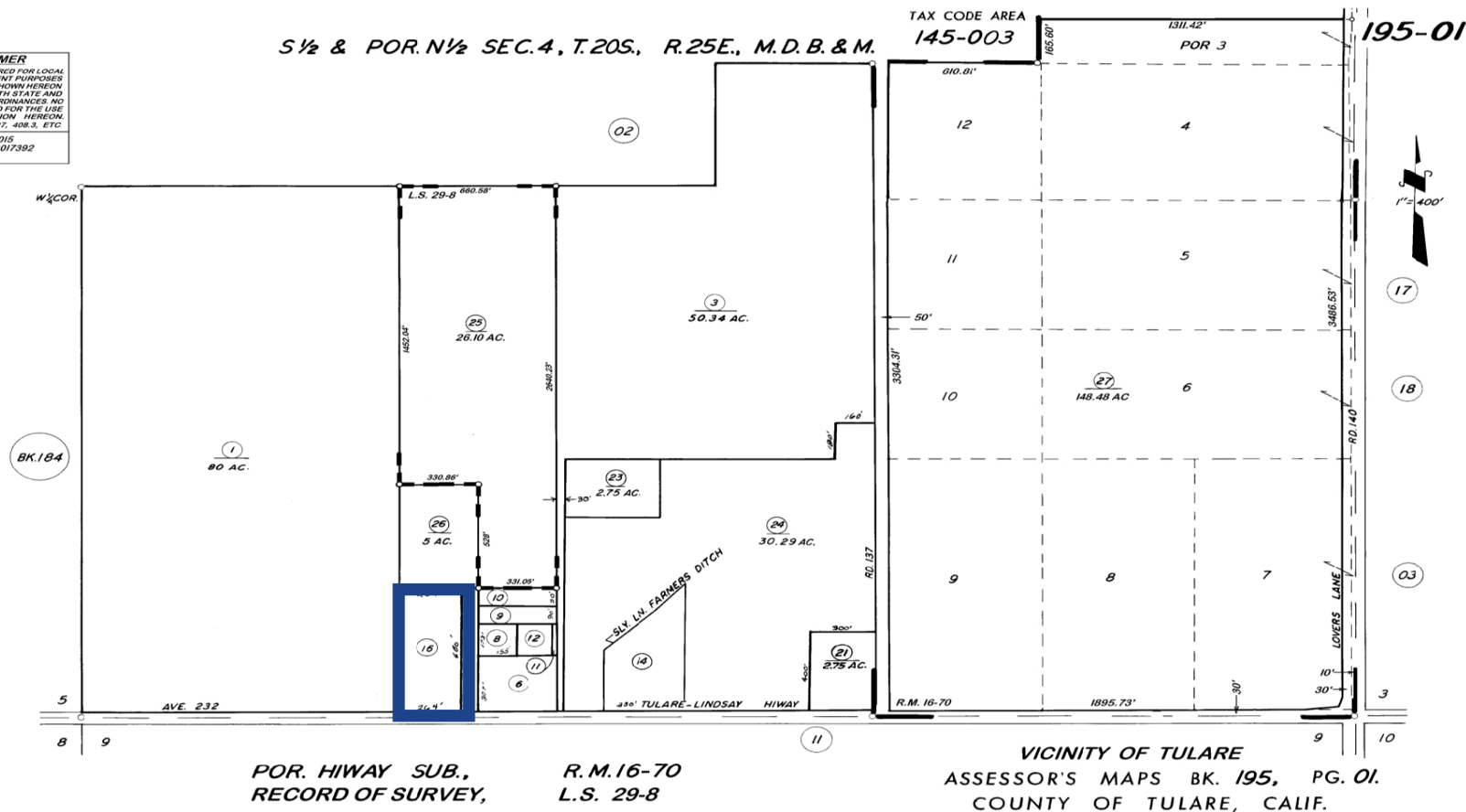
to learn more, visit: www.mdgre.com

1005 N Demaree Street
Visalia, California 93291
O | 559.754.3020

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TAX MAP

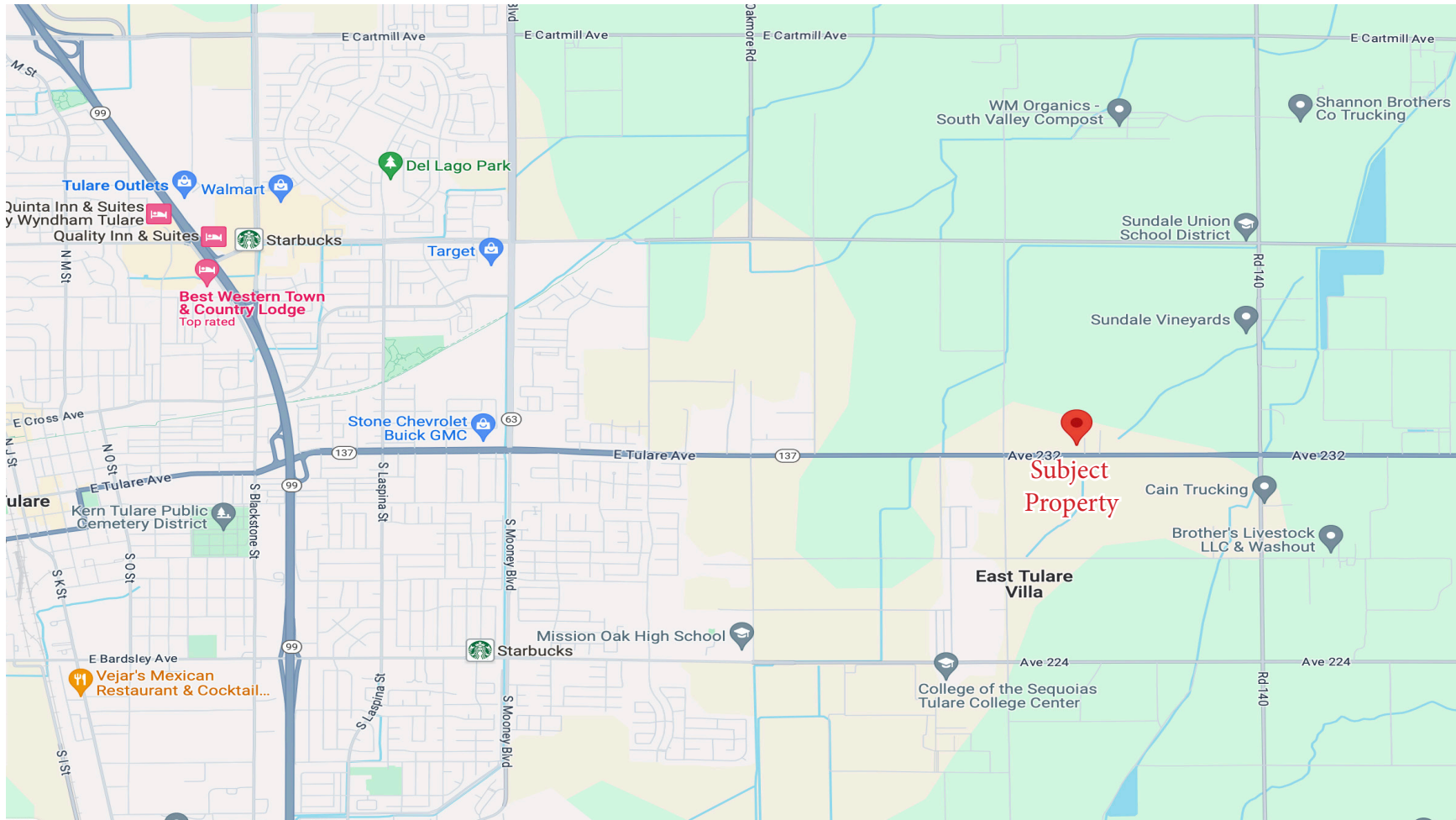
DISCLAIMER
 THIS MAP WAS PREPARED FOR LOCAL
 PROPERTY ASSESSMENT PURPOSES
 ONLY. THE PARCELS SHOWN HEREON
 MAY NOT COMPLY WITH STATE AND
 LOCAL SUBDIVISION ORDINANCES. NO
 LIABILITY IS ASSUMED FOR THE USE
 OF THE INFORMATION HEREON.
 P & T CODE SEC. 321, 406.5, ETC.
 REVISED: 7/21/2015
 REASON: 2015-0017382
 CAD TECH: NFL



NOTE — ASSESSOR'S BLOCK NUMBERS SHOWN IN ELLIPSES
 ASSESSOR'S PARCEL NUMBERS SHOWN IN CIRCLES

PLEASE NOTE: ALL INFORMATION AND REPRESENTATION MADE HEREIN, WHILE NOT GUARANTEED, HAVE BEEN SECURED FROM SOURCES WE BELIEVE TO BE RELIABLE, HOWEVER, THEY ARE NOT WARRANTED BY MATT GRAHAM & ASSOCIATES AND ARE SUBJECT TO CHANGE WITHOUT NOTICE.

LOCATION MAP



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Tulare County
California

Property Information

Assessor Parcel Number(APN)	195-010-016-000
Assessment Number	195-010-016-000
Tax Rate Area(TRA)	145003
Current Document Number	2022R0051450
Current Document Date	8/15/2022
SitusAddr	13426 AVE 232 Tulare
Property Type	PROF. BLDG. (LEGAL,INS.) (C/I)
Lot Size(Acres)	3.71
Lot Size(SqFt)	0.00
Asmt Description	POR E/2 OF SW/4 4-20-25
Asmt Status	ACTIVE

Roll Values

Land	\$81,900
Structural Imprv	\$205,220
Fixtures Real Property	\$0
Growing Imprv.	\$0
Total land & Improvemnets	\$287,120
Fixtures Personal Property	\$0
Personal Property	\$0
Manufactured Homes	\$0
Homeowners Exemption(HOX)	\$0
Other Exemptions	\$0
Net Assessed Value	\$287,120

Building Description


Building Seq. Number	1
Unit Seq. Number	0
Building Code	1


Current Doc Num	2022R0051450
Building Square Footage	2304.00
Number of units	0
Building Type	
Garage Size	0.00
UnFinished Square Footage	0.00
Year Built	1966
Bedrooms	0
Full Baths	0
Half Baths	0
FirePlaces	
Pools	




Tara K. Freitas

Assessor

 221 S. Mooney Boulevard, Room 102-E, Visalia, CA, 93291

 (559)636-5100

 assessor@tularecounty.ca.gov

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These search results for T3426

Research results

1300 Avenue 212, Suite 212, Santa Ana, CA 92701-1000

Figure 1

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ACQUISITION CHECKLIST

For use for submittal of Acquisition Review Packages:

PROJECT:		DEPARTMENT	AGENCY PARCEL NO
PROPERTY ADDRESS	COUNTY	APN NO.	
GRANTOR (EXACT as shown on vesting deed or contract)			

ACQUISITION TRANSACTION PACKAGE SUBMITTAL	
<input type="checkbox"/> Request	Acquisition Review request will require a Board meeting to review.
<input type="checkbox"/> Approved Resolution	Approval to Proceed or Encumber Funds ("Original").
<input type="checkbox"/> Cost Funding and Schedule Summary	Enclose a "Capital Outlay Cost, Funding and Schedule Summary" sheet for each approval being requested (i.e. site selection, acquisition, one-step approvals such as No-Cost acquisitions). The most current copy of the Cost Funding and Schedule Summary will be submitted to the CalVans Accounting/Finance Department with the Consent/Action Item.
<input type="checkbox"/> Funding Sources	Provide copy of property being acquired. Identify monies.
<input type="checkbox"/> Project Name	After the project is named, be consistent in referencing the name of the project throughout all documents in the submittal.
<input type="checkbox"/> Preliminary Report	Preliminary Report (Prelim) must be current and dated within the last six months. Verify the accuracy of the Prelim as to vesting of the Grantor and Legal Description (compare against the vesting deed). The Prelim should also provide the type of title insurance being purchased.
<input type="checkbox"/> Exception Copies	Include copies of all pertinent title exceptions appearing on the Prelim. Include any copies of recordation cited in the legal description and/or embedded in the body of other exception document(s).
<input type="checkbox"/> Vesting Document	Provide a copy of the Vesting Document (compare document to Prelim – both documents should agree)
<input type="checkbox"/> CEQA	<ul style="list-style-type: none"> ▶ Request CEQA clearance and determination. ▶ Disclosure is required on any contamination found on the property. ▶ Provide a complete explanation of liability issues regarding the contamination and indicate how the contamination will be mitigated or addressed.

<input type="checkbox"/> Phase I/II Report	Provide a copy of the Phase I Environmental Report and if applicable, a copy of the Phase II Report. Note any environmental/hazardous material issues on Analysis and the Acquisition Summary. If applicable, describe how any potential problems or concerns will be addressed or remediated.
<input type="checkbox"/> Condition of Property Statement (COP)	<ul style="list-style-type: none"> ▶ The Condition of Property Statement (COP) will be prepared by the Executive Director. ▶ A site visit of the property will be made by CalVans staff for this purpose. Provide Realtor/ Agent Contact Information and/or Entry Permit. Provide if available, a copy of any Environmental reports completed on the property (ie: Phase I Environmental Site Assessment Report, etc.) ▶ The site visit date appearing on the COP should not be more than 2 months old.
<input type="checkbox"/> Seismic Safety Assessment	If improvements exist, include a copy of the Seismic Evaluation prepared by a licensed structural engineer.
<input type="checkbox"/> Water Rights	Consider if water rights, including, ground, riparian, appurtenant, etc. and surface right of entry have been reserved or severed from title. If so, discuss impact on property and project.
<input type="checkbox"/> Mineral Rights	Consider if mineral rights, including surface right of entry have been reserved or severed from title. If so, discuss impact on property and project.
<input type="checkbox"/> Legal Description	Review legal description and recorded documents referenced within the description. Cross reference between preliminary title report and vesting deed. If a new legal description is required, the written description must be prepared by a licensed engineer/surveyor and be accompanied by a map exhibit, both stamped and signed.
<input type="checkbox"/> Location/Plot Map	Provide a map of the property and delineate all encumbrances and access routes to the property. If the property is near, adjacent, or contiguous to other properties, delineate the location of the property in relation to this property. Also note on the location map any easements that impact the agency's use of the property.
<input type="checkbox"/> APN Map	Provide a current copy of the Assessor's Parcel Map.
<input type="checkbox"/> Appraisal Review	Provide a current copy of the Appraisal Report or Review. All Appraisal Reports must be prepared by a certified general real estate appraiser. The appraisal shall consider encumbrances, mineral interests, timber, access restrictions, implied dedication, etc.
<input type="checkbox"/> Property Acquisition Agreement (PAA)	Provide a hard and electronic copy of the PAA. Include copies of all exhibits attached to the document. Identify any unique terms or removal of any terms, conditions or restrictions contained in the document. Note any special clauses or terms in your Acquisition Summary. Agreement documents shall not be executed by the Executive Director or its authorized representative until acquisition approval has been granted by the CalVans Board of Directors.
<input type="checkbox"/> Other Contracts/ Agreements	Submit copies of all relevant documents, (i.e., Lease Agreement, Option Agreement, Use Restriction Agreement, Memorandum of Understanding, Letter of Intent, Contract, Easement, etc.) connected with the acquisition of the property. Include any supporting documentation relevant to the document(s) submitted. Provide a brief summary of the key facts of each document (i.e., special terms, reversionary clauses, lack of indemnification language, etc.) in the Site Selection/ Property Acquisition Summary.

<input type="checkbox"/> Relocation Assistance Program (RAP)	If applicable, a relocation study must be completed and a determination made of the adequacy of funds available for relocation costs. If the acquisition of the property is subject to RAP, contact CalVans Accounting/Finance Department for further instructions.
<input type="checkbox"/> Williamson Act	If the property is encumbered by the California Land Conservation Act of 1965 (Government Code 51291 - Williamson Act). The Department of Conservation will need to be notified after the PWB Site Selection approval is granted that CalVans is considering the acquisition of the property.
<input type="checkbox"/> Aviation Restrictions	If the proposed site of any State building or other enclosure is within two miles of an airport runway, or proposed airport master plan the Department of Transportation (DOT) must be notified in writing of the proposed acquisition pursuant to the Public Utilities Code Section 21655-21660. The DOT will investigate the proposed site and provide a written report containing its findings and recommendations within 30-days after receipt of the notice. Submit a copy of the DOT's findings with your Acquisition Submittal.
<input type="checkbox"/> Deed	Prepare a Deed (Grant, Gift, Easement, Quitclaim, etc.) for execution by the Owner. The signatory on the Deed should include the names and titles of all parties signing this document. For legal entities such as corporations, partnerships, limited partnerships, joint ventures, trusts, etc. provide a copy of the appropriate document that includes the names and titles of persons authorized to sign this transaction on behalf of the legal entity (ie: Corporate Resolutions, Partnership Agreements, Trust Agreement including the amendments, etc.).
<input type="checkbox"/> Certificate of Acceptance	Prepare a Certificate of Acceptance as an attachment to the Deed. This document is required on all properties accepted on behalf of the California Vanpool Authority. This document shall not be executed until acquisition approval has been granted by the PWB.
<input type="checkbox"/> Site Selection/ Property ACQUISITION SUMMARY	Complete a summary of the acquisition. This form must be prepared by the responsible Agency Real Estate Analyst/Officer, Land Agent or equivalent staff member. The form should detail all pertinent facts about the acquisition (ie: Location, funding, appraisal facts, listing of title exceptions to include a brief explanation of exceptions deleted, accepted or cured, special terms such as reversionary clauses, etc.) After all necessary edits have been made; submit the final version signed by the authorized signer.
<input type="checkbox"/> PWB Consent/Action Staff Analysis Item (Site or Acquisition)	Prepare a Site Selection or Acquisition Consent/Action Staff Analysis Item. Reference the appropriate legislative funding source and summarize why the property being selected meets the requirements of the agency.
<input type="checkbox"/> PWB Consent/ Action Summary Bullets	Include all necessary "Summary" bullets on your PWB Consent/Action Staff Analysis Item: <ul style="list-style-type: none"> ▶ Standard selection/acquisition bullets. ▶ The Agency's budgetary and support bullet(s) ▶ Describe other pertinent information/data such as specials terms, reversionary requirements, use restrictions, memorandums of understandings, environmental or hazardous waste concerns, etc.
<input type="checkbox"/> PWB Resolution	All acquisitions presented to the PWB for approval require the completion of a Resolution that includes a copy of the Legal Description as Exhibit "A". Prepare and submit a copy of the PWB Resolution to CalVans Accounting/Finance Department. NOTE: The Resolution should always correspond to the Acquisition Consent/Action item presented to the PWB.

<input type="checkbox"/> Gift of Real Property	<p>If the property being acquired as a "gift of property" A donation by the property owner, <i>without any restrictions</i>) or by means of a "no-cost acquisition," complete a <i>Gift Deed Summary</i>.</p> <p>Note: Following PWB Acquisition approval of the gift of property, acceptance of the property by CalVans will require the approval of the Board of Directors. The Executive Director will prepare a Gift memo that will include the completed <i>Gift Deed Summary</i>, <i>Certificate of Acceptance</i> and other pertinent documentation necessary for review and signatory of CalVans Chair.</p>	
<input type="checkbox"/> Escrow Instructions	<p>Prepare Escrow Instructions for the title company and:</p> <ul style="list-style-type: none"> ▶ List all documents being sent for recordation ▶ Identify the type of title policy and amount being purchased ▶ List any additional endorsements being requested in addition to the standard title insurance coverage. Submit copies of any special endorsements being requested to DGS for review ▶ If a Proforma title policy is requested, indicate in the Escrow instructions ▶ Indicate how payment will be made ▶ Identify where and to whom the title policy and recorded docs should be returned to ▶ Notate any special instructions ▶ List the exceptions being accepted <p>NOTE: The California Vanpool Authority is not subject to recordation charges pursuant to Section 27383 of the Government Code. Furthermore, no documentary transfer fee will be paid in accordance with the provisions of Section 11922 of the Government Code.</p>	
<input type="checkbox"/> Title Insurance	<p>Submit Policy of Title Insurance to CalVans Accounting/Finance Department after the close of escrow. A copy of the title policy will be forward to Archives. Prior to forwarding the insurance policy to CalVans Accounting/Finance Deaprtment ensure that all exceptions have been removed and that the policy is correct as to (1) legal vesting; (2) legal description and (3) amount of coverage specified in your Escrow Instructions.</p>	
COMPLETED BY:	REVIEWED BY:	DATE:

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California Vanpool Authority

AGENDA ITEM 6-2.

March 14, 2024

Prepared by Georgina Landecho, Executive Director

SUBJECT:

Action: RESOLUTION NO. 24-006. REVISE AND RESTATE JOINT POWERS AGREEMENT

BACKGROUND:

The California Vanpool Authority was incepted in December 2011 and has not had a revision of the current Joint Powers Authority agreement since. CalVans wishes to revise the current agreement and request acceptance by member agencies.

RECOMMENDED ACTION:

Staff is recommending the Board of Directors adopt Resolution 24-006 allowing CalVans to distribute the adopted revisions to member agencies for review and adoption.

FISCAL IMPACT:

California Vanpool Authority is self-sustained, however, will apply for grant funding when possible. As CalVans currently operates without financial support from member agencies, therefore a model that sustains self-sufficiency is paramount to continue to operate successfully and meet the goals adopted by the CalVans Board of Directors which include acquiring real property assets, creating a rainy-day fund, and sponsoring multiple events and community engagement.

CalVans was designed to operate without receiving direct public funds. Collaborating with housing projects will provide financial security allowing for continued growth and expansion.

ATTACHMENT(S):

1. Resolution 2024-006
2. Exhibit A. Amended Joint Powers Authority

CALIFORNIA VANPOOL AUTHORITY

RESOLUTION NO. 2024-006

RESOLUTION OF AMENDMENT NO. 1 TO THE CALIFORNIA VANPOOL AUTHORITY JOINT POWERS AUTHORITY, A PUBLIC TRANSIT AGENCY, AGREEMENT

WHEREAS, the California Vanpool Authority Public Transit Agency (“Transit Agency”) is a joint powers agency that was inceptioned October 21, 2011, with the original Notice of A Joint Powers Agreement filed with the State of California's Secretary of State as File No. 2189.

WHEREAS, the Transit Agency was formed pursuant to a Joint Powers Agreement on October 21, 2011, or as a “Joint Powers Agreement,” the Authority wishes to update and amend matters related to the agency host county, boundaries, meetings, super majority vote, committees, and withdrawals. The current makeup of the agency includes (AMBAG) Association of Monterey Bay Area Governments, (MCTC) Madera County Transportation Commission, (ICTC) Imperial County Transportation Commission, (MCAG) Merced County Association of Governments, (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 (collectively, “member agencies” and individually, a “member agency”). Member agencies may continue to join or withdraw as they deem necessary without impacting CalVans operations.

NOW, THEREFORE, the member agencies agree as set forth below, to the following revisions.

Article I, General Provisions, Section 2 of the Joint Powers Agreement amended in its entirety to read as follows:

2. Boundaries.

The boundaries of the Transit Authority shall be the same as the collective geographic boundaries of the Member Agencies, however, nothing herein shall prevent or prohibit the Transit Authority from operating or providing its services outside of Transit Authority boundaries.

Article II, Organization, Section 5 of the Joint Powers Agreement amended in its entirety to read as follows:

5. Meetings.

The Board shall by resolution establish the date, time, and place for regular meetings. Special meetings may be called by either the Chair of the Board or the Executive Director as otherwise

allowed by law. All meetings of the Board shall be in conformance with the Ralph M. Brown Act (California Government Code Sections 64950, *et seq.*), as will meetings of its committees, if any, to the extent required by law. The Board may hold meetings in any fashion and utilizing any technology, including but not limited to telephone, video conference, or other permissible technology under the Ralph M. Brown Act. The Board of Directors may establish from time-to-time compensation, reimbursement or a fee to be paid to those Directors who appear at any meeting of the Board or any committee.

Article II, Organization, Section 8 of the Joint Powers Agreement amended in its entirety to read as follows:

8. Supermajority Vote.

Notwithstanding Article II, Section 7, the following matters require a Supermajority Vote. A Supermajority Vote means 2/3 vote of the Board members present at any meeting at which a quorum is present:

- The borrowing of funds or otherwise incurring any debt on behalf of the Transit Authority outside the everyday operations of the Transit Agency.
- Voluntarily permitting a lien to be placed on any equipment, assets, or property of the Transit Authority.

Article II, Organization, Section 10 of the Joint Powers Agreement is amended in its entirety to read as follows:

10. Committees.

Notwithstanding Article II, Section 9 above, The Board of Directors may establish, from time to time, an Executive Committee, a Legislative Committee, and a Nominating Committee. These committees may be established by a majority vote of the Board, and any rules, procedures, and direction shall be provided by the Board to such committees.

Article III, Finances, Section 1 (c) of the Joint Powers Agreement is amended in its entirety to read as follows:

- (c) Member Agencies may contract with or assist the Transit Authority with obtaining federal, state, or other public funds or payments, including but not limited to 5307 and 5311 funds as may be available;

Any advance made in accordance with paragraph (c) of this Section 1 shall be repaid in the manner agreed to by the advancing Member Agency and the Board, at the time the advance is made. Nothing herein shall prohibit the receipt or acceptance of donations by or from non-Member Agencies as determined from time to time by the Board.

Article IV, Miscellaneous, Section 3 of the Joint Powers Agreement is amended in its entirety to read as follows:

3. Withdrawal.

A Member Agency may withdraw from the Transit Authority by filing its written notice of withdrawal with the Executive Director 180 days before the actual withdrawal. Such a withdrawal shall be effective on the last day of the 180 days. The withdrawal of a Member Agency shall not in any way discharge, impair, or modify the voluntarily assumed obligations of the withdrawn Member Agency in existence as of the effective date of its withdrawal. Withdrawal of a Member Agency shall not affect the remaining Member Agencies, nor shall such withdrawal change or impact where the Transit Authority can provide services or otherwise operate.

NOW THEREFORE, IT IS RESOLVED that Within thirty days following ratification hereof by all member agencies of Transit Agency, a copy of this Amendment shall be sent to the California Secretary of State.

On a motion by Director _____, seconded by Director _____, the foregoing Resolution was passed and adopted by the Board of Directors of the California Vanpool Authority this 14th day of March 2024, by the following vote, to wit:

AYES:

NOES:

ABSENT:

Steve McShane, Chairperson of the Board of Directors
California Vanpool Authority

Chair of the California Vanpool Authority a Joint Powers
Authority, a public transit agency existing under the authority of
California Government Code § 6500 et seq.

IN WITNESS WHEREOF, I have set my hand this 14th day of March 2024. I, Georgina Landecho, Secretary of the CalVans Board of Directors, do hereby certify that the foregoing is a

full, true, and correct copy of a resolution passed and adopted by the CalVans Governing Board at its regularly called and conducted meeting held on March 14, 2024.

Georgina Landecho, Executive Director
Secretary of the CalVans Board of Directors
California Vanpool Authority

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**AMENDED AND RESTATED
AGREEMENT TO FORM JOINT POWERS AUTHORITY**

by and between the

Association of Monterey Bay Area Governments

Fresno Council of Governments

Imperial County Transportation Commission

Madera County Transportation Commission

Merced County Association of Governments

Riverside County Transportation Commission

San Joaquin Council of Governments

Santa Barbara County Association of Governments

Stanislaus Council of Governments

Tulare County Association of Governments

Ventura County Transportation Commission

Effective: _____, 2024

**AMENDED AND RESTATED
AGREEMENT TO FORM JOINT POWERS AUTHORITY**

THIS AMENDED AND RESTATED AGREEMENT TO FORM JOINT POWERS AUTHORITY (“Agreement”) is made effective this ____ day of _____, 2024, by and between the ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS, FRESNO COUNCIL OF GOVERNMENTS, IMPERIAL COUNTY TRANSPORTATION COMMISSION, MADERA COUNTY TRANSPORTATION COMMISSION, MERCED COUNTY ASSOCIATION OF GOVERNMENTS, RIVERSIDE COUNTY TRANSPORTATION COMMISSION, SAN JOAQUIN COUNCIL OF GOVERNMENTS, SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS, STANISLAUS COUNCIL OF GOVERNMENTS, TULARE COUNTY ASSOCIATION OF GOVERNMENTS and VENTURA COUNTY TRANSPORTATION COMMISSION (hereinafter sometimes referred to individually as “Member Agency” and collectively as “Member Agencies”).

W I T N E S S E T H:

WHEREAS, each Member Agency has an interest in and is authorized to operate vanpool services and related activities, including, but not limited to, obtaining grant funds and borrowing funds for purchasing and leasing vans and other related purposes; and

WHEREAS, Federal Transit Administration and State matching funds have provided for the establishment of the “Agricultural Industries Transportation Services” and “RideShare” demonstration programs to help workers have an efficient and safe means of commuting to work within the southern San Joaquin Valley; and

WHEREAS, pursuant to the Joint Exercise of Powers Act, found in California Government Code Sections 6500 *et seq.*, the Member Agencies identified herein and Kings County formed a joint powers authority as an entity that will allow them to share resources in order to further their common interest in or about _____, _____; and

WHEREAS, in or about July 24, 2023, Kings County Association of Governments withdrew from the Authority; and

WHEREAS, the Member Agencies identified herein desire to share resources in order to continue their above-described interest by operating a public entity to handle such matters in locations and jurisdictions collectively agreed to by the Member Agencies; and

WHEREAS, the Joint Exercise of Powers Act, found in California Government Code Sections 6500 *et seq.*, authorizes the Member Agencies to form and operate a joint powers authority as an entity that will allow them to share resources in order to further their common interest,

NOW, THEREFORE, the Member Agencies agree as set forth below.

Article I

General Provisions

1. Name.

The legal name of the joint powers authority shall be the “California Vanpool Authority,” which shall also be known as “CalVans” (hereinafter called “Transit Authority”).

2. Boundaries.

The boundaries of the Transit Authority shall be the same as the collective geographic boundaries of the Member Agencies, however, nothing herein shall prevent or prohibit the Transit Authority from operating or providing its services outside of Transit Authority boundaries.

3. Purposes and Functions.

The purposes and functions of the Transit Authority shall be to operate vanpool services and related activities, including, but not limited to, obtaining grant funds and borrowing funds for purchasing and leasing vans, and other related purposes as determined from time to time by the Member Agencies.

4. General Powers.

The Transit Authority shall have such powers as may be necessary for the accomplishment of the purposes and functions described above in Section 3 of Article I of this Agreement and as may be determined from time to time by the Member Agencies, including, but not limited to, the power in its own name to make and enter into contracts in its own name; to contract with Member Agencies; to acquire and maintain insurance of all types; to employ agents and employees; to acquire, lease, construct, manage, maintain and operate any real property including building, works or improvements; to acquire, lease, hold or dispose of any personal property; to accept, hold, invest (pursuant to law, including, without limitation, California Government Code Section 6509.5), manage, and expend monies; to incur debts, liabilities or obligations; to obtain and secure funding from all available public and private sources, including local, state and federal government, including but not limited to, lease purchase agreements, public grants, private contributions, public and private loans, and other funds; and to sue and be sued in its own name. The Transit Authority may accept grants, gifts, donations of monies, equipment, vehicles or personal property, and other monies made in the public interest to carry out the purposes and functions as provided in this Agreement. To the extent budgeted, and as provided by law, the Board is authorized to pay expenses reasonably and necessarily incurred in the conduct of business, including travel expenses to attend meetings and conferences relating to the business of the Transit Authority. The Transit Authority may, but shall not be required to, adopt written policies and procedures by Majority Vote of the Board of Directors related to exercising its General Powers. Such written policies and procedures, if any, shall not conflict with this Agreement, as may be amended from time to time.

5. Limitations.

Pursuant to California Government Code Section 6509, the powers of the Transit Authority are subject to the restrictions upon the manner of exercising such powers of one of the Member Agencies so designated, the designee to be determined by the Board of Directors from time to time ("Host County"), which is a transportation planning

agency as defined in paragraph (a) of California Public Utilities Code Section 99214 and paragraph (b) of California Government Code Section 29532 and, therefore, governed by California Public Utilities Code Sections 99200 through 99420, or any statutes superseding the same.

6. Separate Legal Entity.

The Transit Authority shall be a public entity duly formed under the laws of the State of California. It shall be a legal entity that is separate and distinct from Member Agencies. The debts, liabilities, and obligations of the Transit Authority shall be the sole responsibility of the Transit Authority and not of its officers, employees, agents or Member Agencies.

7. Term.

This Agreement will continue in full force and effect and the Transit Authority will continue to exist as a separate entity, until such time as this Agreement is rescinded or terminated by a vote in accordance with Section 7 of Article II of this Agreement.

Article II

Organization

1. Board of Directors.

The powers of the Transit Authority are vested in its Board of Directors (“Board”). The Board shall be composed of representatives from the Member Agencies. Each Member Agency shall appoint one voting member of the Board and one alternate member. Each appointed and alternate Board member shall serve at the pleasure of the Member Agency. Each Member Agency shall have one vote. Each Member Agency shall notify the Transit Authority in writing upon making an appointment or change thereof.

2. Officers.

The officers of the Transit Authority shall be elected, appointed and serve as hereinafter set forth.

- (a) The Chair of the Board shall be elected at the first meeting of the Board. Thereafter, the Chair of the Board shall be elected annually at the

last regular meeting in each calendar year and shall begin serving as Chair at the first regular meeting in the next calendar year. Any vacancy in the office of Chair shall be filled at the next regular meeting of the Board. Any member of the Board may be authorized to represent the Board upon approval by the Board.

(b) The Vice Chair of the Board shall be elected at the first meeting of the Board. Thereafter, the Vice Chair of the Board shall be elected annually at the last regular meeting in each calendar year and shall begin serving as Vice Chair at the first regular meeting in the next calendar year. Any vacancy in the office of Vice Chair shall be filled at the next regular meeting of the Board. The Vice-Chair will have all the powers and act in the place of the Chair in the absence of the Chair.

(c) The Executive Director of the Transit Authority shall serve as Secretary. The Secretary will keep a public record of the Board's resolutions, transactions, findings, and determinations, and the preparation of minutes of every meeting. The Executive Director shall also fulfill all other tasks that may be determined from time to time by the Board.

(d) The Board may, by resolution, appoint any other officers as they may deem appropriate from time to time, including but not necessarily limited to a Chief Operating Officer and Chief Finance Officer. Such additional officers shall fulfill all other tasks and duties as may be determined from time to time by the Board.

3. Quorum.

A simple majority of the Board must be present to constitute a quorum for action on the business of the Board.

4. Ex Officio Members.

The California Department of Transportation and the San Joaquin Valley Air Pollution Control District may each designate one non-voting representative to serve as an ex officio member of the Board.

5. Meetings.

The Board shall by resolution establish the date, time, and place for regular meetings. Special meetings may be called by either the Chair of the Board or the Executive Director and as otherwise allowed by law. All meetings of the Board shall be in conformance with the Ralph M. Brown Act (California Government Code Sections 64950, *et seq.*), as will meetings of its committees, if any, to the extent required by law. The Board may hold meetings in any fashion and utilizing any technology, including but not limited to telephone, video conference, or other permissible technology under the Ralph M. Brown Act. The Board of Directors may establish from time-to-time compensation, reimbursement or a fee to be paid to those Directors who appear at any meeting of the Board or any committee.

6. Executive Director.

The Board shall appoint an Executive Director (hereinafter referred to as “Executive Director”), who shall be charged with managing the operations of the Transit Authority, subject to the authority and direction of the Board.

7. Voting.

Except as otherwise specified herein, all actions, decisions, resolutions, rules, and minute orders of the Board shall be approved by a majority vote of the Board members present at any meeting at which a quorum, meaning a simple majority of the Board, is present.

8. Supermajority Vote.

Notwithstanding Article II, Section 7, the following matters require a Supermajority Vote. A Supermajority Vote means 2/3 vote of the Board members present at any meeting at which a quorum is present:

- The borrowing of funds or otherwise incurring any debt on behalf of the Transit Authority outside the everyday operations of the Transit Agency.
- Voluntarily permitting a lien to be placed on any equipment, assets, or property of the Transit Authority.

9. Bylaws.

The Board may adopt, by resolution, bylaws or rules of procedure to govern the organization and operations of the Board and the Transit Authority and to govern the conduct of the Board's meetings. The bylaws may include rules for the establishment of committees of the Board and may also provide for the establishment of a technical advisory committee to provide program recommendations to the Board. Any bylaws adopted by the Board shall be approved by a unanimous vote of the entire Board.

10. Committees.

Notwithstanding Article II, Section 9 above, The Board of Directors may establish, from time to time, an Executive Committee, a Legislative Committee, and a Nominating Committee. These committees may be established by a majority vote of the Board, and any rules, procedures, and direction shall be provided by the Board to such committees.

Article III

Finances

1. Contributions, Payments, and Advances.

As allowed by California Government Code Section 6504, funding for the Transit Authority may include, but shall not be limited to, the following:

- (a) Contributions may be made from the treasuries of one or more of the Member Agencies for the purposes outlined in this Agreement;
- (b) Payments may be made directly by one or more of the Member Agencies to defray the costs of achieving the purposes of the Transit Authority;
- (c) Member Agencies may contract with or assist the Transit Authority with obtaining federal, state, or other public funds or payments, including but not limited to 5307 and 5311 funds as may be available;
- (d) Public funds may be advanced by one or more Member Agencies, with the understanding that such advances will be repaid as provided in this Agreement; and

- (e) Personnel, technology, equipment or property of one or more of the Member Agencies may be used in lieu of other contributions or advances.

Any advance made in accordance with paragraph (c) of this Section 1 shall be repaid in the manner agreed to by the advancing Member Agency and the Board, at the time the advance is made. Nothing herein shall prohibit the receipt or acceptance of donations by or from non-Member Agencies as determined from time to time by the Board.

2. Limitation of Financial Commitment.

The Board shall not obligate the Transit Authority to expenditures of funds not appropriated by the legislative bodies of the Member Agencies or received directly from the State or federal government.

3. Approval of Funding Applications.

The Transit Authority shall receive approval from a Member Agency prior to applying for federal, state or local funds within the jurisdiction of said Member Agency.

4. Treasurer.

Pursuant to California Government Code Section 6505.5, the Transit Authority designates the Treasurer of the **Tulare** to be the depository and have custody of all money of the Transit Authority, from whatever source. The Treasurer of the County of **Tulare** shall comply with the provisions of paragraphs (a) through (e) of Government Code Section 6505.5 and otherwise act in accordance with Government Code Section 6505.5 and other applicable law. The **Tulare** County Board of Supervisors shall determine the charges to be made against the Transit Authority for the services rendered by its Treasurer.

5. Auditor.

The Auditor shall draw warrants to pay demands against the Transit Authority when approved by the Treasurer. The Transit Authority shall use the Auditor of the County of **Tulare**, who shall comply with all of the applicable provisions of California Government Code Section 6505.5. The Auditor shall provide for strict accountability of all funds and report all receipts and disbursements pursuant to California Government

Code Section 6505. The **Tulare** County Board of Supervisors shall determine the charges to be made against the Transit Authority for the services rendered by its Auditor.

6. Budget.

The Board shall adopt a budget no later than sixty (60) days after the first meeting of the Board, and no later than June 30th of each year thereafter. Each budget shall be adopted by a majority vote of the entire Board.

7. Disposition of Assets.

Upon termination of this Agreement, after the payment of all obligations of the Transit Authority, any surplus money or other assets remaining shall be distributed to the Member Agencies in proportion to the contributions made.

8. Liability of Transit Authority.

Funds of the Transit Authority shall be used to defend, indemnify, and hold harmless the Transit Authority, any Member Agency, any member of the Board or alternate, and any employee or officer of the Transit Authority for their actions taken within the scope of their duties while acting on behalf of the Transit Authority.

9. Liability of Individuals.

All of the privileges and immunities from liability, exemptions from laws, ordinances, and rules, all pension, relief, disability, workmen's compensation, and other benefits that apply to the activity of officers, agents, or employees of any such public agency when performing their respective functions within the territorial limits of their respective public agencies, shall apply to them to the same degree and extent while engaged in the performance of any of their functions and duties extraterritorially for the Transit Authority.

10. Transit Equipment.

At the option of the Board, California Government Code Section 6518 shall apply to the Transit Authority.

11. Audit.

To the extent required by law, the Transit Authority shall comply with the audit and other requirements outlined in paragraphs (a) through (e) of California Government

Code Section 6505. The Transit Authority shall promptly deliver copies of the annual audit report to the Board and the Member Agencies.

12. Accounts and Records.

The Board shall establish and maintain such funds and accounts of the Transit Authority as may be required by good accounting practice. The books and records of the Transit Authority shall be open to inspection at all reasonable times to the Member Agencies and their respective representatives.

13. Insurance.

Within thirty (30) days after the execution of this Agreement by the Member Agencies, Transit Authority shall obtain and continuously maintain general liability insurance with limits of at least Ten Million and No/100 Dollars (\$10,000,000.00). Coverage shall be placed with a carrier with an A.M. Best rating of no less than A-:VII, or equivalent.

Article IV

Miscellaneous

1. Custodians of Transit Authority Property.

The Executive Director of the Transit Authority shall have charge of, handle, and have access to, all property of the Transit Authority. Pursuant to California Government Code Section 6505.1, the Executive Director shall file an official bond in an amount determined by the Member Agencies through the Board. To the extent permitted by law, this requirement may be satisfied by the Executive Director filing an official bond obtained in connection with another public office or by the Transit Authority obtaining a fidelity bond or bonds covering all officers and staff of the Transit Authority who have charge of, handle, or have access to any property of the Transit Authority.

2. Severability.

Should any part, term, or provision of this Agreement be decided by the courts to be illegal or in conflict with any law of the State of California, or otherwise be rendered unenforceable or ineffectual, the validity of the remaining parts, terms or provisions hereof shall not be affected thereby.

3. Withdrawal.

A Member Agency may withdraw from the Transit Authority by filing its written notice of withdrawal with the Executive Director 180 days before the actual withdrawal. Such a withdrawal shall be effective on the last day of the 180 days. The withdrawal of a Member Agency shall not in any way discharge, impair, or modify the voluntarily assumed obligations of the withdrawn Member Agency in existence as of the effective date of its withdrawal. Withdrawal of a Member Agency shall not affect the remaining Member Agencies, nor shall such withdrawal change or impact where the Transit Authority can provide services or otherwise operate. A withdrawn Member Agency shall not be entitled to the return of any funds or other assets belonging to the Transit Authority, until the effective date of termination of the Transit Authority or upon a vote of all remaining Member Agencies.

4. Joining the Transit Authority.

Other public entities may join the Transit Authority by filing a written request for inclusion with the Executive Director. The request for inclusion shall be reviewed by the Transit Authority and voted on by the entire Board. By a two-thirds majority vote of the entire Board, a public entity may be accepted as part of the Transit Authority. Thereafter, upon execution of this Agreement, including any amendments thereto, the new member shall become a full and equal member of the Transit Authority.

5. Amendment.

This Agreement may be amended at any time with the unanimous written approval of all Member Agencies.

6. Ratification and Effective Date.

This Agreement shall become effective upon the signature of the last of the aforementioned Member Agencies to sign this Agreement.

7. Notices to Transit Authority and Member Agencies.

Any notices to the Transit Authority and/or Member Agencies required or given pursuant to this Agreement shall be delivered or mailed, U.S. first class, postage prepaid, addressed as follows:

Transit Authority:

California Vanpool Authority
Post Office Box
Tulare, CA 93274

Member Agencies:

Association of Monterey Bay Area
Governments (AMBAG)
24580 Silver Cloud Ct
Monterey, CA 93940

Fresno Council Governments (FCOG)
2035 Tulare St., Suite 201
Fresno, CA 93721

Imperial County Transportation
Commission (ICTC)
1503 N. Imperial Ave, Ste 104
El Centro, CA 92243

Madera County Transportation
Commission (MCTC)
2001 Howard Road, Suite 201
Madera, CA 93637

Merced County Association of
Governments
369 W 18th Street
Merced, CA 95340

Riverside County Transportation
Commission
4080 Lemon Street
Riverside, CA 92501

San Joaquin Council of Governments
555 East Weber Avenue
Stockton, CA 95202

Santa Barbara County Association of
Governments (SBCAG)
Sacramento Area Council of
260 N. San Antonio Rd., Suite B
Santa Barbara, CA 93110

Tulare County Association of
Governments (TCAG)
210 N. Church St. Suite B
Visalia, CA 93291

Ventura County Transportation
Commission (VCTC)
751 E. Daily Dr. Suite 420
Camarillo, CA 93010

Any party may change the address to which notices pursuant to this Section are given by giving notice of its new address according to the provisions of this Section.

8. Notice of a Joint Powers Agreement.

Within thirty (30) days after the effective date of this Agreement or any amendment thereto, the Transit Authority shall cause a notice of this Agreement or any amendment thereto, to be prepared and filed with the office of the California Secretary of State. Additionally, the Transit Authority shall furnish an additional copy of the aforementioned notice of this Agreement or any amendment thereto, to the California Secretary of State, who shall forward such copy to the Controller of the State of California. The aforementioned notices shall contain:

- (a) The name of each Member Agency that is a party to this Agreement;
- (b) The date that this Agreement became effective;
- (c) A statement of the purpose of this Agreement or the power to be exercised by the Transit Authority; and
- (d) A description of the amendment or amendments made to this Agreement, if any.

9. Venue.

The proper venue for any lawsuit based on any cause of action arising out of or in any way related to this Agreement or the operation of the Transit Authority shall be brought in a court of competent jurisdiction located in **Tulare** County, California.

10. Headings.

The headings used in this Agreement are for convenience only and have no effect on the content, construction, or interpretation of the Agreement.

11. Counterparts.

This Agreement may be executed in any number of counterparts and by different parties in separate counterparts, each of which, when executed and delivered, shall be deemed to be an original, and all of which counterparts taken together shall constitute but one and the same instrument.

IN WITNESS WHEREOF, the Member Agencies have caused this Agreement to be executed and attested by their proper officers thereunto duly authorized, and, if appropriate, their official seals to be hereto affixed, to be effective as of the day and year first above written.

ASSOCIATION OF MONTEREY BAY
AREA GOVERNMENTS

Dated: _____
Chairperson

Approved as to Form:

Dated: _____
Counsel

FRESNO COUNCIL OF GOVERNMENTS

Dated: _____
Chairperson

Approved as to Form:

Dated: _____
Counsel

MADERA COUNTY TRANSPORTATION
COMMISSION

Dated: _____

Chairperson

Approved as to Form:

Dated: _____

Counsel

MERCED COUNTY ASSOCIATION OF
GOVERNMENTS

Dated: _____

Chairperson

Approved as to Form:

Dated: _____

Counsel

RIVERSIDE COUNTY TRANSPORTATION
COMMISSION

Dated: _____

Chairperson

Approved as to Form:

Dated: _____

Counsel

SAN JOAQUIN COUNCIL OF GOVERNMENTS

Dated: _____

Chairperson

Approved as to Form:

Dated: _____

Counsel

SANTA BARBARA COUNTY ASSOCIATION OF
GOVERNMENTS

Dated: _____

Chairperson

Approved as to Form:

Dated: _____

Counsel

TULARE COUNTY ASSOCIATION OF
GOVERNMENTS

Dated: _____

Chairperson

Approved as to Form:

Dated: _____

Counsel

VENTURA COUNTY TRANSPORTATION
COMMISSION

Dated: _____

Chairperson

Approved as to Form:

Dated: _____

Counsel

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California Vanpool Authority

AGENDA ITEM 6-3.

March 14, 2024

Prepared by Georgina Landecho, Executive Director

SUBJECT:

Action: RESOLUTION NO. 24-004. AUTHORIZATION FOR SURPLUS SALE & DISPOSAL

BACKGROUND:

The California Vanpool Authority owns the majority of its fleet including the list of vehicles in Attachment A. These vehicles were used previously revenue revenue-generating vans. Many of these vehicles are inoperable, crashed, exceed age/mileage usefulness, are more expensive to repair than the black book value, are unreliable for commuter use and are no longer in service, and have been stored at the CalVans storage yard for three (3) years. These vehicles are being proposed for surplus and will be sold through authorized disposition procedures.

RECOMMENDED ACTION:

Staff is recommending the Board of Directors adopt Resolution 24-004 declaring the list of vehicles as surplus and authorizing their sale or disposal.

FISCAL IMPACT:

Upon the sale of these surplus vehicles, CalVans could realize a small amount of revenue depending on the Public Surplus market and bidding. Staff time will be necessary to assist with processing the necessary documentation to sell the vehicles through our surplus auction house, however, this will be minimal as all photos were taken by the Public Surplus organization saving staff time.

ATTACHMENT(S):

1. Resolution 2024-004
2. Exhibit A. Surplus Vehicle List

CALIFORNIA VANPOOL AUTHORITY

RESOLUTION NO. 2024-004

**RESOLUTION OF THE CALIFORNIA VANPOOL AUTHORITY TO DECLARE A
SURPLUS OF FLEET VEHICLES AND AUTHORIZE THEIR SALE AND/OR
DISPOSAL**

WHEREAS, California Vanpool Authority owns the 87 vehicles attached hereto and incorporated herein; and will proceed with declaring them surplus and proceed with the sale or disposal of said surplus, contingent upon Board of Directors approval.

WHEREAS, California Vanpool Authority property can be classified as surplus and made available for sale or disposed of; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors approves and does declare as surplus the vehicles described in Exhibit A. Surplus Vehicle List, attached hereto and incorporated herein by this reference, and authorizes staff to sell/dispose of said vehicles in compliance with authorized disposition procedures.

On a motion by Director _____, seconded by Director _____, the foregoing Resolution was passed and adopted by the Board of Directors of the California Vanpool Authority this 14th day of March 2024, by the following vote, to wit:

AYES:

NOES:

ABSENT:

Steve McShane, Chairperson of the Board of Directors
California Vanpool Authority

Chair of the California Vanpool Authority a Joint Powers
Authority, a public transit agency existing under the authority of
California Government Code § 6500 et seq.

IN WITNESS WHEREOF, I have set my hand this 14th day of March 2024. I, Georgina Landecho, Secretary of the CalVans Board of Directors, do hereby certify that the foregoing is a full, true, and correct copy of a resolution passed and adopted by the CalVans Governing Board at its regularly called and conducted meeting held on March 14, 2024.

Georgina Landecho, Executive Director
Secretary of the CalVans Board of Directors
California Vanpool Authority

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Exhibit A

Count	Unit #	Year	Make	Model	Passenger Capacity	Fuel	Current Meter	VIN/SN	License Plate	Revenue Vehicle	Comments
1	C-1	2001	Honda	Civic	4	Gasoline	54,802	1HGEN26481L000326	1078512	Inactive	Starts/runs/Drives- CNG
2	6	2003	GMC	Savana Passenger	15	Gasoline	297,516	1GJHG39U131149062	1092829	Inactive	No Start/ No Run- Missing parts
3	7	2003	GMC	Savana Passenger	15	Gasoline	270,384	1GJHG39U031204276	1092844	Inactive	No Start/ No Run- Missing parts
4	61	2004	GMC	Savana Passenger	15	Gasoline	355,093	1GJHG39UX41243331	1177273	Inactive	No Start/ No Run- Missing parts
5	80	2005	GMC	Savana Passenger	15	Gasoline	302,841	1GJHG39U651107389	1177298	Inactive	Start/Run- Transmission issues
6	58	2006	Chevrolet	Express Passenger	12	Gasoline	186,083	1GAHG35U961101674	1279813	Inactive	Start/Run/Drives
7	89	2006	GMC	Savana Passenger	15	Gasoline	356,172	1GJHG39U861275603	1226427	Inactive	No Start/ No Run- Missing parts
8	114	2006	GMC	Savana Passenger	15	Gasoline	332,535	1GJHG39U961105847	1203294	Inactive	No Start/ No Run- Missing parts
9	164	2006	Chevrolet	Uplander	7	Gasoline	168,379	1GNDV23L36D121957	1216190	Inactive	Start/Run- Missing parts
10	175	2007	Toyota	Sienna	8	Gasoline	211,701	5TDZK23C37S068755	1279696	Inactive	Start/Run- Transmission issues
11	661	2007	GMC	Savana Passenger	15	Gasoline	137,110	1GJHG39U771243095	1255491	Inactive	No Start/ No Run- Missing parts
12	670	2007	GMC	Savana Passenger	15	Gasoline	195,806	1GJHG39U971241249	1255514	Inactive	Crashed/ Missing parts
13	678	2007	GMC	Savana Passenger	15	Gasoline	125,936	1GJHG39U371243630	1255515	Inactive	No Start/ No Run- Missing parts
14	706	2007	GMC	Savana Passenger	15	Gasoline	123,456	1GJHG39U471253163	1255543	Inactive	No Start/ No Run- Missing parts
15	42	2008	Chevrolet	Uplander	7	Gasoline	179,333	1GNDV23W28D125463	1216742	Inactive	Start/Run- Missing parts
16	103	2008	Chevrolet	Express Passenger	15	Gasoline	277,253	1GAHG39K181102295	1487652	Inactive	Ventura Start/No Run- Transmission issues
17	118	2008	Chevrolet	Express Passenger	15	Gasoline	219,061	1GAHG39K581103496	1279714	Inactive	No Start/ No Run- Missing parts
18	150	2008	Chevrolet	Express Passenger	15	Gasoline	250,967	1GAHG39KX81100559	1279480	Inactive	No Start/ No Run- Missing parts
19	183	2008	Toyota	Sienna	8	Gasoline	271,798	5TDZK23C68S137245	1255663	Inactive	Start/drives- Engine issues
20	186	2008	Toyota	Sienna	8	Gasoline	290,882	5TDZK23CX8S139564	1255662	Inactive	Start/Run- Transmission issues
21	188	2009	GMC	Savana Passenger	15	Gasoline	298,994	1GJHG39K791166567	1255717	Inactive	No Start/ No Run- Missing parts
22	194	2009	GMC	Savana Passenger	15	Gasoline	302,923	1GJHG39K591167443	1255707	Inactive	Start/no drive/ Missing parts
23	195	2009	GMC	Savana Passenger	15	Gasoline	212,189	1GJHG39K791168772	1255708	Inactive	Start/no drive/ Missing parts
24	709	2009	GMC	Savana Passenger	15	Gasoline	79,967	1GJHG39K791180307	1255742	Inactive	No Start/ No Run- Missing parts
25	715	2009	GMC	Savana Passenger	15	Gasoline	156,940	1GJHG39KX91181919	1255746	Inactive	Starts/ Runs- Transmission Issues
26	729	2009	GMC	Savana Passenger	15	Gasoline	122,275	1GJHG39K591181567	1290964	Inactive	Crashed/ Missing parts
27	741	2010	GMC	Savana Passenger	15	Gasoline	156,590	1GJ2GZDG2A1115882	1290973	Inactive	Starts/ Runs- Transmission Issues
28	761	2010	GMC	Savana Passenger	15	Gasoline	154,763	1GJ2GZDG9A1160057	1291026	Inactive	Crashed/ Missing parts
29	765	2010	GMC	Savana Passenger	15	Gasoline	149,371	1GJ2GZDG3A1159261	1291027	Inactive	No Start/ No Run- Missing parts
30	253	2011	GMC	Savana Passenger	15	Gasoline	196,686	1GJZ71FG6B1138760	1362038	Inactive	Crashed- Missing parts
31	258	2011	GMC	Savana Passenger	15	Gasoline	268,901	1GJZ71FG8B1137609	1362034	Inactive	Ventura Transmission Ventura Needs Cleaning
32	772	2011	GMC	Savana Passenger	15	Gasoline	176,183	1GJZ72FG6B1109368	1339971	Inactive	Ventura (Starts/ Runs- Transmission Issues)
33	779	2011	GMC	Savana Passenger	15	Gasoline	175,804	1GJZ72FG7B1110075	1339983	Inactive	No Start/ No Run- Missing parts
34	798	2011	GMC	Savana Passenger	15	Gasoline	129,105	1GJZ72FG7B1143223	1362073	Inactive	Starts/ Runs- Transmission Issues
35	800	2011	GMC	Savana Passenger	15	Gasoline	146,300	1GJZ72FG7B1142928	1362071	Inactive	Locator issues
36	815	2011	GMC	Savana Passenger	15	Gasoline	119,668	1GJZ72FG3B1143350	1362082	Inactive	No Start/ No Run- Missing parts
37	836	2011	GMC	Savana Passenger	15	Gasoline	116,139	1GJZ72FG4B1169942	1365740	Inactive	No Start/ No Run- Missing parts
38	847	2011	GMC	Savana Passenger	15	Gasoline	130,551	1GJZ72FGXB1169184	1365746	Inactive	Crashed/ Missing parts
39	852	2011	GMC	Savana Passenger	15	Gasoline	119,044	1GJZ72FG3B1168815	1365721	Inactive	No Start/ No Run- Missing parts
40	862	2011	GMC	Savana Passenger	15	Gasoline	108,506	1GJZ72FG0B1170103	1365733	Inactive	Start/Run/Drives- Engine Noise
41	F-2	2011	Ford	Fiesta	4	Gasoline	61,854	3FADP4AJXBM216956	1365711	Inactive	Starts/runs/Drives
42	F-4	2011	Ford	Fiesta	4	Gasoline	81,329	3FADP4EJ8BM172711	1365714	Inactive	Starts/ Transmission issues
43	F-6	2012	Ford	Fiesta	4	Gasoline	145,517	3FADP4EJ2BM162658	1365712	Inactive	Starts/runs/Drives
44	299	2013	Ford	E-Series Wagon	15	CNG	61,724	1FBSS3BL0DDA83606	1414876	Inactive	Starts/ Runs- CNG- no fuel
45	300	2013	Ford	E-Series Wagon	15	CNG	119,980	1FBSS3BL1DDA83615	1414874	Inactive	Starts/ Runs- CNG- no fuel
46	301	2013	Ford	E-Series Wagon	15	CNG	52,439	1FBSS3BL2DDA83607	1414821	Inactive	Starts/ Runs- CNG- no fuel
47	303	2013	Ford	E-Series Wagon	15	CNG	132,428	1FBSS3BL4DDA83611	1414820	Inactive	Starts/ Runs- CNG tank Recertified
48	304	2013	Ford	E-Series Wagon	15	CNG	58,170	1FBSS3BL5DDA83617	1414818	Inactive	Starts/ Runs- CNG- no fuel
49	305	2013	Ford	E-Series Wagon	15	CNG	59,439	1FBSS3BL6DDA83609	1414822	Inactive	Starts/ Runs- CNG- fuel leak
50	306	2013	Ford	E-Series Wagon	15	CNG	109,880	1FBSS3BL8DDA83613	1414819	Inactive	Starts/ Runs- CNG tank Recertified
51	307	2013	Ford	E-Series Wagon	15	CNG	89,160	1FBSS3BLXDDA83614	1414875	Inactive	Starts/ Runs- CNG tank Recertified
52	308	2013	Ford	E-Series Wagon	15	CNG	93,307	1FBSS3BL9DDA83605	1390461	Inactive	Starts/ Runs- CNG- no fuel
53	309	2013	Ford	E-Series Wagon	15	CNG	98,431	1FBSS3BL9DDA83619	1390462	Inactive	Starts/ Runs- CNG- no fuel
54	310	2013	Ford	E-Series Wagon	15	CNG	85,189	1FBSS3BL2DDA83610	1414775	Inactive	Starts/ Runs- CNG- no fuel- Missing parts
55	311	2013	Ford	E-Series Wagon	15	CNG	65,790	1FBSS3BL6DDA83612	1414831	Inactive	Starts/ Runs- CNG- no fuel- Missing parts

Count	Unit #	Year	Make	Model	Passenger Capacity	Fuel	Current Meter	VIN/SN	License Plate	Revenue Vehicle	Comments
56	312	2013	Ford	E-Series Wagon	15	CNG	119,465	1FBSS3BL3DDA83616	1414832	Inactive	Starts/ Runs- CNG- no fuel
57	313	2013	Ford	E-Series Wagon	15	CNG	85,924	1FBSS3BL7DDA83618	1414833	Inactive	Starts/ Runs- CNG- no fuel
58	314	2013	Ford	E-Series Wagon	15	CNG	85,908	1FBSS3BL8DD808414	1380300	Inactive	Starts/ Runs- CNG- no fuel
59	316	2013	Ford	E-Series Wagon	15	CNG	116,675	1FBSS3BL1DD808416	1414841	Inactive	Starts/ Runs- CNG- no fuel
60	317	2013	Ford	E-Series Wagon	15	CNG	92,215	1FBSS3BL3DD808417	1380302	Inactive	NO Start/ Runs- CNG- no fuel
61	318	2013	Ford	E-Series Wagon	15	CNG	124,471	1FBSS3BL5DD808418	1414840	Inactive	Starts/ Runs- CNG- no fuel
62	320	2013	Ford	E-Series Wagon	15	CNG	115,358	1FBSS3BL3DD808420	1380303	Inactive	Starts/ Runs- CNG- fuel leak
63	322	2013	Ford	E-Series Wagon	15	CNG	70,889	1FBSS3BL7DD808422	1380305	Inactive	Starts/ Runs- CNG- no fuel
64	324	2013	Ford	E-Series Wagon	15	CNG	14,441	1FBSS3BL0DD808424	1380307	Inactive	Starts/ Runs- CNG tank Recertified
65	326	2013	Ford	E-Series Wagon	15	CNG	91,031	1FBSS3BL4DD808426	1380309	Inactive	Starts/ Runs- CNG- no fuel- Tranmission Issues
66	327	2013	Ford	E-Series Wagon	15	CNG	67,572	1FBSS3BL6DD808427	1414843	Inactive	Starts/ Runs- CNG- no fuel
67	328	2013	Ford	E-Series Wagon	15	CNG	31,044	1FBSS3BL8DD808428	1380310	Inactive	Starts/ Runs- CNG- no fuel- Missing parts
68	340	2013	GMC	Savana Passenger	15	Gasoline	150,021	1GJZ7ZFG1D1180836	1380322	Inactive	No Start/ No Run- Missing parts
69	343	2013	GMC	Savana Passenger	15	Gasoline	296,431	1GJZ7ZFG8D1181000	1380324	Inactive	Crashed- Missing parts
70	882	2013	GMC	Savana Passenger	15	Gasoline	105,110	1GJZ7ZFG3D1169711	1390455	Inactive	Crashed/ Missing Parts
71	895	2013	GMC	Savana Passenger	15	Gasoline	115,473	1GJZ7ZFG2D1181171	1380333	Inactive	Crashed- Missing parts
72	345	2014	Mercedes-Benz	Sprinter Passenger	15	Diesel	219,235	WDZPE7DCXE5937722	1430122	Inactive	Start/Run/Drives
73	401	2016	Mercedes-Benz	Sprinter Passenger	15	Diesel	267,632	WDZPE7DD9GP202553	1447155	Inactive	Start/Run/Drives
74	402	2016	Mercedes-Benz	Sprinter Passenger	15	Diesel	302,156	8BRPE7DD7GE126843	1477729	Inactive	Start/Run/Drives
75	403	2016	Mercedes-Benz	Sprinter Passenger	15	Diesel	275,093	8BRPE7DD9GE125838	1477728	Inactive	Start/Run/Drives
76	404	2016	Mercedes-Benz	Sprinter Passenger	15	Diesel	250,029	8BRPE7DD0GE127221	1477882	Inactive	No Start/ No Run- Missing parts
77	950	2016	GMC	Savana Passenger	15	Gasoline	37,211	1GJZ7NFG9G1188891	1436010	Inactive	Crashed/ Missing Parts
78	962	2016	GMC	Savana Passenger	15	Gasoline	78,987	1GJZ7NFG3G1185260	1436004	Inactive	Crashed/ Missing Parts
79	998	2016	GMC	Savana Passenger	15	Gasoline	54,296	1GJZ7NFG8G1181155	1447085	Inactive	Crashed/ Missing parts
80	428	2017	Chevrolet	Express Passenger	15	Gasoline	41,601	1GAZGPGF1H1131694	1475575	Inactive	Crashed- Missing parts
81	5036	2017	Chevrolet	Express Passenger	15	Gasoline	64,726	1GAZGNFG8H1157147	1517503	Inactive	Ventura (Transmission)
82	5074	2017	Chevrolet	Express Passenger	15	Gasoline	67,515	1GAZGNFG8H1186812	1517570	Inactive	Crashed/ Missing Parts
83	456	2018	Nissan	NV Passenger	12	Gasoline	207,327	5BZBF0AA2JN851753	1410027	Inactive	Start/Run/Drives
84	5128	2018	Chevrolet	Express Passenger	15	Gasoline	38,613	1GAZGNFG8J1339498	1556583	Inactive	Crashed/ Missing Parts
85	5188	2018	Chevrolet	Express Passenger	15	Gasoline	123,456	1GAZGNFG6J1339399	1504437	Inactive	Crashed/ Missing Parts- Hybrid
86	5246	2018	Chevrolet	Express Passenger	15	Gasoline	6,118	1GAZGNFG0J1344310	1504494	Inactive	Crashed/ Missing Parts- Hybrid
87	5275	2018	Chevrolet	Express Passenger	15	Gasoline	10,390	1GAZGNFG5J1339958	1504547	Inactive	Crashed/ Missing Parts- Hybrid

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California Vanpool Authority

AGENDA ITEM 6-4.

March 14, 2024

Prepared by Georgina Landecho, Executive Director

SUBJECT:

Action: RESOLUTION NO. 24-005. **RESOLUTION TO ENGAGE WITH AHSC PROJECTS**

BACKGROUND:

The California Vanpool Authority has previously partnered with the Affordable Housing and Sustainable Communities (AHSC) project partners to provide transit for rural housing developments and regions not traditionally served by fixed route transit. To date, CalVans has partnered with 17 projects. Except for pandemic-related increases and vehicle shortages, CalVans has minimal out-of-pocket costs with the Affordable Housing and Sustainable Communities (AHSC) program which is fully funded. Delivery of project vehicles was initiated in 2023 and continues into 2024 as the housing developments are completed.

RECOMMENDED ACTION:

Staff is recommending the Board of Directors adopt Resolution 24-005 allowing CalVans to engage in collaborating with the listed AHSC Project Applicants which include City and County Governments, Housing Authorities, Community Based Organizations, Developers, and Transit Agencies to provide the micro-transit component of the project.

FISCAL IMPACT:

California Vanpool Authority is self-sustained. The Round 8 AHSC project collaboration stands to provide CalVans with up to \$53 million in vehicle procurement value in one round. Projects such as the Affordable Housing and Sustainable Communities (AHSC) Program have assisted this agency in procuring fleet vehicles since 2018 and expanding to other locations to assist other regions, which helps generate additional revenue.

ATTACHMENT(S):

1. Resolution 2024-005
2. Exhibit A. AHSC Project List for Round 8 FY 24/25

CALIFORNIA VANPOOL AUTHORITY

RESOLUTION NO. 2024-005

**RESOLUTION OF THE CALIFORNIA VANPOOL AUTHORITY AUTHORIZING
PROJECT PARTNER COLLABORATION FOR ROUND 8 OF THE AFFORDABLE
HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM**

WHEREAS, the State of California, the Strategic Growth Council (SGC), and the Department of Housing and Community Development (Department) have issued a Notice of Funding Availability (NOFA) dated January 19, 2024, for approximately \$675 million under the Affordable Housing and Sustainable Communities (AHSC) Program established under Division 44, Part 1 of the Public Resources Code commencing with Section 75200. The AHSC Program furthers the purposes of AB 32 (Chapter 488, Statutes of 2006), SB 375 (Chapter 728, Statutes of 2008), and SB 32 (Chapter 249, Statutes of 2016) by investing in Projects that reduce greenhouse gas (GHG) emissions by implementing land-use, housing, transportation, and Agricultural Land preservation practices to support infill and compact development while supporting related and coordinated public policy objectives. The AHSC Program provides loans and grants to Localities, Developers, public housing authorities, transit agencies, transit operators, Program Operators, Tribal Entities, and other entities as identified in Section 105, Eligible Applicants, of the AHSC Program Guidelines (Program Guidelines) adopted December 14, 2023, and as may be subsequently amended.

WHEREAS, California Vanpool Authority (CalVans) desires to collaborate with various project partner(s) so named on Exhibit A herein attached, for AHSC Program funds and be identified as such on the Application Package released by the Department for the AHSC Program. The application portal opened on January 30, 2024. Applicants must submit their completed applications by March 19, 2024, by 4:00 p.m. PT.

WHEREAS, the SGC is authorized to approve funding allocations for the AHSC Program, subject to the terms and conditions of the NOFA, Program Guidelines, Application Package, and Standard Agreement. The Department is authorized to administer the approved funding allocations of the AHSC Program. The maximum AHSC Program loan or grant award, or a combination thereof, for all Project Types, is \$50 million with a minimum award of \$10 million. Successful Applicants (Recipients) will enter into one or more Standard Agreements with the Department. The Standard Agreement specifies and memorializes all relevant state and federal requirements, as well as specific information about the award and the work to be performed.

NOW THEREFORE, IT IS RESOLVED that CalVans is hereby authorized and directed to collaborate with the various project partners who will submit to the Department the AHSC Program Application as detailed in the NOFA dated January 19, 2024, for the 2024-25 Fiscal Year in a total amount not to exceed \$100,000,000.00 of which up to \$100,000,000.00 is requested from the Affordable Housing Development (AHD) for a grant for Housing-Related Infrastructure (HRI), Sustainable Transportation Infrastructure (STI), Transit-Related Amenities (TRA) or Program (PGM) activities (“AHSC Grant”) as defined the AHSC Program Guidelines adopted by SGC on adopted December 14, 2023. If the application is approved,

CalVans is hereby authorized and directed to execute upon instruction vehicle procurement and program delivery as memorialized on the State of California Standard Agreement (Standard Agreement) in a total amount not to exceed \$100,000,000.00 and any other documents required or deemed necessary or appropriate to secure the AHSC Program funds from the Department, and all amendments thereto (collectively, the “AHSC Documents”).

FURTHER RESOLVED that CalVans shall be subject to the terms and conditions as specified in the Standard Agreement. Funds are to be used for allowable capital asset project expenditures to be identified in Exhibit A of the Standard Agreement. The application in full is incorporated as part of the Standard Agreement. All activities funded, information provided, and timelines represented in the application are enforceable through the Standard Agreement. Applicant agrees to use the funds for the eligible capital asset(s) in the manner presented in the application as approved by the Department and in accordance with the NOFA and Program Guidelines and Application Package.

FURTHER RESOLVED that the Executive Director, Georgina Landecho, or designee is authorized to collaborate with the project partner in the name of Applicant on the AHSC Program Application Package and the AHSC Program Documents as required by the Department for participation in the AHSC Program.

On a motion by Director _____, seconded by Director _____, the foregoing Resolution was passed and adopted by the Board of Directors of the California Vanpool Authority this 14th day of March 2024, by the following vote, to wit:

AYES:

NOES:

ABSENT:

Steve McShane, Chairperson of the Board of Directors
California Vanpool Authority

Chair of the California Vanpool Authority a Joint Powers
Authority, a public transit agency existing under the authority of
California Government Code § 6500 et seq.

IN WITNESS WHEREOF, I have set my hand this 14th day of March 2024. I, Georgina Landecho, Secretary of the CalVans Board of Directors, do hereby certify that the foregoing is a full, true, and correct copy of a resolution passed and adopted by the CalVans Governing Board at its regularly called and conducted meeting held on March 14, 2024.

Georgina Landecho, Executive Director
Secretary of the CalVans Board of Directors
California Vanpool Authority

Exhibit A

FY 24/25 (Application Due: March 19, 2024 @ 4 P.M. ((Awards Announcement August 2024))

Project Name	Project Address	Project County	Project City	# of Vans	Fuel	Round	YR	Project Commitment	Tentative Start of Vanpool Project	Tentative End of Vanpool Project	Funds Committed to Purchase Vans	Applicants/ Project Partners
#												
1 Palm Villas	260 W. Menlo Ave, Hemet, Ca 92543	Riverside	Hemet	31	Electric	8	24/25	10 years	2027	2037	\$ 2,790,000.00	Palm Communities
2 The Crescent Project	2344 Old Sonoma Road, Napa, CA 94559	Napa	Napa	40	Electric	8	24/25	10 years	2027	2037	\$ 3,600,000.00	Heritage Housing Partners, Napa Community Real Estate Fund, L.P., Community Real Estate Fund LLC
3 Merriment Village	428 S. Walton Avenue, Yuba City, CA	Sutter	Yuba City	10	Electric	8	24/25	10 years	2027	2037	\$ 900,000.00	Yuba-Sutter Transit
4 Aspire	536 Meta Street, Oxnard, CA	Ventura	Oxnard	42	Electric	8	24/25	10 years	2027	2037	\$ 3,780,000.00	Many Mansions
5 Yosemite Senior	309 W Yosemite Ave, Manteca, CA	San Joaquin	Manteca	40	Electric	8	24/25	10 years	2023	2036	\$ 3,600,000.00	(Enterprise- Alejandro Huerta) HASJA
6 Monarch Landing	1000 Shetler Avenue, Napa, CA 94558	Napa	Napa	10	Electric	8	24/25	10 years	2025	2035	\$ 900,000.00	Napa Valley Community Housing
7 Livingston B Street	600 B St, Livingston, CA	Merced	Livingston	50	Electric	8	24/25	10 years	2026	2036	\$ 4,500,000.00	Self-Help Enterprises
8 Maple Meadows	Washington St and Maple Rd, Chowchilla, CA	Madera	Chowchilla	50	Electric	8	24/25	10 years	2027	2037	\$ 4,500,000.00	Self-Help Enterprises
9 Palm Villas at Red Bluff	321 S Jackson St, Red Bluff, CA 96080	Tehama	Red Bluff	40	Electric	8	24/25	10 years	2027	2037	\$ 3,600,000.00	Palm Communities, City of Red Bluff
10 PWC Oroville	123 Nelson Ave, Oroville, CA 95965	Butte	Oroville	40	Electric	8	24/25	10 years	2027	2037	\$ 3,600,000.00	Pacific West Communities, Inc., City of Oroville
11 Freebird Saggio Hills	450 Parkland Farms Blvd, Healdsburg, CA 95448	Sonoma	Healdsburg	40	Electric	8	24/25	10 years	2027	2037	\$ 3,600,000.00	Jamboree Housing Corporation, Freebird Development Company, LLC
12 PWC Fowler	J8H7+32M, Fowler, CA 93625	Fresno	Fowler	40	Electric	8	24/25	10 years	2027	2037	\$ 3,600,000.00	Pacific West Communities, City of Fowler
13 CCF WaPo	1010 Washington St, Bakersfield, CA 93307	Kern	Bakersfield	40	Electric	8	24/25	10 years	2027	2037	\$ 3,600,000.00	Cesar Chavez Foundation, Vista del Monte Affordable Housing, Inc., Housing Authority of the County of Kern
14 CCF Arvin 4th and Walnut	301 Campus Dr, Arvin, CA 93203	Kern	Arvin	45	Electric	8	24/25	10 years	2027	2037	\$ 4,050,000.00	Cesar Chavez Foundation, Vista del Monte Affordable Housing, Inc., Housing Authority of the City of Arvin
15 HACSB Arrowhead Grove	375 Elm Cir, San Bernardino, CA 92410	San Bernardino	San Bernardino	40	Electric	8	24/25	10 years	2027	2037	\$ 3,600,000.00	National CORE, Housing Authority of the County of San Bernardino
	691 Brandywine Lane, 235 Ermosa Way, 147 Ermosa Way, 260 Legacy Drive, and 164 Legacy Drive, King City, CA	Monterey	King City	40	Electric	8	24/25	10 years	2027	2037	\$ 3,600,000.00	CHISPA
16 Mills Ranch Apartments												
Wildomar Project	36101 Fox Ridge Lane, Wildomar, CA	Riverside	Wildomar	0	Electric	8	24/25	10 years	2025	2035	\$ -	Palm Communities
				598							\$ 53,820,000.00	

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California Vanpool Authority

AGENDA ITEM 7-1.

March 14, 2024

Prepared by Amanda Ruch, Account Clerk III

SUBJECT:

Information: Agency Financials Update & Current Budget

BACKGROUND:

The CalVans ad hoc Financial Committee requires the California Vanpool Authority to provide monthly budget updates along with revenue and expenditures compared to the previous fiscal year.

DISCUSSION:

The attached Trial Balance Summary and Current Budget are as of February 29, 2024, and provide Revenue and Expense details and comparisons with the Fiscal Year 2023-2024 Budget.

FISCAL IMPACT:

None

ATTACHMENT:

1. Agency Financials & Current Budget



County of Kings
KCFEFS Trial Balance Summary

Accounting Period 8/2024

As Of Feb 29, 2024

Selection Criteria: Fund(s) 710355 - CalVans

Report Generated on Mar 5, 2024 9:12:23 AM

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Fund: 710355 - CalVans

GL Account	GL Account Description	Debit Balance	Credit Balance
Assets			
710355-10000	CalVans/Cash In Treasury	3,127,136.37	
710355-10001	CalVans/Imprest Cash	100.00	
710355-13000	CalVans/Accounts Receivable	2,801,254.16	
710355-20000	CalVans/Due From Other Funds		52,304.20
710355-22000	CalVans/Deposit With Others	322,478.59	
710355-22007	CalVans/Prepaid Expenses	545.16	
710355-34000	CalVans/Structures And Improvements	522,879.98	
710355-34900	CalVans/Accum Depr - S & I		211,086.58
710355-35000	CalVans/Equipment	29,410,799.54	
710355-35900	CalVans/Accum Depr - Equip		25,358,938.18
710355-36900	CalVans/Accum Depr - Infrastructure		32,880.00
710355-41000	CalVans/Deferred Outflow	639,169.52	
710355-42000	CalVans/Net Pension Asset	144,275.00	
Subtotal - Assets		\$36,968,638.32	\$25,655,208.96
Liabilities			
710355-51000	CalVans/Warrants Payable		40,905.23
710355-51001	CalVans/Accounts Payable		1,331,246.49
710355-51010	CalVans/Due Other Agencies		37,344.26
710355-51077	CalVans/Accrued Expenses Payable		101,620.54
710355-51260	CalVans/Compensated Absences Pay		80,919.81
710355-51261	CalVans/Sick Leave Payable		15,656.13
710355-51295	CalVans/Leases Payable		656,260.27
710355-51296	CalVans/Loans Payable		1,699,520.43
710355-51297	CalVans/Loans Payable - Current	1,111,795.11	
710355-51316	CalVans/Leases Payable - Current	11,955.84	
710355-59999	CalVans/Vouchers Payable		28,776.33
710355-61000	CalVans/Deferred Inflow		403,583.00
Subtotal - Liabilities		\$1,123,750.95	\$4,395,832.49
Fund Balance			
710355-71009	CalVans/Fund Balance Available		4,661,395.53
Subtotal - Fund Balance			\$4,661,395.53
Revenue			
917000-84000	CalVans/Interest On Current Deposits		6,987.92
917100-80000	Gen Vanpool/Other Intergovernmental		205,630.69
917100-88013	Gen Vanpool/Van Pool		934,073.87
917200-80000	Ag Vanpool/Other Intergovernmental		3,610,880.00
917200-85047	Ag Vanpool/St Aid - Grants		7,493.00
917200-88019	Ag Vanpool/Passenger Fares		8,025,193.77
917200-88025	Ag Vanpool/Other Revenue		2,000.00
Subtotal - Revenue			\$12,792,259.25
Expenditure			
917000-91000	CalVans/Regular Employees	412,511.35	
917000-91002	CalVans/Special Pays	27,572.94	
917000-91005	CalVans/Retirement	45,792.74	
917000-91007	CalVans/Health Insurance	128,712.46	
917000-91008	CalVans/Management Life Insurance	2,270.20	
917000-91010	CalVans/Insurance - Workers Comp	7,797.00	
917000-91012	CalVans/Social Security - Medicare	6,091.01	
917000-92001	CalVans/Supplies & Materials	46,482.10	
917000-92006	CalVans/Communications	24,511.62	
917000-92014	CalVans/Insurance	34,744.61	
917000-92018	CalVans/Office Equipment & Supplies	20,173.60	
917000-92019	CalVans/Maintenance - Equipment	21,685.13	
917000-92021	CalVans/Maintenance - S. I. & G.	10,944.00	
917000-92023	CalVans/Fuel And Oil	166,701.74	
917000-92033	CalVans/Postage And Freight	694.36	
917000-92035	CalVans/Printing/Stores	63.70	
917000-92037	CalVans/Prof & Spec Services	172,771.50	
917000-92038	CalVans/Legal	16,788.00	
917000-92046	CalVans/Auditing & Accounting	101,703.00	
917000-92058	CalVans/Rents & Leases - Software	90,762.56	



County of Kings
KCFEFS Trial Balance Summary

Accounting Period 8/2024

As Of Feb 29, 2024

Selection Criteria: Fund(s) 710355 - CalVans

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917000-92059	CalVans/Rents & Leases - S.I. & G.	165,808.00	
917000-92062	CalVans/Small Tools & Instruments	54.06	
917000-92064	CalVans/Personnel Testing	100.00	
917000-92068	CalVans/Purchasing Charges	1,482.18	
917000-92090	CalVans/Travel	502.99	
917000-92094	CalVans/Utilities	7,325.46	
917000-92103	CalVans/Electronic Hardware	1,907.08	
917000-93003	CalVans/Interest On Other Long-Term De	981.40	
917000-93038	CalVans/Cost Allocation Plan Charges	7,277.25	
917000-93048	CalVans/Info Tech Services	34,542.69	
917100-91000	Gen Vanpool/Regular Employees	99,738.06	
917100-91002	Gen Vanpool/Special Pays	5,786.47	
917100-91005	Gen Vanpool/Retirement	11,838.02	
917100-91012	Gen Vanpool/Social Security - Medicare	2,748.34	
917100-92001	Gen Vanpool/Supplies & Materials	1,543.44	
917100-92006	Gen Vanpool/Communications	36,819.93	
917100-92014	Gen Vanpool/Insurance	610,537.31	
917100-92018	Gen Vanpool/Office Equipment & Supplies	188.53	
917100-92019	Gen Vanpool/Maintenance - Equipment	294,818.28	
917100-92023	Gen Vanpool/Fuel And Oil	499,314.55	
917100-92037	Gen Vanpool/Prof & Spec Services	13,943.14	
917100-92057	Gen Vanpool/Rents & Leases - Equipmt	83,524.51	
917100-92064	Gen Vanpool/Personnel Testing	4,714.00	
917200-91000	Ag Vanpool/Regular Employees	537,646.50	
917200-91002	Ag Vanpool/Special Pays	24,848.82	
917200-91005	Ag Vanpool/Retirement	60,933.04	
917200-91011	Ag Vanpool/Unemployment Insurance	5,143.57	
917200-91012	Ag Vanpool/Social Security - Medicare	10,653.81	
917200-92001	Ag Vanpool/Supplies & Materials	92,809.15	
917200-92006	Ag Vanpool/Communications	316,879.25	
917200-92014	Ag Vanpool/Insurance	1,277,681.35	
917200-92018	Ag Vanpool/Office Equipment & Supplies	9,681.18	
917200-92019	Ag Vanpool/Maintenance - Equipment	994,134.51	
917200-92023	Ag Vanpool/Fuel And Oil	2,471,871.97	
917200-92033	Ag Vanpool/Postage And Freight	13.25	
917200-92037	Ag Vanpool/Prof & Spec Services	363,143.07	
917200-92045	Ag Vanpool/Outreach	8,091.50	13,419.56
917200-92057	Ag Vanpool/Rents & Leases - Equipmt	59,674.00	
917200-92062	Ag Vanpool/Small Tools & Instruments	874.29	
917200-92064	Ag Vanpool/Personnel Testing	26,084.00	
917200-92090	Ag Vanpool/Travel		12.72
917200-92094	Ag Vanpool/Utilities	4,684.53	
917200-93003	Ag Vanpool/Interest On Other Long-Term De	58,364.63	
Subtotal - Expenditure		\$9,547,481.73	\$13,432.28
FUND TOTALS		47,518,128.51	47,518,128.51

Fund is in Balance

User Name: KCGC\aruch

IN SUMMARY:

UNADJUSTED-CASH BASIS REVENUES - 02/29/2024 **\$12,792,259.25**

UNADJUSTED-CASH BASIS EXPENSES - 02/29/2024 **\$ 9,534,049.45**

PROFIT/(LOSS) - 02/29/2024 **\$ 3,258,209.80**

MERCHANTS LOANS - DEBT SCHEDULE:

Original Principle Balance	Interest Rate	Principal Paid Thru 02/29/2024	Interest Paid Thru 02/29/2024	Principle Paid In Prior Yrs	Principal Balance as of 02/29/24
\$691,204		\$0.00	\$0.00	\$691,204.08	\$ -
\$1,000,000	12.900	\$202,048.17	\$240,787.60	\$797,951.83	\$ -
\$1,852,870	9.817	\$267,198.09	\$470,733.07	\$996,973.09	\$ 588,699.25
	6.000				
\$3,544,075		\$469,246.26	\$711,520.67	\$2,486,129.00	\$ 588,699.25

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County of Kings
KCFEFS Budget Vs. Actuals

Accounting Period 8/2024

As Of Feb 29, 2024

Selection Criteria: Fund(s) 710355 - CalVans

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Fund: 710355 - CalVans

	2023 Budget	2023 Actual	2024 CB Budget	2024 Actual	
Revenues					
80000 - Other Intergovernmental	580,498.00	438,802.76	572,000.00	3,827,235.69	669.10%
84000 - Interest On Current Deposits	9,000.00	14,480.41	9,000.00	6,987.92	77.64%
85047 - St Aid - Grants	8,000.00	12,485.00	16,000.00	7,493.00	46.83%
85103 - St Aid - SJVUAPCD Grant	20,750.00	33,510.00	0.00	0.00	
88013 - Vanpool	2,500,000.00	1,401,998.34	3,600,000.00	934,073.87	25.95%
88014 - Advertisement	15,000.00	17,000.00	22,000.00	0.00	
88019 - Passenger Fares	11,400,000.00	11,420,192.85	23,825,000.00	8,126,681.64	34.11%
88025 - Other Revenue	46,000.00	65,131.31	12,065.00	5,333.33	44.20%
- Total	\$14,579,248.00	\$13,403,600.67	\$30,316,065.00	\$12,907,805.45	42.58%
Revenues - Total	\$14,579,248.00	\$13,403,600.67	\$30,316,065.00	\$12,907,805.45	
Expenses					
91000 - Regular Employees	1,630,000.00	1,616,502.10	1,858,000.00	1,049,895.91	56.51%
91002 - Special Pays	90,000.00	112,529.52	123,000.00	58,208.23	47.32%
91005 - Retirement	170,000.00	185,244.07	207,000.00	118,463.80	57.23%
91007 - Health Insurance	188,604.00	156,278.05	190,000.00	128,712.46	67.74%
91008 - Management Life Insurance	5,000.00	2,996.97	5,000.00	2,270.20	45.40%
91010 - Insurance - Workers Comp	30,000.00	22,972.00	37,000.00	7,797.00	21.07%
91011 - Unemployment Insurance	6,200.00	6,495.02	8,300.00	233.17	2.81%
91012 - Social Security - Medicare	19,636.00	23,945.34	27,500.00	18,211.15	66.22%
92001 - Supplies & Materials	164,000.00	147,118.00	267,000.00	140,834.69	52.75%
92005 - Uniform Allowance	8,000.00	0.00	8,000.00	0.00	0.00%
92006 - Communications	332,000.00	353,101.61	800,000.00	378,210.80	47.28%
92014 - Insurance	2,485,000.00	2,509,817.02	3,930,000.00	1,922,963.27	48.93%
92018 - Office Equipment & Supplies	40,500.00	49,332.60	46,200.00	30,043.31	65.03%
92019 - Maintenance - Equipment	1,914,500.00	2,154,677.18	2,063,000.00	1,310,637.92	63.53%
92021 - Maintenance - S. I. & G.	17,000.00	11,932.86	16,000.00	10,944.00	68.40%
92023 - Fuel And Oil	4,711,000.00	4,299,594.23	5,513,000.00	3,138,033.63	56.92%
92027 - Memberships	5,000.00	0.00	5,000.00	0.00	0.00%
92030 - Bank Charges	12,000.00	0.00	20,000.00	0.00	0.00%
92032 - Record Storage	300.00	651.00	900.00	0.00	0.00%
92033 - Postage And Freight	11,500.00	6,191.21	6,400.00	707.61	11.06%
92035 - Printing/Stores	0.00	118.80	200.00	63.70	31.85%
92036 - Computer Software	60,000.00	4,625.57	1,000.00	0.00	0.00%
92037 - Prof & Spec Services	673,500.00	844,502.16	685,000.00	549,857.71	80.27%
92038 - Legal	40,000.00	24,068.25	40,000.00	16,788.00	41.97%
92045 - Outreach	7,000.00	4,016.16	12,000.00	(5,328.06)	-44.40%
92046 - Auditing & Accounting	45,000.00	62,181.00	150,000.00	101,703.00	67.80%
92057 - Rents & Leases - Equipmt	1,000,000.00	371,874.10	3,036,000.00	143,198.51	4.72%
92058 - Rents & Leases - Software	65,000.00	62,594.61	190,000.00	90,762.56	47.77%
92059 - Rents & Leases - S.I. & G.	350,000.00	216,486.50	500,000.00	165,808.00	33.16%
92062 - Small Tools & Instruments	5,400.00	6,000.77	7,500.00	928.35	12.38%
92064 - Personnel Testing	20,400.00	59,491.01	49,300.00	30,898.00	62.67%
92068 - Purchasing Charges	3,000.00	2,366.88	2,000.00	1,482.18	74.11%
92090 - Travel	85,000.00	48,809.54	58,000.00	490.27	0.85%
92094 - Utilities	60,000.00	41,314.94	56,000.00	12,009.99	21.45%
92103 - Electronic Hardware	8,000.00	18,663.38	8,000.00	1,907.08	23.84%
92110 - Training	1,000.00	0.00	14,000.00	0.00	0.00%
92132 - Prof & Spec Svcs-COVID 19	2,000.00	150.00	700.00	0.00	0.00%
93003 - Interest On Other Long-Term De	151,682.00	151,106.26	216,300.00	59,346.03	27.44%
93038 - Cost Allocation Plan Charges	35,000.00	20,504.00	20,500.00	7,277.25	35.50%
93048 - Info Tech Services	46,000.00	54,519.84	48,000.00	34,542.69	71.96%
- Total	\$14,506,447.00	\$13,653,247.55	\$20,225,800.00	\$9,527,902.41	47.11%
Expenses - Total	\$14,506,447.00	\$13,653,247.55	\$20,225,800.00	\$9,527,902.41	47.11%

User Name: KCGC/aruch

California Vanpool Authority

AGENDA ITEM 7-2.

March 14, 2024

Prepared by Georgina Landecho, Executive Director

SUBJECT:

Information: Agency Regional Updates, Fleet Activity and Directors Report

BACKGROUND:

The California Vanpool Authority (CVA) has a responsibility to plan and provide multi-regional public transit service, and advocate for member agency jurisdictions. Staff is responsible for the management and administration of operations across various regions.

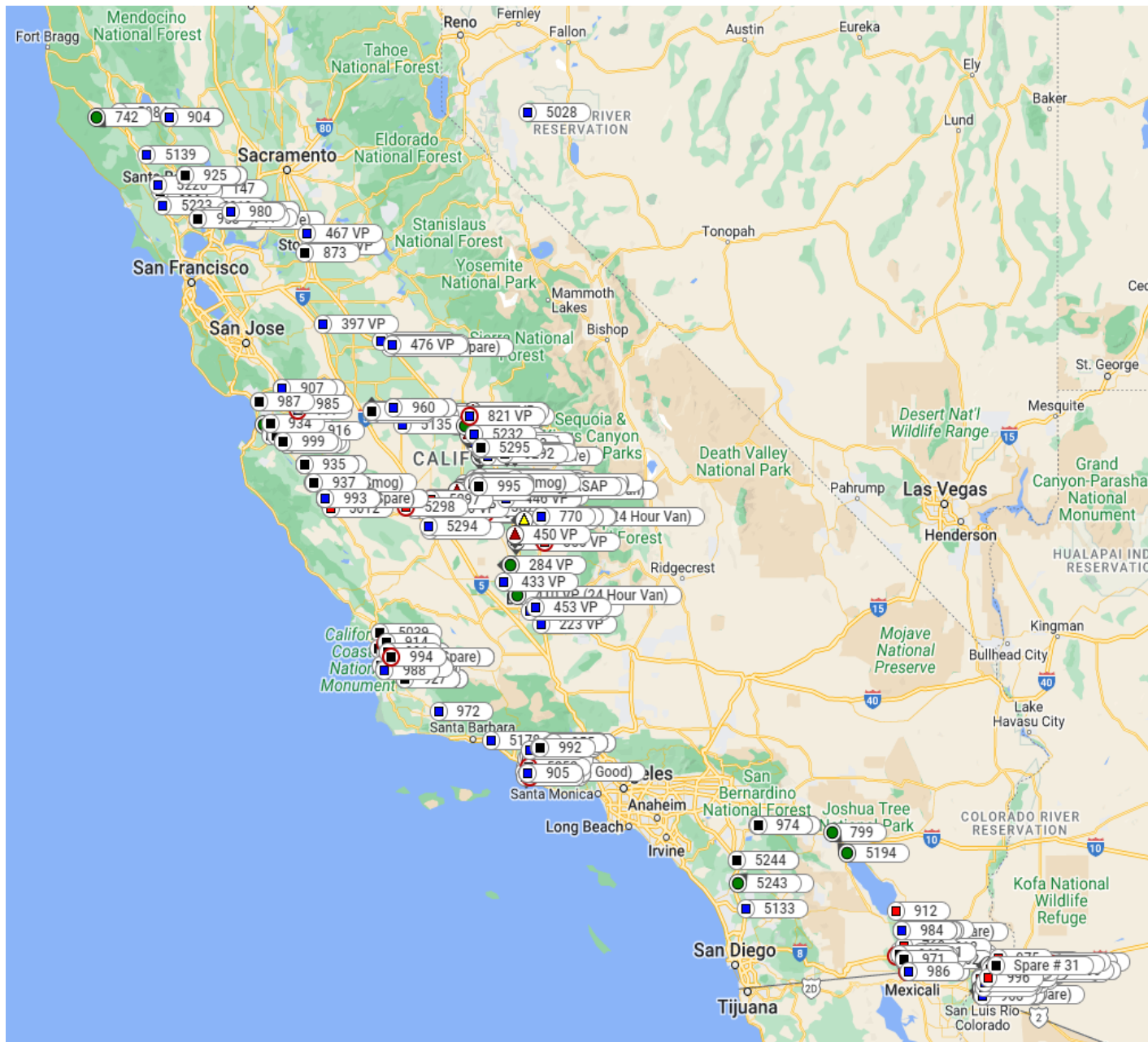
DISCUSSION:

Transit Coordinators are tasked with the management of CalVans operations including, but not limited to, the safe operation of agency vehicles, enrollment, education and monitoring of volunteer drivers, forecasting adequate personnel, satellite office administration, increasing ridership through marketing and outreach, development of relationships with other public agencies, vendors, employers, community based organization for the region(s) they manage.

CVA Transit Coordinators will provide regional updates for their areas.

ATTACHMENT 03:

1. Agency Regional Updates and Fleet Activity





California Vanpool Authority
Board Meeting & Lobby Day

SAVE THE DATE

04.10-11.24

Location: Sacramento, Ca
MORE INFO TO COME

Paid: 0.00

THANK YOU AND DRIVE SAFELY!





Directors Report



EXECUTIVE SUMMARY

California Vanpool Authority

PRINCIPAL ACTIVITIES & OPERATIONS

The current fleet makeup is based on the snapshot of travel at the time of the report and preparation of the agenda. Currently, there is a total of 448 active vanpools across 23 counties. Of the 448, 342 are ag, and 106 are general occupation vanpools. The fleet reported 323,314 revenue miles across all regions in February.

County	AG	VP
Fresno	32	25
Imperial	67	1
Kern		20
Kings	4	37
Lake	5	
Lyon	1	
Mariposa		1
Madera		11
Mendocino	2	
Monterey	24	
Napa	16	
Riverside	5	
San Benito	1	
San Joaquin		3
San Luis Obispo	6	
Santa Barbara	9	
Santa Clara	1	
Santa Cruz	2	
Solano	2	
Sonoma	4	
Tulare	9	8
Ventura	32	
Yuma	120	
	342	106
Total	448	

FINANCIAL AUDITS

The FY 22/23 Financial Statements are being finalized by Price Paige and Company, CalVans CPA, and should be available to finalize along with a proposed FY 24/25 Budget for review at the next Board meeting. Staff will also be requesting Financial Audits be finalized in October vs. the current schedule. There may be an additional cost but would be worth it.

Miles	Dollars
323,314	\$ 580,723.90



CHANGES & FUTURE DEVELOPMENTS

In 2024, CalVans is celebrating its 13th anniversary but 23 years as an established public vanpool program developed for safety, equity, and self-sufficiency whose byproduct is the reduction of VMT and GHG reductions on California roads.

CalVans is experiencing many changes in the coming weeks as we finalize the separation from the County of Kings. The future brings expansion into regions where vehicles already travel and the introduction of electric vanpools.

Staff is working on correcting zoning issues with the Hanford satellite office but will eventually close that office for the relocation to Tulare County. Staff is also working with several City of Visalia staff to potentially secure a facility in the interim. Facilities that provide the room for expansion are not in the general location CalVans would like to be, and if there are facilities, they are several million dollars to procure. In the images below, there are currently no listed properties in the affordable price range that provide for efficient CalVans operations.

ONGOING IMPROVEMENT

Objectives and Goals for FY 23/24 include the ongoing outreach efforts to:

- Educate stakeholders on the benefits of public vanpooling.
- Assist transit agencies in the formation of vanpool projects.
- Continue to leverage non-transit funds to promote and expand the program.
- Work with Caltrans to develop statewide advocacy for public vanpools.

Continue reporting of emission benefits for all areas served.

More specific Longer-Term Goals (3+ years):

- Ensure a stable and positive financial return to member agencies and the public.
- Empower and benefit the individuals we serve as drivers and customers.
- Support California agriculture and other industries with safe transportation.
- CalVans to continue to be a leader in zero-emissions statewide.
- Provide safe, reliable, and affordable transportation.
- Benefit the environment by reducing carbon emissions.
- Continue to report on stable, positive vehicle miles.
- Mitigate risk and strengthen risk management –keep claims low.
- Create an Advisory Board.
- Support thoughtful growth.
- Create permanent CalVans headquarters and facilities.
- Have appropriate staffing levels.
- Pursue funding that is niche enough that CalVans/non-standard workforce can serve unmet transit needs.
- Continue to explore the feasibility of hydrogen especially if EV does not work out.
- Continue to partner with affordable housing communities

PROGRESS OF SHORT-TERM (ONGOING GOALS (1-2 YEARS))

75%	Increase CalVans' Brand awareness.
90%	100% CalVans Driver safety record.
95%	Museum Hold Ribbon cutting event for EV Van delivery.
50%	Promote van donation program with agency partners.
30%	Marketing activity: Reach out to food processing locations
75%	Increase the "in District" state and federal elected official office relationships (including attendance at local events)
100%	Recognize customers and drivers through recognition awards at stakeholder meetings—Driver of the Year, Partner of the Year
80%	Strengthen collaborations with stakeholders' public and private sectors.
90%	Strengthen relationships with the employers as potential advocates in DC and Sacramento
50%	Work directly with COGs, CAGs, and transit districts to understand CalVans as a nonthreat.
80%	Improve federal and state advocacy efforts.
90%	Get funding, increase funding, identify new funding pots, Legislative protection/carve-out
95%	Work on state bond funding
50%	Participate in state hearings for bills directly. Advocacy meeting timing
75%	Spring Retreat/Legislative Day in Sacramento (invite strategic partners to cosponsor/ cohost event)
75%	Review/change stakeholder meeting suggesting Fall Stakeholder meeting and Board meeting in Visalia
50%	Benchmark the performance of the new EV fleet.
25%	Adopt a reserves policy
100%	Create/update onboarding efforts for Board members and alternates
100%	Create CalVans yearly calendar including dates for Board meetings and special events as well as housekeeping dates such as distribution of Board packets, reports, audits, etc
90%	On-time audits & Annual report
0%	Develop and adopt "out of state van policy"
100%	Continue to partner with affordable housing communities.
90%	Revise JPA and create JPA partner policies/expectations.
75%	Increase staffing and staff capacity to support the growth of the organization.
97%	Mitigate risk and strengthen risk management.

Count	Unit #	Year	Make	Model	Passenger Capacity	Fuel	Current Meter	VIN/SN	License Plate	Revenue Vehicle	Comments
1	3	2003	GMC	Savana Passenger	15	Gasoline	318,371	1GJHG39U731147638	1092828	Active	
2	6	2003	GMC	Savana Passenger	15	Gasoline	297,516	1GJHG39U131149062	1092829	Inactive/SURPLUS	No Start/ No Run- Missing parts
3	7	2003	GMC	Savana Passenger	15	Gasoline	270,384	1GJHG39U031204276	1092844	Inactive/SURPLUS	No Start/ No Run- Missing parts
4	26	2004	GMC	Savana Passenger	15	Gasoline	341,867	1GJHG39U641157319	1177215	Active	Start/Run/Drives
5	42	2008	Chevrolet	Uplander	7	Gasoline	179,333	1GNDV23W28D125463	1216742	Inactive/SURPLUS	Start/Run- Missing parts
6	49	2004	GMC	Savana Passenger	15	Gasoline	302,356	1GJHG39U541202167	1177242	Active	
7	51	2004	GMC	Savana Passenger	15	Gasoline	272,753	1GJHG39U741237177	1177267	Active	
8	53	2004	GMC	Savana Passenger	15	Gasoline	286,472	1GJHG39U541242121	1177271	Active	
9	57	2004	GMC	Savana Passenger	15	Gasoline	359,935	1GJHG39U641240815	1177270	Active	
10	58	2006	Chevrolet	Express Passenger	12	Gasoline	186,083	1GAHG35U961101674	1279813	Inactive/SURPLUS	Start/Run/Drives
11	59	2008	Chevrolet	Express Passenger	15	Gasoline	266,512	1GAHG39KX81103249	1279816	Active	
12	61	2004	GMC	Savana Passenger	15	Gasoline	355,093	1GJHG39UX41243331	1177273	Inactive/SURPLUS	No Start/ No Run- Missing parts
13	63	2008	Chevrolet	Express Passenger	15	Gasoline	279,430	1GAHG39K581111534	1279713	Active	
14	65	2008	Chevrolet	Express Passenger	15	Gasoline	221,705	1GAHG39K781103239	1279715	Active	Ventura (Auction vehicle)
15	68	2008	Chevrolet	Express Passenger	15	Gasoline	324,972	1GAHG39K481101531	1279820	Active	Ventura Spare
16	78	2005	GMC	Savana Passenger	15	Gasoline	242,918	1GJHG39U451105088	1203213	Active	Ventura (Auction vehicle)
17	80	2005	GMC	Savana Passenger	15	Gasoline	302,841	1GJHG39U651107389	1177298	Inactive/SURPLUS	Start/Run- Transmission issues
18	86	2005	GMC	Savana Passenger	15	Gasoline	337,625	1GJHG39U451107763	1203202	Active	
19	87	2005	GMC	Savana Passenger	15	Gasoline	303,492	1GJHG39U451107259	1203207	Active	
20	89	2006	GMC	Savana Passenger	15	Gasoline	356,172	1GJHG39U861275603	1226427	Inactive/SURPLUS	No Start/ No Run- Missing parts
21	93	2005	GMC	Savana Passenger	15	Gasoline	284,411	1GJHG39U451158504	1487629	Active	
22	103	2008	Chevrolet	Express Passenger	15	Gasoline	277,253	1GAHG39K181102295	1487652	Inactive/SURPLUS	Ventura Start/No Run- Transmission issues
23	107	2008	Chevrolet	Express Passenger	15	Gasoline	214,482	1GAHG39K781103841	1279818	Active	
24	108	2005	GMC	Savana Passenger	15	Gasoline	313,753	1GJHG39U451174203	1203248	Active	
25	109	2005	GMC	Savana Passenger	15	Gasoline	278,603	1GJHG39U251174992	1203252	Active	Ventura Spare
26	111	2005	Chevrolet	Express Passenger	15	Gasoline	298,304	1GAHG39U851188041	1203277	Active	
27	112	2006	GMC	Savana Passenger	15	Gasoline	338,754	1GJHG39U361107772	1203295	Active	
28	114	2006	GMC	Savana Passenger	15	Gasoline	332,535	1GJHG39U961105847	1203294	Inactive/SURPLUS	No Start/ No Run- Missing parts
29	117	2006	GMC	Savana Passenger	15	Gasoline	328,813	1GJHG39U461107635	1203293	Active	
30	118	2008	Chevrolet	Express Passenger	15	Gasoline	219,061	1GAHG39K581103496	1279714	Inactive/SURPLUS	No Start/ No Run- Missing parts
31	120	2008	Chevrolet	Express Passenger	15	Gasoline	182,276	1GAHG39K381105425	1279481	Active	
32	135	2008	Chevrolet	Express Passenger	15	Gasoline	313,043	1GAHG39K181101308	1487651	Active	Ventura Spare
33	140	2006	GMC	Savana Passenger	15	Gasoline	206,865	1GJHG39U361274861	1226433	Active	Ventura Needs Cleaning
34	144	2008	Chevrolet	Express Passenger	15	Gasoline	235,127	1GAHG39K481101030	1279478	Active	
35	145	2006	GMC	Savana Passenger	15	Gasoline	222,359	1GJHG39U661275485	1226417	Active	
36	146	2006	GMC	Savana Passenger	15	Gasoline	227,978	1GJHG39U861275004	1487646	Active	Ventura Spare
37	147	2008	Chevrolet	Express Passenger	15	Gasoline	238,736	1GAHG39K481101920	1279477	Active	
38	148	2006	GMC	Savana Passenger	15	Gasoline	283,269	1GJHG39U761275186	1226410	Active	
39	149	2008	Chevrolet	Express Passenger	15	Gasoline	352,507	1GAHG39K381111709	1279476	Active	
40	150	2008	Chevrolet	Express Passenger	15	Gasoline	250,967	1GAHG39KX81100559	1279480	Inactive/SURPLUS	No Start/ No Run- Missing parts
41	164	2006	Chevrolet	Uplander	7	Gasoline	168,379	1GNDV23L36D121957	1216190	Inactive/SURPLUS	Start/Run- Missing parts
42	174	2008	Chevrolet	Express Passenger	15	Gasoline	269,471	1GAHG39K781110014	1279822	Active	
43	175	2007	Toyota	Sienna	8	Gasoline	211,701	5TDZK23C375068755	1279696	Inactive/SURPLUS	Start/Run- Transmission issues
44	178	2008	Chevrolet	Express Passenger	15	Gasoline	242,944	1GAHG39K381105697	1279719	Active	
45	179	2008	Chevrolet	Express Passenger	15	Gasoline	296,200	1GAHG39K181100546	1279716	Active	
46	180	2008	Chevrolet	Express Passenger	15	Gasoline	308,713	1GAHG39K181110669	1279717	Active	
47	181	2008	Chevrolet	Express Passenger	16	Gasoline	295,139	1GAHG39K181110670	1279718	Inactive/SURPLUS	Start/Run- Transmission issues
48	183	2008	Toyota	Sienna	8	Gasoline	271,798	5TDZK23C68S137245	1255663	Inactive/SURPLUS	Start/drives- Engine issues
49	186	2008	Toyota	Sienna	8	Gasoline	290,882	5TDZK23CX8S139564	1255662	Inactive/SURPLUS	Start/Run- Transmission issues
50	188	2009	GMC	Savana Passenger	15	Gasoline	298,994	1GJHG39K791166567	1255717	Inactive/SURPLUS	No Start/ No Run- Missing parts
51	193	2009	GMC	Savana Passenger	15	Gasoline	240,855	1GJHG39K491167370	1255705	Active	
52	194	2009	GMC	Savana Passenger	15	Gasoline	302,923	1GJHG39K591167443	1255707	Inactive/SURPLUS	Start/no drive/ Missing parts
53	195	2009	GMC	Savana Passenger	15	Gasoline	212,189	1GJHG39K791168772	1255708	Inactive/SURPLUS	Start/no drive/ Missing parts
54	196	2009	GMC	Savana Passenger	15	Gasoline	260,657	1GJHG39K191167911	1255710	Active	
55	197	2009	GMC	Savana Passenger	15	Gasoline	394,304	1GJHG39K591167717	1255713	Active	
56	198	2009	GMC	Savana Passenger	15	Gasoline	194,141	1GJHG39K791167377	1255706	Active	

Count	Unit #	Year	Make	Model	Passenger Capacity	Fuel	Current Meter	VIN/SN	License Plate	Revenue Vehicle	Comments
57	201	2009	GMC	Savana Passenger	15	Gasoline	266,719	1GJHG39K591168639	1255714	Active	
58	203	2009	GMC	Savana Passenger	15	Gasoline	251,983	1GJHG39K691168729	1255722	Active	Ventura Needs Cleaning
59	205	2009	GMC	Savana Passenger	15	Gasoline	241,426	1GJHG39K891168098	1255711	Active	
60	212	2009	GMC	Savana Passenger	15	Gasoline	290,287	1GJHG39K691179679	1255727	Active	Start/Run/Drives
61	213	2009	GMC	Savana Passenger	15	Gasoline	402,458	1GJHG39K991180101	1255730	Active	
62	214	2009	GMC	Savana Passenger	15	Gasoline	237,466	1GJHG39K391179929	1255734	Active	
63	215	2009	GMC	Savana Passenger	15	Gasoline	273,895	1GJHG39K991179563	1255733	Active	
64	219	2011	GMC	Savana Passenger	15	Gasoline	251,580	1GJZ71FG4B1111105	1339997	Active	
65	220	2011	GMC	Savana Passenger	15	Gasoline	253,983	1GJZ71FG3B1110348	1339992	Active	
66	221	2011	GMC	Savana Passenger	15	Gasoline	209,262	1GJZ71FG1B1110736	1378459	Active	Start/Run/Drives
67	222	2011	GMC	Savana Passenger	15	Gasoline	204,695	1GJZ71FG1B1110090	1362002	Active	
68	223	2011	GMC	Savana Passenger	15	Gasoline	254,477	1GJZ71FG8B1110538	1339991	Active	
69	224	2011	GMC	Savana Passenger	15	Gasoline	249,687	1GJZ71FG0B1111764	1362005	Active	
70	225	2011	GMC	Savana Passenger	15	Gasoline	201,235	1GJZ71FG9B1110371	1362001	Active	
71	226	2011	GMC	Savana Passenger	15	Gasoline	313,333	1GJZ71FG2B1111197	1339993	Active	
72	227	2011	GMC	Savana Passenger	15	Gasoline	206,062	1GJZ71FG5B1111694	1362000	Active	
73	228	2011	GMC	Savana Passenger	15	Gasoline	236,007	1GJZ71FG2B1110650	1362003	Active	
74	229	2011	GMC	Savana Passenger	15	Gasoline	308,889	1GJZ71FG4B1110617	1339998	Active	
75	230	2011	GMC	Savana Passenger	15	Gasoline	266,839	1GJZ71FG7B1110269	1339994	Active	
76	231	2011	GMC	Savana Passenger	15	Gasoline	259,760	1GJZ71FG8B1111768	1339999	Active	
77	232	2011	GMC	Savana Passenger	15	Gasoline	226,083	1GJZ71FG6B1111364	1339996	Active	
78	233	2011	GMC	Savana Passenger	15	Gasoline	168,464	1GJZ71FG7B1110417	1339990	Active	
79	234	2011	GMC	Savana Passenger	15	Gasoline	152,020	1GJZ71FG0B1137491	1362028	Active	
80	235	2011	GMC	Savana Passenger	15	Gasoline	379,755	1GJZ71FG0B1138687	1362037	Active	
81	236	2011	GMC	Savana Passenger	15	Gasoline	183,356	1GJZ71FG1B1137578	1362029	Active	
82	237	2011	GMC	Savana Passenger	15	Gasoline	349,084	1GJZ71FG1B1137919	1362041	Active	
83	238	2011	GMC	Savana Passenger	15	Gasoline	314,382	1GJZ71FG1B1138245	1362042	Active	
84	239	2011	GMC	Savana Passenger	15	Gasoline	263,821	1GJZ71FG1B1139184	1362049	Active	
85	240	2011	GMC	Savana Passenger	15	Gasoline	265,104	1GJZ71FG2B1137668	1390532	Active	
86	241	2011	GMC	Savana Passenger	15	Gasoline	225,343	1GJZ71FG2B1138013	1362020	Active	Ventura Needs Cleaning (Hilltop)
87	242	2011	GMC	Savana Passenger	15	Gasoline	293,327	1GJZ71FG2B1139176	1362046	Active	
88	243	2011	GMC	Savana Passenger	15	Gasoline	363,567	1GJZ71FG4B1138059	1362043	Active	
89	244	2011	GMC	Savana Passenger	15	Gasoline	329,708	1GJZ71FG4B1138272	1362054	Active	
90	245	2011	GMC	Savana Passenger	15	Gasoline	307,610	1GJZ71FG4B1139065	1362045	Active	
91	246	2011	GMC	Savana Passenger	15	Gasoline	160,958	1GJZ71FG5B1137454	1362032	Active	
92	247	2011	GMC	Savana Passenger	15	Gasoline	251,084	1GJZ71FG5B1137714	1362025	Active	
93	248	2011	GMC	Savana Passenger	15	Gasoline	238,749	1GJZ71FG5B1137924	1362021	Active	
94	250	2011	GMC	Savana Passenger	15	Gasoline	173,943	1GJZ71FG5B1138099	1362035	Active	
95	251	2011	GMC	Savana Passenger	15	Gasoline	278,369	1GJZ71FG6B1137379	1362047	Active	
96	252	2011	GMC	Savana Passenger	15	Gasoline	342,376	1GJZ71FG6B1137754	1362026	Active	
97	253	2011	GMC	Savana Passenger	15	Gasoline	196,686	1GJZ71FG6B1138760	1362038	Inactive/SURPLUS	Crashed- Missing parts
98	255	2011	GMC	Savana Passenger	15	Gasoline	231,796	1GJZ71FG7B1138427	1362039	Active	Imperial (Transmission/Engine Issues)
99	256	2011	GMC	Savana Passenger	15	Gasoline	238,158	1GJZ71FG7B1138511	1362036	Active	King City (Transmission/Engine Issues)
100	257	2011	GMC	Savana Passenger	15	Gasoline	338,964	1GJZ71FG8B1137416	1362027	Active	Ventura Needs Cleaning (Hilltop)
101	258	2011	GMC	Savana Passenger	15	Gasoline	268,901	1GJZ71FG8B1137609	1362034	Inactive/SURPLUS	Ventura Transmission Ventura Needs Cleaning (Hilltop)
102	259	2011	GMC	Savana Passenger	15	Gasoline	162,797	1GJZ71FG8B1138257	1362052	Active	
103	260	2011	GMC	Savana Passenger	15	Gasoline	215,710	1GJZ71FG8B1138291	1362055	Active	
104	261	2011	GMC	Savana Passenger	15	Gasoline	229,636	1GJZ71FG8B1138372	1362053	Active	
105	262	2011	GMC	Savana Passenger	15	Gasoline	232,430	1GJZ71FG8B1138548	1362051	Active	
106	263	2011	GMC	Savana Passenger	15	Gasoline	262,176	1GJZ71FG8B1138775	1362040	Active	
107	264	2011	GMC	Savana Passenger	15	Gasoline	308,858	1GJZ71FG9B1137893	1362024	Active	
108	265	2011	GMC	Savana Passenger	15	Gasoline	222,539	1GJZ71FG9B1138395	1362044	Active	
109	266	2011	GMC	Savana Passenger	15	Gasoline	306,391	1GJZ71FG9B1140471	1362048	Active	
110	267	2011	GMC	Savana Passenger	15	Gasoline	253,576	1GJZ71FGXB1137465	1362033	Active	
111	268	2011	GMC	Savana Passenger	15	Gasoline	330,849	1GJZ71FGXB1141094	1362050	Active	
112	269	2011	Toyota	Sienna	8	Gasoline	193,022	5TDKK3DC5B5110678	1378402	Active	

Count	Unit #	Year	Make	Model	Passenger Capacity	Fuel	Current Meter	VIN/SN	License Plate	Revenue Vehicle	Comments
113	270	2011	Toyota	Sienna	8	Gasoline	196,890	5TDKK3DC6BS074421	1365799	Active	
114	271	2011	Toyota	Sienna	8	Gasoline	237,909	5TDKK3DC4BS118013	1378403	Active	
115	272	2011	Toyota	Sienna	8	Gasoline	216,797	5TDKK3DCXB5117450	1365798	Active	
116	273	2011	Toyota	Sienna	8	Gasoline	234,838	5TDKK3DC9BS109940	1365797	Active	
117	274	2011	Toyota	Sienna	8	Gasoline	205,764	5TDKK3DC7BS117275	1365796	Active	
118	275	2011	Toyota	Sienna	8	Gasoline	166,716	5TDKK3DC4BS110039	1378400	Active	
119	276	2011	Toyota	Sienna	8	Gasoline	235,796	5TDKK3DC1BS120284	1378409	Active	
120	277	2011	Toyota	Sienna	8	Gasoline	198,054	5TDKK3DC4BS129237	1378423	Active	
121	278	2011	Toyota	Sienna	8	Gasoline	124,986	5TDKK3DC7BS105238	1378422	Active	
122	279	2011	Toyota	Sienna	8	Gasoline	261,364	5TDKK3DC5BS132258	1378424	Active	
123	280	2011	Toyota	Sienna	8	Gasoline	192,005	5TDKK3DC2BS121394	1378437	Active	
124	281	2011	Toyota	Sienna	8	Gasoline	216,362	5TDKK3DC5BS130364	1378438	Active	
125	282	2011	Toyota	Sienna	8	Gasoline	191,839	5TDKK3DC2BS132878	1378436	Active	
126	283	2011	Toyota	Sienna	8	Gasoline	206,248	5TDKK3DC4BS141601	1378439	Active	
127	284	2012	Toyota	Sienna	8	Gasoline	168,772	5TDKK3DC3CS220128	1378451	Active	
128	285	2012	Toyota	Sienna	8	Gasoline	133,507	5TDKK3DC8CS215460	1378450	Active	
129	286	2012	Toyota	Sienna	8	Gasoline	96,909	5TDKK3DC2CS211520	1378448	Active	
130	287	2012	Toyota	Sienna	8	Gasoline	159,771	5TDKK3DC9CS216956	1378456	Active	
131	288	2012	Toyota	Sienna	8	Gasoline	134,313	5TDKK3DC4CS216959	1378455	Active	
132	289	2012	Toyota	Sienna	8	Gasoline	154,367	5TDKK3DC7CS215952	1378453	Active	
133	290	2012	Toyota	Sienna	8	Gasoline	247,187	5TDKK3DC2CS216510	1378452	Active	
134	291	2012	Toyota	Sienna	8	Gasoline	205,493	5TDKK3DC0CS217851	1378457	Active	
135	292	2012	Toyota	Sienna	8	Gasoline	90,630	5TDKK3DC7CS218821	1378449	Active	
136	293	2012	Toyota	Sienna	8	Gasoline	139,388	5TDKK3DC1CS217566	1378454	Active	
137	294	2012	Toyota	Sienna	8	Gasoline	106,824	5TDKK3DC0CS252762	1378446	Active	
138	295	2012	Toyota	Sienna	8	Gasoline	174,502	5TDKK3DC0CS252339	1378444	Active	
139	296	2012	Toyota	Sienna	8	Gasoline	165,655	5TDKK3DC4CS196132	1378445	Active	
140	298	2012	Toyota	Sienna	8	Gasoline	116,056	5TDKK3DC1CS251961	1378447	Active	
141	299	2013	Ford	E-Series Wagon	15	CNG	61,724	1FBSS3BL0DDA83606	1414876	Inactive/SURPLUS	Starts/ Runs- CNG- no fuel
142	300	2013	Ford	E-Series Wagon	15	CNG	119,980	1FBSS3BL1DDA83615	1414874	Inactive/SURPLUS	Starts/ Runs- CNG- no fuel
143	301	2013	Ford	E-Series Wagon	15	CNG	52,439	1FBSS3BL2DDA83607	1414821	Inactive/SURPLUS	Starts/ Runs- CNG- no fuel
144	302	2013	Ford	E-Series Wagon	15	Gasoline	141,555	1FBSS3BL4DDA83608	1414877	Active	
145	303	2013	Ford	E-Series Wagon	15	CNG	132,428	1FBSS3BL4DDA83611	1414820	Inactive/SURPLUS	Starts/ Runs- CNG tank Recertified
146	304	2013	Ford	E-Series Wagon	15	CNG	58,170	1FBSS3BL5DDA83617	1414818	Inactive/SURPLUS	Starts/ Runs- CNG- no fuel
147	305	2013	Ford	E-Series Wagon	15	CNG	59,439	1FBSS3BL6DDA83609	1414822	Inactive/SURPLUS	Starts/ Runs- CNG- fuel leak
148	306	2013	Ford	E-Series Wagon	15	CNG	109,880	1FBSS3BL8DDA83613	1414819	Inactive/SURPLUS	Starts/ Runs- CNG tank Recertified
149	307	2013	Ford	E-Series Wagon	15	CNG	89,160	1FBSS3BLXDDA83614	1414875	Inactive/SURPLUS	Starts/ Runs- CNG tank Recertified
150	308	2013	Ford	E-Series Wagon	15	CNG	93,307	1FBSS3BL9DDA83605	1390461	Inactive/SURPLUS	Starts/ Runs- CNG- no fuel
151	309	2013	Ford	E-Series Wagon	15	CNG	98,431	1FBSS3BL9DDA83619	1390462	Inactive/SURPLUS	Starts/ Runs- CNG- no fuel
152	310	2013	Ford	E-Series Wagon	15	CNG	85,189	1FBSS3BL2DDA83610	1414775	Inactive/SURPLUS	Starts/ Runs- CNG- no fuel- Missing parts
153	311	2013	Ford	E-Series Wagon	15	CNG	65,790	1FBSS3BL6DDA83612	1414831	Inactive/SURPLUS	Starts/ Runs- CNG- no fuel- Missing parts
154	312	2013	Ford	E-Series Wagon	15	CNG	119,465	1FBSS3BL3DDA83616	1414832	Inactive/SURPLUS	Starts/ Runs- CNG- no fuel
155	313	2013	Ford	E-Series Wagon	15	CNG	85,924	1FBSS3BL7DDA83618	1414833	Inactive/SURPLUS	Starts/ Runs- CNG- no fuel
156	314	2013	Ford	E-Series Wagon	15	CNG	85,908	1FBSS3BL8DDB08414	1380300	Inactive/SURPLUS	Starts/ Runs- CNG- no fuel
157	315	2013	Ford	E-Series Wagon	15	Gasoline	105,570	1FBSS3BLXDDB08415	1380301	Active	
158	316	2013	Ford	E-Series Wagon	15	CNG	116,675	1FBSS3BL1DDB08416	1414841	Inactive/SURPLUS	Starts/ Runs- CNG- no fuel
159	317	2013	Ford	E-Series Wagon	15	CNG	92,215	1FBSS3BL3DDB08417	1380302	Inactive/SURPLUS	NO Start/ Runs- CNG- no fuel
160	318	2013	Ford	E-Series Wagon	15	CNG	124,471	1FBSS3BL5DDB08418	1414840	Inactive/SURPLUS	Starts/ Runs- CNG- no fuel
161	319	2013	Ford	E-Series Wagon	15	Gasoline	102,534	1FBSS3BL7DDB08419	1414842	Active	
162	320	2013	Ford	E-Series Wagon	15	CNG	115,358	1FBSS3BL3DDB08420	1380303	Inactive/SURPLUS	Starts/ Runs- CNG- fuel leak
163	322	2013	Ford	E-Series Wagon	15	CNG	70,889	1FBSS3BL7DDB08422	1380305	Inactive/SURPLUS	Starts/ Runs- CNG- no fuel
164	324	2013	Ford	E-Series Wagon	15	CNG	14,441	1FBSS3BL0DDB08424	1380307	Inactive/SURPLUS	Starts/ Runs- CNG tank Recertified
165	326	2013	Ford	E-Series Wagon	15	CNG	91,031	1FBSS3BL4DDB08426	1380309	Inactive/SURPLUS	Starts/ Runs- CNG- no fuel- Tranmission Issues
166	327	2013	Ford	E-Series Wagon	15	CNG	67,572	1FBSS3BL6DDB08427	1414843	Inactive/SURPLUS	Starts/ Runs- CNG- no fuel
167	328	2013	Ford	E-Series Wagon	15	CNG	31,044	1FBSS3BL8DDB08428	1380310	Inactive/SURPLUS	Starts/ Runs- CNG- no fuel- Missing parts
168	329	2013	GMC	Savana Passenger	15	Gasoline	117,955	1GJZ7ZF62D1181686	1390464	Active	

Count	Unit #	Year	Make	Model	Passenger Capacity	Fuel	Current Meter	VIN/SN	License Plate	Revenue Vehicle	Comments
169	330	2013	GMC	Savana Passenger	15	Gasoline	317,237	1GJZ7ZFG6D1181772	1380312	Active	
170	331	2013	GMC	Savana Passenger	15	Gasoline	148,587	1GJZ7ZFG1D1181937	1380313	Active	
171	332	2013	GMC	Savana Passenger	15	Gasoline	426,466	1GJZ7ZFG3D1182216	1380314	Active	
172	333	2013	GMC	Savana Passenger	15	Gasoline	221,938	1GJZ7ZFG3D1182278	1380315	Active	
173	334	2013	GMC	Savana Passenger	15	Gasoline	228,525	1GJZ7ZFG4D1182435	1380316	Active	
174	335	2013	GMC	Savana Passenger	15	Gasoline	356,589	1GJZ7ZFG9D1182463	1380317	Active	
175	337	2013	GMC	Savana Passenger	15	Gasoline	429,517	1GJZ7ZFG5D1182525	1380319	Active	
176	339	2013	GMC	Savana Passenger	15	Gasoline	238,092	1GJZ7ZFG1D1182733	1380321	Active	
177	340	2013	GMC	Savana Passenger	15	Gasoline	150,021	1GJZ7ZFG1D1180836	1380322	Inactive/SURPLUS	No Start/ No Run- Missing parts
178	341	2013	GMC	Savana Passenger	15	Gasoline	217,912	1GJZ7ZFGXD1181290	1380323	Active	
179	342	2013	GMC	Savana Passenger	15	Gasoline	338,320	1GJZ7ZFG8D1181434	1390460	Active	
180	343	2013	GMC	Savana Passenger	15	Gasoline	296,431	1GJZ7ZFG8D1181000	1380324	Inactive/SURPLUS	Crashed- Missing parts
181	345	2014	Mercedes-Benz	Sprinter Passenger	15	Diesel	219,235	WDZPE7DCXE5937722	1430122	Inactive/SURPLUS	Start/Run/Drives
182	356	2015	Ford	Transit Passenger	15	Diesel	148,142	1FBAX2YV7FKA20095	1390469	Active	Start/Run/Drives
183	357	2015	Ford	Transit Passenger	15	Gasoline	221,614	1FBAX2YV9FKA20096	1390470	Active	
184	358	2015	Ford	Transit Passenger	15	Diesel	152,965	1FBAX2YV2FKA20098	1390471	Active	Start/Run/Drives
185	359	2015	Ford	Transit Passenger	15	Diesel	227,310	1FBAX2YV4FKA20099	1390472	Active	Start/Run/Drives
186	360	2015	Ford	Transit Passenger	15	Diesel	168,489	1FBAX2YV7FKA20100	1390476	Active	Start/Run/Drives
187	361	2015	Ford	Transit Passenger	15	Diesel	135,124	1FBAX2YV9FKA20101	1390475	Active	Start/Run/Drives
188	362	2015	Ford	Transit Passenger	15	Diesel	134,862	1FBAX2YV0FKA20102	1390474	Active	Start/Run/Drives
189	363	2015	Ford	Transit Passenger	15	Diesel	304,274	1FBAX2YV9FKA27792	1390473	Accident	Start/Run/Drives
190	364	2015	Ford	Transit Passenger	15	Diesel	164,565	1FBAX2YV0FKA20097	1435665	Active	Start/Run/Drives
191	365	2013	Toyota	Sienna	8	Gasoline	147,242	5TDKK3DCXDS336637	1390426	Active	
192	366	2013	Toyota	Sienna	8	Gasoline	166,007	5TDKK3DC0DS359523	1390425	Active	
193	367	2013	Toyota	Sienna	8	Gasoline	118,240	5TDKK3DC3DS337175	1390427	Active	
194	368	2013	Toyota	Sienna	8	Gasoline	216,801	5TDKK3DC8DS338483	1390431	Active	
195	369	2013	Toyota	Sienna	8	Gasoline	153,891	5TDKK3DC9DS365384	1390432	Active	
196	370	2013	Toyota	Sienna	8	Gasoline	199,063	5TDKK3DC1DS338261	1390433	Active	
197	371	2013	Toyota	Sienna	8	Gasoline	181,311	5TDKK3DC8DS362864	1390434	Active	
198	372	2014	Toyota	Sienna	8	Gasoline	215,118	5TDKK3DC2ES408187	1390445	Active	
199	373	2014	Toyota	Sienna	8	Gasoline	162,293	5TDKK3DC0ES405935	1390443	Active	
200	374	2014	Toyota	Sienna	8	Gasoline	164,276	5TDKK3DC1ES407029	1390442	Active	
201	375	2014	Toyota	Sienna	8	Gasoline	139,526	5TDKK3DCXES407465	1390444	Active	
202	376	2014	Toyota	Sienna	8	Gasoline	135,768	5TDKK3DC1ES494396	1390499	Active	
203	377	2014	Toyota	Sienna	8	Gasoline	159,930	5TDKK3DC6ES454508	1390501	Active	
204	378	2014	Toyota	Sienna	8	Gasoline	134,244	5TDKK3DC9ES476695	1487632	Active	
205	379	2014	Toyota	Sienna	8	Gasoline	157,995	5TDKK3DC5ES494479	1390500	Active	
206	380	2014	Toyota	Sienna	8	Gasoline	170,759	5TDKK3DC2ES494813	1390497	Active	
207	381	2014	Toyota	Sienna	8	Gasoline	237,371	5TDKK3DC3ES470990	1390517	Active	
208	382	2014	Toyota	Sienna	8	Gasoline	129,794	5TDKK3DC8ES475845	1390519	Active	
209	383	2014	Toyota	Sienna	8	Gasoline	215,356	5TDKK3DC1ES469613	1390518	Active	
210	384	2015	Toyota	Sienna	8	Gasoline	155,431	5TDKK3DCXFS606548	1390554	Active	
211	385	2015	Toyota	Sienna	8	Gasoline	174,436	5TDKK3DC6FS610144	1390552	Active	
212	386	2015	Toyota	Sienna	8	Gasoline	231,332	5TDKK3DC3FS604298	1487640	Active	
213	387	2015	Toyota	Sienna	8	Gasoline	220,295	5TDKK3DC5FS621426	1390556	Active	
214	388	2015	Toyota	Sienna	8	Gasoline	181,861	5TDKK3DC1FS621763	1390555	Active	
215	389	2015	Toyota	Sienna	8	Gasoline	157,790	5TDKK3DC2FS598817	1390568	Active	
216	390	2015	Toyota	Sienna	8	Gasoline	186,463	5TDKK3DC4FS589939	1390564	Active	
217	392	2015	Toyota	Sienna	8	Gasoline	190,327	5TDKK3DC9FS559707	1390567	Active	
218	393	2015	Toyota	Sienna	8	Gasoline	304,934	5TDKK3DC3FS588992	1390565	Active	
219	394	2017	Toyota	Sienna	8	Gasoline	118,247	5TDKZ3DC8HS818637	1486604	Active	
220	395	2017	Toyota	Sienna	8	Gasoline	112,529	5TDKZ3DC9HS806089	1486605	Active	
221	396	2017	Toyota	Sienna	8	Gasoline	98,771	5TDKZ3DC5HS829823	1486607	Active	
222	397	2017	Toyota	Sienna	8	Gasoline	89,854	5TDKZ3DC7HS829855	1486603	Active	
223	398	2017	Toyota	Sienna	8	Gasoline	132,457	5TDKZ3DCXHS830031	1486606	Active	
224	401	2016	Mercedes-Benz	Sprinter Passenger	15	Diesel	267,632	WDZPE7DD9GP202553	1447155	Inactive/SURPLUS	Start/Run/Drives

Count	Unit #	Year	Make	Model	Passenger Capacity	Fuel	Current Meter	VIN/SN	License Plate	Revenue Vehicle	Comments
225	402	2016	Mercedes-Benz	Sprinter Passenger	15	Diesel	302,156	8BRPE7DD7GE126843	1477729	Inactive/SURPLUS	Start/Run/Drives
226	403	2016	Mercedes-Benz	Sprinter Passenger	15	Diesel	275,093	8BRPE7DD9GE125838	1477728	Inactive/SURPLUS	Start/Run/Drives
227	404	2016	Mercedes-Benz	Sprinter Passenger	15	Diesel	250,029	8BRPE7DD0GE127221	1477882	Inactive/SURPLUS	No Start/ No Run- Missing parts
228	405	2017	Chevrolet	Express Passenger	15	Gasoline	97,914	1GAZGPF18H1282267	1528891	Active	
229	406	2017	Chevrolet	Express Passenger	15	Gasoline	287,322	1GAZGPF65H1289584	1528814	Active	
230	407	2017	Chevrolet	Express Passenger	15	Gasoline	162,794	1GAZGPF68H1292446	1528813	Active	
231	408	2017	Chevrolet	Express Passenger	15	Gasoline	115,241	1GAZGPF61H1293356	1528815	Active	
232	409	2017	Chevrolet	Express Passenger	15	Gasoline	121,449	1GAZGPF64H1292671	1528812	Active	
233	410	2017	Chevrolet	Express Passenger	15	Gasoline	260,446	1GAZGPF62H1291177	1528811	Active	
234	411	2017	Chevrolet	Express Passenger	15	Gasoline	219,208	1GAZGPF60H1120377	1475537	Active	
235	412	2017	Chevrolet	Express Passenger	15	Gasoline	146,192	1GAZGPF62H1119912	1475543	Active	
236	413	2017	Chevrolet	Express Passenger	15	Gasoline	132,177	1GAZGPF66H1121713	1475540	Active	
237	414	2017	Chevrolet	Express Passenger	15	Gasoline	198,839	1GAZGPF63H1120650	1475541	Active	
238	415	2017	Chevrolet	Express Passenger	15	Gasoline	69,916	1GAZGPF6XH1121147	1475542	Active	
239	416	2017	Chevrolet	Express Passenger	15	Gasoline	170,539	1GAZGPF60H1121593	1475551	Active	
240	417	2017	Chevrolet	Express Passenger	15	Gasoline	198,593	1GAZGPF62H1121174	1475552	Active	
241	418	2017	Chevrolet	Express Passenger	15	Gasoline	221,816	1GAZGPF66H1121369	1475550	Active	
242	419	2017	Chevrolet	Express Passenger	15	Gasoline	249,997	1GAZGPF60H1121254	1475559	Active	
243	420	2017	Chevrolet	Express Passenger	15	Gasoline	274,544	1GAZGPF69H1119986	1475562	Active	
244	421	2017	Chevrolet	Express Passenger	15	Gasoline	146,705	1GAZGPF68H1130395	1475561	Active	
245	422	2017	Chevrolet	Express Passenger	15	Gasoline	122,669	1GAZGPF61H1131355	1475560	Active	
246	423	2017	Chevrolet	Express Passenger	15	Gasoline	120,716	1GAZGPF65H1130774	1475570	Active	
247	424	2017	Chevrolet	Express Passenger	15	Gasoline	132,240	1GAZGPF66H1131447	1475571	Active	
248	425	2017	Chevrolet	Express Passenger	15	Gasoline	110,921	1GAZGPF61H1131503	1475572	Active	
249	426	2017	Chevrolet	Express Passenger	15	Gasoline	149,406	1GAZGPF64H1131284	1475573	Active	
250	427	2017	Chevrolet	Express Passenger	15	Gasoline	155,886	1GAZGPF64H1129955	1475576	Active	
251	428	2017	Chevrolet	Express Passenger	15	Gasoline	41,601	1GAZGPF61H1131694	1475575	Inactive/SURPLUS	Crashed- Missing parts
252	429	2017	Chevrolet	Express Passenger	15	Gasoline	108,341	1GAZGPF64H1131589	1475574	Active	
253	430	2017	Chevrolet	Express Passenger	15	Gasoline	243,775	1GAZGPF68H1131532	1475582	Active	
254	431	2016	Ford	Transit Passenger	15	Gasoline	119,327	1FBZX2YM8GKB00811	1469329	Active	
255	432	2016	Ford	Transit Passenger	15	Gasoline	101,211	1FBZX2YMXGKB00812	1469380	Active	
256	433	2016	Ford	Transit Passenger	15	Gasoline	155,330	1FBZX2YM6GKB00810	1469382	Active	
257	434	2016	Ford	Transit Passenger	15	Gasoline	102,456	1FBZX2YM1GKB00813	1469383	Active	
258	435	2016	Ford	Transit Passenger	15	Gasoline	101,786	1FBZX2YM2GKB00819	1469381	Active	
259	436	2016	Ford	Transit Passenger	15	Gasoline	225,282	1FBZX2YM3GKB00814	1469340	Active	
260	437	2016	Ford	Transit Passenger	15	Gasoline	128,135	1FBZX2YM6GKB00824	1469339	Active	
261	438	2016	Ford	Transit Passenger	15	Gasoline	154,255	1FBZX2YM4GKB00823	1469338	Active	
262	439	2016	Ford	Transit Passenger	15	Gasoline	193,339	1FBZX2YM9GKB00820	1469337	Active	
263	440	2016	Ford	Transit Passenger	15	Gasoline	164,479	1FBZX2YM0GKB00818	1469336	Active	
264	441	2016	Ford	Transit Passenger	15	Gasoline	141,035	1FBZX2YM2GKB00822	1469335	Active	
265	442	2016	Ford	Transit Passenger	15	Gasoline	106,308	1FBZX2YM9GKB00817	1469343	Active	
266	443	2016	Ford	Transit Passenger	15	Gasoline	146,310	1FBZX2YM0GKB00821	1469342	Active	
267	444	2016	Ford	Transit Passenger	15	Gasoline	137,025	1FBZX2YM5GKB00815	1487635	Active	
268	445	2016	Ford	Transit Passenger	15	Gasoline	94,789	1FBZX2YM7GKB00816	1469333	Active	
269	446	2017	Chevrolet	Express Passenger	15	Gasoline	90,730	1GAZGPF63H1349975	1529705	Active	
270	447	2017	Chevrolet	Express Passenger	15	Gasoline	122,204	1GAZGPF67H1350241	1529700	Active	
271	448	2017	Chevrolet	Express Passenger	15	Gasoline	201,659	1GAZGPF68H1349597	1529706	Active	
272	449	2017	Chevrolet	Express Passenger	15	Gasoline	94,033	1GAZGPF68H1350085	1529707	Active	
273	450	2017	Chevrolet	Express Passenger	15	Gasoline	197,618	1GAZGPF68H1349714	1529702	Active	
274	451	2017	Chevrolet	Express Passenger	15	Gasoline	94,214	1GAZGPF64H1350424	1529701	Active	
275	452	2017	Chevrolet	Express Passenger	15	Gasoline	235,029	1GAZGPF69H1349656	1529703	Active	
276	453	2017	Chevrolet	Express Passenger	15	Gasoline	102,534	1GAZGPF69H1350600	1528949	Active	
277	454	2017	Chevrolet	Express Passenger	15	Gasoline	285,687	1GAZGPF6XH1350461	1529704	Active	
278	455	2017	Chevrolet	Express Passenger	15	Gasoline	266,400	1GAZGPF60H1350386	1528948	Active	
279	456	2018	Nissan	NV Passenger	12	Gasoline	207,327	5BZBF0AA2JN851753	1410027	Inactive/SURPLUS	Start/Run/Drives
280	460	2017	Toyota	Sienna	8	Gasoline	106,404	5TDKZ3DC8HS832506	1486602	Active	

Count	Unit #	Year	Make	Model	Passenger Capacity	Fuel	Current Meter	VIN/SN	License Plate	Revenue Vehicle	Comments
281	461	2017	Toyota	Sienna	8	Gasoline	58,840	5TDKZ3DC8H5850813	1412841	Active	
282	462	2017	Toyota	Sienna	8	Gasoline	107,154	5TDKZ3DC6H5839292	1486601	Active	
283	463	2017	Toyota	Sienna	8	Gasoline	77,067	5TDKZ3DC8H5837365	1486600	Active	
284	464	2017	Toyota	Sienna	8	Gasoline	107,611	5TDKZ3DC2H5867848	1485957	Active	
285	466	2017	Toyota	Sienna	8	Gasoline	99,186	5TDKZ3DC9H5888096	1485959	Active	
286	467	2017	Toyota	Sienna	8	Gasoline	108,559	5TDKZ3DC5H5889858	1485960	Active	
287	468	2017	Toyota	Sienna	8	Gasoline	100,528	5TDKZ3DC3H5898641	1485956	Active	
288	469	2017	Toyota	Sienna	8	Gasoline	141,888	5TDKZ3DC2H5892975	1486108	Active	
289	470	2017	Toyota	Sienna	8	Gasoline	116,768	5TDKZ3DC3H5897831	1486104	Active	
290	471	2017	Toyota	Sienna	8	Gasoline	78,207	5TDKZ3DC6H5838322	1486107	Active	
291	472	2017	Toyota	Sienna	8	Gasoline	109,213	5TDKZ3DC3H5880141	1486106	Active	
292	473	2017	Toyota	Sienna	8	Gasoline	81,809	5TDKZ3DC8H5839276	1486105	Active	
293	474	2017	Toyota	Sienna	8	Gasoline	127,872	5TDKZ3DC1H5845534	1486663	Active	
294	475	2017	Toyota	Sienna	8	Gasoline	103,443	5TDKZ3DC4H5835466	1486664	Active	
295	476	2017	Toyota	Sienna	8	Gasoline	139,964	5TDKZ3DC2H5844151	1464705	Active	
296	477	2017	Toyota	Sienna	8	Gasoline	104,406	5TDKZ3DCXHS834855	1486665	Active	
297	479	2017	Toyota	Sienna	8	Gasoline	122,302	5TDKZ3DC6H5837008	1486667	Active	
298	643	2007	GMC	Savana Passenger	15	Gasoline	170,088	1GJHG39U771236289	1255498	Active	
299	648	2007	GMC	Savana Passenger	15	Gasoline	144,671	1GJHG39U271237267	1255508	Active	
300	655	2007	GMC	Savana Passenger	15	Gasoline	181,116	1GJHG39U271241044	1255524	Active	
301	657	2007	GMC	Savana Passenger	15	Gasoline	177,862	1GJHG39U271241691	1255486	Active	
302	661	2007	GMC	Savana Passenger	15	Gasoline	137,110	1GJHG39U771243095	1255491	Inactive/SURPLUS	No Start/ No Run- Missing parts
303	662	2007	GMC	Savana Passenger	15	Gasoline	186,738	1GJHG39U471241742	1255487	Active	
304	663	2007	GMC	Savana Passenger	15	Gasoline	189,581	1GJHG39U471242230	1255520	Active	
305	670	2007	GMC	Savana Passenger	15	Gasoline	195,806	1GJHG39U971241249	1255514	Inactive/SURPLUS	Crashed/ Missing parts
306	673	2007	GMC	Savana Passenger	15	Gasoline	162,423	1GJHG39U871242523	1255488	Active	
307	674	2007	GMC	Savana Passenger	15	Gasoline	141,811	1GJHG39U071243228	1255494	Active	
308	678	2007	GMC	Savana Passenger	15	Gasoline	125,936	1GJHG39U371243630	1255515	Inactive/SURPLUS	No Start/ No Run- Missing parts
309	680	2007	GMC	Savana Passenger	15	Gasoline	152,113	1GJHG39U371243935	1255511	Active	
310	682	2007	GMC	Savana Passenger	15	Gasoline	153,332	1GJHG39U771241959	1255521	Active	
311	683	2007	GMC	Savana Passenger	15	Gasoline	171,308	1GJHG39U571244567	1255547	Active	
312	705	2007	GMC	Savana Passenger	15	Gasoline	215,761	1GJHG39U271241089	1255512	Active	
313	706	2007	GMC	Savana Passenger	15	Gasoline	123,456	1GJHG39U471253163	1255543	Inactive/SURPLUS	No Start/ No Run- Missing parts
314	707	2007	GMC	Savana Passenger	15	Gasoline	188,750	1GJHG39U871253196	1255518	Active	
315	708	2009	GMC	Savana Passenger	15	Gasoline	140,835	1GJHG39K191180769	1255740	Active	
316	709	2009	GMC	Savana Passenger	15	Gasoline	79,967	1GJHG39K791180307	1255742	Inactive/SURPLUS	No Start/ No Run- Missing parts
317	710	2009	GMC	Savana Passenger	15	Gasoline	176,736	1GJHG39K391180577	1255739	Active	
318	711	2009	GMC	Savana Passenger	15	Gasoline	149,170	1GJHG39K091181105	1255738	Active	
319	712	2009	GMC	Savana Passenger	15	Gasoline	175,578	1GJHG39K991181071	1255747	Active	
320	713	2009	GMC	Savana Passenger	15	Gasoline	166,718	1GJHG39KX91181239	1255741	Active	
321	714	2009	GMC	Savana Passenger	15	Gasoline	184,803	1GJHG39K491180815	1255748	Active	
322	715	2009	GMC	Savana Passenger	15	Gasoline	156,940	1GJHG39KX91181919	1255746	Inactive/SURPLUS	Starts/ Runs- Transmission Issues
323	716	2009	GMC	Savana Passenger	15	Gasoline	185,129	1GJHG39K791180937	1255743	Active	
324	717	2009	GMC	Savana Passenger	15	Gasoline	156,741	1GJHG39K691180685	1255749	Active	
325	718	2009	GMC	Savana Passenger	15	Gasoline	184,896	1GJHG39K191180643	1290950	Active	
326	719	2009	GMC	Savana Passenger	15	Gasoline	174,302	1GJHG39K091180603	1255744	Active	
327	720	2009	GMC	Savana Passenger	15	Gasoline	220,660	1GJHG39K091180911	1255745	Active	
328	721	2009	GMC	Savana Passenger	15	Gasoline	197,642	1GJHG39K791181697	1290951	Active	
329	722	2009	GMC	Savana Passenger	15	Gasoline	159,686	1GJHG39K091180097	1290957	Active	
330	723	2009	GMC	Savana Passenger	15	Gasoline	144,807	1GJHG39K391182619	1290958	Active	
331	724	2009	GMC	Savana Passenger	15	Gasoline	178,493	1GJHG39KX91182245	1290956	Active	
332	725	2009	GMC	Savana Passenger	15	Gasoline	187,540	1GJHG39K891182941	1290953	Active	
333	726	2009	GMC	Savana Passenger	15	Gasoline	193,094	1GJHG39K791182753	1487653	Active	
334	727	2009	GMC	Savana Passenger	15	Gasoline	177,774	1GJHG39K991181877	1290954	Active	
335	728	2009	GMC	Savana Passenger	15	Gasoline	164,997	1GJHG39K291183146	1290952	Active	
336	729	2009	GMC	Savana Passenger	15	Gasoline	122,275	1GJHG39K591181567	1290964	Inactive/SURPLUS	Crashed/ Missing parts

Count	Unit #	Year	Make	Model	Passenger Capacity	Fuel	Current Meter	VIN/SN	License Plate	Revenue Vehicle	Comments
337	730	2009	GMC	Savana Passenger	15	Gasoline	148,516	1GJHG39K791183286	1290965	Active	
338	731	2009	GMC	Savana Passenger	15	Gasoline	127,920	1GJHG39K991183564	1290960	Active	
339	732	2013	GMC	Savana Passenger	15	Gasoline	109,599	1GJHG39K391183706	1290961	Active	
340	733	2009	GMC	Savana Passenger	15	Gasoline	192,564	1GJHG39K091183095	1290962	Active	
341	734	2009	GMC	Savana Passenger	15	Gasoline	189,621	1GJHG39KX91183539	1290963	Active	
342	735	2009	GMC	Savana Passenger	15	Gasoline	148,498	1GJHG39K691183229	1290959	Active	
343	736	2009	GMC	Savana Passenger	15	Gasoline	162,185	1GJHG39K491183777	1290966	Active	
344	737	2009	GMC	Savana Passenger	15	Gasoline	170,162	1GJHG39K991183676	1290967	Active	
345	738	2010	GMC	Savana Passenger	15	Gasoline	213,952	1GJ2GZDG9A1114969	1290977	Active	
346	739	2010	GMC	Savana Passenger	15	Gasoline	149,361	1GJ2GZDG0A1114827	1290974	Active	
347	740	2010	GMC	Savana Passenger	15	Gasoline	146,906	1GJ2GZDG9A1115362	1290975	Active	
348	741	2010	GMC	Savana Passenger	15	Gasoline	156,590	1GJ2GZDG2A1115882	1290973	Inactive/SURPLUS	Starts/ Runs- Transmission Issues
349	742	2010	GMC	Savana Passenger	15	Gasoline	189,787	1GJ2GZDG7A1115098	1290976	Active	
350	743	2010	GMC	Savana Passenger	15	Gasoline	185,797	1GJ2GZDG6A1126917	1290994	Active	
351	744	2010	GMC	Savana Passenger	15	Gasoline	153,410	1GJ2GZDG7A1127025	1290992	Active	
352	745	2010	GMC	Savana Passenger	15	Gasoline	166,139	1GJ2GZDG7A1127106	1290993	Active	
353	746	2010	GMC	Savana Passenger	15	Gasoline	203,730	1GJ2GZDG1A1126890	1487634	Active	
354	747	2010	GMC	Savana Passenger	15	Gasoline	186,309	1GJ2GZDG0A1127612	1290998	Active	
355	748	2010	GMC	Savana Passenger	15	Gasoline	184,301	1GJ2GZDG8A1140110	1291013	Active	
356	749	2010	GMC	Savana Passenger	15	Gasoline	149,485	1GJ2GZDG4A1140007	1291009	Active	
357	750	2010	GMC	Savana Passenger	15	Gasoline	162,372	1GJ2GZDG1A1139364	1291012	Active	
358	751	2010	GMC	Savana Passenger	15	Gasoline	139,866	1GJ2GZDG6A1139909	1291011	Active	
359	752	2010	GMC	Savana Passenger	15	Gasoline	128,844	1GJ2GZDG0A1140246	1291010	Active	
360	753	2010	GMC	Savana Passenger	15	Gasoline	144,737	1GJ2GZDGXA1158592	1291022	Active	
361	754	2010	GMC	Savana Passenger	15	Gasoline	181,095	1GJ2GZDG4A1158880	1291023	Active	
362	755	2010	GMC	Savana Passenger	15	Gasoline	152,229	1GJ2GZDG0A1158830	1291021	Active	
363	756	2010	GMC	Savana Passenger	15	Gasoline	175,102	1GJ2GZDG7A1159571	1291024	Active	
364	757	2010	GMC	Savana Passenger	15	Gasoline	138,336	1GJ2GZDG8A1159191	1291020	Active	
365	758	2010	GMC	Savana Passenger	15	Gasoline	157,814	1GJ2GZDG7A1160235	1291018	Active	
366	759	2010	GMC	Savana Passenger	15	Gasoline	170,353	1GJ2GZDG7A1158775	1291019	Active	
367	760	2010	GMC	Savana Passenger	15	Gasoline	188,371	1GJ2GZDG0A1159959	1291025	Active	
368	761	2010	GMC	Savana Passenger	15	Gasoline	154,763	1GJ2GZDG9A1160057	1291026	Inactive/SURPLUS	Crashed/ Missing parts
369	762	2010	GMC	Savana Passenger	15	Gasoline	184,807	1GJ2GZDG7A1160090	1291032	Active	
370	763	2010	GMC	Savana Passenger	15	Gasoline	175,110	1GJ2GZDG3A1160572	1291030	Active	
371	764	2010	GMC	Savana Passenger	15	Gasoline	170,212	1GJ2GZDG4A1160130	1291031	Active	
372	765	2010	GMC	Savana Passenger	15	Gasoline	149,371	1GJ2GZDG3A1159261	1291027	Inactive/SURPLUS	No Start/ No Run- Missing parts
373	766	2010	GMC	Savana Passenger	15	Gasoline	201,603	1GJ2GZDG8A1159742	1291029	Active	
374	767	2010	GMC	Savana Passenger	15	Gasoline	158,084	1GJ2GZDGXA1160598	1291028	Active	
375	768	2011	GMC	Savana Passenger	15	Gasoline	179,875	1GJZ7ZFG6B1109869	1339979	Active	
376	769	2011	GMC	Savana Passenger	15	Gasoline	182,872	1GJZ7ZFG3B1108484	1339980	Active	
377	770	2011	GMC	Savana Passenger	15	Gasoline	170,140	1GJZ7ZFG6B1109497	1339974	Active	
378	771	2011	GMC	Savana Passenger	15	Gasoline	193,054	1GJZ7ZFG0B1108278	1339965	Active	
379	772	2011	GMC	Savana Passenger	15	Gasoline	176,183	1GJZ7ZFG6B1109368	1339971	Inactive/SURPLUS	Ventura (Starts/ Runs- Transmission Issues)
380	773	2011	GMC	Savana Passenger	15	Gasoline	231,271	1GJZ7ZFG9B1108327	1339967	Active	
381	774	2011	GMC	Savana Passenger	15	Gasoline	136,200	1GJZ7ZFG4B1108364	1339962	Active	
382	775	2011	GMC	Savana Passenger	15	Gasoline	149,300	1GJZ7ZFGXB1108515	1339981	Active	
383	776	2011	GMC	Savana Passenger	15	Gasoline	138,465	1GJZ7ZFGXB1109731	1339977	Active	
384	777	2011	GMC	Savana Passenger	15	Gasoline	169,897	1GJZ7ZFG3B1108162	1339987	Active	
385	778	2011	GMC	Savana Passenger	15	Gasoline	166,372	1GJZ7ZFG9B1108196	1339963	Active	
386	779	2011	GMC	Savana Passenger	15	Gasoline	175,804	1GJZ7ZFG7B1110075	1339983	Inactive/SURPLUS	No Start/ No Run- Missing parts
387	780	2011	GMC	Savana Passenger	15	Gasoline	161,189	1GJZ7ZFG4B1109174	1339975	Active	
388	781	2011	GMC	Savana Passenger	15	Gasoline	111,647	1GJZ7ZFG4B1109210	1339966	Active	
389	782	2011	GMC	Savana Passenger	15	Gasoline	180,275	1GJZ7ZFGXB1110040	1339986	Active	
390	783	2011	GMC	Savana Passenger	15	Gasoline	127,886	1GJZ7ZFG8B1109288	1339985	Active	
391	784	2011	GMC	Savana Passenger	15	Gasoline	184,791	1GJZ7ZFGXB1109714	1448020	Active	
392	785	2011	GMC	Savana Passenger	15	Gasoline	189,096	1GJZ7ZFG2B1108170	1339973	Active	

Count	Unit #	Year	Make	Model	Passenger Capacity	Fuel	Current Meter	VIN/SN	License Plate	Revenue Vehicle	Comments
393	786	2011	GMC	Savana Passenger	15	Gasoline	166,522	1GJZ7ZFG9B1109526	1339960	Active	
394	787	2011	GMC	Savana Passenger	15	Gasoline	159,266	1GJZ7ZFG0B1107776	1339984	Active	
395	788	2011	GMC	Savana Passenger	15	Gasoline	172,655	1GJZ7ZFG0B1109334	1339976	Active	
396	789	2011	GMC	Savana Passenger	15	Gasoline	192,997	1GJZ7ZFG9B1108554	1339964	Active	
397	790	2011	GMC	Savana Passenger	15	Gasoline	135,345	1GJZ7ZFG5B1109118	1339978	Active	
398	791	2011	GMC	Savana Passenger	15	Gasoline	128,636	1GJZ7ZFGXB1108529	1339961	Active	
399	792	2011	GMC	Savana Passenger	15	Gasoline	157,184	1GJZ7ZFG2B1109142	1339972	Active	
400	793	2011	GMC	Savana Passenger	15	Gasoline	185,389	1GJZ7ZFG3B1108131	1339968	Active	
401	794	2011	GMC	Savana Passenger	15	Gasoline	158,087	1GJZ7ZFG6B1108074	1339969	Active	
402	795	2011	GMC	Savana Passenger	15	Gasoline	166,320	1GJZ7ZFGXB1109678	1339982	Active	
403	796	2011	GMC	Savana Passenger	15	Gasoline	152,846	1GJZ7ZFG6B1108821	1339970	Active	
404	797	2011	GMC	Savana Passenger	15	Gasoline	193,519	1GJZ7ZFG5B1109149	1339988	Active	
405	798	2011	GMC	Savana Passenger	15	Gasoline	129,105	1GJZ7ZFG7B1143223	1362073	Inactive/SURPLUS	Starts/ Runs- Transmission Issues
406	799	2011	GMC	Savana Passenger	15	Gasoline	173,455	1GJZ7ZFGXB1144267	1362075	Active	
407	800	2011	GMC	Savana Passenger	15	Gasoline	146,300	1GJZ7ZFG7B1142928	1362071	Inactive/SURPLUS	Locator issues
408	802	2011	GMC	Savana Passenger	15	Gasoline	151,494	1GJZ7ZFGXB1142891	1362074	Active	
409	803	2011	GMC	Savana Passenger	15	Gasoline	172,234	1GJZ7ZFG3B1143283	1362070	Active	
410	804	2011	GMC	Savana Passenger	15	Gasoline	170,099	1GJZ7ZFG7B1143318	1362069	Active	
411	805	2011	GMC	Savana Passenger	15	Gasoline	177,720	1GJZ7ZFG9B1143627	1362068	Active	
412	806	2011	GMC	Savana Passenger	15	Gasoline	226,994	1GJZ7ZFG6B1143536	1362080	Active	
413	807	2011	GMC	Savana Passenger	15	Gasoline	79,521	1GJZ7ZFG9B1143756	1362076	Active	
414	808	2011	GMC	Savana Passenger	15	Gasoline	153,687	1GJZ7ZFG8B1143828	1362079	Active	
415	809	2011	GMC	Savana Passenger	15	Gasoline	126,643	1GJZ7ZFG3B1143672	1362067	Active	
416	810	2011	GMC	Savana Passenger	15	Gasoline	164,346	1GJZ7ZFG0B1143712	1362066	Active	Imperial (Transmission/Engine Issues)
417	811	2011	GMC	Savana Passenger	15	Gasoline	122,971	1GJZ7ZFG8B1144056	1362065	Active	
418	812	2011	GMC	Savana Passenger	15	Gasoline	187,412	1GJZ7ZFG8B1143618	1362077	Active	
419	813	2011	GMC	Savana Passenger	15	Gasoline	124,075	1GJZ7ZFG2B1143971	1362099	Active	
420	814	2011	GMC	Savana Passenger	15	Gasoline	146,807	1GJZ7ZFG1B1144299	1362064	Active	
421	815	2011	GMC	Savana Passenger	15	Gasoline	119,668	1GJZ7ZFG3B1143350	1362082	Inactive/SURPLUS	No Start/ No Run- Missing parts
422	816	2011	GMC	Savana Passenger	15	Gasoline	149,222	1GJZ7ZFG3B1144398	1362078	Active	
423	817	2011	GMC	Savana Passenger	15	Gasoline	174,868	1GJZ7ZFG4B1144359	1362081	Active	
424	818	2011	Toyota	Sienna	8	Gasoline	172,875	5TDKK3DC5B5135144	1362091	Active	Start/Run/Drives
425	820	2011	Toyota	Sienna	8	Gasoline	165,984	5TDKK3DCXB5140999	1362089	Active	Start/Run/Drives
426	821	2011	Toyota	Sienna	8	Gasoline	155,349	5TDKK3DC3B5129455	1362090	Active	Start/Run/Drives
427	822	2011	Toyota	Sienna	8	Gasoline	269,530	5TDKK3DCXB5128478	1362087	Active	Start/Run/Drives
428	823	2011	Toyota	Sienna	8	Gasoline	144,203	5TDKK3DCXB5136502	1362088	Active	Start/Run/Drives
429	824	2009	GMC	Savana Passenger	15	Gasoline	168,334	1GJHG39K791151163	1325301	Active	
430	825	2009	GMC	Savana Passenger	15	Gasoline	160,954	1GJHG39K891151821	1325303	Active	
431	826	2009	GMC	Savana Passenger	15	Gasoline	143,084	1GJHG39K791151051	1325304	Active	
432	827	2009	GMC	Savana Passenger	15	Gasoline	148,207	1GJHG39K791152183	1325302	Active	
433	828	2009	GMC	Savana Passenger	15	Gasoline	116,892	1GJHG39K291152236	1325306	Active	
434	829	2009	GMC	Savana Passenger	15	Gasoline	127,415	1GJHG39K091151960	1325305	Active	
435	833	2011	GMC	Savana Passenger	15	Gasoline	100,284	1GJZ7ZFG5B1169271	1365738	Active	
436	834	2011	GMC	Savana Passenger	15	Gasoline	146,158	1GJZ7ZFG1B1168473	1365736	Active	
437	835	2011	GMC	Savana Passenger	15	Gasoline	145,465	1GJZ7ZFG9B1169872	1365741	Active	
438	836	2011	GMC	Savana Passenger	15	Gasoline	116,139	1GJZ7ZFG4B1169942	1365740	Inactive/SURPLUS	No Start/ No Run- Missing parts
439	837	2011	GMC	Savana Passenger	15	Gasoline	114,860	1GJZ7ZFG7B1168803	1365719	Active	
440	838	2011	GMC	Savana Passenger	15	Gasoline	124,486	1GJZ7ZFG9B1169211	1365735	Active	
441	840	2011	GMC	Savana Passenger	15	Gasoline	139,093	1GJZ7ZFG6B1170073	1365739	Active	
442	841	2011	GMC	Savana Passenger	15	Gasoline	139,151	1GJZ7ZFG2B1169244	1365729	Active	
443	842	2011	GMC	Savana Passenger	15	Gasoline	132,522	1GJZ7ZFG4B1169682	1365743	Active	
444	843	2011	GMC	Savana Passenger	15	Gasoline	167,705	1GJZ7ZFG3B1169687	1365747	Active	
445	844	2011	GMC	Savana Passenger	15	Gasoline	130,704	1GJZ7ZFG8B1169569	1365742	Active	
446	845	2011	GMC	Savana Passenger	15	Gasoline	113,546	1GJZ7ZFG0B1169422	1365745	Active	
447	846	2011	GMC	Savana Passenger	15	Gasoline	193,413	1GJZ7ZFG5B1169044	1365737	Active	
448	847	2011	GMC	Savana Passenger	15	Gasoline	130,551	1GJZ7ZFGXB1169184	1365746	Inactive/SURPLUS	Crashed/ Missing parts

Count	Unit #	Year	Make	Model	Passenger Capacity	Fuel	Current Meter	VIN/SN	License Plate	Revenue Vehicle	Comments
449	848	2011	GMC	Savana Passenger	15	Gasoline	193,382	1GJZ7ZFG8B1168938	1365728	Active	
450	849	2011	GMC	Savana Passenger	15	Gasoline	163,887	1GJZ7ZFG6B1169487	1365727	Active	
451	850	2011	GMC	Savana Passenger	15	Gasoline	137,142	1GJZ7ZFG7B1169076	1365717	Active	
452	851	2011	GMC	Savana Passenger	15	Gasoline	121,499	1GJZ7ZFG6B1168727	1365744	Active	
453	852	2011	GMC	Savana Passenger	15	Gasoline	119,044	1GJZ7ZFG3B1168815	1365721	Inactive/SURPLUS	No Start/ No Run- Missing parts
454	853	2011	GMC	Savana Passenger	15	Gasoline	120,159	1GJZ7ZFG8B1170138	1365731	Active	
455	854	2011	GMC	Savana Passenger	15	Gasoline	191,578	1GJZ7ZFG5B1168847	1365718	Active	Imperial (Transmission/Engine Issues)
456	855	2011	GMC	Savana Passenger	15	Gasoline	128,342	1GJZ7ZFG3B1168765	1365720	Active	
457	856	2011	GMC	Savana Passenger	15	Gasoline	163,207	1GJZ7ZFG0B1168691	1365726	Active	Imperial (Transmission/Engine Issues)
458	857	2011	GMC	Savana Passenger	15	Gasoline	122,573	1GJZ7ZFG7B1169157	1365730	Active	
459	858	2011	GMC	Savana Passenger	15	Gasoline	171,818	1GJZ7ZFG9B1169628	1365734	Active	
460	859	2011	GMC	Savana Passenger	15	Gasoline	141,661	1GJZ7ZFG9B1168494	1365722	Active	
461	860	2011	GMC	Savana Passenger	15	Gasoline	127,671	1GJZ7ZFG7B1168560	1365724	Active	
462	861	2011	GMC	Savana Passenger	15	Gasoline	145,303	1GJZ7ZFG6B1169358	1365732	Active	
463	862	2011	GMC	Savana Passenger	15	Gasoline	108,506	1GJZ7ZFG0B1170103	1365733	Inactive/SURPLUS	Start/Run/Drives- Engine Noise
464	863	2011	GMC	Savana Passenger	15	Gasoline	140,352	1GJZ7ZFG2B1190577	1365758	Active	
465	864	2011	GMC	Savana Passenger	15	Gasoline	157,326	1GJZ7ZFG6B1189223	1365759	Active	
466	865	2011	GMC	Savana Passenger	15	Gasoline	107,877	1GJZ7ZFGX8B1190567	1365760	Active	
467	866	2011	GMC	Savana Passenger	15	Gasoline	137,339	1GJZ7ZFG8B1190809	1365757	Active	Imperial (Transmission/Engine Issues)
468	867	2011	GMC	Savana Passenger	15	Gasoline	186,096	1GJZ7ZFG0B1190707	1365756	Active	
469	868	2013	GMC	Savana Passenger	15	Gasoline	121,115	1GJZ7ZFG6D1167824	1390448	Active	
470	869	2013	GMC	Savana Passenger	15	Gasoline	132,959	1GJZ7ZFG4D1168471	1390456	Active	
471	870	2013	GMC	Savana Passenger	15	Gasoline	92,475	1GJZ7ZFG7D1168447	1390458	Active	
472	871	2013	GMC	Savana Passenger	15	Gasoline	144,103	1GJZ7ZFG5D1169340	1390446	Active	
473	872	2013	GMC	Savana Passenger	15	Gasoline	155,437	1GJZ7ZFG2D1168923	1390457	Active	
474	873	2013	GMC	Savana Passenger	15	Gasoline	170,207	1GJZ7ZFG8D1168389	1390454	Active	
475	874	2013	GMC	Savana Passenger	15	Gasoline	127,917	1GJZ7ZFG9D1169101	1390450	Active	
476	875	2013	GMC	Savana Passenger	15	Gasoline	128,618	1GJZ7ZFG3D1169515	1390452	Active	
477	876	2013	GMC	Savana Passenger	15	Gasoline	147,563	1GJZ7ZFG0D1169570	1390451	Active	
478	877	2013	GMC	Savana Passenger	15	Gasoline	141,944	1GJZ7ZFG2D1169215	1380325	Active	
479	878	2013	GMC	Savana Passenger	15	Gasoline	114,631	1GJZ7ZFG6D1168133	1378477	Active	
480	879	2013	GMC	Savana Passenger	15	Gasoline	153,382	1GJZ7ZFG7D1168576	1378478	Active	
481	880	2013	GMC	Savana Passenger	15	Gasoline	152,476	1GJZ7ZFG0D1168712	1378476	Active	
482	881	2013	GMC	Savana Passenger	15	Gasoline	149,007	1GJZ7ZFG7D1169789	1390453	Active	
483	882	2013	GMC	Savana Passenger	15	Gasoline	105,110	1GJZ7ZFG3D1169711	1390455	Inactive/SURPLUS	Crashed/ Missing Parts
484	883	2013	GMC	Savana Passenger	15	Gasoline	141,268	1GJZ7ZFG5D1169533	1390449	Active	
485	884	2013	GMC	Savana Passenger	15	Gasoline	108,283	1GJZ7ZFG5D1169726	1390447	Active	
486	885	2013	GMC	Savana Passenger	15	Gasoline	99,711	1GJZ7ZFG4D1181673	1390459	Active	
487	886	2013	GMC	Savana Passenger	15	Gasoline	111,153	1GJZ7ZFG3D1179994	1390463	Active	
488	887	2013	GMC	Savana Passenger	15	Gasoline	169,752	1GJZ7ZFG0D1180651	1380326	Active	
489	888	2013	GMC	Savana Passenger	15	Gasoline	104,731	1GJZ7ZFG7D1180940	1380327	Active	
490	889	2013	GMC	Savana Passenger	15	Gasoline	120,090	1GJZ7ZFG4D1181740	1377549	Active	
491	890	2013	GMC	Savana Passenger	15	Gasoline	139,574	1GJZ7ZFG8D1180039	1380328	Active	
492	891	2013	GMC	Savana Passenger	15	Gasoline	141,597	1GJZ7ZFG2D1180733	1380329	Active	
493	892	2013	GMC	Savana Passenger	15	Gasoline	155,657	1GJZ7ZFG2D1180196	1380330	Active	
494	893	2013	GMC	Savana Passenger	15	Gasoline	170,333	1GJZ7ZFG4D1181026	1380331	Active	
495	894	2013	GMC	Savana Passenger	15	Gasoline	149,326	1GJZ7ZFG3D1180255	1380332	Active	
496	895	2013	GMC	Savana Passenger	15	Gasoline	115,473	1GJZ7ZFG2D1181171	1380333	Inactive/SURPLUS	Crashed- Missing parts
497	896	2013	GMC	Savana Passenger	15	Gasoline	131,286	1GJZ7ZFG5D1180077	1380334	Active	
498	898	2013	GMC	Savana Passenger	15	Gasoline	149,322	1GJZ7ZFG3D1180854	1380335	Active	
499	899	2013	GMC	Savana Passenger	15	Gasoline	106,164	1GJZ7ZFG6D1181299	1380336	Active	
500	901	2016	GMC	Savana Passenger	15	Gasoline	118,507	1GJZ7NFG5G1143835	1487647	Active	
501	902	2016	GMC	Savana Passenger	15	Gasoline	135,808	1GJZ7NFG8G1142095	1390538	Active	
502	903	2016	GMC	Savana Passenger	15	Gasoline	102,863	1GJZ7NFG9G1132479	1390537	Active	
503	904	2016	GMC	Savana Passenger	15	Gasoline	141,300	1GJZ7NFG5G1145696	1390540	Active	
504	905	2016	GMC	Savana Passenger	15	Gasoline	125,633	1GJZ7NFG1G1146537	1390527	Active	

Count	Unit #	Year	Make	Model	Passenger Capacity	Fuel	Current Meter	VIN/SN	License Plate	Revenue Vehicle	Comments
505	906	2016	GMC	Savana Passenger	15	Gasoline	91,020	1GJZ7NFGXG1145855	1390528	Active	
506	907	2016	GMC	Savana Passenger	15	Gasoline	87,780	1GJZ7NFG2G1133294	1390529	Active	
507	908	2016	GMC	Savana Passenger	15	Gasoline	76,690	1GJZ7NFG7G1143674	1390530	Active	
508	909	2016	GMC	Savana Passenger	15	Gasoline	102,564	1GJZ7NFG4G1145382	1390516	Active	
509	911	2016	GMC	Savana Passenger	15	Gasoline	114,488	1GJZ7NFGXG1132586	1390531	Active	
510	912	2016	GMC	Savana Passenger	15	Gasoline	112,713	1GJZ7NFG2G1133862	1447051	Active	
511	913	2016	GMC	Savana Passenger	15	Gasoline	111,811	1GJZ7NFG2G1144540	1447052	Active	
512	914	2016	GMC	Savana Passenger	15	Gasoline	112,396	1GJZ7NFG4G1132521	1447180	Active	
513	915	2016	GMC	Savana Passenger	15	Gasoline	120,695	1GJZ7NFG9G1179964	1447177	Active	
514	916	2013	GMC	Savana Passenger	15	Gasoline	117,402	1GJZ7ZFG9D1181216	1380337	Active	
515	918	2013	GMC	Savana Passenger	15	Gasoline	117,456	1GJZ7ZFG8D1180896	1380339	Active	
516	919	2013	GMC	Savana Passenger	15	Gasoline	161,210	1GJZ7ZFG2D1180926	1380340	Active	
517	920	2013	GMC	Savana Passenger	15	Gasoline	124,128	1GJZ7ZFG7D1181358	1380341	Active	
518	921	2013	GMC	Savana Passenger	15	Gasoline	154,750	1GJZ7ZFGXD1181984	1380342	Active	
519	922	2013	GMC	Savana Passenger	15	Gasoline	81,534	1GJZ7ZFG4D1182046	1380343	Active	
520	923	2013	GMC	Savana Passenger	15	Gasoline	163,465	1GJZ7ZFG7D1182333	1380344	Active	King City (Transmission/Engine Issues)
521	924	2013	GMC	Savana Passenger	15	Gasoline	151,424	1GJZ7ZFG6D1182338	1380345	Active	
522	925	2013	GMC	Savana Passenger	15	Gasoline	101,050	1GJZ7ZFG7D1182364	1380346	Active	
523	926	2013	GMC	Savana Passenger	15	Gasoline	97,394	1GJZ7ZFG5D1182377	1380347	Active	
524	927	2013	GMC	Savana Passenger	15	Gasoline	86,765	1GJZ7ZFG2D1182398	1380348	Active	
525	928	2013	GMC	Savana Passenger	15	Gasoline	105,451	1GJZ7ZFG0D1182402	1380349	Active	
526	929	2013	GMC	Savana Passenger	15	Gasoline	167,555	1GJZ7ZFG9D1182446	1378497	Active	
527	930	2013	GMC	Savana Passenger	15	Gasoline	194,592	1GJZ7ZFG8D1182504	1378498	Active	
528	931	2013	GMC	Savana Passenger	15	Gasoline	137,589	1GJZ7ZFG7D1182655	1378499	Active	
529	932	2013	GMC	Savana Passenger	15	Gasoline	139,127	1GJZ7ZFG9D1182673	1390400	Active	
530	933	2013	GMC	Savana Passenger	15	Gasoline	138,882	1GJZ7ZFG1D1181761	1390401	Active	
531	934	2016	GMC	Savana Passenger	15	Gasoline	118,979	1GJZ7NFG6G1133069	1447178	Active	
532	935	2016	GMC	Savana Passenger	15	Gasoline	108,609	1GJZ7NFG3G1132171	1447179	Active	
533	936	2016	GMC	Savana Passenger	15	Gasoline	143,880	1GJZ7NFG8G1180457	1447181	Active	
534	937	2016	GMC	Savana Passenger	15	Gasoline	103,773	1GJZ7NFG7G1181440	1447176	Active	
535	938	2016	GMC	Savana Passenger	15	Gasoline	171,772	1GJZ7NFG4G1183890	1435999	Active	
536	939	2016	GMC	Savana Passenger	15	Gasoline	165,530	1GJZ7NFG8G1181818	1435998	Active	
537	940	2016	GMC	Savana Passenger	15	Gasoline	112,227	1GJZ7NFG6G1184748	1436001	Active	
538	941	2016	GMC	Savana Passenger	15	Gasoline	95,033	1GJZ7NFG8G1184329	1436000	Active	
539	942	2016	GMC	Savana Passenger	15	Gasoline	117,606	1GJZ7NFG1G1132430	1436005	Active	
540	943	2016	GMC	Savana Passenger	15	Gasoline	128,413	1GJZ7NFG4G1185008	1436008	Active	Imperial (Transmission/Engine Issues)
541	944	2016	GMC	Savana Passenger	15	Gasoline	83,944	1GJZ7NFG8G1185142	1436003	Active	
542	945	2016	GMC	Savana Passenger	15	Gasoline	75,426	1GJZ7NFG1G1184138	1436002	Active	
543	946	2016	GMC	Savana Passenger	15	Gasoline	121,783	1GJZ7NFG0G1179559	1436007	Active	
544	947	2016	GMC	Savana Passenger	15	Gasoline	111,031	1GJZ7NFG2G1179630	1436006	Active	
545	948	2016	GMC	Savana Passenger	15	Gasoline	127,886	1GJZ7NFGXG1188236	1447170	Active	
546	949	2016	GMC	Savana Passenger	15	Gasoline	129,920	1GJZ7NFG4G1184683	1436009	Active	
547	950	2016	GMC	Savana Passenger	15	Gasoline	37,211	1GJZ7NFG9G1188891	1436010	Inactive/SURPLUS	Crashed/ Missing Parts
548	951	2016	GMC	Savana Passenger	15	Gasoline	133,129	1GJZ7NFG2G1188912	1447078	Active	
549	952	2016	GMC	Savana Passenger	15	Gasoline	158,684	1GJZ7NFG0G1189539	1447169	Active	
550	953	2016	GMC	Savana Passenger	15	Gasoline	114,247	1GJZ7NFG9G1184713	1447182	Active	
551	955	2016	GMC	Savana Passenger	15	Gasoline	81,241	1GJZ7NFG2G1187730	1447171	Active	
552	956	2016	GMC	Savana Passenger	15	Gasoline	86,050	1GJZ7NFGXG1187121	1447076	Active	
553	957	2016	GMC	Savana Passenger	15	Gasoline	72,567	1GJZ7NFG3G1184786	1447074	Active	
554	958	2016	GMC	Savana Passenger	15	Gasoline	98,525	1GJZ7NFG6G1178819	1447174	Active	
555	959	2016	GMC	Savana Passenger	15	Gasoline	108,693	1GJZ7NFG9G1182265	1447173	Active	
556	960	2016	GMC	Savana Passenger	15	Gasoline	127,725	1GJZ7NFG9G1185229	1447110	Active	
557	961	2016	GMC	Savana Passenger	15	Gasoline	121,860	1GJZ7NFG0G1184017	1447112	Active	
558	962	2016	GMC	Savana Passenger	15	Gasoline	78,987	1GJZ7NFG3G1185260	1436004	Inactive/SURPLUS	Crashed/ Missing Parts
559	963	2016	GMC	Savana Passenger	15	Gasoline	121,448	1GJZ7NFG2G1185069	1447172	Active	
560	964	2016	GMC	Savana Passenger	15	Gasoline	114,180	1GJZ7NFG8G1189773	1447184	Active	

Count	Unit #	Year	Make	Model	Passenger Capacity	Fuel	Current Meter	VIN/SN	License Plate	Revenue Vehicle	Comments
561	965	2016	GMC	Savana Passenger	15	Gasoline	107,412	1GJZ7NFG5G1196292	1447077	Active	
562	966	2016	GMC	Savana Passenger	15	Gasoline	107,794	1GJZ7NFGXG1184882	1447108	Active	
563	967	2016	GMC	Savana Passenger	15	Gasoline	103,883	1GJZ7NFG3G1184657	1447075	Active	
564	968	2016	GMC	Savana Passenger	15	Gasoline	93,276	1GJZ7NFGXG1184252	1447073	Active	
565	969	2016	GMC	Savana Passenger	15	Gasoline	73,559	1GJZ7NFGXG1184610	1447183	Active	
566	970	2016	GMC	Savana Passenger	15	Gasoline	137,353	1GJZ7NFG2G1184181	1447175	Active	
567	971	2016	GMC	Savana Passenger	15	Gasoline	146,138	1GJZ7NFG3G1183959	1447109	Active	
568	972	2016	GMC	Savana Passenger	15	Gasoline	153,016	1GJZ7NFG0G1184387	1447113	Active	
569	973	2016	GMC	Savana Passenger	15	Gasoline	101,359	1GJZ7NFG1G1185094	1447111	Active	
570	974	2016	GMC	Savana Passenger	15	Gasoline	130,270	1GJZ7NFG4G1184294	1447114	Active	
571	975	2016	GMC	Savana Passenger	15	Gasoline	147,011	1GJZ7NFG6G1199413	1447162	Active	
572	976	2016	GMC	Savana Passenger	15	Gasoline	83,217	1GJZ7NFG9G1203468	1447157	Active	
573	977	2016	GMC	Savana Passenger	15	Gasoline	124,133	1GJZ7NFG2G1197335	1447161	Active	
574	978	2016	GMC	Savana Passenger	15	Gasoline	132,643	1GJZ7NFG9G1196473	1447160	Active	
575	979	2016	GMC	Savana Passenger	15	Gasoline	124,720	1GJZ7NFG9G1199230	1447158	Active	
576	980	2016	GMC	Savana Passenger	15	Gasoline	104,007	1GJZ7NFG4G1199295	1447159	Active	
577	981	2016	GMC	Savana Passenger	15	Gasoline	130,603	1GJZ7NFG7G1184368	1447084	Active	
578	982	2016	GMC	Savana Passenger	15	Gasoline	90,864	1GJZ7NFGXG1184414	1447086	Active	
579	983	2016	GMC	Savana Passenger	15	Gasoline	121,389	1GJZ7NFGXG1199642	1469225	Active	
580	984	2016	GMC	Savana Passenger	15	Gasoline	101,805	1GJZ7NFG2G1203652	1469226	Active	
581	985	2016	GMC	Savana Passenger	15	Gasoline	121,322	1GJZ7NFG7G1199730	1469230	Active	
582	986	2016	GMC	Savana Passenger	15	Gasoline	81,982	1GJZ7NFG5G1203614	1469227	Active	
583	987	2016	GMC	Savana Passenger	15	Gasoline	70,458	1GJZ7NFG8G1203302	1469228	Active	
584	988	2016	GMC	Savana Passenger	15	Gasoline	90,144	1GJZ7NFG5G1184076	1447088	Active	
585	989	2016	GMC	Savana Passenger	15	Gasoline	101,758	1GJZ7NFG1G1183944	1447087	Active	
586	990	2016	GMC	Savana Passenger	15	Gasoline	109,217	1GJZ7NFG3G1199708	1469229	Active	
587	991	2016	GMC	Savana Passenger	15	Gasoline	95,314	1GJZ7NFG1G1199934	1469231	Active	
588	992	2016	GMC	Savana Passenger	15	Gasoline	85,334	1GJZ7NFGXG1197180	1469233	Active	
589	993	2016	GMC	Savana Passenger	15	Gasoline	113,089	1GJZ7NFG9G1203938	1469232	Active	
590	994	2016	GMC	Savana Passenger	15	Gasoline	109,688	1GJZ7NFG1G1198279	1469266	Active	
591	995	2016	GMC	Savana Passenger	15	Gasoline	124,964	1GJZ7NFG2G1196217	1469268	Active	
592	996	2016	GMC	Savana Passenger	15	Gasoline	128,195	1GJZ7NFG9G1196683	1469267	Active	
593	997	2016	GMC	Savana Passenger	15	Gasoline	117,196	1GJZ7NFG0G1206484	1469327	Active	
594	998	2016	GMC	Savana Passenger	15	Gasoline	54,296	1GJZ7NFG8G1181155	1447085	Inactive/SURPLUS	Crashed/ Missing parts
595	999	2016	GMC	Savana Passenger	15	Gasoline	121,180	1GJZ7NFG0G1182025	1447089	Active	
596	1000	2022	Ford	E-Transit-350 Cargo	13	Electric	69	1FTBW9CK0NKA72224	1685845	Inactive	Delivered
597	1001	2022	Ford	E-Transit-350 Cargo	13	Electric	86	1FTBW9CK1NKA57828	1685841	Inactive	Delivered
598	1002	2022	Ford	E-Transit-350 Cargo	13	Electric	70	1FTBW9CK2NKA57630	1685843	Inactive	Delivered
599	1003	2022	Ford	E-Transit-350 Cargo	13	Electric	866	1FTBW9CK2NKA57644	1685851	Inactive	Delivered
600	1004	2022	Ford	E-Transit-350 Cargo	13	Electric	65	1FTBW9CK8NKA57809	1685840	Inactive	Delivered
601	1005	2022	Ford	E-Transit-350 Cargo	13	Electric	97	1FTBW9CKXNKA57827	1685842	Inactive	Delivered
602	1006	2022	Ford	E-Transit-350 Cargo	13	Electric	90	1FTBW9CK7NKA72219	1685844	Inactive	Delivered
603	1007	2022	Ford	E-Transit-350 Cargo	13	Electric	68	1FTBW9CKXNKA72232	1685846	Inactive	Delivered
604	1008	2022	Ford	E-Transit-350 Cargo	13	Electric	103	1FTBW9CK8NKA57650	DB28S39	Inactive	Delivered
605	1009	2022	Ford	E-Transit-350 Cargo	13	Electric	79	1FTBW9CK9NKA68009	DB28R96	Inactive	Delivered
606	1010	2022	Ford	E-Transit-350 Cargo	13	Electric		1FTBW9CK0NKA57836		Inactive	Available for Delivery
607	1011	2022	Ford	E-Transit-350 Cargo	13	Electric		1FTBW9CK5NKA72249		Inactive	Available for Delivery
608	5001	2016	GMC	Savana Passenger	15	Gasoline	133,001	1GJZ7NFG6G1198536	1469281	Active	
609	5002	2016	GMC	Savana Passenger	15	Gasoline	172,449	1GJZ7NFG8G1196836	1447275	Active	
610	5003	2016	GMC	Savana Passenger	15	Gasoline	153,974	1GJZ7NFG4G1205807	1469244	Active	
611	5004	2016	GMC	Savana Passenger	15	Gasoline	96,695	1GJZ7NFG0G1204556	1447277	Active	
612	5005	2016	GMC	Savana Passenger	15	Gasoline	154,882	1GJZ7NFG0G1207845	1447279	Active	
613	5006	2016	GMC	Savana Passenger	15	Gasoline	119,218	1GJZ7NFG6G1205078	1447276	Active	
614	5007	2016	GMC	Savana Passenger	15	Gasoline	126,983	1GJZ7NFG6G1206425	1469243	Active	
615	5008	2016	GMC	Savana Passenger	15	Gasoline	96,585	1GJZ7NFG2G1206843	1469245	Active	
616	5009	2016	GMC	Savana Passenger	15	Gasoline	121,535	1GJZ7NFGXG1205925	1447280	Active	

Count	Unit #	Year	Make	Model	Passenger Capacity	Fuel	Current Meter	VIN/SN	License Plate	Revenue Vehicle	Comments
617	5010	2016	GMC	Savana Passenger	15	Gasoline	180,823	1GJZ7NFG0G1199259	1447282	Active	
618	5011	2016	GMC	Savana Passenger	15	Gasoline	95,071	1GJZ7NFG4G1204480	1469325	Active	
619	5012	2016	GMC	Savana Passenger	15	Gasoline	110,063	1GJZ7NFG0G1204752	1469242	Active	
620	5013	2016	GMC	Savana Passenger	15	Gasoline	77,246	1GJZ7NFG0G1204332	1469241	Active	
621	5014	2016	GMC	Savana Passenger	15	Gasoline	109,879	1GJZ7NFG1G1197360	1469324	Active	
622	5015	2016	GMC	Savana Passenger	15	Gasoline	144,016	1GJZ7NFG9G1210727	1447281	Active	
623	5016	2016	GMC	Savana Passenger	15	Gasoline	123,080	1GJZ7NFG4G1206052	1447278	Active	
624	5017	2016	GMC	Savana Passenger	15	Gasoline	115,771	1GJZ7NFG0G1206601	1469326	Active	
625	5018	2016	GMC	Savana Passenger	15	Gasoline	123,471	1GJZ7NFG2G1199425	1469360	Active	
626	5019	2016	GMC	Savana Passenger	15	Gasoline	116,697	1GJZ7NFG3G1196159	1469234	Active	
627	5020	2016	GMC	Savana Passenger	15	Gasoline	116,569	1GJZ7NFG8G1211402	1447283	Active	
628	5021	2017	Chevrolet	Express Passenger	15	Gasoline	106,951	1GAZGNFG4H1119592	1475520	Active	
629	5022	2017	Chevrolet	Express Passenger	15	Gasoline	84,925	1GAZGNFG4H1120810	1475539	Active	King City (Transmission/Engine Issues)
630	5023	2017	Chevrolet	Express Passenger	15	Gasoline	100,998	1GAZGNFG4H1121682	1475535	Active	
631	5024	2017	Chevrolet	Express Passenger	15	Gasoline	94,594	1GAZGNFG3H1121639	1475536	Active	
632	5025	2017	Chevrolet	Express Passenger	15	Gasoline	79,443	1GAZGNFG8H1120440	1475545	Active	
633	5026	2017	Chevrolet	Express Passenger	15	Gasoline	80,996	1GAZGNFG8H1120874	1475548	Active	
634	5027	2017	Chevrolet	Express Passenger	15	Gasoline	79,834	1GAZGNFG2H1121289	1475546	Active	
635	5028	2017	Chevrolet	Express Passenger	15	Gasoline	76,408	1GAZGNFG3H1119647	1475544	Active	
636	5029	2017	Chevrolet	Express Passenger	15	Gasoline	86,872	1GAZGNFG8H1121457	1475547	Active	
637	5030	2017	Chevrolet	Express Passenger	15	Gasoline	89,558	1GAZGNFG3H1121527	1475553	Active	
638	5031	2017	Chevrolet	Express Passenger	15	Gasoline	91,205	1GAZGNFG4H1155329	1475592	Active	
639	5032	2017	Chevrolet	Express Passenger	15	Gasoline	132,699	1GAZGNFG3H1158688	1475591	Active	
640	5033	2017	Chevrolet	Express Passenger	15	Gasoline	85,583	1GAZGNFG3H1157380	1487648	Active	
641	5034	2017	Chevrolet	Express Passenger	15	Gasoline	103,188	1GAZGNFG9H1157870	1517501	Active	
642	5035	2017	Chevrolet	Express Passenger	15	Gasoline	120,344	1GAZGNFG1H1157006	1517500	Active	
643	5036	2017	Chevrolet	Express Passenger	15	Gasoline	64,726	1GAZGNFG8H1157147	1517503	Inactive/SURPLUS	Ventura (Transmission)
644	5037	2017	Chevrolet	Express Passenger	15	Gasoline	55,859	1GAZGNFG3H1158870	1517502	Active	Imperial (Transmission/Engine Issues)
645	5038	2017	Chevrolet	Express Passenger	15	Gasoline	86,483	1GAZGNFG9H1159795	1517506	Active	
646	5039	2017	Chevrolet	Express Passenger	15	Gasoline	56,586	1GAZGNFG9H1159666	1517505	Active	
647	5040	2017	Chevrolet	Express Passenger	15	Gasoline	97,750	1GAZGNFG8H1160209	1517507	Active	
648	5041	2017	Chevrolet	Express Passenger	15	Gasoline	53,127	1GAZGNFG1H1157782	1517504	Active	
649	5042	2017	Chevrolet	Express Passenger	15	Gasoline	46,659	1GAZGNFG9H1160364	1517522	Active	
650	5043	2017	Chevrolet	Express Passenger	15	Gasoline	70,082	1GAZGNFG4H1160577	1517521	Active	
651	5044	2017	Chevrolet	Express Passenger	15	Gasoline	97,781	1GAZGNFG5H1159678	1517523	Active	
652	5045	2017	Chevrolet	Express Passenger	15	Gasoline	99,466	1GAZGNFGXH1159241	1517520	Active	
653	5046	2017	Chevrolet	Express Passenger	15	Gasoline	91,250	1GAZGNFG5H1157946	1517525	Active	
654	5047	2017	Chevrolet	Express Passenger	15	Gasoline	101,293	1GAZGNFG0H1158910	1517526	Active	
655	5048	2017	Chevrolet	Express Passenger	15	Gasoline	95,589	1GAZGNFG0H1159619	1517527	Active	
656	5049	2017	Chevrolet	Express Passenger	15	Gasoline	76,548	1GAZGNFG1H1157054	1517528	Active	
657	5050	2017	Chevrolet	Express Passenger	15	Gasoline	105,695	1GAZGNFG2H1181119	1517531	Active	
658	5051	2017	Chevrolet	Express Passenger	15	Gasoline	118,084	1GAZGNFG3H1180870	1517532	Active	
659	5052	2017	Chevrolet	Express Passenger	15	Gasoline	109,183	1GAZGNFG7H1184873	1517530	Active	
660	5053	2017	Chevrolet	Express Passenger	15	Gasoline	84,667	1GAZGNFG9H1183921	1517529	Active	
661	5054	2017	Chevrolet	Express Passenger	15	Gasoline	133,352	1GAZGNFGXH1183541	1517546	Active	
662	5055	2017	Chevrolet	Express Passenger	15	Gasoline	86,689	1GAZGNFG0H1181815	1517541	Active	
663	5056	2017	Chevrolet	Express Passenger	15	Gasoline	71,084	1GAZGNFG9H1183949	1517542	Active	
664	5057	2017	Chevrolet	Express Passenger	15	Gasoline	95,030	1GAZGNFG5H1157834	1517543	Active	
665	5058	2017	Chevrolet	Express Passenger	15	Gasoline	115,061	1GAZGNFGXH1185208	1517544	Active	
666	5059	2017	Chevrolet	Express Passenger	15	Gasoline	91,065	1GAZGNFG2H1181847	1517545	Active	
667	5060	2017	Chevrolet	Express Passenger	15	Gasoline	54,411	1GAZGNFG6H1181558	1517540	Active	
668	5061	2017	Chevrolet	Express Passenger	15	Gasoline	87,806	1GAZGNFG7H1183187	1517535	Active	
669	5062	2017	Chevrolet	Express Passenger	15	Gasoline	98,803	1GAZGNFG3H1184594	1517537	Active	
670	5063	2017	Chevrolet	Express Passenger	15	Gasoline	87,398	1GAZGNFG0H1183337	1517538	Active	
671	5064	2017	Chevrolet	Express Passenger	15	Gasoline	100,179	1GAZGNFG9H1184406	1517536	Active	
672	5065	2017	Chevrolet	Express Passenger	15	Gasoline	76,481	1GAZGNFG4H1182773	1517539	Active	

Count	Unit #	Year	Make	Model	Passenger Capacity	Fuel	Current Meter	VIN/SN	License Plate	Revenue Vehicle	Comments
673	5066	2017	Chevrolet	Express Passenger	15	Gasoline	111,475	1GAZGNFG0H1184259	1517565	Active	
674	5067	2017	Chevrolet	Express Passenger	15	Gasoline	124,368	1GAZGNFG2H1185624	1517564	Active	Imperial (Transmission/Engine Issues)
675	5068	2017	Chevrolet	Express Passenger	15	Gasoline	87,343	1GAZGNFG7H1185599	1517552	Active	
676	5069	2017	Chevrolet	Express Passenger	15	Gasoline	96,631	1GAZGNFG6H1185495	1517562	Active	
677	5070	2017	Chevrolet	Express Passenger	15	Gasoline	111,066	1GAZGNFG1H1186392	1517563	Active	
678	5071	2017	Chevrolet	Express Passenger	15	Gasoline	124,118	1GAZGNFG7H1186896	1517560	Active	
679	5072	2017	Chevrolet	Express Passenger	15	Gasoline	95,709	1GAZGNFG2H1185560	1517561	Active	
680	5073	2017	Chevrolet	Express Passenger	15	Gasoline	87,702	1GAZGNFG8H1186163	1517559	Active	
681	5074	2017	Chevrolet	Express Passenger	15	Gasoline	67,515	1GAZGNFG8H1186812	1517570	Inactive/SURPLUS	Crashed/ Missing Parts
682	5075	2017	Chevrolet	Express Passenger	15	Gasoline	72,160	1GAZGNFG6H1188848	1517572	Active	King City (Transmission/Engine Issues)
683	5076	2017	Chevrolet	Express Passenger	15	Gasoline	77,125	1GAZGNFG4H1187018	1517571	Active	
684	5077	2017	Chevrolet	Express Passenger	15	Gasoline	70,664	1GAZGNFG3H1187544	1517581	Active	
685	5078	2017	Chevrolet	Express Passenger	15	Gasoline	105,468	1GAZGNFG6H1190423	1517584	Active	
686	5079	2017	Chevrolet	Express Passenger	15	Gasoline	71,297	1GAZGNFGXH1189016	1517580	Active	
687	5080	2017	Chevrolet	Express Passenger	15	Gasoline	129,397	1GAZGNFG0H1187159	1517583	Active	
688	5081	2017	Chevrolet	Express Passenger	15	Gasoline	142,305	1GAZGNFG8H1189452	1517589	Active	
689	5082	2017	Chevrolet	Express Passenger	15	Gasoline	135,235	1GAZGNFG0H1189770	1517582	Active	
690	5083	2017	Chevrolet	Express Passenger	15	Gasoline	89,917	1GAZGNFG0H1188313	1517593	Active	
691	5084	2017	Chevrolet	Express Passenger	15	Gasoline	103,648	1GAZGNFG3H1186233	1517590	Active	
692	5086	2017	Chevrolet	Express Passenger	15	Gasoline	103,630	1GAZGNFG7H1190253	1517597	Active	
693	5087	2017	Chevrolet	Express Passenger	15	Gasoline	127,262	1GAZGNFG0H1186092	1517595	Active	
694	5090	2017	Chevrolet	Express Passenger	15	Gasoline	109,157	1GAZGNFG3H1187737	1521701	Active	
695	5091	2017	Chevrolet	Express Passenger	15	Gasoline	86,553	1GAZGNFG4H1207140	1521702	Active	
696	5092	2017	Chevrolet	Express Passenger	15	Gasoline	96,274	1GAZGNFG4H1209759	1521703	Active	
697	5093	2017	Chevrolet	Express Passenger	15	Gasoline	117,944	1GAZGNFG4H1207929	1521705	Active	
698	5094	2017	Chevrolet	Express Passenger	15	Gasoline	91,529	1GAZGNFG5H1209026	1521707	Active	
699	5096	2017	Chevrolet	Express Passenger	15	Gasoline	105,293	1GAZGNFG4H1205128	1521706	Active	
700	5099	2017	Chevrolet	Express Passenger	15	Gasoline	92,587	1GAZGNFG8H1208887	1521713	Active	
701	5100	2017	Chevrolet	Express Passenger	15	Gasoline	91,920	1GAZGNFG5H1208829	1521714	Active	
702	5102	2017	Chevrolet	Express Passenger	15	Gasoline	70,140	1GAZGNFG6H1205163	1521723	Active	
703	5104	2017	Chevrolet	Express Passenger	15	Gasoline	89,815	1GAZGNFG4H1206313	1521715	Active	
704	5105	2017	Chevrolet	Express Passenger	15	Gasoline	99,370	1GAZGNFG0H1206115	1521731	Active	
705	5108	2017	Chevrolet	Express Passenger	15	Gasoline	55,515	1GAZGNFG4H1209325	1521720	Active	
706	5109	2017	Chevrolet	Express Passenger	15	Gasoline	78,945	1GAZGNFG6H1208287	1521727	Active	
707	5110	2017	Chevrolet	Express Passenger	15	Gasoline	59,448	1GAZGNFG9H1208395	1521735	Active	
708	5111	2017	Chevrolet	Express Passenger	15	Gasoline	84,882	1GAZGNFG5H1290478	1521770	Active	
709	5114	2017	Chevrolet	Express Passenger	15	Gasoline	65,852	1GAZGNFG6H1293082	1521775	Active	
710	5115	2017	Chevrolet	Express Passenger	15	Gasoline	81,147	1GAZGNFG7H1290398	1521771	Active	
711	5120	2017	Chevrolet	Express Passenger	15	Gasoline	101,282	1GAZGNFG1H1294012	1521778	Active	
712	5122	2017	Chevrolet	Express Passenger	15	Gasoline	60,856	1GAZGNFGXH1293909	1528820	Active	
713	5123	2017	Chevrolet	Express Passenger	15	Gasoline	93,903	1GAZGNFG7H1291602	1528833	Active	
714	5124	2017	Chevrolet	Express Passenger	15	Gasoline	37,226	1GAZGNFG9H1291410	1528832	Active	
715	5126	2018	Chevrolet	Express Passenger	15	Gasoline	79,934	1GAZGNFGXJ1338773	1556581	Active	
716	5127	2018	Chevrolet	Express Passenger	15	Gasoline	85,312	1GAZGNFGXJ1339390	1556580	Active	
717	5128	2018	Chevrolet	Express Passenger	15	Gasoline	38,613	1GAZGNFG8J1339498	1556583	Inactive/SURPLUS	Crashed/ Missing Parts
718	5129	2018	Chevrolet	Express Passenger	15	Gasoline	65,114	1GAZGNFG1J1338872	1556582	Active	
719	5130	2018	Chevrolet	Express Passenger	15	Gasoline	67,473	1GAZGNFG0J1338541	1556579	Active	
720	5131	2018	Chevrolet	Express Passenger	15	Gasoline	38,993	1GAZGNFG1J1339391	1556587	Active	
721	5132	2018	Chevrolet	Express Passenger	15	Gasoline	101,583	1GAZGNFG2J1338749	1556586	Active	
722	5133	2018	Chevrolet	Express Passenger	15	Gasoline	89,674	1GAZGNFG9J1339851	1556585	Active	
723	5134	2018	Chevrolet	Express Passenger	15	Gasoline	76,038	1GAZGNFG0J1338703	1556584	Active	
724	5135	2018	Chevrolet	Express Passenger	15	Gasoline	124,078	1GAZGNFG0J1339138	1556588	Active	
725	5136	2018	Chevrolet	Express Passenger	15	Gasoline	56,114	1GAZGNFG6J1339080	1556599	Active	
726	5137	2018	Chevrolet	Express Passenger	15	Gasoline	46,229	1GAZGNFG9J1339266	1556589	Active	
727	5138	2018	Chevrolet	Express Passenger	15	Gasoline	50,560	1GAZGNFG9J1338618	1556590	Active	
728	5139	2018	Chevrolet	Express Passenger	15	Gasoline	85,695	1GAZGNFG4J1338932	1556591	Active	

Count	Unit #	Year	Make	Model	Passenger Capacity	Fuel	Current Meter	VIN/SN	License Plate	Revenue Vehicle	Comments
729	5140	2018	Chevrolet	Express Passenger	15	Gasoline	68,674	1GAZGNFG9J1340241	1556592	Active	
730	5141	2018	Chevrolet	Express Passenger	15	Gasoline	68,675	1GAZGNFG4J1338977	1556593	Active	
731	5142	2018	Chevrolet	Express Passenger	15	Gasoline	81,641	1GAZGNFG7J1339122	1556594	Active	
732	5143	2018	Chevrolet	Express Passenger	15	Gasoline	90,703	1GAZGNFG4J1339711	1556595	Active	
733	5144	2018	Chevrolet	Express Passenger	15	Gasoline	67,924	1GAZGNFG5J1339801	1556596	Active	
734	5145	2018	Chevrolet	Express Passenger	15	Gasoline	83,769	1GAZGNFG2J1338895	1556597	Active	
735	5146	2018	Chevrolet	Express Passenger	15	Gasoline	77,633	1GAZGNFG3J1339814	1556628	Active	
736	5147	2018	Chevrolet	Express Passenger	15	Gasoline	56,712	1GAZGNFG9J1339834	1556629	Active	
737	5148	2018	Chevrolet	Express Passenger	15	Gasoline	72,093	1GAZGNFG4J1339126	1556630	Active	
738	5149	2018	Chevrolet	Express Passenger	15	Gasoline	69,701	1GAZGNFGXJ1339034	1556598	Active	
739	5150	2018	Chevrolet	Express Passenger	15	Gasoline	64,248	1GAZGNFGXJ1338658	1556631	Active	
740	5151	2018	Chevrolet	Express Passenger	15	Gasoline	45,419	1GAZGNFG3J1338727	1556632	Active	
741	5152	2018	Chevrolet	Express Passenger	15	Gasoline	47,349	1GAZGNFG1J1341089	1556635	Active	
742	5153	2018	Chevrolet	Express Passenger	15	Gasoline	123,985	1GAZGNFG2J1340257	1556634	Active	
743	5154	2018	Chevrolet	Express Passenger	15	Gasoline	57,418	1GAZGNFG3J1339697	1556633	Active	
744	5155	2018	Chevrolet	Express Passenger	15	Gasoline	63,699	1GAZGNFGXJ1339096	1556637	Active	
745	5156	2018	Chevrolet	Express Passenger	15	Gasoline	55,106	1GAZGNFG8J1339050	1556638	Active	
746	5157	2018	Chevrolet	Express Passenger	15	Gasoline	37,992	1GAZGNFG0J1339561	1556639	Active	
747	5158	2018	Chevrolet	Express Passenger	15	Gasoline	82,863	1GAZGNFG0J1339270	1502846	Active	
748	5159	2018	Chevrolet	Express Passenger	15	Gasoline	79,312	1GAZGNFG6J1339371	1556636	Active	
749	5160	2018	Chevrolet	Express Passenger	15	Gasoline	49,573	1GAZGNFG9J1338859	1502848	Active	
750	5161	2018	Chevrolet	Express Passenger	15	Gasoline	75,411	1GAZGNFG3J1339179	1502847	Active	
751	5162	2018	Chevrolet	Express Passenger	15	Gasoline	83,606	1GAZGNFG1J1339116	1502849	Active	
752	5163	2018	Chevrolet	Express Passenger	15	Gasoline	62,295	1GAZGNFG1J1340203	1504404	Active	
753	5164	2018	Chevrolet	Express Passenger	15	Gasoline	108,462	1GAZGNFGXJ1339258	1504403	Active	
754	5165	2018	Chevrolet	Express Passenger	15	Gasoline	71,325	1GAZGNFGXJ1338708	1504407	Active	
755	5166	2018	Chevrolet	Express Passenger	15	Gasoline	76,117	1GAZGNFG8J1339288	1504406	Active	
756	5167	2018	Chevrolet	Express Passenger	15	Gasoline	75,481	1GAZGNFG1J1338645	1504405	Active	
757	5168	2018	Chevrolet	Express Passenger	15	Gasoline	61,537	1GAZGNFGXJ1339079	1504410	Active	
758	5169	2018	Chevrolet	Express Passenger	15	Gasoline	83,958	1GAZGNFG5J1338907	1504409	Active	
759	5170	2018	Chevrolet	Express Passenger	15	Gasoline	51,812	1GAZGNFG7J1339363	1504408	Active	
760	5171	2018	Chevrolet	Express Passenger	15	Gasoline	74,113	1GAZGNFG9J1338912	1504411	Active	
761	5172	2018	Chevrolet	Express Passenger	15	Gasoline	57,611	1GAZGNFG0J1339754	1504416	Active	
762	5173	2018	Chevrolet	Express Passenger	15	Gasoline	32,084	1GAZGNFG9J1339736	1504417	Active	
763	5174	2018	Chevrolet	Express Passenger	15	Gasoline	80,159	1GAZGNFG9J1339784	1504414	Active	
764	5175	2018	Chevrolet	Express Passenger	15	Gasoline	43,845	1GAZGNFG3J1338761	1502724	Active	
765	5176	2018	Chevrolet	Express Passenger	15	Gasoline	41,219	1GAZGNFG5J1339717	1487633	Active	
766	5177	2018	Chevrolet	Express Passenger	15	Gasoline	75,838	1GAZGNFG2J1339576	1504415	Active	
767	5178	2018	Chevrolet	Express Passenger	15	Gasoline	29,668	1GAZGNFG7J1339685	1504430	Active	
768	5179	2018	Chevrolet	Express Passenger	15	Gasoline	53,931	1GAZGNFG1J1340234	1504432	Active	
769	5180	2018	Chevrolet	Express Passenger	15	Gasoline	83,707	1GAZGNFG7J1339900	1504435	Active	
770	5181	2018	Chevrolet	Express Passenger	15	Gasoline	86,981	1GAZGNFG8J1339825	1504413	Active	
771	5182	2018	Chevrolet	Express Passenger	15	Gasoline	81,766	1GAZGNFG4J1339546	1504453	Active	
772	5183	2018	Chevrolet	Express Passenger	15	Gasoline	71,272	1GAZGNFGXJ1339504	1504452	Active	
773	5184	2018	Chevrolet	Express Passenger	15	Gasoline	54,463	1GAZGNFG0J1339530	1502725	Active	
774	5185	2018	Chevrolet	Express Passenger	15	Gasoline	82,395	1GAZGNFG1J1338967	1505554	Active	
775	5186	2018	Chevrolet	Express Passenger	15	Gasoline	50,060	1GAZGNFG3J1339862	1504434	Active	
776	5187	2018	Chevrolet	Express Passenger	15	Gasoline	58,401	1GAZGNFG2J1339299	1504436	Active	
777	5188	2018	Chevrolet	Express Passenger	15	Gasoline	123,456	1GAZGNFG6J1339399	1504437	Inactive/SURPLUS	Crashed/ Missing Parts- Hybrid
778	5189	2018	Chevrolet	Express Passenger	15	Gasoline	75,096	1GAZGNFG4J1339661	1504438	Active	
779	5190	2018	Chevrolet	Express Passenger	15	Gasoline	36,564	1GAZGNFG0J1338958	1504412	Active	
780	5191	2018	Chevrolet	Express Passenger	15	Gasoline	66,692	1GAZGNFG0J1340256	1502760	Active	
781	5192	2018	Chevrolet	Express Passenger	15	Gasoline	56,895	1GAZGNFG1J1339004	1504429	Active	
782	5193	2018	Chevrolet	Express Passenger	15	Gasoline	36,042	1GAZGNFG2J1339318	1504428	Active	
783	5194	2018	Chevrolet	Express Passenger	15	Gasoline	62,539	1GAZGNFG6J1339192	1502759	Active	
784	5195	2018	Chevrolet	Express Passenger	15	Gasoline	76,150	1GAZGNFGXJ1341298	1502758	Active	

Count	Unit #	Year	Make	Model	Passenger Capacity	Fuel	Current Meter	VIN/SN	License Plate	Revenue Vehicle	Comments
785	5196	2018	Chevrolet	Express Passenger	15	Gasoline	56,889	1GAZGNFG2J1340727	1502761	Active	
786	5197	2018	Chevrolet	Express Passenger	15	Gasoline	81,886	1GAZGNFG5J1339488	1504464	Active	
787	5198	2018	Chevrolet	Express Passenger	15	Gasoline	53,015	1GAZGNFG4J1339675	1502765	Active	
788	5199	2018	Chevrolet	Express Passenger	15	Gasoline	46,847	1GAZGNFG1J1339231	1502764	Active	
789	5200	2018	Chevrolet	Express Passenger	15	Gasoline	71,212	1GAZGNFG6J1339743	1502763	Active	
790	5201	2018	Chevrolet	Express Passenger	15	Gasoline	66,497	1GAZGNFG1J1339259	1502762	Active	
791	5202	2018	Chevrolet	Express Passenger	15	Gasoline	58,830	1GAZGNFG0J1339348	1504469	Active	
792	5203	2018	Chevrolet	Express Passenger	15	Gasoline	58,082	1GAZGNFG2J1339433	1504468	Active	
793	5204	2018	Chevrolet	Express Passenger	15	Gasoline	53,806	1GAZGNFG8J1339470	1504467	Active	
794	5205	2018	Chevrolet	Express Passenger	15	Gasoline	87,803	1GAZGNFG6J1339824	1504465	Active	
795	5206	2018	Chevrolet	Express Passenger	15	Gasoline	57,156	1GAZGNFG3J1339800	1504466	Active	
796	5207	2018	Chevrolet	Express Passenger	15	Gasoline	80,976	1GAZGNFGXJ1339308	1504472	Active	
797	5208	2018	Chevrolet	Express Passenger	15	Gasoline	36,798	1GAZGNFG1J1339553	1504471	Active	
798	5209	2018	Chevrolet	Express Passenger	15	Gasoline	67,098	1GAZGNFG4J1340258	1504470	Active	
799	5210	2018	Chevrolet	Express Passenger	15	Gasoline	76,260	1GAZGNFG5J1340091	1504447	Active	
800	5211	2018	Chevrolet	Express Passenger	15	Gasoline	63,395	1GAZGNFGXJ1339874	1504450	Active	
801	5212	2018	Chevrolet	Express Passenger	15	Gasoline	146,300	1GAZGNFG2J1338587	1504448	Active	Locator Issues
802	5213	2018	Chevrolet	Express Passenger	15	Gasoline	52,049	1GAZGNFG2J1339447	1504449	Active	
803	5214	2018	Chevrolet	Express Passenger	15	Gasoline	43,601	1GAZGNFG9J1340000	1504506	Active	
804	5215	2018	Chevrolet	Express Passenger	15	Gasoline	69,075	1GAZGNFG6J1338768	1504505	Active	
805	5216	2018	Chevrolet	Express Passenger	15	Gasoline	67,205	1GAZGNFG0J1339480	1502781	Active	
806	5217	2018	Chevrolet	Express Passenger	15	Gasoline	59,498	1GAZGNFG3J1340218	1504489	Active	
807	5218	2018	Chevrolet	Express Passenger	15	Gasoline	70,249	1GAZGNFGXJ1340166	1504488	Active	
808	5219	2018	Chevrolet	Express Passenger	15	Gasoline	41,562	1GAZGNFGXJ1339891	1504486	Active	
809	5220	2018	Chevrolet	Express Passenger	15	Gasoline	58,364	1GAZGNFG1J1339925	1504487	Active	
810	5221	2018	Chevrolet	Express Passenger	15	Gasoline	55,326	1GAZGNFG2J1338959	1504451	Active	
811	5222	2018	Chevrolet	Express Passenger	15	Gasoline	64,616	1GAZGNFG7J1341548	1504507	Active	
812	5223	2018	Chevrolet	Express Passenger	15	Gasoline	75,415	1GAZGNFG1J1341187	1504485	Active	
813	5224	2018	Chevrolet	Express Passenger	15	Gasoline	47,601	1GAZGNFG0J1340211	1504508	Active	
814	5225	2018	Chevrolet	Express Passenger	15	Gasoline	87,861	1GAZGNFG1J1339164	1504509	Active	
815	5226	2018	Chevrolet	Express Passenger	15	Gasoline	76,724	1GAZGNFG2J1340078	1504510	Active	
816	5227	2018	Chevrolet	Express Passenger	15	Gasoline	72,883	1GAZGNFG3J1339165	1504511	Active	
817	5228	2018	Chevrolet	Express Passenger	15	Gasoline	27,489	1GAZGNFGXJ1340040	1504512	Active	
818	5229	2018	Chevrolet	Express Passenger	15	Gasoline	33,374	1GAZGNFG3J1338923	1504457	Active	
819	5230	2018	Chevrolet	Express Passenger	15	Gasoline	84,492	1GAZGNFG4J1339773	1504513	Active	
820	5231	2018	Chevrolet	Express Passenger	15	Gasoline	36,197	1GAZGNFG8J1339341	1504459	Active	
821	5232	2018	Chevrolet	Express Passenger	15	Gasoline	94,301	1GAZGNFG8J1340165	1504463	Active	
822	5233	2018	Chevrolet	Express Passenger	15	Gasoline	74,741	1GAZGNFG3J1339764	1504460	Active	
823	5234	2018	Chevrolet	Express Passenger	15	Gasoline	44,019	1GAZGNFG0J1339978	1504461	Active	
824	5235	2018	Chevrolet	Express Passenger	15	Gasoline	45,636	1GAZGNFG8J1340182	1504462	Active	
825	5236	2018	Chevrolet	Express Passenger	15	Gasoline	69,880	1GAZGNFGXJ1339924	1504529	Active	
826	5237	2018	Chevrolet	Express Passenger	15	Gasoline	50,327	1GAZGNFG4J1339028	1504528	Active	
827	5238	2018	Chevrolet	Express Passenger	15	Gasoline	61,665	1GAZGNFG6J1339239	1504527	Active	
828	5239	2018	Chevrolet	Express Passenger	15	Gasoline	70,048	1GAZGNFG9J1340031	1504526	Active	
829	5240	2018	Chevrolet	Express Passenger	15	Gasoline	54,583	1GAZGNFG8J1338982	1504525	Active	
830	5241	2018	Chevrolet	Express Passenger	15	Gasoline	75,932	1GAZGNFGXJ1339423	1504458	Active	
831	5242	2018	Chevrolet	Express Passenger	15	Gasoline	51,603	1GAZGNFG7J1340190	1504530	Active	
832	5243	2018	Chevrolet	Express Passenger	15	Gasoline	71,815	1GAZGNFG7J1339945	1504533	Active	
833	5244	2018	Chevrolet	Express Passenger	15	Gasoline	67,078	1GAZGNFGXJ1340023	1504532	Active	
834	5245	2018	Chevrolet	Express Passenger	15	Gasoline	42,432	1GAZGNFG3J1340722	1504531	Active	
835	5246	2018	Chevrolet	Express Passenger	15	Gasoline	6,118	1GAZGNFG0J1344310	1504494	Inactive/SURPLUS	Crashed/ Missing Parts- Hybrid
836	5247	2018	Chevrolet	Express Passenger	15	Gasoline	57,420	1GAZGNFG6J1339452	1504493	Active	
837	5248	2018	Chevrolet	Express Passenger	15	Gasoline	56,776	1GAZGNFG4J1339174	1504492	Active	
838	5249	2018	Chevrolet	Express Passenger	15	Gasoline	59,596	1GAZGNFG5J1339961	1504534	Active	
839	5250	2018	Chevrolet	Express Passenger	15	Gasoline	64,043	1GAZGNFG0J1340855	1504495	Active	
840	5251	2018	Chevrolet	Express Passenger	15	Gasoline	37,600	1GAZGNFG6J1338687	1504496	Active	

Count	Unit #	Year	Make	Model	Passenger Capacity	Fuel	Current Meter	VIN/SN	License Plate	Revenue Vehicle	Comments
841	5252	2018	Chevrolet	Express Passenger	15	Gasoline	52,781	1GAZGNFG3J1340249	1504497	Active	
842	5253	2018	Chevrolet	Express Passenger	15	Gasoline	58,145	1GAZGNFG6J1339936	1504498	Active	
843	5254	2018	Chevrolet	Express Passenger	15	Gasoline	83,041	1GAZGNFG5J1339944	1504499	Active	
844	5255	2018	Chevrolet	Express Passenger	15	Gasoline	50,435	1GAZGNFG1J1340136	1504520	Active	
845	5256	2018	Chevrolet	Express Passenger	15	Gasoline	126,298	1GAZGNFG2J1340792	1504519	Active	
846	5257	2018	Chevrolet	Express Passenger	15	Gasoline	68,175	1GAZGNFG2J1339027	1504518	Active	
847	5258	2018	Chevrolet	Express Passenger	15	Gasoline	113,534	1GAZGNFG3J1338968	1504517	Active	
848	5259	2018	Chevrolet	Express Passenger	15	Gasoline	72,068	1GAZGNFG9J1344063	1504516	Active	
849	5260	2018	Chevrolet	Express Passenger	15	Gasoline	105,194	1GAZGNFG9J1340126	1504561	Active	
850	5261	2018	Chevrolet	Express Passenger	15	Gasoline	47,875	1GAZGNFG6J1339144	1504524	Active	
851	5262	2018	Chevrolet	Express Passenger	15	Gasoline	75,921	1GAZGNFG4J1340051	1504523	Active	
852	5263	2018	Chevrolet	Express Passenger	15	Gasoline	113,126	1GAZGNFG5J1338745	1504522	Active	
853	5264	2018	Chevrolet	Express Passenger	15	Gasoline	80,127	1GAZGNFG4J1338879	1504521	Active	
854	5265	2018	Chevrolet	Express Passenger	15	Gasoline	81,429	1GAZGNFG5J1344030	1504504	Active	
855	5266	2018	Chevrolet	Express Passenger	15	Gasoline	61,876	1GAZGNFG7J1340061	1504541	Active	
856	5267	2018	Chevrolet	Express Passenger	15	Gasoline	76,288	1GAZGNFG4J1344438	1504543	Active	
857	5268	2018	Chevrolet	Express Passenger	15	Gasoline	81,973	1GAZGNFG1J1340105	1504544	Active	
858	5269	2018	Chevrolet	Express Passenger	15	Gasoline	81,071	1GAZGNFG7J1340075	1504545	Active	
859	5270	2018	Chevrolet	Express Passenger	15	Gasoline	68,169	1GAZGNFG2J1339979	1504542	Active	
860	5271	2018	Chevrolet	Express Passenger	15	Gasoline	81,405	1GAZGNFG5J1339068	1504591	Active	
861	5272	2018	Chevrolet	Express Passenger	15	Gasoline	77,611	1GAZGNFG0J1338636	1504592	Active	
862	5273	2018	Chevrolet	Express Passenger	15	Gasoline	72,966	1GAZGNFG6J1339385	1504593	Active	
863	5274	2018	Chevrolet	Express Passenger	15	Gasoline	57,840	1GAZGNFG1J1340122	1504546	Active	
864	5275	2018	Chevrolet	Express Passenger	15	Gasoline	10,390	1GAZGNFG5J1339958	1504547	Inactive/SURPLUS	Crashed/ Missing Parts- Hybrid
865	5276	2018	Chevrolet	Express Passenger	15	Gasoline	82,224	1GAZGNFG5J1340012	1504548	Active	
866	5277	2018	Chevrolet	Express Passenger	15	Gasoline	74,746	1GAZGNFG2J1338993	1504590	Active	
867	5278	2018	Chevrolet	Express Passenger	15	Gasoline	44,471	1GAZGNFG3J1340154	1504595	Active	
868	5279	2018	Chevrolet	Express Passenger	15	Gasoline	69,239	1GAZGNFG5J1339331	1504594	Active	
869	5280	2019	Chevrolet	Express Passenger	15	Gasoline	62,387	1GAZGNFG1K1369363	1504737	Active	
870	5281	2019	Chevrolet	Express Passenger	15	Gasoline	43,479	1GAZGNFG0K1369354	1504738	Active	
871	5282	2019	Chevrolet	Express Passenger	15	Gasoline	55,626	1GAZGNFG1K1369542	1504780	Active	
872	5283	2019	Chevrolet	Express Passenger	15	Gasoline	59,314	1GAZGNFG7K1368833	1504781	Active	
873	5284	2019	Chevrolet	Express Passenger	15	Gasoline	56,974	1GAZGNFG8K1369943	1504782	Active	
874	5285	2019	Chevrolet	Express Passenger	15	Gasoline	52,639	1GAZGNFG2K1370652	1504783	Active	
875	5286	2019	Chevrolet	Express Passenger	15	Gasoline	82,460	1GAZGNFGXK1370138	1504784	Active	
876	5287	2019	Chevrolet	Express Passenger	15	Gasoline	50,032	1GAZGNFG1K1369640	1504790	Active	
877	5288	2019	Chevrolet	Express Passenger	15	Gasoline	28,532	1GAZGNFG0K1370388	1504787	Active	
878	5289	2019	Chevrolet	Express Passenger	15	Gasoline	48,829	1GAZGNFG3K1370403	1504789	Active	
879	5290	2019	Chevrolet	Express Passenger	15	Gasoline	46,064	1GAZGNFG4K1370863	1504788	Active	
880	5291	2019	Chevrolet	Express Passenger	15	Gasoline	57,418	1GAZGNFG3K1369459	1504785	Active	
881	5292	2019	Chevrolet	Express Passenger	15	Gasoline	46,617	1GAZGNFG1K1369833	1504786	Active	
882	5293	2019	Chevrolet	Express Passenger	15	Gasoline	50,599	1GAZGNFG6K1370718	1504797	Active	
883	5294	2019	Chevrolet	Express Passenger	15	Gasoline	38,599	1GAZGNFGXK1370186	1504796	Active	
884	5295	2019	Chevrolet	Express Passenger	15	Gasoline	50,836	1GAZGNFG5K1370080	1504794	Active	
885	5296	2019	Chevrolet	Express Passenger	15	Gasoline	25,943	1GAZGNFGXK1369488	1504795	Active	
886	5297	2019	Chevrolet	Express Passenger	15	Gasoline	42,434	1GAZGNFG9K1371135	1504791	Active	
887	5298	2019	Chevrolet	Express Passenger	15	Gasoline	34,425	1GAZGNFG5K1371147	1504793	Active	
888	5299	2019	Chevrolet	Express Passenger	15	Gasoline	66,192	1GAZGNFG0K1370892	1504792	Active	
889	5300	2023	RAM	ProMaster 3500	15	Gasoline	1,541	3C6MRVUG1PE526691	DB25U64	Inactive	Delivered
890	5301	2023	RAM	ProMaster 3500	15	Gasoline	1,481	3C6MRVUG9PE531900	DB25U42	Inactive	Delivered
891	5302	2023	RAM	ProMaster 3500	15	Gasoline	1,486	3C6MRVUG6PE531854	DB25U12	Inactive	Delivered
892	5303	2023	RAM	ProMaster 3500	15	Gasoline	1,491	3C6MRVUG6PE531840	DB25T90	Inactive	Delivered
893	5304	2023	RAM	ProMaster 3500	15	Gasoline	1,684	3C6MRVUG1PE531812	DB25U87	Inactive	Delivered
894	5305	2023	RAM	ProMaster 3500	15	Gasoline	1,470	3C6MRVUG6PE531806	1686053	Inactive	Delivered
895	5306	2023	RAM	ProMaster 3500	15	Gasoline	1,473	3C6MRVUG0PE521529	1686056	Inactive	Delivered
896	5307	2023	RAM	ProMaster 3500	15	Gasoline	1,585	3C6MRVUG7PE520328	1686057	Inactive	Delivered

Count	Unit #	Year	Make	Model	Passenger Capacity	Fuel	Current Meter	VIN/SN	License Plate	Revenue Vehicle	Comments
897	5308	2023	RAM	ProMaster 3500	15	Gasoline	1,485	3C6MRVUG1PE531843	1686059	Inactive	Delivered
898	5309	2023	RAM	ProMaster 3500	15	Gasoline	1,478	3C6MRVUG7PE531667	1686062	Inactive	Delivered
899	5310	2023	RAM	ProMaster 3500	15	Gasoline	1,625	3C6MRVUG0PE526598	DB28N24	Inactive	Delivered
900	5311	2023	RAM	ProMaster 3500	15	Gasoline	1,473	3C6MRVUG3PE521444		Inactive	Delivered
901	5312	2023	RAM	ProMaster 3500	15	Gasoline	1,593	3C6MRVUG5PE531781	DB28N75	Inactive	Delivered
902	5313	2023	RAM	ProMaster 3500	15	Gasoline	1,502	3C6MRVUG5PE531795		Inactive	Delivered
903	5314	2023	RAM	ProMaster 3500	15	Gasoline	1,527	3C6MRVUG5PE531912		Inactive	Delivered
904	5315	2023	RAM	ProMaster 3500	15	Gasoline	1,677	3C6MRVUG6PE531708	DB25V97	Inactive	Delivered
905	5316	2023	RAM	ProMaster 3500	15	Gasoline	1,545	3C6MRVUG7PE531717	DB25V77	Inactive	Delivered
906	5317	2023	RAM	ProMaster 3500	15	Gasoline	74	3C6MRVUG8PE521455	DB28P85	Inactive	Delivered
907	5318	2023	RAM	ProMaster 3500	15	Gasoline	1,535	3C6MRVUG9PE510299	DB25V12	Inactive	Delivered
908	5319	2023	RAM	ProMaster 3500	15	Gasoline	1,715	3C6MRVUG9PE510318	DB25V44	Inactive	Delivered
909	5320	2023	RAM	ProMaster 3500	15	Gasoline	1,728	3C6MRVUG9PE526602	DB28P56	Inactive	Delivered
910	5321	2023	RAM	ProMaster 3500	15	Gasoline	84	3C6MRVUG0PE520350	DB51S38	Inactive	Available for Delivery
911	5322	2023	RAM	ProMaster 3500	15	Gasoline		3C6MRVUG0PE531669	x	Inactive	Available for Delivery
912	5323	2023	RAM	ProMaster 3500	15	Gasoline	89	3C6MRVUG1PE520356		Inactive	Available for Delivery
913	5324	2023	RAM	ProMaster 3500	15	Gasoline	71	3C6MRVUG1PE520440	DB64J84	Inactive	Available for Delivery
914	5325	2023	RAM	ProMaster 3500	15	Gasoline		3C6MRVUG1PE520485		Inactive	Available for Delivery
915	5326	2023	RAM	ProMaster 3500	15	Gasoline	99	3C6MRVUG2PE521452	DB28R64	Inactive	Available for Delivery
916	5327	2023	RAM	ProMaster 3500	15	Gasoline	1,914	3C6MRVUG2PE526649		Inactive	Available for Delivery
917	5328	2023	RAM	ProMaster 3500	15	Gasoline	1,482	3C6MRVUG3PE520374		Inactive	Available for Delivery
918	5329	2023	RAM	ProMaster 3500	15	Gasoline	1,514	3C6MRVUG3PE526711		Inactive	Available for Delivery
919	5330	2023	RAM	ProMaster 3500	15	Gasoline	89	3C6MRVUG3PE538261		Inactive	Available for Delivery
920	5331	2023	RAM	ProMaster 3500	15	Gasoline		3C6MRVUG4PE520366		Inactive	Available for Delivery
921	5332	2023	RAM	ProMaster 3500	15	Gasoline		3C6MRVUG4PE520397		Inactive	Available for Delivery
922	5333	2023	RAM	ProMaster 3500	15	Gasoline	99	3C6MRVUG4PE521453		Inactive	Available for Delivery
923	5334	2023	RAM	ProMaster 3500	15	Gasoline	1,576	3C6MRVUG5PE520327		Inactive	Available for Delivery
924	5335	2023	RAM	ProMaster 3500	15	Gasoline	79	3C6MRVUG5PE521445	x	Inactive	Available for Delivery
925	5336	2023	RAM	ProMaster 3500	15	Gasoline	78	3C6MRVUG5PE531750	x	Inactive	Available for Delivery
926	5337	2023	RAM	ProMaster 3500	15	Gasoline		3C6MRVUG6PE531692		Inactive	Available for Delivery
927	5338	2023	RAM	ProMaster 3500	15	Gasoline	63	3C6MRVUG6PE531725	DB51S45	Inactive	Available for Delivery
928	5339	2023	RAM	ProMaster 3500	15	Gasoline	76	3C6MRVUG7PE520359	DB51S33	Inactive	Available for Delivery
929	5340	2023	RAM	ProMaster 3500	15	Gasoline	65	3C6MRVUG7PE521432		Inactive	Available for Delivery
930	5341	2023	RAM	ProMaster 3500	15	Gasoline	76	3C6MRVUG7PE521480		Inactive	Available for Delivery
931	5342	2023	RAM	ProMaster 3500	15	Gasoline		3C6MRVUG7PE526596		Inactive	Available for Delivery
932	5343	2023	RAM	ProMaster 3500	15	Gasoline	76	3C6MRVUG7PE528221		Inactive	Available for Delivery
933	5344	2023	RAM	ProMaster 3500	15	Gasoline	77	3C6MRVUG7PE531846	x	Inactive	Available for Delivery
934	5345	2023	RAM	ProMaster 3500	15	Gasoline	80	3C6MRVUG8PE521438	x	Inactive	Available for Delivery
935	5346	2023	RAM	ProMaster 3500	15	Gasoline		3C6MRVUG8PE526557		Inactive	Available for Delivery
936	5347	2023	RAM	ProMaster 3500	15	Gasoline	1,615	3C6MRVUG9PE520332		Inactive	Available for Delivery
937	5348	2023	RAM	ProMaster 3500	15	Gasoline	69	3C6MRVUG9PE521464	DB66S38	Inactive	Available for Delivery
938	5349	2023	RAM	ProMaster 3500	15	Gasoline	68	3C6MRVUG9PE521545		Inactive	Available for Delivery
939	9050	2018	Chevrolet	Express Passenger	15	Gasoline	101,705	1GAZGPF6G0J1273184	1673686	Active	Employer Donated Vehicle
940	9051	2018	Chevrolet	Express Passenger	15	Gasoline	82,873	1GAZGPF6G0J1325476	1673687	Active	Employer Donated Vehicle
941	9052	2019	Chevrolet	Express Passenger	15	Gasoline	60,715	1GAZGPF6G3K1193055	1673688	Active	Employer Donated Vehicle
942	9053	2019	Chevrolet	Express Passenger	15	Gasoline	55,506	1GAZGPF6G4K1161683	1673690	Active	Employer Donated Vehicle
943	9054	2019	Chevrolet	Express Passenger	15	Gasoline	85,253	1GAZGPF6G5K1346292	1673691	Active	Employer Donated Vehicle
944	9055	2019	Chevrolet	Express Passenger	15	Gasoline	79,532	1GAZGPF6G7K1234108	1673692	Active	Employer Donated Vehicle
945	9056	2019	Chevrolet	Express Passenger	15	Gasoline	77,581	1GAZGPF6G8K1248146	1673693	Active	Employer Donated Vehicle
946	9057	2020	Chevrolet	Express Passenger	15	Gasoline	62,646	1GAWGF6G9L1199456	1673685	Active	Employer Donated Vehicle
947	9058	2020	Chevrolet	Express Passenger	15	Gasoline	82,777	1GAZGPF6G3L1157402	1673689	Active	Employer Donated Vehicle
948	9059	2020	Chevrolet	Express Passenger	15	Gasoline	60,460	1GAZGPF6GXL1143206	1682343	Active	Employer Donated Vehicle
949	9060	2023	Chevrolet	Express Passenger	15	Gasoline	7,168	1GAZGNFP5P1135797	1682476	Active	Employer Donated Vehicle
950	9061	2020	Chevrolet	Express Passenger	15	Gasoline	11,536	1GAZGPF6L1188952	NY-0405-433	Active	Employer Donated Vehicle
951	C-1	2001	Honda	Civic	4	Gasoline	54,802	1HGEN26481L000326	1078512	Inactive/SURPLUS	Starts/runs/Drives- CNG
952	F-2	2011	Ford	Fiesta	4	Gasoline	61,854	3FADP4AJXBM216956	1365711	Inactive/SURPLUS	Starts/runs/Drives

Count	Unit #	Year	Make	Model	Passenger Capacity	Fuel	Current Meter	VIN/SN	License Plate	Revenue Vehicle	Comments
953	F-4	2011	Ford	Fiesta	4	Gasoline	81,329	3FADP4EJ8BM172711	1365714	Inactive/SURPLUS	Starts/ Transmission issues
954	F-6	2012	Ford	Fiesta	4	Gasoline	145,517	3FADP4EJ2BM162658	1365712	Inactive/SURPLUS	Starts/runs/Drives
955	T-1	2011	Ford	F-150	5	Gasoline	63,271	1FTEX1CM8BFB45471	1365715	Active	Administrative Use Only
956	T-2	2011	Ford	F-150	5	Gasoline	93,833	1FTEX1CM9BFB10860	1365716	Active	Administrative Use Only
957	TR-1	2018	Eclipse RV	Attitude		N/A	-	5LZBE2821JR014517	1543612	Active	Administrative Use Only
958	TR-2	2018	Eclipse RV	Attitude		N/A	-	5LZBE2826JR014643	1543610	Active	Administrative Use Only
959	TR-3	2018	Grand Design RV	Imagine		N/A	-	573TE3320J6605866	1543611	Active	Administrative Use Only

CALIFORNIA VANPOOL AUTHORITY

NTD MONTHLY REPORTS

SERVICE SUMMARY

Fiscal Year 2023-24

	<u>UNLINKED TRIPS</u>	<u>REVENUE MILES</u>	<u>REVENUE HOURS</u>	<u>REVENUE SPEED</u>	<u>WEEK DAYS</u>	<u>TRIPS/ HOUR</u>	<u>TRIPS/ VAN</u>
July-23	366,569	907,615	33,372	27.20	31	10.98	505.61
August-23	377,863	945,233	35,737	26.45	31	10.57	527.01
September-23	347,327	902,995	33,642	26.84	30	10.32	484.42
October-23	342,053	919,404	33,483	27.46	31	10.22	490.05
November-23	233,689	722,814	23,862	30.29	30	9.79	362.31
December-23	183,124	520,272	18,435	28.22	31	9.93	384.71
January-24	201,451	553,503	20,696	26.74	31	9.73	436.04
February-24				#DIV/0!		#DIV/0!	#DIV/0!
March-24				#DIV/0!		#DIV/0!	#DIV/0!
April-24				#DIV/0!		#DIV/0!	#DIV/0!
May-24				#DIV/0!		#DIV/0!	#DIV/0!
June-24				#DIV/0!		#DIV/0!	#DIV/0!

TOTAL	<u>2,052,076</u>	<u>5,471,836</u>	<u>199,227</u>	#DIV/0!	<u>215</u>
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	<u>PASSENGER MILES</u>	<u>AVG TRIP DISTANCE</u>	<u>VAN COUNT</u>	<u>AVG VAN MILES/DAY</u>	<u>AVG VAN LOAD</u>	<u>PASS MI/ VAN</u>	<u>PASS MI/ VAN/DAY</u>	<u>TRIPS/ DAY</u>
July-23	10,653,682	29	725	40.38	11.7	14,695	474.02	11,825
August-23	11,116,372	29	717	42.53	11.8	15,504	500.13	12,189
September-23	10,469,873	30	717	41.98	11.6	14,602	486.74	11,578
October-23	10,498,611	31	698	42.49	11.4	15,041	485.19	11,034
November-23	8,058,212	34	645	37.35	11.1	12,493	416.45	7,790
December-23	6,033,613	33	476	35.26	11.6	12,676	408.89	5,907
January-24	5,936,025	29	462	38.65	10.7	12,849	414.47	6,498
February-24		#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
March-24		#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
April-24		#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
May-24		#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
June-24		#DIV/0!		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
TOTAL	<u>62,766,388</u>	30.9	634	39.8	11.4			

CALIFORNIA VANPOOL AUTHORITY
NTD MONTHLY SUMMARY
FOR STATE CONTROLLER REPORT
Fiscal Year 2023-24

	VAN COUNT			PASSENGER TRIPS			REVENUE MILES		
	<u>Weekday</u>	<u>Saturday</u>	<u>Sunday</u>	<u>Weekday</u>	<u>Saturday</u>	<u>Sunday</u>	<u>Weekday</u>	<u>Saturday</u>	<u>Sunday</u>
July-23	725	595	375	296,213	49,046	21,310	754,601	120,255	32,758
August-23	717	542	341	323,362	37,102	17,399	830,284	89,360	25,589
September-23	717	587	339	285,514	45,804	16,009	764,649	110,390	27,956
October-23	698	538	372	285,885	35,436	20,732	785,165	95,699	38,541
November-23	645	464	354	194,596	24,186	14,907	615,737	73,667	33,410
December-23	476	332	238	150,454	21,231	11,439	437,358	55,183	27,731
January-24	462	344	236	169,132	20,957	11,362	476,609	49,479	27,415
February-24									
March-24									
April-24									
May-24									
June-24									
Running total	<u>4,440</u>	<u>3,402</u>	<u>2,255</u>	<u>1,705,156</u>	<u>233,762</u>	<u>113,158</u>	<u>4,664,403</u>	<u>594,033</u>	<u>213,400</u>
Monthly average	634	486	322	243,594	33,395	16,165	666,343	84,862	30,486

	REVENUE HOURS			PASS LANE MILES			AVG TRIP DISTANCE		
	<u>Weekday</u>	<u>Saturday</u>	<u>Sunday</u>	<u>Weekday</u>	<u>Saturday</u>	<u>Sunday</u>	<u>Weekday</u>	<u>Saturday</u>	<u>Sunday</u>
July-23	28,085	4,194	1,093	8,823,839	1,448,154	381,689	29.79	29.53	17.91
August-23	31,707	3,103	927	9,753,550	1,064,804	298,018	30.16	28.70	17.13
September-23	28,723	3,960	959	8,844,913	1,302,003	322,957	30.98	28.43	20.17
October-23	28,943	3,282	1,258	8,947,729	1,115,670	435,212	31.30	31.48	20.99
November-23	20,614	2,251	1,042	6,844,757	832,221	381,234	35.17	34.41	25.57
December-23	15,760	1,887	788	5,121,553	606,193	305,867	34.04	28.55	26.74
January-24	17,847	1,969	880	5,091,939	544,760	299,326	30.11	25.99	26.34
February-24									
March-24									
April-24									
May-24									
June-24									
Running total	<u>171,679</u>	<u>20,646</u>	<u>6,947</u>	<u>53,428,280</u>	<u>6,913,805</u>	<u>2,424,303</u>	<u>222</u>	<u>207</u>	<u>155</u>
Monthly average	24,526	2,949	992	7,632,611	987,686	346,329	32	30	22

11050 13TH AVENUE

HANFORD, CA 93230

California Vanpool Authority dba CalVans

2022 Annual Agency Profile

NTD ID 90230

<http://www.calvans.org/>

General Information

Financial Information

2022 Funding Breakdown

Metrics - Time Series

Performance Measure Targets - 2023

Performance Measure - Asset -Target % not in State of Good Repair

Urbanized Area Statistics - 2020 Census

Hanford, CA Primary Urbanized Area (UZA)

110,956,354

Service Consumed

Annual Passenger Miles (PMT)

3,703,926

Annual Unlinked Trips (UPT)

11,482 Average Weekday Unlinked Trips

8,423 Average Saturday Unlinked Trips

5,176 Average Sunday Unlinked Trips

Database Information

Reporter Type: Full Reporter

Tier I (Non-Fixed

Asset Type: Route VOMS)

TAM Sponsor NTDID:

Sources of Operating Funds Expended

Directly Generated \$13,045,733
Federal Government \$3,376
Local Government \$656,879
State Government \$0

Total Operating Funds Expended \$13,705,988

Sources of Capital Funds Expended

Directly Generated \$0
Federal Government \$0
Local Government \$0
State Government \$0

Total Capital Funds Expended \$0

Summary of Operating Expenses (OE)

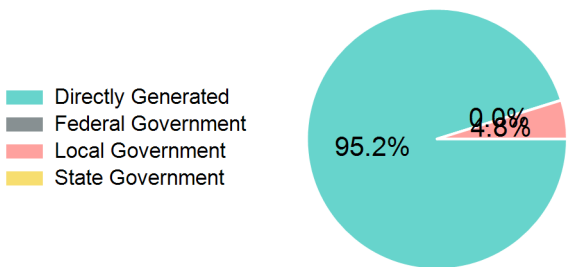
Labor \$1,709,557 12.6%
Materials and Supplies \$8,752,804 64.6%
Purchased Transportation \$0.00 0.0%
Other Operating Expenses \$3,095,799 22.8%

Total Operating Expenses \$13,558,160 100.0%

Reconciling OE Cash Expenditures \$147,828

Purchased Transportation (Reported Separately) \$0

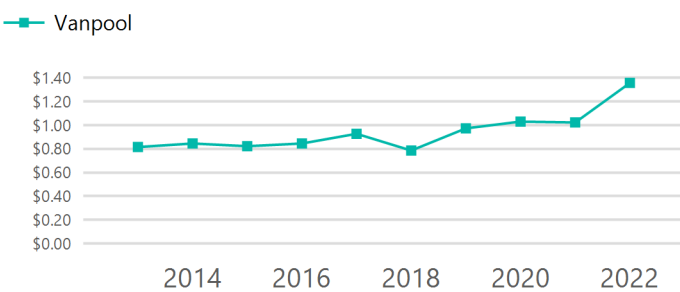
Operating Funding Sources



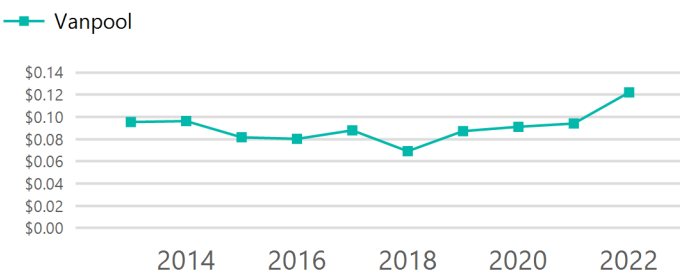
Capital Funding Sources

Directly Generated
Federal Government
Local Government
State Government

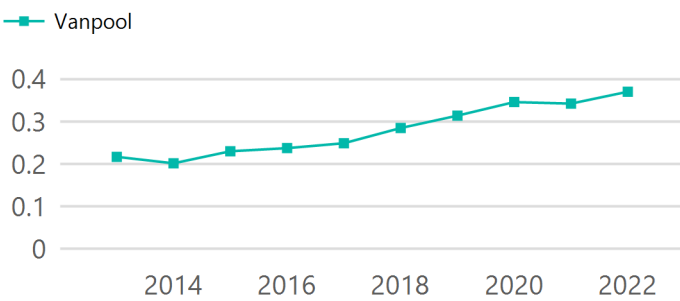
Operating Expenses per Vehicle Revenue Mile



Operating Expenses per Passenger Mile



Unlinked Passenger Trip per Vehicle Revenue Mile



Modal Characteristics

Overview		Vehicles Operated in Maximum Service		Uses of Capital Funds			
Mode		Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other
Vanpool		758	0	\$0	\$0	\$0	\$0
Total		758	0	\$0.00	\$0	\$0	\$0

Operating Characteristics

Mode	Operating Expenses	Fare Revenues	Total Uses of Capital Funds	Annual Passenger Miles	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles
Vanpool	\$13,558,160	\$12,992,764	\$0	110,956,354	3,703,926	10,003,280	352,118	0.00
Total	\$13,558,160	\$12,992,764	\$0	110,956,354	3,703,926	10,003,280	352,118	0.00

Metrics

Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour	Mode	Operating Expenses per Passenger Miles Traveled
Vanpool	\$1.36	\$39	Vanpool	\$0.12
Total	\$1.36	\$38.50	Total	\$0.12

Service Effectiveness

Operating Expenses per Unlinked Passenger Trip	Unlinked Passenger Trip per Vehicle Revenue Mile	UPT per Vehicle Revenue Hour
\$3.66	0.4	10.5
\$3.66	0.4	10.5

General Information								Financial Information				Performance Measure Targets - 2022																																														
Urbanized Area Statistics - 2010 Census Hanford, CA 28 Square Miles 87,941 Population 333 Pop. Rank out of 498 UZAs Other UZAs Served See Below				Service Consumption 107,931,592 Annual Passenger Miles (PMT) 3,403,134 Annual Unlinked Trips (UPT) 10,928 Average Weekday Unlinked Trips 7,317 Average Saturday Unlinked Trips 3,278 Average Sunday Unlinked Trips				Database Information NTDID: 90230 Reporter Type: Full Reporter Asset Type: Tier I (Non-Fixed Route VOMS) Sponsor NTDID:				Sources of Operating Funds Expended Fares and Directly Generated \$11,988,455 93.7% Local Funds \$801,054 6.3% State Funds \$0 0.0% Federal Assistance \$8,668 0.1% Total Operating Funds Expended \$12,798,177 100.0%																																														
Service Area Statistics 2,194 Square Miles 7,879,762 Population				Service Supplied 9,941,801 Annual Vehicle Revenue Miles (VRM) 335,686 Annual Vehicle Revenue Hours (VRH) 736 Vehicles Operated in Maximum Service (VOMS) 953 Vehicles Available for Maximum Service (VAMS)				Assets Revenue Vehicles 953 Service Vehicles - Facilities - Track Miles Lane Miles				Sources of Capital Funds Expended Fares and Directly Generated \$0 Local Funds \$0 State Funds \$0 Federal Assistance \$0 Total Capital Funds Expended \$0																																														
Modal Characteristics								Summary of Operating Expenses (OE) Labor \$2,121,143 20.9% Materials and Supplies \$4,944,292 48.7% Purchased Transportation \$0 0.0% Other Operating Expenses \$3,095,522 30.5% Total Operating Expenses \$10,160,957 100.0% Reconciling OE Cash Expenditures \$2,637,220 Purchased Transportation (Reported Separately) \$0																																																		
Modal Overview								Operating Funding Sources																																																		
<table><thead><tr><th></th><th>Directly Operated</th><th>Purchased Transportation</th><th>Revenue Vehicles</th><th>Systems and Guideways</th><th>Facilities and Stations</th><th>Other</th><th>Total</th></tr></thead><tbody><tr><td>Mode</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Vanpool</td><td>736</td><td>-</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td></tr><tr><td>Total</td><td>736</td><td>-</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td></tr></tbody></table>									Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total	Mode								Vanpool	736	-	\$0	\$0	\$0	\$0	\$0	Total	736	-	\$0	\$0	\$0	\$0	\$0																			
	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total																																																			
Mode																																																										
Vanpool	736	-	\$0	\$0	\$0	\$0	\$0																																																			
Total	736	-	\$0	\$0	\$0	\$0	\$0																																																			
Operation Characteristics								Performance Measure Targets - 2022																																																		
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Notes:
^aDemand Response - Taxi (DR/TX) and non-dedicated fleets do not report fleet age data.
Other UZAs Served: 184 Santa Barbara, CA, 103 Oxnard, CA, 111 Indio-Cathedral City, CA, 235 Merced, CA, 303 Gilroy-Morgan Hill, CA, 188 Salinas, CA, 289 El Centro-Calexico, CA, 162 Visalia, CA, 204 Santa Cruz, CA, 79 Bakersfield, CA, 342 Napa, CA, 238 Yuma, AZ-CA, 22 Riverside-San Bernardino, CA, 63 Fresno, CA, 240 Fairfield, CA, 423 El Paso de Robles (Paso Robles)-Atascadero, CA, 102 Stockton, CA, 28 Sacramento, CA, 362 Madera, CA, 105 Modesto, CA

The figure consists of three line charts showing trends from 2012 to 2020 for Vanpool revenue and expenses.

- Operating Expense per Vehicle Revenue Mile: Vanpool:** The y-axis ranges from \$0.00 to \$1.50. The revenue (blue line) starts at approximately \$0.80 in 2012 and rises to about \$1.00 in 2020. The expense (orange line) starts at approximately \$0.30 in 2012 and rises to about \$0.50 in 2020.
- Operating Expense per Passenger Mile: Vanpool:** The y-axis ranges from \$0.00 to \$0.15. The revenue (blue line) starts at approximately \$0.09 in 2012 and rises to about \$0.10 in 2020. The expense (orange line) starts at approximately \$0.08 in 2012 and rises to about \$0.09 in 2020.
- Unlinked Passenger Trip per Vehicle Revenue Mile: Vanpool:** The y-axis ranges from 0.00 to 0.40. The revenue (blue line) starts at approximately 0.20 in 2012 and rises to about 0.35 in 2020. The expense (orange line) starts at approximately 0.20 in 2012 and rises to about 0.25 in 2020.

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General Information

Urbanized Area Statistics - 2010 Census

Hanford, CA
28 Square Miles
87,941 Population
333 Pop. Rank out of 498 UZAs
Other UZAs Served
See Below

Service Consumption

121,788,224 Annual Passenger Miles (PMT)
3,434,148 Annual Unlinked Trips (UPT)
11,113 Average Weekday Unlinked Trips
6,606 Average Saturday Unlinked Trips
3,797 Average Sunday Unlinked Trips

Database Information

NTDID: 90230
Reporter Type: Full Reporter

Financial Information

Sources of Operating Funds Expended

Fares and Directly Generated	\$10,774,197	59.6%
Local Funds	\$7,295,075	40.4%
State Funds	\$0	0.0%
Federal Assistance	\$8,351	0.0%

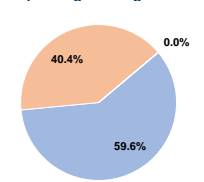
Total Operating Funds Expended **\$18,077,623** 100.0%

Sources of Capital Funds Expended

Fares and Directly Generated	\$0
Local Funds	\$0
State Funds	\$0
Federal Assistance	\$0

Total Capital Funds Expended **\$0**

Operating Funding Sources



Modal Characteristics

Modal Overview

Mode	Vehicles Operated in Maximum Service		Revenue Vehicles	Uses of Capital Funds			Other	Total
	Directly Operated	Purchased Transportation		Systems and Guideways	Facilities and Stations			
Vanpool	783	-	\$0	\$0	\$0		\$0	\$0
Total	783	-	\$0	\$0	\$0		\$0	\$0

Summary of Operating Expenses (OE)

Labor	\$2,347,708	22.1%
Materials and Supplies	\$6,023,266	56.7%
Purchased Transportation	\$0	0.0%
Other Operating Expenses	\$2,261,379	21.3%
Total Operating Expenses	\$10,632,353	100.0%
Reconciling OE Cash Expenditures	\$7,445,270	
Purchased Transportation (Reported Separately)	\$0	

Operation Characteristics

Mode	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Passenger Miles	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Percent Spare Vehicles	Average Fleet Age in Years*
Vanpool	\$10,632,353	\$10,642,705	\$0	121,788,224	3,434,148	10,935,082	359,964	0.0	840	783	6.8%	5.3
Total	\$10,632,353	\$10,642,705	\$0	121,788,224	3,434,148	10,935,082	359,964	0.0	840	783	6.8%	

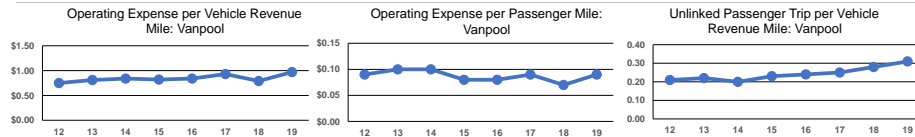
Performance Measures

Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Vanpool	\$0.97	\$29.54
Total	\$0.97	\$29.54

Service Effectiveness

Mode	Operating Expenses per Passenger Mile	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Vanpool	\$0.09	\$3.10	0.3	9.5
Total	\$0.09	\$3.10	0.3	9.5



Notes:

*Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.

Other UZAs Served: 238 Yuma, AZ-CA, 423 El Paso de Robles (Paso Robles)-Atascadero, CA, 362 Madera, CA, 103 Oxnard, CA, 188 Salinas, CA, 79 Bakersfield, CA, 63 Fresno, CA, 235 Merced, CA, 471 Delano, CA, 394 Porterville, CA, 162 Visalia, CA, 246 Santa Maria, CA, 0 California Non-UZA, 22 Riverside-San Bernardino, CA, 102 Stockton, CA, 105 Modesto, CA, 111 Indio-Cathedral City, CA, 289 El Centro-Calexico, CA, 334 Tracy, CA, 342 Napa, CA, 345 Manteca, CA

California Vanpool Authority

2018 Annual Agency Profile

General Information

Urbanized Area Statistics - 2010 Census

Hanford, CA
28 Square Miles
87,941 Population
333 Pop. Rank out of 498 UZAs

Other UZAs Served

See Below

Service Area Statistics

1,568 Square Miles
5,704,135 Population

Service Consumption

126,495,990 Annual Passenger Miles (PMT)
3,173,836 Annual Unlinked Trips (UPT)
10,161 Average Weekday Unlinked Trips
6,568 Average Saturday Unlinked Trips
3,732 Average Sunday Unlinked Trips

Database Information

NTDID: 90230
Reporter Type: Full Reporter

Service Supplied

11,145,412 Annual Vehicle Revenue Miles (VRM)
338,520 Annual Vehicle Revenue Hours (VRH)
685 Vehicles Operated in Maximum Service (VOMS)
744 Vehicles Available for Maximum Service (VAMS)

Financial Information

Sources of Operating Funds Expended

Source	Amount	Percentage
Fares and Directly Generated	\$9,669,102	89.2%
Local Funds	\$1,147,987	10.6%
State Funds	\$0	0.0%
Federal Assistance	\$18,927	0.2%

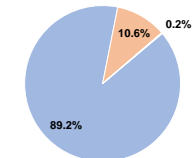
Total Operating Funds Expended \$10,836,016 100.0%

Sources of Capital Funds Expended

Source	Amount
Fares and Directly Generated	\$0
Local Funds	\$0
State Funds	\$0
Federal Assistance	\$0

Total Capital Funds Expended \$0

Operating Funding Sources



Summary of Operating Expenses (OE)

Category	Amount	Percentage
Labor	\$2,077,392	23.7%
Materials and Supplies	\$5,155,714	58.9%
Purchased Transportation	\$0	0.0%
Other Operating Expenses	\$1,516,865	17.3%
Total Operating Expenses	\$8,749,971	100.0%
Reconciling OE Cash Expenditures	\$2,086,045	
Purchased Transportation (Reported Separately)	\$0	

Modal Characteristics

Modal Overview

Vehicles Operated in Maximum Service

Uses of Capital Funds

Mode	Vehicles Operated in Maximum Service		Revenue Vehicles	Uses of Capital Funds		Other	Total
	Directly Operated	Purchased Transportation		Systems and Guideways	Facilities and Stations		
Vanpool	685	-	\$0	\$0	\$0	\$0	\$0
Total	685	-	\$0	\$0	\$0	\$0	\$0

Operation Characteristics

Mode	Operating Expenses	Fare Revenues	Uses of Capital Funds	Annual Passenger Miles	Annual Unlinked Trips	Annual Vehicle Revenue Miles	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Vehicles Operated in Maximum Service	Percent Spare Vehicles	Average Fleet Age in Years*
Vanpool	\$8,749,971	\$9,564,863	\$0	126,495,990	3,173,836	11,145,412	338,520	0.0	744	685	7.9%	5.4
Total	\$8,749,971	\$9,564,863	\$0	126,495,990	3,173,836	11,145,412	338,520	0.0	744	685	7.9%	

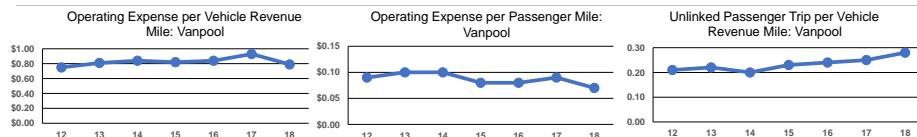
Performance Measures

Service Efficiency

Mode	Operating Expenses per Vehicle Revenue Mile	Operating Expenses per Vehicle Revenue Hour
Vanpool	\$0.79	\$25.85
Total	\$0.79	\$25.85

Service Effectiveness

Mode	Operating Expenses per Passenger Mile	Operating Expenses per Unlinked Passenger Trip	Unlinked Trips per Vehicle Revenue Mile	Unlinked Trips per Vehicle Revenue Hour
Vanpool	\$0.07	\$2.76	0.3	9.4
Total	\$0.07	\$2.76	0.3	9.4



Notes:

*Demand Response - Taxi (DT) and non-dedicated fleets do not report fleet age data.

Other UZAs Served: 238 Yuma, AZ-CA, 423 El Paso de Robles (Paso Robles)-Atascadero, CA, 362 Madera, CA, 103 Oxnard, CA, 188 Salinas, CA, 79 Bakersfield, CA, 289 El Centro-Calexico, CA, 63 Fresno, CA, 235 Merced, CA, 471 Delano, CA, 394 Porterville, CA, 162 Visalia, CA, 246 Santa Maria, CA, 0 California Non-UZA, 22 Riverside-San Bernardino, CA, 102 Stockton, CA, 105 Modesto, CA, 403 Lodi, CA, 485 Lompoc, CA

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California Vanpool Authority

AGENDA ITEM 7-3.

March 14, 2024

Prepared by Georgina Landecho, Executive Director

SUBJECT:

Information: EEC Update & CalVans Bill Report

BACKGROUND:

The Sacramento, California-based Environmental and Energy Consulting (EEC) provides professional lead consulting for environmental policy, providing full services for transportation, energy, and climate objectives strategy, regulatory support, project, and program funding development, budget process expertise, or overall policy guidance.

EEC's Erika Romero, Associate, will provide a brief overview of the attached written report to inform CVA board members and interested parties of the status of the scope of work and legislative directives and updates.

DISCUSSION:

The Legislative Session

The Legislature is beginning to set hearings for policy bills and to discuss the state budget. It will continue to do this until March 21st when it is set to adjourn for Spring Recess. The legislature will reconvene on April 1st.

State Budget

As part of the budget hearings, legislators are working to find budget solutions to what is currently projected to be a \$73 billion budget deficit. Although the budget is tough, EEC staff will continue to meet with legislative staff about the opportunity to include \$100 million in the budget (or a bond) for the deployment of zero emission vehicles for use by low-income agricultural workers. Assemblymember Soria is weighing championing the issue, this would be huge as she is the Assembly Ag Committee Chair.

Legislative Measures

There are several measures EEC is currently looking into for CalVans (see attached bill report). However, EEC is not prepared to provide recommendations until more is known about where the author's are going with them.

ATTACHMENT 04:

1. EEC Update & CalVans Bill Report 03.15.2024

CalVans Bill Report

Investigate

[AB 817](#) **(Pacheco D) Open meetings: teleconferencing: subsidiary body.**

Introduced: 2/13/2023

Last Amend: 1/17/2024

Status: 1/25/2024-Read third time. Passed. Ordered to the Senate. (Ayes 54. Noes 8.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 1/25/2024-S. RLS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Ralph M. Brown Act requires, with specified exceptions, each legislative body of a local agency to provide notice of the time and place for its regular meetings and an agenda containing a brief general description of each item of business to be transacted. The act also requires that all meetings of a legislative body be open and public, and that all persons be permitted to attend unless a closed session is authorized. The act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Existing law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. Current law authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency (emergency provisions) and, until January 1, 2026, in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency's jurisdiction and other requirements are met (nonemergency provisions). This bill, until January 1, 2026, would authorize a subsidiary body, as defined, to use similar alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter.

[AB 2302](#) **(Addis D) Open meetings: local agencies: teleconferences.**

Introduced: 2/12/2024

Status: 2/26/2024-Referred to Com. on L. GOV.

Location: 2/26/2024-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Ralph M. Brown Act generally requires for teleconferencing that the legislative body of a local agency that elects to use teleconferencing post agendas at all teleconference locations, identify each teleconference location in the notice and agenda of the meeting or proceeding, and have each teleconference location be accessible to the public. Current law also requires that, during the teleconference, at least a quorum of the members of the legislative body participate from locations within the boundaries of the territory over which the local agency exercises jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in specified circumstances if, during the teleconference meeting, at least a quorum of the members of the legislative body participates in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the boundaries of the territory over which the local agency exercises jurisdiction, and the legislative body complies with prescribed requirements. Current law imposes prescribed restrictions on remote participation by a member under these alternative teleconferencing provisions, including establishing limits on the number of meetings a member may participate in solely by teleconference from a remote location, prohibiting such participation for a period of more than 3 consecutive months or 20% of the regular meetings for the local agency within a calendar year, or more than 2 meetings if the legislative body regularly meets fewer than 10 times per calendar year. This bill would revise those limits, instead prohibiting such participation for more than a specified number of meetings per year, based on how frequently the legislative body regularly meets.

Support

(Becker D) Open meetings: multijurisdictional, cross-county agencies: teleconferences.**Introduced:** 2/14/2023**Last Amend:** 9/5/2023**Status:** 9/14/2023-Ordered to inactive file on request of Assembly Member Bryan.**Location:** 9/14/2023-A. INACTIVE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law, until January 1, 2024, authorizes the legislative body of a local agency to use alternate teleconferencing provisions during a proclaimed state of emergency or in other situations related to public health that exempt a legislative body from the general requirements (emergency provisions) and impose different requirements for notice, agenda, and public participation, as prescribed. The emergency provisions specify that they do not require a legislative body to provide a physical location from which the public may attend or comment. Current law, until January 1, 2026, authorizes the legislative body of a local agency to use alternative teleconferencing in certain circumstances related to the particular member if at least a quorum of its members participate from a singular physical location that is open to the public and situated within the agency's jurisdiction and other requirements are met, including restrictions on remote participation by a member of the legislative body. These circumstances include if a member shows "just cause," including for a childcare or caregiving need of a relative that requires the member to participate remotely. This bill would expand the circumstances of "just cause" to apply to the situation in which an immunocompromised child, parent, grandparent, or other specified relative requires the member to participate remotely. The bill would authorize the legislative body of a multijurisdictional, cross-county agency, as specified, to use alternate teleconferencing provisions if the eligible legislative body has adopted an authorizing resolution, as specified. The bill would also require the legislative body to provide a record of attendance of the members of the legislative body, the number of community members in attendance in the teleconference meeting, and the number of public comments on its internet website within 10 days after a teleconference meeting, as specified. The bill would require at least a quorum of members of the legislative body to participate from one or more physical locations that are open to the public and within the boundaries of the territory over which the local agency exercises jurisdiction.

Watch**(Dixon R) Advanced Clean Fleets regulations: local governments.****Introduced:** 2/14/2024**Status:** 3/4/2024-Referred to Coms. on TRANS. and NAT. RES.**Location:** 3/4/2024-A. TRANS.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law requires the State Air Resources Board to adopt and implement motor vehicle emission standards, in-use performance standards, and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution that the state board has found necessary, cost effective, and technologically feasible. Pursuant to its authority, the state board has adopted the Advanced Clean Fleets Regulation, which imposes various requirements for transitioning local, state, and federal government fleets of medium- and heavy-duty trucks, other high-priority fleets of medium- and heavy-duty trucks, and drayage trucks to zero-emission vehicles. The Advanced Clean Fleets Regulation authorizes entities subject to the regulation to apply for exemptions from its requirements under certain circumstances. This bill would extend the compliance dates for local government set forth in the Advanced Clean Fleets Regulation by 10 years. The bill would prohibit the state board from taking enforcement action against a local government for violating the Advanced Clean Fleets Regulation if the alleged violation occurs before January 1, 2025.

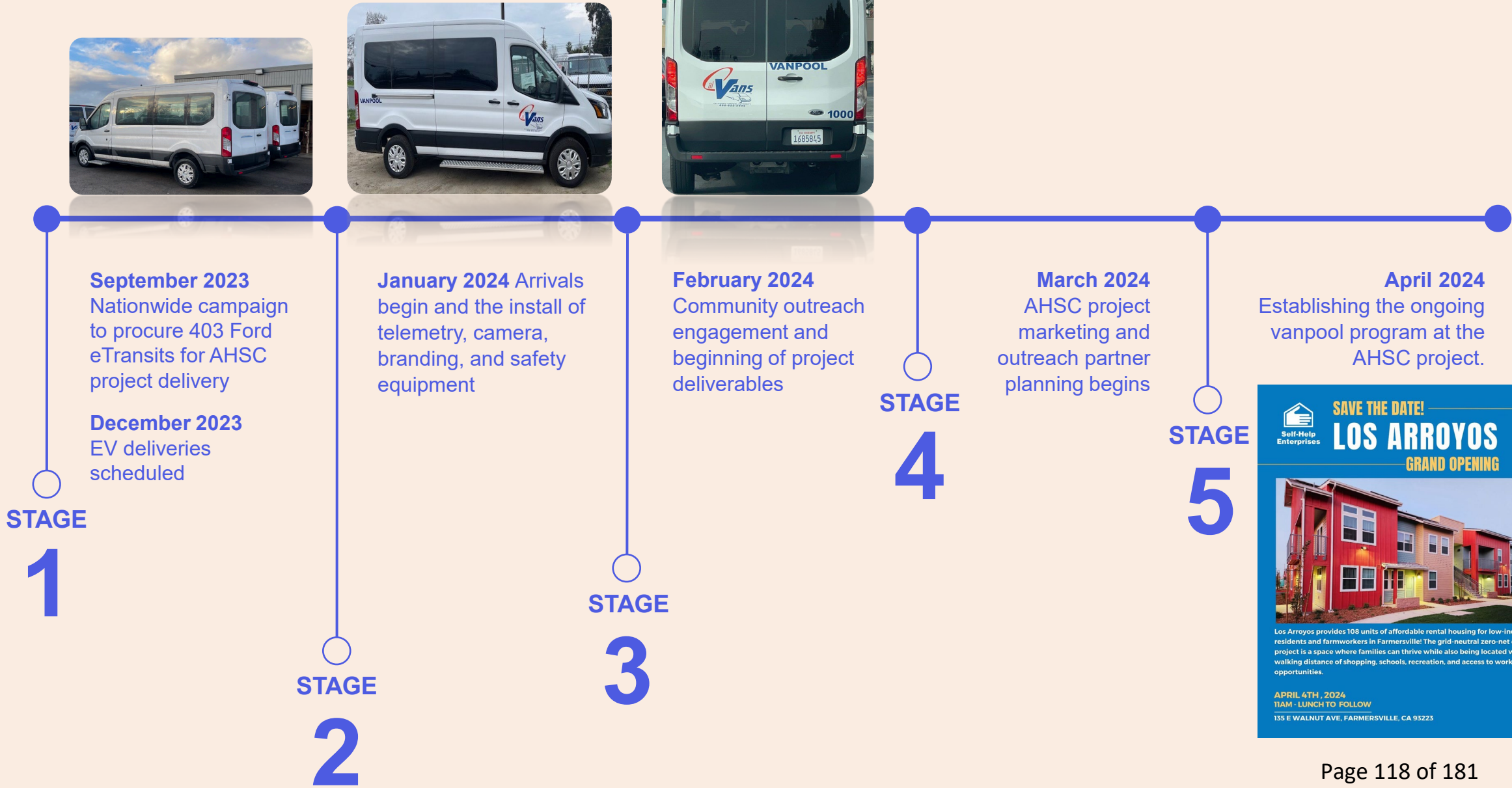
(Caballero D) California Environmental Quality Act: State Air Resources Board: vehicle miles traveled: study.**Introduced:** 2/17/2023**Last Amend:** 1/11/2024**Status:** 1/29/2024-Read third time. Passed. (Ayes 34. Noes 4.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.**Location:** 1/29/2024-A. DESK

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. Current law requires the Office of Planning and Research to prepare, develop, and transmit to the Secretary of the Natural

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EV PROJECT TIMELINE



SAVE THE DATE!
LOS ARROYOS
GRAND OPENING

Los Arroyos provides 108 units of affordable rental housing for low-income residents and farmworkers in Farmersville! The grid-neutral zero-net energy project is a space where families can thrive while also being located within walking distance of shopping, schools, recreation, and access to work opportunities.

APRIL 4TH, 2024
11AM - LUNCH TO FOLLOW
135 E WALNUT AVE, FARMERSVILLE, CA 93223

California Vanpool Authority

AGENDA ITEM 7-5.

March 14, 2024

Prepared by Georgina Landecho, Executive Director

SUBJECT:

Information: PARS (Public Agency Retirement Services) CVA Client Review

BACKGROUND:

The California Vanpool Authority is required to maintain a defined benefits plan for agency employees. Due to CalVans not being publicly funded, CalPERS was not a defined benefits plan that CalVans employees were eligible for at inception in December 2011. CalVans sought the services of PARS (Public Agency Retirement Services) to manage, invest and. The Retirement Enhancement Plan (REP) Client Review Report provides detailed information on the performance of the CalVans 401 (A) Tax-Qualified Defined Benefit plan per Omnibus Budget Reconciliation Act of 1990 (OBRA 90) which requires the agency to disclose information on an annual basis.

DISCUSSION:

The federal act, OBRA 90, requires that governmental employees who are not members of their employer's existing retirement system be covered by Social Security or an alternate plan. At CalVans, employees are enrolled in an alternate OBRA plan, PARS, which satisfies federal requirements and provides cost savings compared to Social Security to both an employee and CalVans. Social Security would require salary reductions of 12.4% towards the employee contributions each pay period; however, CalVans requires only a 9.8% contribution towards an employee's retirement account. Employees are automatically enrolled in a Deferred Compensation Plan account at 1% of the employee's salary unless they decline enrollment or elect to contribute more. This information is a general description of the participation plan. The Plan Document provides a detailed description and contains all of the specific legal requirements of the plan which is provided to an employee at the time of hire.

FISCAL IMPACT:

None.

ATTACHMENT:

1. Retirement Enhancement Plan (REP) Client Review Report for CalVans

PUBLIC
AGENCY
RETIREMENT
SERVICES

PARS

TRUSTED SOLUTIONS. LASTING RESULTS.



CALIFORNIA VANPOOL AUTHORITY

Retirement Enhancement Plan (REP) Client Review

March 6, 2024

CONTACTS



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PARS 115 TRUST TEAM

Trust Administrator & Consultant



- Serves as record-keeper, consultant, and central point of contact
- Sub-trust accounting
- Coordinates all agency services
- Monitors plan compliance (IRS/GASB/State Government Code)
- Processes contributions/disbursements
- Hands-on, dedicated support teams

40	2,000+	1,000+	500+	500K+	\$7.2B
Years of Experience (1984-2024)	Plans under Administration	Public Agency Clients	115 Trust Clients	Plan Participants	Assets under Administration

Trustee



- 5th largest commercial bank and one of the nation's largest trustees for Section 115 trusts
- Safeguard plan assets
- Oversight protection as plan fiduciary
- Custodian of assets

161	\$9.5T
Years of Experience (1863-2024)	Assets under Administration

Investment Manager



- Investment sub-advisor to trustee U.S. Bank
- Institutional asset management solutions
- Fixed income and multi asset portfolios
- Active and passive platform options
- Customized portfolios (with minimum asset level)

43	\$216.9B*
Years of Experience (As of 9/30/23)	Assets under Management & Advisement

* Assets under management and advisement as of September 30, 2023 includes fixed income and multi asset class portfolios

The

PARS DEFINED BENEFIT RETIREMENT PLAN

PARS ADMINISTRATIVE SERVICES

- Fielding Participant and Agency information requests
- Coordinating with PARS Trustee on benefit distributions and tax-reporting (1099s and W2s)
- Preparing monthly and annual Agency statements
- Provide Quarterly Investment Updates
- Coordinating annual audit of PARS Trust by independent CPA firm for purposes of GASB 67/68 reporting
- Assisting Agency with ongoing compliance and qualification issues
- Coordinating actuarial valuations updates with Milliman USA to help comply with California Government Code 7504
- Evaluate annuity purchases for qualified plan

PARS BENEFIT

The monthly benefit is equal to one-twelfth (1/12) of the product of Benefit Service, times Final Pay, times the PARS Age Factor.

- **Benefit Service** means the total number of full and partial years of full-time service with the Employer credit from the date of hire through the Employee's separation of employment with the Employer.
- **Final Pay** means the highest average annual pensionable Compensation paid to an Employee during any thirty-six (36) consecutive months of employment with the Employer (capped at 120% of Social Security wage base).



SUMMARY OF AGENCY'S PLAN

Plan Effective Date: July 1, 2013

Type of Plan: 401(a) Tax-Qualified Defined Benefit

Benefit Level: 2.0% at 62

Eligibility: Full-time Employees on or after December 26, 2011

- 52 years of age
- 5 years of service

Employee Contribution: **9.40%**
(Effective August 31, 2018)

AGE FACTOR ENHANCEMENT

Age	Age Factor	Age	Age Factor
52	1.000%	60	1.800%
53	1.100%	61	1.900%
54	1.200%	62	2.000%
55	1.300%	63	2.100%
56	1.400%	64	2.200%
57	1.500%	65	2.300%
58	1.600%	66	2.400%
59	1.700%	67+	2.500%

EMPLOYEE DEMOGRAPHICS

	July 1, 2021*
Active Participant Count	25
Retired Participant Count	4
Terminated Due Refund of Contributions	21
Valuation Payroll	\$1,254,557
Average Age	46.6
Average Service	5.7

**Obtained from the Authority's 2021 Actuarial Valuation.*



PLAN FUNDING STATUS

	June 30, 2023* Discount Rate: 6.25%
Actuarial Liability	\$3,180,357
Plan Assets	\$3,382,696
Net Pension Liability	(\$202,339)
Funding Ratio	106.36%

**Obtained from the Authority's 2023 Draft GASB 68 Disclosure Report.*

PENSION COST

	July 1, 2021* Discount Rate: 6.25% Effective: 7/1/2022
Normal Cost (Net of Employee Contributions)	\$129,429 ¹
Amortized Unfunded Actuarial Liability (UAAL)	(\$66,591 ²)
Total Annual Contribution (ADC)	\$129,429
Contribution as a % of Payroll	10.04%

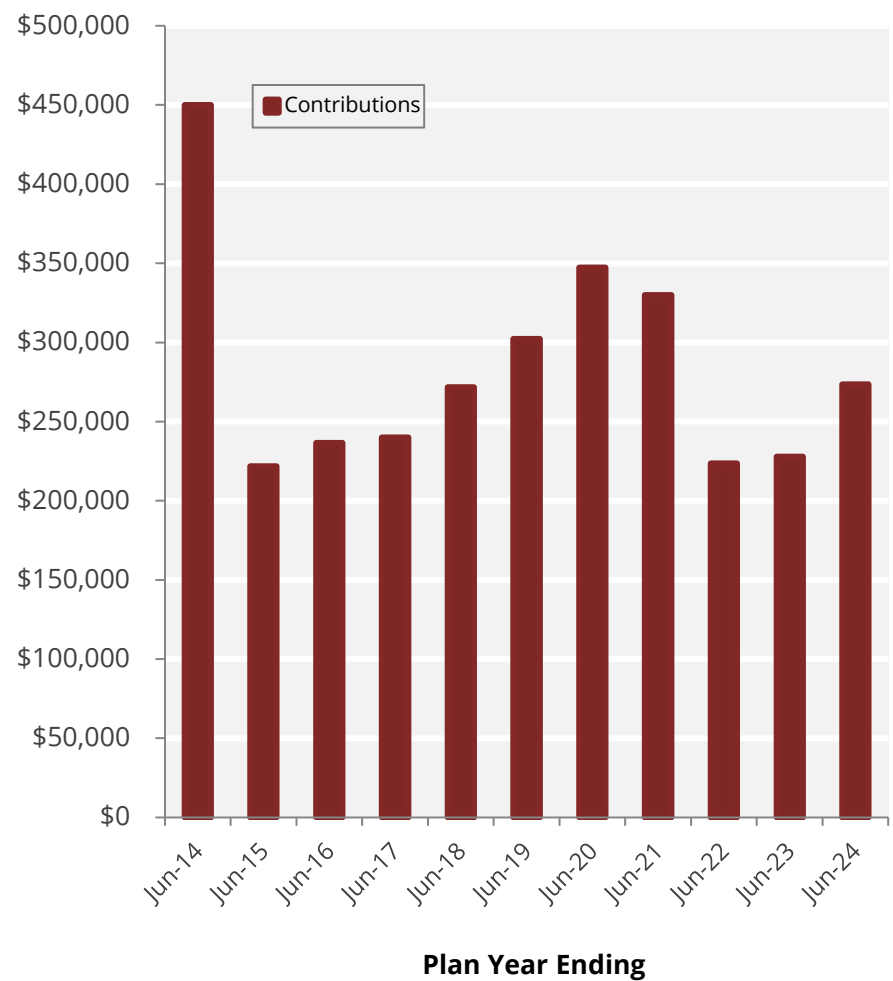
*Obtained from the Authority's 2021 Actuarial Valuation

¹Employees contribute **9.40%** of Compensation in addition to the Employer Contribution

²Based on a 20-yr amortization period from 7/1/2013 (**11** years remaining as of 7/1/2022)

PLAN CONTRIBUTIONS

AS OF JANUARY 31, 2024:

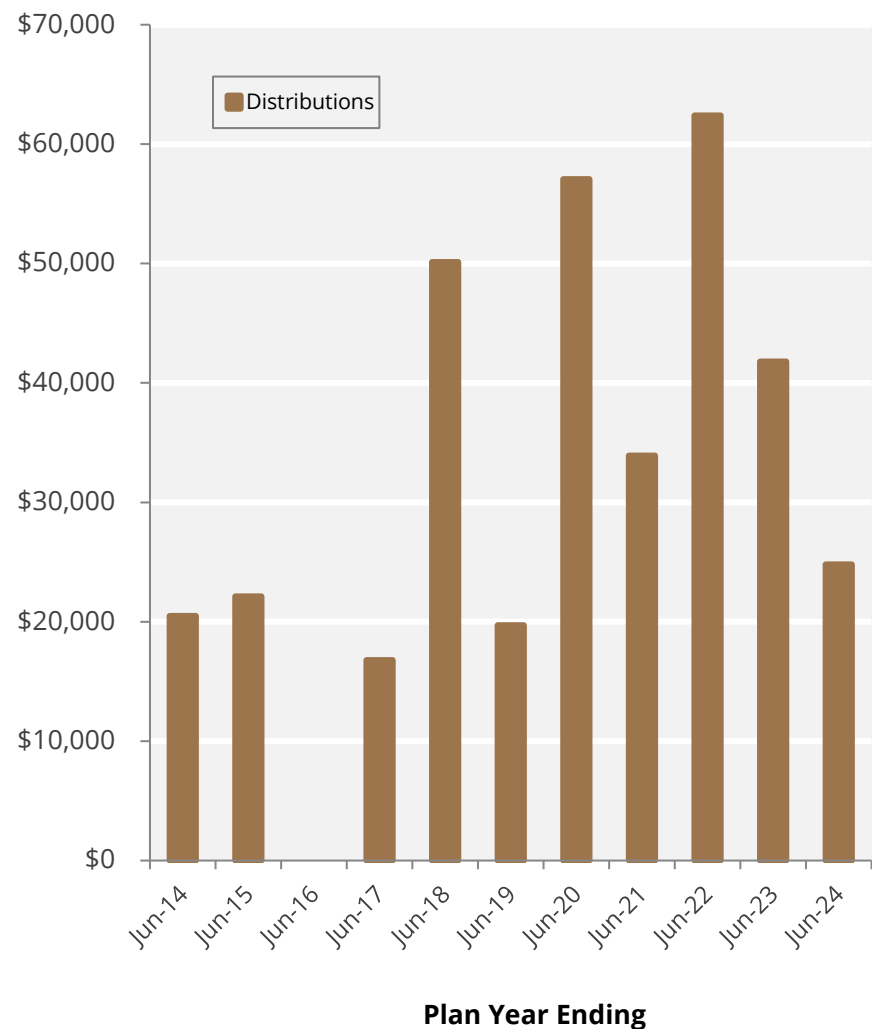


Year	Contributions
Jun-14*	\$449,996
Jun-15	\$221,782
Jun-16	\$236,466
Jun-17	\$239,928
Jun-18	\$271,617
Jun-19	\$302,144
Jun-20	\$347,342
Jun-21	\$329,837
Jun-22	\$223,622
Jun-23	\$227,826
Jun-24**	\$273,600

*Plan Year Ending June 2014 is based on 11 months of activity
 **Plan Year Ending June 2024 is based on 7 months of activity

PLAN DISTRIBUTIONS

AS OF JANUARY 31, 2024:

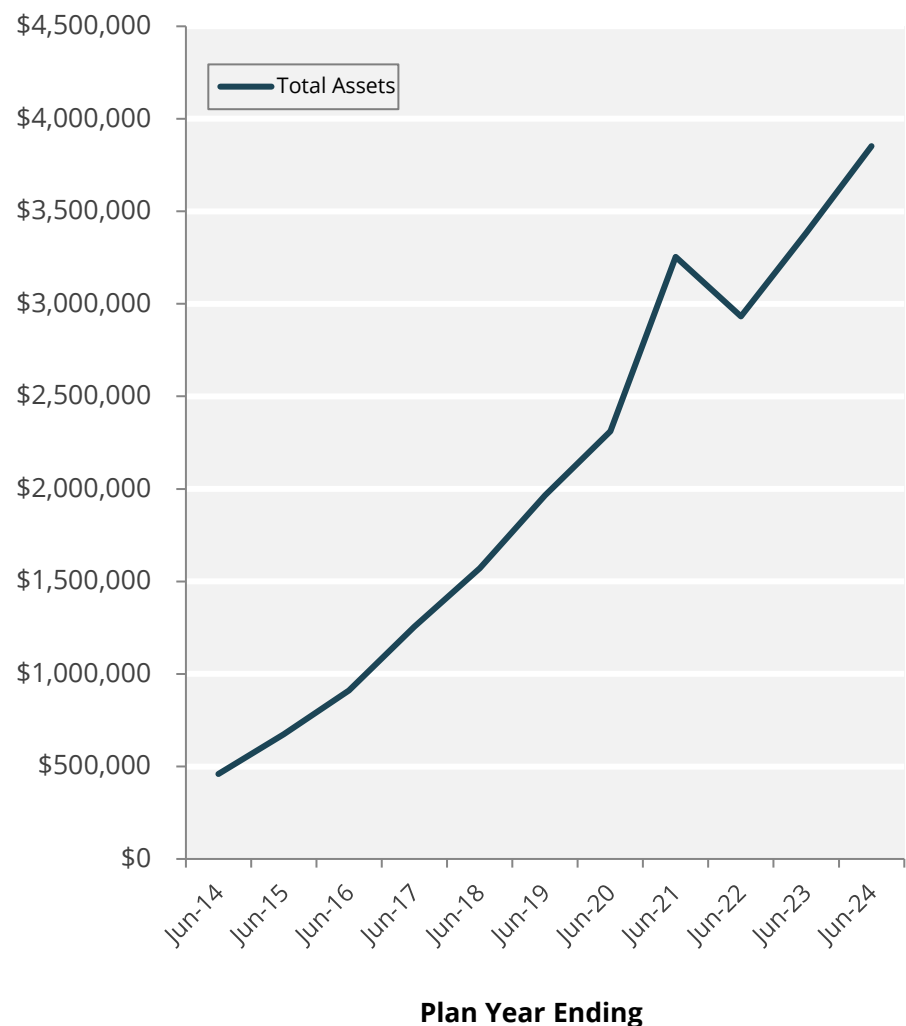


Year	Distributions
Jun-14*	\$20,497
Jun-15	\$22,117
Jun-16	\$0
Jun-17	\$16,784
Jun-18	\$50,134
Jun-19	\$19,717
Jun-20	\$57,081
Jun-21	\$33,910
Jun-22	\$62,411
Jun-23	\$41,784
Jun-24**	\$24,806

*Plan Year Ending June 2014 is based on 11 months of activity
 **Plan Year Ending June 2024 is based on 7 months of activity

PLAN ASSETS

AS OF JANUARY 31, 2024:



Year	Total Assets
Jun-14*	\$458,814
Jun-15	\$673,505
Jun-16	\$910,630
Jun-17	\$1,254,152
Jun-18	\$1,571,440
Jun-19	\$1,966,231
Jun-20	\$2,311,754
Jun-21	\$3,253,629
Jun-22	\$2,932,502
Jun-23	\$3,382,696
Jun-24**	\$3,851,482

*Plan Year Ending June 2014 is based on 11 months of activity
 **Plan Year Ending June 2024 is based on 7 months of activity



INVESTMENT STRATEGY

- PFM Asset Management, the PARS Trustee, serves as investment manager and investment fiduciary for plan assets
- Asset mix is approximately 60% equities and 40% fixed income.
- Agency currently utilizes the **Balanced Strategic Blend** investment strategy.
- 2021 valuation assumed a 6.25% discount rate assumption.

INVESTMENT REVIEW

**PARS: California Vanpool Authority
Defined Benefit Plan**

As of December 31, 2023

Presented By

Dennis S. Mullins, CFA

Senior Client Portfolio Manager

PFM Asset Management, LLC

513-304-0398

U.S. Equity

- ▶ Domestic equity markets, as represented by the S&P 500 Index (S&P), returned 1.68% in January.
- ▶ Within the S&P, five of the 11 sectors posted positive returns. The Telecom sector was the best performer for the month, returning 5.02%, while the second-best performing sector, Information Technology, posted a return of 3.95%. Real Estate was the worst performing sector, posting a return of -4.74%.
- ▶ Positive returns were seen only in large capitalizations, with small-caps (Russell 2000) returning -3.89%, mid-caps (Russell Mid Cap Index) returning -1.42%, and large-caps (Russell 1000 Index) returning 1.39%. Growth stocks outperformed value stocks across all capitalizations.

Non-U.S. Equity

- ▶ Non-U.S. equity markets, represented by the MSCI ACWI ex-U.S., returned -0.99%. Developed markets, represented by the MSCI EAFE Index, saw returns of 0.58%. Within Developed markets, Netherlands, as represented by MSCI Netherlands Index, performed the best in January with a return of 6.07%, due to the strong performance of ASML, a semiconductor company that represents 23% of the index.
- ▶ Emerging markets (EM), represented by the MSCI Emerging Markets Index, saw returns of -4.64% in January. This was, in part, due to a negative month for Chinese equities, as represented by MSCI China Index, which returned -10.61%, while India, as represented by the MSCI India Index, saw modest positive returns of 2.41%.
- ▶ Within the ACWI ex-U.S. Index, two of the 11 sectors posted positive returns. Healthcare was the best performing sector, with a return of 1.09%. Information Technology, the second-best performer in January, posted a return of 0.85%. Materials was the worst performing sector, posting a return of -6.25%.

Fixed Income

- ▶ Treasury yields steepened during the month. On the long end, the yield on the 10-year increased by three basis points (bps) and the yield on the 30-year increased by 14 bps. On the shorter end, the yield on the 2- and 5-year decreased four bps and one bps respectively, causing the Broad Treasury Index to return -0.18% for the month.
- ▶ The Bloomberg U.S. Aggregate Index (Aggregate) returned -0.27% in January. Investment-grade (IG) credit as a whole returned -0.18%, AAA-rated bonds returned 0.03%, AA-rated bonds returned -0.41%, A-rated bonds returned -0.22%, and BBB-rated bonds returned -0.13%. High-yield corporates saw a return of 0.00% during the month.

Alternatives and Other Asset Classes

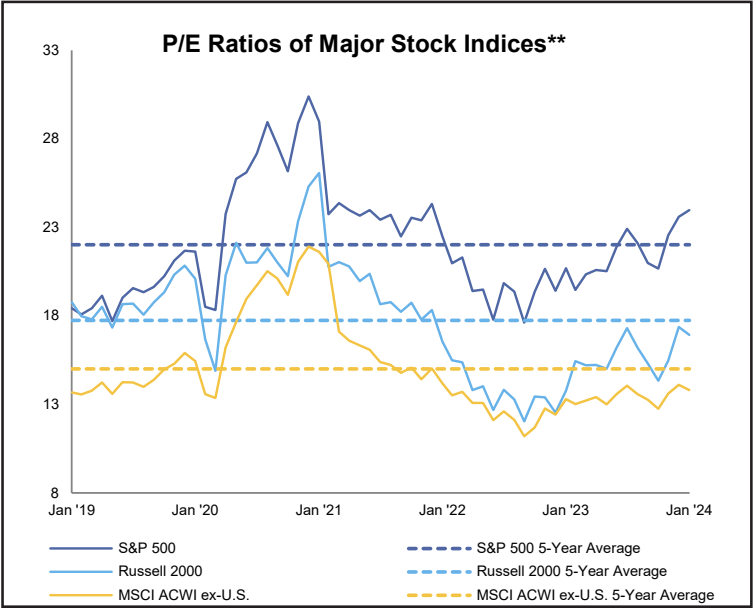
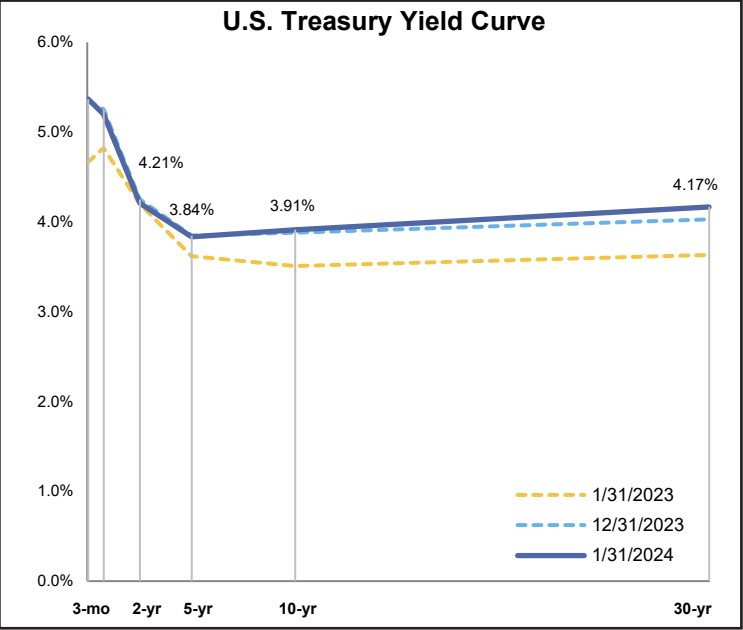
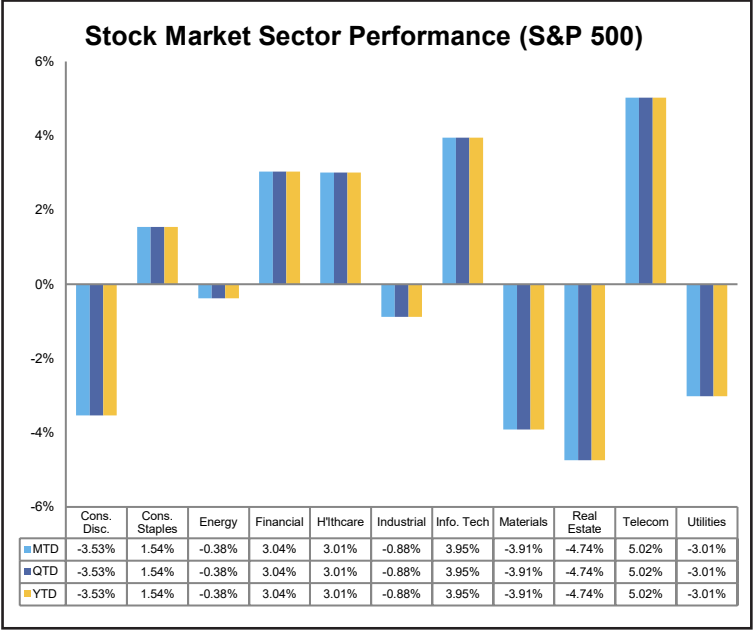
- ▶ Real estate investment trusts (REITs), represented by the FTSE NAREIT Index, returned -4.15% in January. Eight of the nine real estate sectors had negative returns for the month. The Data Centers sector did the best, returning 3.50%. The worst performing sector of the month was Self-Storage, returning -8.18%.
- ▶ Listed infrastructure, represented by, MSCI World Infrastructure Index, returned -3.12% for the month. Energy and Utilities returned -0.38% and -3.01% respectively during the month.
- ▶ The active contract for West Texas Intermediate (WTI) crude rose to \$75.85/barrel in January, up \$4.20 from \$71.65/barrel at the end of December.

Items to Watch

- ▶ In the fourth quarter, U.S. real gross domestic product (GDP) grew at an annual rate of 3.3% according to the advance estimate. This was higher than the forecast of 2%, and followed a 4.9% rate in Q3 as significantly higher exports and continued strength in consumer spending supported growth. The eurozone narrowly avoided a second straight quarter of contraction, expanding 0.1% year-over-year (YoY) in the fourth quarter. Among its member states, growth was mixed as Germany shrank 0.2%, consistent with soft manufacturing and trade activity, while France grew slightly at 0.7%.
- ▶ Consumer price inflation (CPI) rose slightly to 3.4% in December from a five-month low of 3.1% in November, mainly due to higher shelter and energy costs. Excluding food and energy, Core CPI continued its 15-month trend of cooling, with a rate of 3.9% in December, below November's 4%. In the Eurozone, inflation pressures are also easing, with the YoY CPI Index slowing to 2.8% in January, well below its 2022 peak of 10.6%.
- ▶ Despite this positive data, the Federal Reserve (Fed) shared sentiments regarding the unlikely scenario for a March rate cut in its post meeting commentary. After choosing to keep the target rate unchanged at its current range of 5.25% to 5.50% in January, the Fed underlined the importance of data in its policy decisions and its careful consideration of timing in order to balance the risk of cutting either too soon or too late.
- ▶ U.S. ISM purchasing manager index (PMI) improved in January, though activity remains mixed, with manufacturing still slightly contractionary at 49.1 and services in expansionary territory at 53.4. New orders were the primary strength in both. China's manufacturing saw no change from December, with a reading of 50.8, which is above the market forecast of 50.6. Manufacturing activity continues to contract in the Eurozone though at a somewhat slower pace — HCOB Eurozone Manufacturing PMI rose to 46.6 in January.

Total Return of Major Indices				
Domestic Equity	MTD	QTD	YTD	1 YR
S&P 500	1.68%	1.68%	1.68%	20.79%
Russell 3000	1.11%	1.11%	1.11%	19.12%
Russell 2000	-3.89%	-3.89%	-3.89%	2.36%
Russell 1000	1.39%	1.39%	1.39%	20.21%
International Equity	MTD	QTD	YTD	1 YR
MSCI ACWI ex-U.S.	-0.99%	-0.99%	-0.99%	5.88%
MSCI EAFE	0.58%	0.58%	0.58%	10.01%
MSCI Emerging Markets	-4.64%	-4.64%	-4.64%	-2.94%
Fixed Income	MTD	QTD	YTD	1 YR
Bloomberg Barclays U.S. Agg	-0.27%	-0.27%	-0.27%	2.10%
Bloomberg Barclays Global Agg	-1.38%	-1.38%	-1.38%	0.94%
Bloomberg Barclays U.S. HY	0.00%	0.00%	0.00%	9.28%
Alternatives and Diversifying	MTD	QTD	YTD	1 YR
FTSE Global Core Infrastructure	-3.12%	-3.12%	-3.12%	-2.80%
FTSE NAREIT Equity	-4.15%	-4.15%	-4.15%	-1.50%
Bloomberg Commodity	-0.09%	-0.09%	-0.09%	-11.84%

Economic Indicators		
Domestic	Current	Previous Month
Unemployment Rate (%)	3.7%	3.7%
Initial Jobless Claims (4 week average)	207.8 K	202.5 K
CB Leading Economic Indicators	-0.1	-0.5
Capacity Utilization	78.6%	78.6%
GDP (annual growth rate)	3.3%	4.9%
University of Michigan Consumer Confidence	78.8	69.7
New Home Starts	664 K	615 K
Existing Home Sales	3.8 MM	3.8 MM
Retail Sales (YoY)	4.5%	3.4%
U.S. Durable Goods (MoM)	0.0%	5.5%
Consumer Price Index (YoY)	3.4%	3.1%
Producer Price Index (MoM)	-0.1%	-0.3%
Developed International*	9/30/2023	6/30/2023
Market GDP (annual rate)	1.5%	1.9%
Market Unemployment	4.4%	4.3%



Source: Bloomberg. Data as of January 31, 2024, unless otherwise noted.
*Developed market data is calculated with respect to the weightings in the MSCI World ex-U.S. Index. Most current data is as of September 30, 2023 due to release dates of numerous countries.
**P/E ratios are calculated based on one-year-forward estimates and adjusted to include only positive earning results for consistency.

The views expressed constitute the perspective of PFM Asset Management (PFMAM) at the time of distribution and are subject to change. The content is based on sources generally believed to be reliable and available to the public; however, PFMAM cannot guarantee its accuracy, completeness or suitability. This material is for general information purposes only and is not intended to provide specific advice or a specific recommendation.

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NOT FDIC INSURED : NO BANK GUARANTEE : MAY LOSE VALUE

Selected Period Performance
PARS/HCM BALANCED HIGHMARK PLUS
Account **112617**
Period Ending: 12/31/2023

	Quarter to Date (3 Months)	Year to Date (1 Year)	3 Years	5 Years	10 Years	Inception to Date 09/01/2013
Cash Equivalents	1.33	4.98	2.14	1.76	1.16	1.11
<i>Lipper Money Market Funds Index</i>	<i>1.33</i>	<i>5.00</i>	<i>2.15</i>	<i>1.76</i>	<i>1.12</i>	<i>1.08</i>
Total Fixed Income	6.91	6.92	-2.29	1.61	1.97	1.97
<i>Bloomberg US Aggregate Bd Index</i>	<i>6.82</i>	<i>5.53</i>	<i>-3.31</i>	<i>1.10</i>	<i>1.81</i>	<i>1.77</i>
Total Equities	12.20	22.41	5.92	12.44	8.91	9.72
Large Cap Funds	11.95	28.35	9.01	15.13	11.33	12.14
<i>S&P 500 Composite Index</i>	<i>11.69</i>	<i>26.29</i>	<i>10.00</i>	<i>15.69</i>	<i>12.03</i>	<i>12.62</i>
Mid Cap Funds	12.74	17.43	5.67	12.42	8.44	9.06
<i>Russell Midcap Index</i>	<i>12.82</i>	<i>17.23</i>	<i>5.92</i>	<i>12.68</i>	<i>9.42</i>	<i>10.06</i>
Small Cap Funds	15.22	18.27	3.24	11.64	9.20	10.11
<i>Russell 2000 Index</i>	<i>14.03</i>	<i>16.93</i>	<i>2.22</i>	<i>9.97</i>	<i>7.16</i>	<i>8.03</i>
International Equities	9.45	14.02	.22	7.35	4.06	4.86
<i>MSCI EAFE Index</i>	<i>10.42</i>	<i>18.24</i>	<i>4.02</i>	<i>8.16</i>	<i>4.28</i>	<i>5.24</i>
<i>MSCI EM Free Index</i>	<i>7.86</i>	<i>9.83</i>	<i>-5.08</i>	<i>3.68</i>	<i>2.66</i>	<i>3.18</i>
REIT Funds	18.22	12.36	4.78	6.83		
<i>Wilshire REIT Index</i>	<i>16.30</i>	<i>16.18</i>	<i>7.52</i>	<i>7.56</i>	<i>7.72</i>	<i>6.91</i>
Total Managed Portfolio	9.76	15.54	2.87	8.21	6.24	6.67

Account Inception 9/1/2013

Returns are gross of account level investment advisory fees and net of any fees, including fees to manage mutual fund or exchange traded fund holdings. Returns for periods over one year are annualized. The information presented has been obtained from sources believed to be accurate and reliable. Past performance is not indicative of future returns. Securities are not FDIC insured, have no bank guarantee, and may lose value.

Asset Allocation

As of December 31, 2023

Current Asset Allocation		Investment Vehicle	
Equity		Range: 50%-70%	59.11%
Large Cap Core	COFYX	Columbia Contrarian Core Inst3	6.10%
	VGIAX	Vanguard Growth & Income Adm	11.63%
Large Cap Value	DODGX	Dodge & Cox Stock I	5.15%
	IVE	iShares S&P 500 Value ETF	2.26%
Large Cap Growth	HNACX	Harbor Capital Appreciation Retirement	3.23%
	IVW	iShares S&P 500 Growth ETF	3.23%
Mid Cap Core	IWR	iShares Russell Mid-Cap ETF	6.47%
Small Cap Value	UBVFX	Undiscovered Managers Behavioral Val R6	4.19%
Small Cap Growth	FGROX	Emerald Growth Institutional	3.97%
International Core	DFALX	DFA Large Cap International I	4.33%
International Value	DODFX	Dodge & Cox International Stock I	1.43%
International Growth	MGRDX	MFS International Growth R6	1.42%
Emerging Markets	HHHFX	Hartford Schrodgers Emerging Mkts Eq F	3.97%
Real Estate	VNQ	Vanguard Real Estate ETF	1.72%
Fixed Income		Range: 30%-50%	37.26%
Intermediate-Term	DODIX	Dodge & Cox Income I	11.34%
	PTRQX	PGIM Total Return Bond R6	11.32%
	DBLFX	DoubleLine Core Fixed Income I	11.30%
	MBB	iShares MBS ETF	3.30%
Cash		Range: 0%-20%	3.63%
	FGXXX	First Am Govt Ob Fd CI X	3.63%
TOTAL			100.00%

CALIFORNIA VANPOOL AUTHORITY

For Period Ending December 31, 2023

LARGE CAP EQUITY FUNDS							
Fund Name	1-Month Return	3-Month Return	Year-to- Date	1-Year Return	3-Year Return	5-Year Return	10-Year Return
Columbia Contrarian Core Inst3	4.44	12.83	32.21	32.21	10.30	16.94	11.94
Vanguard Growth & Income Adm	4.21	11.53	24.76	24.76	10.12	15.39	11.90
Dodge & Cox Stock I	5.86	9.82	17.48	17.48	12.81	13.94	10.45
iShares S&P 500 Value ETF	5.51	13.57	22.02	22.02	12.90	13.92	9.83
Harbor Capital Appreciation Retirement	4.72	16.31	53.86	53.86	3.54	18.00	14.10
iShares S&P 500 Growth ETF	3.70	10.05	29.80	29.80	6.43	16.02	13.15
S&P 500 TR USD	4.54	11.69	26.29	26.29	10.00	15.69	12.03
MID CAP EQUITY FUNDS							
iShares Russell Mid-Cap ETF	7.72	12.78	17.07	17.07	5.76	12.50	9.26
Russell Mid Cap TR USD	7.73	12.82	17.23	17.23	5.92	12.68	9.42
SMALL CAP EQUITY FUNDS							
Undiscovered Managers Behavioral Val R6	10.19	15.36	14.57	14.57	15.08	14.26	9.53
Emerald Growth Institutional	10.12	14.94	19.06	19.06	-2.21	10.82	8.58
Russell 2000 TR USD	12.22	14.03	16.93	16.93	2.22	9.97	7.16
INTERNATIONAL EQUITY FUNDS							
Dodge & Cox International Stock I	4.68	6.81	16.70	16.70	6.49	8.65	3.99
DFA Large Cap International I	5.24	10.29	17.87	17.87	4.96	8.82	4.54
MFS International Growth R6	4.99	10.87	14.96	14.96	2.32	9.57	6.47
MSCI EAFE NR USD	5.31	10.42	18.24	18.24	4.02	8.16	4.28
Hartford Schroders Emerging Mkts Eq F	2.92	8.26	9.00	9.00	-6.90	4.09	2.97
MSCI EM NR USD	3.91	7.86	9.83	9.83	-5.08	3.69	2.66
REAL ESTATE FUNDS							
Vanguard Real Estate ETF	9.37	18.12	11.74	11.74	5.00	7.29	7.34
BOND FUNDS							
DoubleLine Core Fixed Income I	3.85	6.50	6.43	6.43	-2.55	1.08	2.14
Dodge & Cox Income I	4.08	7.32	7.70	7.70	-1.65	2.70	2.79
PGIM Total Return Bond R6	4.03	7.16	7.78	7.78	-3.20	1.73	2.66
Bloomberg US Agg Bond TR USD	3.83	6.82	5.53	5.53	-3.31	1.10	1.81
iShares MBS ETF	4.19	7.33	4.99	4.99	-2.97	0.20	1.28

Source: SEI Investments, Morningstar Investments

Returns less than one year are not annualized. Past performance is no indication of future results. The information presented has been obtained from sources believed to be accurate and reliable. Securities are not FDIC insured, have no bank guarantee and may lose value.

GASB 67/68 REPORTING

- **To assist our public agency clients with GASB 67/68, PARS will be providing the following:**
 - An individual trust statement of each agency's plan assets that shows a reconciliation of assets held at the beginning of the fiscal year through the end of the fiscal year, breaking out the appropriate plan contributions, benefit payments, expenses, and investment earnings
 - Year-end audited financial statements of the Trust as a whole including Schedule of Changes in Fiduciary Net Position by Employer completed by Clifton Larson Allen (CLA) that is intended to be compliant with GASB 67/68 requirements.
 - Supporting SOC 1-Type 2 report on the controls over the calculation and allocation of additions and deductions to employer accounts within the Trust
 - Investment allocation data and information on investment policies including target asset allocations and allowable asset class allocation ranges
- PARS Auditors have determined that participating plans should be considered an agent multiple-employer defined benefit plan as defined under GASB

PERFORMANCE SHEETS

PARS DIVERSIFIED PORTFOLIOS CONSERVATIVE

Q4 2023

WHY THE PARS DIVERSIFIED CONSERVATIVE PORTFOLIO?

Comprehensive Investment Solution

HighMark® Capital Management, Inc.'s (HighMark) diversified investment portfolios are designed to balance return expectations with risk tolerance. Key features include: sophisticated asset allocation and optimization techniques, four layers of diversification (asset class, style, manager, and security), access to rigorously screened, top tier money managers, flexible investment options, and experienced investment management.

Rigorous Manager Due Diligence

Our manager review committee utilizes a rigorous screening process that searches for investment managers and styles that have not only produced above-average returns within acceptable risk parameters, but have the resources and commitment to continue to deliver these results. We have set high standards for our investment managers and funds. This is a highly specialized, time consuming approach dedicated to one goal: competitive and consistent performance.

Flexible Investment Options

In order to meet the unique needs of our clients, we offer access to flexible implementation strategies: HighMark Plus utilizes actively managed mutual funds while Index Plus utilizes index-based securities, including exchange-traded funds. Both investment options leverage HighMark's active asset allocation approach.

Risk Management

The portfolio is constructed to control risk through four layers of diversification – asset classes (cash, fixed income, equity), investment styles (large cap, small cap, international, value, growth), managers and securities. Disciplined mutual fund selection and monitoring process helps to drive return potential while reducing portfolio risk.

PORTFOLIO FACTS

HighMark Plus (Active)

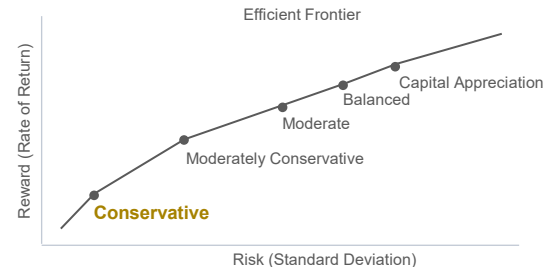
Composite Inception Date 07/2004
No of Holdings in Portfolio 19

Index Plus (Passive)

Composite Inception Date 07/2004
No of Holdings in Portfolio 12

INVESTMENT OBJECTIVE

To provide a consistent level of inflation-protected income over the long-term. The major portion of the assets will be fixed income related. Equity securities are utilized to provide inflation protection.



ASSET ALLOCATION — CONSERVATIVE PORTFOLIO

	Strategic Range	Policy	Tactical
Equity	5 – 20%	15%	15%
Fixed Income	60 – 95%	80%	81%
Cash	0 – 20%	5%	4%

ANNUALIZED TOTAL RETURNS (Gross of Investment Management Fees, but Net of Embedded Fund Fees)

HighMark Plus Composite (Active)			Index Plus Composite (Passive)		
	Gross	Net		Gross	Net
Current Quarter*	7.47%	7.38%	Current Quarter*	7.24%	7.14%
Blended Benchmark*, **	6.27%		Blended Benchmark*, **	6.27%	
Year To Date*	8.81%	8.42%	Year To Date*	7.63%	7.25%
Blended Benchmark*, **	7.85%		Blended Benchmark*, **	7.85%	
1 Year	8.81%	8.42%	1 Year	7.63%	7.25%
Blended Benchmark**	7.85%		Blended Benchmark**	7.85%	
3 Year	-0.96%	-1.31%	3 Year	-1.17%	-1.53%
Blended Benchmark**	-0.47%		Blended Benchmark**	-0.47%	
5 Year	3.30%	2.93%	5 Year	2.95%	2.58%
Blended Benchmark**	3.20%		Blended Benchmark**	3.20%	
10 Year	3.00%	2.63%	10 Year	2.72%	2.35%
Blended Benchmark**	2.95%		Blended Benchmark**	2.95%	

* Returns less than one year are not annualized. **Breakdown for Blended Benchmark: From 10/1/2012 - Present: 7.5% S&P500, 1.5% Russell Mid Cap, 2.5% Russell 2000, 1% MSCI EM (net), 2% MSCI EAFE (net), 52.25% Bloomberg US Agg, 25.75% ICE BofA 1-3 Yr US Corp/Gov't, 2% ICE BofA US High Yield Master II, 0.5% Wilshire REIT, and 5% FTSE 1 Mth US T-Bill. From 4/1/2007 - 9/30/2012, the blended benchmark was 12% S&P 500, 1% Russell 2000, 2% MSCI EAFE (net), 40% ICE BofA 1-3 Year Corp./Gov't, 40% Bloomberg US Agg, 5% FTSE 1 Mth US T-Bill. Prior to April 2007, the blended benchmark was 15% S&P 500, 40% ICE BofA 1-3Yr Corp/Gov, 40% Bloomberg US Agg, and 5% FTSE 1 Mth US T-Bill.

ANNUAL RETURNS (Gross of Investment Management Fees, but Net of Embedded Fund Fees)

HighMark Plus Composite (Active)		Index Plus Composite (Passive)	
2008	-9.04%	2008	-6.70%
2009	15.59%	2009	10.49%
2010	8.68%	2010	7.67%
2011	2.19%	2011	3.70%
2012	8.45%	2012	6.22%
2013	3.69%	2013	3.40%
2014	3.88%	2014	4.32%
2015	0.29%	2015	0.06%
2016	4.18%	2016	3.75%
2017	6.73%	2017	5.52%
2018	-1.35%	2018	-1.09%
2019	11.05%	2019	10.37%
2020	9.03%	2020	8.56%
2021	2.20%	2021	1.97%
2022	-12.63%	2022	-12.06%
2023	8.81%	2023	7.63%

HOLDINGS

HighMark Plus (Active)

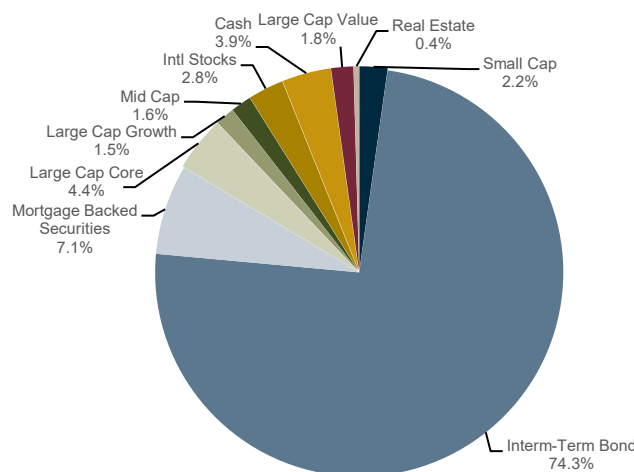
Columbia Contrarian Core I3
Vanguard Growth & Income Adm
Dodge & Cox Stock Fund
iShares S&P 500 Value ETF
Harbor Capital Appreciation - Retirement
iShares S&P 500 Growth ETF
iShares Russell Mid-Cap ETF
Vanguard Real Estate ETF
Undiscovered Managers Behavioral Value-R6
Emerald Growth Fund-I
DFA Large Cap International Portfolio
Dodge & Cox International Stock
MFS International Growth - R6
Hartford Schroders Emerging Markets Eq
iShares MBS ETF
Dodge & Cox Income-I
PGIM Total Return Bond - R6
DoubleLine Core Fixed Income - I
First American Government Obligations Z

Index Plus (Passive)

iShares Core S&P 500 ETF
iShares S&P 500 Value ETF
iShares S&P 500 Growth ETF
iShares Russell Mid-Cap ETF
Vanguard Real Estate ETF
iShares Russell 2000 Value ETF
iShares Russell 2000 Growth ETF
iShares Core MSCI EAFE ETF
Vanguard FTSE Emerging Markets ETF
iShares MBS ETF
iShares Core U.S. Aggregate
First American Government Obligations Z

Holdings are subject to change at the discretion of the investment manager.

STYLE



The performance records shown represent size-weighted composites of tax exempt accounts that meet the following criteria: Accounts are managed by HighMark with full investment authority according to the PARS Conservative active and passive objectives.

The adviser to the PARS portfolios is U.S. Bank, and HighMark serves as sub-adviser to U.S. Bank to manage these portfolios. U.S. Bank may charge clients as much as 0.60% annual management fee based on a sliding scale. U.S. Bank pays HighMark 60% of the annual management fee for assets sub-advised by HighMark under its sub-advisory agreement with U.S. Bank. The 0.36% paid to HighMark, as well as other expenses that may be incurred in the management of the portfolio, will reduce the portfolio's returns. Assuming an investment for five years, a 5% annual total return, and an annual sub-advisory fee rate of 0.36% deducted from the assets at market at the end of each year, a \$10 million initial value would grow to \$12.53 million after fees (Net-of-Fees) and \$12.76 million before fees (Gross-of-Fees). Gross returns are presented before management and custodial fees but after all trading expenses and reflect the reinvestment of dividends and other income. A client's return will be reduced by the advisory fees and other expenses it may incur as a client. Additional information regarding the firm's policies and procedures for calculating and reporting performance results is available upon request. Performance results are calculated and presented in U.S. dollars and do not reflect the deduction of investment advisory fees, custody fees, or taxes but do reflect the deduction of trading expenses. Returns are calculated based on trade-date accounting.

Blended benchmarks represent HighMark's strategic allocations between equity, fixed income, and cash and are rebalanced monthly. Benchmark returns do not reflect the deduction of advisory fees or other expenses of investing but assumes the reinvestment of dividends and other earnings. An investor cannot invest directly in an index. The unmanaged S&P 500 Index is representative of the performance of large companies in the U.S. stock market. The MSCI EAFE Index is a free float-adjusted market capitalization index designed to measure developed market equity performance, excluding the U.S. and Canada. The MSCI Emerging Markets Index is a free float-adjusted market capitalization index that is designed to measure equity market performance in the global emerging markets. The Russell Midcap Index measures the performance of the mid-cap segment of the U.S. equity universe. The Russell 2000 Index measures the performance of the small-cap segment of the U.S. equity universe. The ICE BofA U.S. High Yield Master II Index tracks the performance of below investment grade U.S. dollar-denominated corporate bonds publicly issued in the U.S. domestic market. Wilshire REIT Index measures U.S. publicly traded Real Estate Investment Trusts. The unmanaged Bloomberg U.S. Aggregate Bond Index is generally representative of the U.S. taxable bond market as a whole. The ICE BofA 1-3 Year U.S. Corporate & Government Index tracks the bond performance of the ICE BofA U.S. Corporate & Government Index, with a remaining term to final maturity less than 3 years. The unmanaged FTSE 1-Month U.S. Treasury Bill Index tracks the yield of the 1-month U.S. Treasury Bill.

HighMark Capital Management, Inc. (HighMark) is an investment adviser registered with the U.S. Securities and Exchange Commission and a subsidiary of U.S. Bank National Association ("U.S. Bank"). U.S. Bank is a separate entity and subsidiary of U.S. Bancorp. U.S. Bank is not responsible for and does not guarantee the products, services or performance of HighMark. HighMark manages institutional separate account portfolios for a wide variety of for-profit and nonprofit organizations, public agencies, and public and private retirement plans. Individual account management and construction will vary depending on each client's investment needs and objectives. U.S. Bank provides certain services to HighMark and is compensated for these services. Investments employing HighMark strategies are NOT insured by the FDIC or by any other Federal Government Agency, are NOT Bank deposits, are NOT guaranteed by the Bank or any Bank affiliate, and MAY lose value, including possible loss of principal.

HIGHMARK CAPITAL MANAGEMENT

350 California Street
Suite 1600
San Francisco, CA 94104
800-582-4734

ABOUT THE ADVISER

HighMark® Capital Management, Inc. (HighMark) has over 100 years (including predecessor organizations) of institutional money management experience with \$9.2 billion in assets under management*. HighMark has a long term disciplined approach to money management and currently manages assets for a wide array of clients.

ABOUT THE PORTFOLIO MANAGEMENT TEAM

Andrew Brown, CFA®

Senior Portfolio Manager
Investment Experience: since 1994
HighMark Tenure: since 1997
Education: MBA, University of Southern California; BA, University of Southern California

Salvatore "Tory" Milazzo III, CFA®

Senior Portfolio Manager
Investment Experience: since 2004
HighMark Tenure: since 2014
Education: BA, Colgate University

J. Keith Stribling, CFA®

Senior Portfolio Manager
Investment Experience: since 1985
HighMark Tenure: since 1995
Education: BA, Stetson University

Christiane Tsuda

Senior Portfolio Manager
Investment Experience: since 1987
HighMark Tenure: since 2010
Education: BA, International Christian University, Tokyo

Anne Wimmer, CFA®

Senior Portfolio Manager
Investment Experience: since 1987
HighMark Tenure: since 2007
Education: BA, University of California, Santa Barbara

Asset Allocation Committee

Number of Members: 10
Average Years of Experience: 29
Average Tenure (Years): 18

Manager Review Group

Number of Members: 3
Average Years of Experience: 29
Average Tenure (Years): 13

*Assets under management ("AUM") include assets for which HighMark provides continuous and regular supervisory and management services. As of 6/1/2023 HighMark previously listed Assets under Advisement ("AUA") are no longer advised by HighMark.

PARS DIVERSIFIED PORTFOLIOS MODERATELY CONSERVATIVE

Q4 2023

WHY THE PARS DIVERSIFIED MODERATELY CONSERVATIVE PORTFOLIO?

Comprehensive Investment Solution

HighMark® Capital Management, Inc.'s (HighMark) diversified investment portfolios are designed to balance return expectations with risk tolerance. Key features include: sophisticated asset allocation and optimization techniques, four layers of diversification (asset class, style, manager, and security), access to rigorously screened, top tier money managers, flexible investment options, and experienced investment management.

Rigorous Manager Due Diligence

Our manager review committee utilizes a rigorous screening process that searches for investment managers and styles that have not only produced above-average returns within acceptable risk parameters, but have the resources and commitment to continue to deliver these results. We have set high standards for our investment managers and funds. This is a highly specialized, time consuming approach dedicated to one goal: competitive and consistent performance.

Flexible Investment Options

In order to meet the unique needs of our clients, we offer access to flexible implementation strategies: HighMark Plus utilizes actively managed mutual funds while Index Plus utilizes index-based securities, including exchange-traded funds. Both investment options leverage HighMark's active asset allocation approach.

Risk Management

The portfolio is constructed to control risk through four layers of diversification – asset classes (cash, fixed income, equity), investment styles (large cap, small cap, international, value, growth), managers and securities. Disciplined mutual fund selection and monitoring process helps to drive return potential while reducing portfolio risk.

PORTFOLIO FACTS

HighMark Plus (Active)

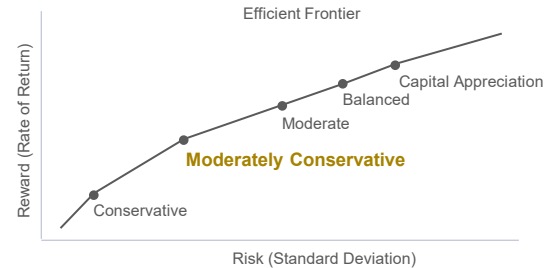
Composite Inception Date 08/2004
No of Holdings in Portfolio 19

Index Plus (Passive)

Composite Inception Date 05/2005
No of Holdings in Portfolio 12

INVESTMENT OBJECTIVE

To provide current income, with capital appreciation as a secondary objective. The major portion of the assets is committed to income-producing securities. Market fluctuations should be expected.



ASSET ALLOCATION — MODERATELY CONSERVATIVE PORTFOLIO

	Strategic Range	Policy	Tactical
Equity	20 - 40%	30%	29%
Fixed Income	50 - 80%	65%	67%
Cash	0 - 20%	5%	4%

ANNUALIZED TOTAL RETURNS

(Gross of Investment Management Fees, but Net of Embedded Fund Fees)

HighMark Plus Composite (Active)

	Gross	Net
Current Quarter*	8.24%	8.14%
Blended Benchmark*,**	7.52%	
Year To Date*	11.05%	10.66%
Blended Benchmark*,**	10.30%	
1 Year	11.05%	10.66%
Blended Benchmark**	10.30%	
3 Year	0.35%	-0.01%
Blended Benchmark**	0.66%	
5 Year	4.95%	4.57%
Blended Benchmark**	4.94%	
10 Year	4.09%	3.72%
Blended Benchmark**	4.21%	

Index Plus Composite (Passive)

	Gross	Net
Current Quarter*	8.02%	7.93%
Blended Benchmark*,**	7.52%	
Year To Date*	9.89%	9.50%
Blended Benchmark*,**	10.30%	
1 Year	9.89%	9.50%
Blended Benchmark**	10.30%	
3 Year	0.23%	-0.13%
Blended Benchmark**	0.66%	
5 Year	4.64%	4.27%
Blended Benchmark**	4.94%	
10 Year	3.92%	3.55%
Blended Benchmark**	4.21%	

* Returns less than one year are not annualized. **Breakdown for Blended Benchmark: From 10/1/2012 - Present: 15.5% S&P500, 3% Russell Mid Cap, 4.5% Russell 2000, 2% MSCI EM (net), 4% MSCI EAFE (net), 49.25% Bloomberg US Agg, 14% ICE BofA 1-3 Yr US Corp/Gov't, 1.75% ICE BofA US High Yield Master II, 1% Wilshire REIT, and 5% FTSE 1 Mth US T-Bill. From 4/1/2007 - 9/30/2012: the blended benchmark was 25% S&P 500; 1.5% Russell 2000, 3.5% MSCI EAFE (net), 25% ICE BofA 1-3 Year Corp./Gov't, 40% Bloomberg US Agg, 5% FTSE 1 Mth US T-Bill. Prior to April 2007, the blended benchmark was 30% S&P 500, 25% ICE BofA 1-3Yr Corp/Gov, 40% Bloomberg US Agg, and 5% FTSE 1 Mth US T-Bill.

ANNUAL RETURNS

(Gross of Investment Management Fees, but Net of Embedded Fund Fees)

HighMark Plus Composite (Active)

2008	-15.37%
2009	18.71%
2010	10.46%
2011	1.75%
2012	10.88%
2013	7.30%
2014	4.41%
2015	0.32%
2016	4.94%
2017	9.56%
2018	-2.60%
2019	13.73%
2020	10.76%
2021	5.15%
2022	-13.46%
2023	11.05%

Index Plus Composite (Passive)

2008	-12.40%
2009	11.92%
2010	9.72%
2011	3.24%
2012	8.24%
2013	6.78%
2014	5.40%
2015	-0.18%
2016	5.42%
2017	8.08%
2018	-2.33%
2019	13.53%
2020	9.74%
2021	5.33%
2022	-13.00%
2023	9.89%

HOLDINGS

HighMark Plus (Active)

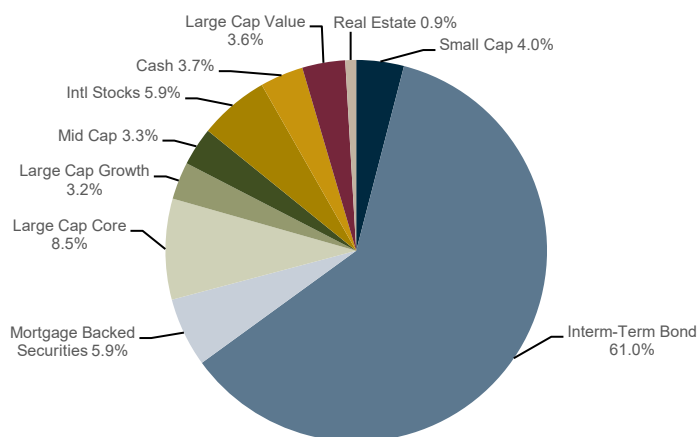
Columbia Contrarian Core I3
Vanguard Growth & Income Adm
Dodge & Cox Stock Fund
iShares S&P 500 Value ETF
Harbor Capital Appreciation - Retirement
iShares S&P 500 Growth ETF
iShares Russell Mid-Cap ETF
Vanguard Real Estate ETF
Undiscovered Managers Behavioral Value-R6
Emerald Growth Fund-I
DFA Large Cap International Portfolio
Dodge & Cox International Stock
MFS International Growth - R6
Hartford Schroders Emerging Markets Eq
iShares MBS ETF
Dodge & Cox Income-I
PGIM Total Return Bond - R6
DoubleLine Core Fixed Income - I
First American Government Obligations Z

Index Plus (Passive)

iShares Core S&P 500 ETF
iShares S&P 500 Value ETF
iShares S&P 500 Growth ETF
iShares Russell Mid-Cap ETF
Vanguard Real Estate ETF
iShares Russell 2000 Value ETF
iShares Russell 2000 Growth ETF
iShares Core MSCI EAFE ETF
Vanguard FTSE Emerging Markets ETF
iShares MBS ETF
iShares Core U.S. Aggregate
First American Government Obligations Z

Holdings are subject to change at the discretion of the investment manager.

STYLE



The performance records shown represent a size-weighted composite of tax exempt accounts that meet the following criteria: Accounts are managed by HighMark with full investment authority according to the PARS Moderately Conservative active and passive objectives.

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Blended benchmarks represent HighMark's strategic allocations between equity, fixed income, and cash and are rebalanced monthly. Benchmark returns do not reflect the deduction of advisory fees or other expenses of investing but assumes the reinvestment of dividends and other earnings. An investor cannot invest directly in an index. The unmanaged S&P 500 Index is representative of the performance of large companies in the U.S. stock market. The MSCI EAFE Index is a free float-adjusted market capitalization index designed to measure developed market equity performance, excluding the U.S. and Canada. The MSCI Emerging Markets Index is a free float-adjusted market capitalization index that is designed to measure equity market performance in the global emerging markets. The Russell Midcap Index measures the performance of the mid-cap segment of the U.S. equity universe. The Russell 2000 Index measures the performance of the small-cap segment of the U.S. equity universe. The ICE BofA U.S. High Yield Master II Index tracks the performance of below investment grade U.S. dollar-denominated corporate bonds publicly issued in the U.S. domestic market. Wilshire REIT index measures U.S. publicly traded Real Estate Investment Trusts. The unmanaged Bloomberg U.S. Aggregate Bond Index is generally representative of the U.S. taxable bond market as a whole. The ICE BofA 1-3 Year U.S. Corporate & Government Index tracks the bond performance of the ICE BofA U.S. Corporate & Government Index, with a remaining term to final maturity less than 3 years. The unmanaged FTSE 1-Month U.S. Treasury Bill Index tracks the yield of the 1-month U.S. Treasury Bill.

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HIGHMARK CAPITAL MANAGEMENT

350 California Street
Suite 1600
San Francisco, CA 94104
800-582-4734

ABOUT THE ADVISER

HighMark® Capital Management, Inc. (HighMark) has over 100 years (including predecessor organizations) of institutional money management experience with \$9.2 billion in assets under management*. HighMark has a long term disciplined approach to money management and currently manages assets for a wide array of clients.

ABOUT THE PORTFOLIO MANAGEMENT TEAM

Andrew Brown, CFA®

Senior Portfolio Manager
Investment Experience: since 1994
HighMark Tenure: since 1997
Education: MBA, University of Southern California; BA, University of Southern California

Salvatore "Tory" Milazzo III, CFA®

Senior Portfolio Manager
Investment Experience: since 2004
HighMark Tenure: since 2014
Education: BA, Colgate University

J. Keith Stribling, CFA®

Senior Portfolio Manager
Investment Experience: since 1985
HighMark Tenure: since 1995
Education: BA, Stetson University

Christiane Tsuda

Senior Portfolio Manager
Investment Experience: since 1987
HighMark Tenure: since 2010
Education: BA, International Christian University, Tokyo

Anne Wimmer, CFA®

Senior Portfolio Manager
Investment Experience: since 1987
HighMark Tenure: since 2007
Education: BA, University of California, Santa Barbara

Asset Allocation Committee

Number of Members: 10
Average Years of Experience: 29
Average Tenure (Years): 18

Manager Review Group

Number of Members: 3
Average Years of Experience: 29
Average Tenure (Years): 13

*Assets under management ("AUM") include assets for which HighMark provides continuous and regular supervisory and management services. As of 6/1/2023 HighMark previously listed Assets under Advisement ("AUA") are no longer advised by HighMark.

PARS DIVERSIFIED PORTFOLIOS MODERATE

Q4 2023

WHY THE PARS DIVERSIFIED MODERATE PORTFOLIO?

Comprehensive Investment Solution

HighMark® Capital Management, Inc.'s (HighMark) diversified investment portfolios are designed to balance return expectations with risk tolerance. Key features include: sophisticated asset allocation and optimization techniques, four layers of diversification (asset class, style, manager, and security), access to rigorously screened, top tier money managers, flexible investment options, and experienced investment management.

Rigorous Manager Due Diligence

Our manager review committee utilizes a rigorous screening process that searches for investment managers and styles that have not only produced above-average returns within acceptable risk parameters, but have the resources and commitment to continue to deliver these results. We have set high standards for our investment managers and funds. This is a highly specialized, time consuming approach dedicated to one goal: competitive and consistent performance.

Flexible Investment Options

In order to meet the unique needs of our clients, we offer access to flexible implementation strategies: HighMark Plus utilizes actively managed mutual funds while Index Plus utilizes index-based securities, including exchange-traded funds. Both investment options leverage HighMark's active asset allocation approach.

Risk Management

The portfolio is constructed to control risk through four layers of diversification – asset classes (cash, fixed income, equity), investment styles (large cap, small cap, international, value, growth), managers and securities. Disciplined mutual fund selection and monitoring process helps to drive return potential while reducing portfolio risk.

PORTFOLIO FACTS

HighMark Plus (Active)

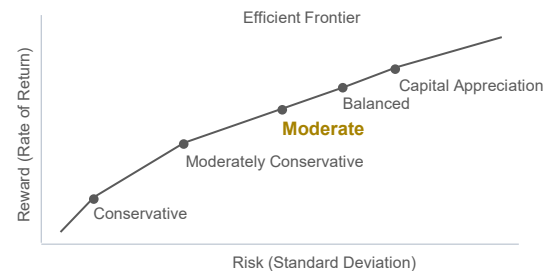
Composite Inception Date 10/2004
No of Holdings in Portfolio 19

Index Plus (Passive)

Composite Inception Date 05/2006
No of Holdings in Portfolio 12

INVESTMENT OBJECTIVE

To provide current income and moderate capital appreciation. It is expected that dividend and interest income will comprise a significant portion of total return, although growth through capital appreciation is equally important.



ASSET ALLOCATION — MODERATE PORTFOLIO

	Strategic Range	Policy	Tactical
Equity	40 - 60%	50%	49%
Fixed Income	40 - 60%	45%	48%
Cash	0 - 20%	5%	3%

ANNUALIZED TOTAL RETURNS (Gross of Investment Management Fees, but Net of Embedded Fund Fees)

HighMark Plus Composite (Active)

	Gross	Net
Current Quarter*	9.28%	9.18%
Blended Benchmark*, **	8.72%	
Year To Date*	13.98%	13.57%
Blended Benchmark*, **	13.56%	
1 Year	13.98%	13.57%
Blended Benchmark**	13.56%	
3 Year	2.08%	1.71%
Blended Benchmark**	2.58%	
5 Year	7.17%	6.79%
Blended Benchmark**	7.31%	
10 Year	5.55%	5.17%
Blended Benchmark**	5.82%	

Index Plus Composite (Passive)

	Gross	Net
Current Quarter*	9.01%	8.91%
Blended Benchmark*, **	8.72%	
Year To Date*	12.74%	12.33%
Blended Benchmark*, **	13.56%	
1 Year	12.74%	12.33%
Blended Benchmark**	13.56%	
3 Year	2.14%	1.77%
Blended Benchmark**	2.58%	
5 Year	6.85%	6.47%
Blended Benchmark**	7.31%	
10 Year	5.34%	4.96%
Blended Benchmark**	5.82%	

* Returns less than one year are not annualized. ** Breakdown for Blended Benchmark: From 10/1/2012 – Present: 26.5% S&P500, 5% Russell Mid Cap, 7.5% Russell 2000, 3.25% MSCI EM (net), 6% MSCI EAFE (net), 33.50% Bloomberg US Agg, 10% ICE BofA 1-3 Yr US Corp/Gov't, 1.50% ICE BofA US High Yield Master II, 1.75% Wilshire REIT, and 5% FTSE 1 Mth US T-Bill. From 4/1/2007 – 9/30/2012: the blended benchmark was 43% S&P 500; 2% Russell 2000, 5% MSCI EAFE (net), 15% ICE BofA 1-3 Year Corp/Gov't, 30% Bloomberg US Agg, 5% FTSE 1 Mth US T-Bill. Prior to April 2007: the blended benchmark was 50% S&P 500, 15% ICE BofA 1-3 Yr Corp/Gov't, 30% Bloomberg US Agg, and 5% FTSE 1 Mth US T-Bill.

ANNUAL RETURNS (Gross of Investment Management Fees, but Net of Embedded Fund Fees)

HighMark Plus Composite (Active)

2008	-22.88%
2009	21.47%
2010	12.42%
2011	0.55%
2012	12.25%
2013	13.06%
2014	4.84%
2015	0.14%
2016	6.45%
2017	13.19%
2018	-4.03%
2019	17.71%
2020	12.92%
2021	9.31%
2022	-14.63%
2023	13.98%

Index Plus Composite (Passive)

2008	-18.14%
2009	16.05%
2010	11.77%
2011	2.29%
2012	10.91%
2013	12.79%
2014	5.72%
2015	-0.52%
2016	7.23%
2017	11.59%
2018	-4.03%
2019	17.52%
2020	11.23%
2021	10.18%
2022	-14.21%
2023	12.74%

HOLDINGS

HighMark Plus (Active)

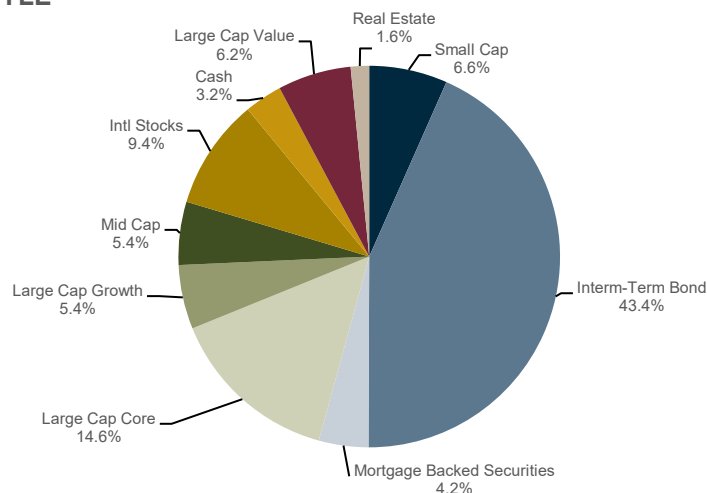
Columbia Contrarian Core I3
Vanguard Growth & Income Adm
Dodge & Cox Stock Fund
iShares S&P 500 Value ETF
Harbor Capital Appreciation - Retirement
iShares S&P 500 Growth ETF
iShares Russell Mid-Cap ETF
Vanguard Real Estate ETF
Undiscovered Managers Behavioral Value-R6
Emerald Growth Fund-I
DFA Large Cap International Portfolio
Dodge & Cox International Stock
MFS International Growth - R6
Hartford Schroders Emerging Markets Eq
iShares MBS ETF
Dodge & Cox Income-I
PGIM Total Return Bond - R6
DoubleLine Core Fixed Income - I
First American Government Obligations Z

Index Plus (Passive)

iShares Core S&P 500 ETF
iShares S&P 500 Value ETF
iShares S&P 500 Growth ETF
iShares Russell Mid-Cap ETF
Vanguard Real Estate ETF
iShares Russell 2000 Value ETF
iShares Russell 2000 Growth ETF
iShares Core MSCI EAFE ETF
Vanguard FTSE Emerging Markets ETF
iShares MBS ETF
iShares Core U.S. Aggregate
First American Government Obligations Z

Holdings are subject to change at the discretion of the investment manager.

STYLE



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The adviser to the PARS portfolios is U.S. Bank, and HighMark serves as sub-adviser to U.S. Bank to manage these portfolios. U.S. Bank may charge clients as much as 0.60% annual management fee based on a sliding scale. U.S. Bank pays HighMark 60% of the annual management fee for assets sub-advised by HighMark under its sub-advisory agreement with U.S. Bank. The 0.36% paid to HighMark, as well as other expenses that may be incurred in the management of the portfolio, will reduce the portfolio's returns. Assuming an investment for five years, a 5% annual total return, and an annual sub-advisory fee rate of 0.36% deducted from the assets at market at the end of each year, a \$10 million initial value would grow to \$12.53 million after fees (Net-of-Fees) and \$12.76 million before fees (Gross-of-Fees). Gross returns are presented before management and custodial fees but after all trading expenses and reflect the reinvestment of dividends and other income. A client's return will be reduced by the advisory fees and other expenses it may incur as a client. Additional information regarding the firm's policies and procedures for calculating and reporting performance results is available upon request. Performance results are calculated and presented in U.S. dollars and do not reflect the deduction of investment advisory fees, custody fees, or taxes but do reflect the deduction of trading expenses. Returns are calculated based on trade-date accounting.

Blended benchmarks represent HighMark's strategic allocations between equity, fixed income, and cash and are rebalanced monthly. Benchmark returns do not reflect the deduction of advisory fees or other expenses of investing but assumes the reinvestment of dividends and other earnings. An investor cannot invest directly in an index. The unmanaged S&P 500 Index is representative of the performance of large companies in the U.S. stock market. The MSCI EAFE Index is a free float-adjusted market capitalization index designed to measure developed market equity performance, excluding the U.S. and Canada. The MSCI Emerging Markets Index is a free float-adjusted market capitalization index that is designed to measure equity market performance in the global emerging markets. The Russell Midcap Index measures the performance of the mid-cap segment of the U.S. equity universe. The Russell 2000 Index measures the performance of the small-cap segment of the U.S. equity universe. The ICE BofA U.S. High Yield Master II Index tracks the performance of below investment grade U.S. dollar-denominated corporate bonds publicly issued in the U.S. domestic market. Wilshire REIT index measures U.S. publicly traded Real Estate Investment Trusts. The unmanaged Bloomberg U.S. Aggregate Bond Index is generally representative of the U.S. taxable bond market as a whole. The ICE BofA 1-3 Year U.S. Corporate & Government Index tracks the bond performance of the ICE BofA U.S. Corporate & Government Index, with a remaining term to final maturity less than 3 years. The unmanaged FTSE 1-Month U.S. Treasury Bill Index tracks the yield of the 1-month U.S. Treasury Bill.

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HIGHMARK CAPITAL MANAGEMENT

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ABOUT THE ADVISER

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ABOUT THE PORTFOLIO MANAGEMENT TEAM

Andrew Brown, CFA®

Senior Portfolio Manager
Investment Experience: since 1994
HighMark Tenure: since 1997
Education: MBA, University of Southern California; BA, University of Southern California

Salvatore "Tory" Milazzo III, CFA®

Senior Portfolio Manager
Investment Experience: since 2004
HighMark Tenure: since 2014
Education: BA, Colgate University

J. Keith Stribling, CFA®

Senior Portfolio Manager
Investment Experience: since 1985
HighMark Tenure: since 1995
Education: BA, Stetson University

Christiane Tsuda

Senior Portfolio Manager
Investment Experience: since 1987
HighMark Tenure: since 2010
Education: BA, International Christian University, Tokyo

Anne Wimmer, CFA®

Senior Portfolio Manager
Investment Experience: since 1987
HighMark Tenure: since 2007
Education: BA, University of California, Santa Barbara

Asset Allocation Committee

Number of Members: 10
Average Years of Experience: 29
Average Tenure (Years): 18

Manager Review Group

Number of Members: 3
Average Years of Experience: 29
Average Tenure (Years): 13

*Assets under management ("AUM") include assets for which HighMark provides continuous and regular supervisory and management services. As of 6/1/2023 HighMark previously listed Assets under Advisement ("AUA") are no longer advised by HighMark.

PARS DIVERSIFIED PORTFOLIOS BALANCED

Q4 2023

WHY THE PARS DIVERSIFIED BALANCED PORTFOLIO?

Comprehensive Investment Solution

HighMark® Capital Management, Inc.'s (HighMark) diversified investment portfolios are designed to balance return expectations with risk tolerance. Key features include: sophisticated asset allocation and optimization techniques, four layers of diversification (asset class, style, manager, and security), access to rigorously screened, top tier money managers, flexible investment options, and experienced investment management.

Rigorous Manager Due Diligence

Our manager review committee utilizes a rigorous screening process that searches for investment managers and styles that have not only produced above-average returns within acceptable risk parameters, but have the resources and commitment to continue to deliver these results. We have set high standards for our investment managers and funds. This is a highly specialized, time consuming approach dedicated to one goal: competitive and consistent performance.

Flexible Investment Options

In order to meet the unique needs of our clients, we offer access to flexible implementation strategies: HighMark Plus utilizes actively managed mutual funds while Index Plus utilizes index-based securities, including exchange-traded funds. Both investment options leverage HighMark's active asset allocation approach.

Risk Management

The portfolio is constructed to control risk through four layers of diversification – asset classes (cash, fixed income, equity), investment styles (large cap, small cap, international, value, growth), managers and securities. Disciplined mutual fund selection and monitoring process helps to drive return potential while reducing portfolio risk.

PORTFOLIO FACTS

HighMark Plus (Active)

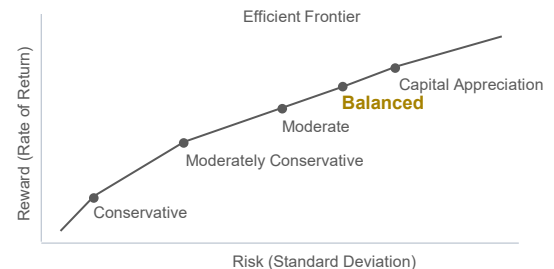
Composite Inception Date	10/2006
No of Holdings in Portfolio	19

Index Plus (Passive)

Composite Inception Date	10/2007
No of Holdings in Portfolio	12

INVESTMENT OBJECTIVE

To provide growth of principal and income. While dividend and interest income are an important component of the objective's total return, it is expected that capital appreciation will comprise a larger portion of the total return.



ASSET ALLOCATION — BALANCED PORTFOLIO

	Strategic Range	Policy	Tactical
Equity	50 – 70%	60%	59%
Fixed Income	30 – 50%	35%	38%
Cash	0 – 20%	5%	3%

ANNUALIZED TOTAL RETURNS (Gross of Investment Management Fees, but Net of Embedded Fund Fees)

HighMark Plus Composite (Active)

	Gross	Net
Current Quarter*	9.84%	9.75%
Blended Benchmark*, **	9.36%	
Year To Date*	15.39%	14.98%
Blended Benchmark*, **	15.19%	
1 Year	15.39%	14.98%
Blended Benchmark**	15.19%	
3 Year	2.89%	2.53%
Blended Benchmark**	3.46%	
5 Year	8.25%	7.86%
Blended Benchmark**	8.45%	
10 Year	6.21%	5.83%
Blended Benchmark**	6.61%	

* Returns less than one year are not annualized. **Breakdown for Blended Benchmark: From 10/1/2012 – Present: 32% S&P500, 6% Russell Mid Cap, 9% Russell 2000, 4% MSCI EM (net), 7% MSCI EAFE (net), 27% Bloomberg US Agg, 6.75% ICE BofA 1-3 Yr US Corp/Gov't, 1.25% ICE BofA US High Yield Master II, 2% Wilshire REIT, and 5% FTSE 1 Mth US T-Bill. From 4/1/2007 – 9/30/2012: the blended benchmark was 51% S&P 500, 3% Russell 2000, 6% MSCI EAFE (net), 5% ICE BofA 1-3 Year Corp/Gov't, 30% Bloomberg US Agg, 5% FTSE 1 Mth US T-Bill. Prior to April 2007: the blended benchmark was 60% S&P 500, 5% ICE BofA 1-3Yr Corp/Gov't, 30% Bloomberg US Agg, and 5% FTSE 1 Mth US T-Bill.

Index Plus Composite (Passive)

	Gross	Net
Current Quarter*	9.60%	9.50%
Blended Benchmark*, **	9.36%	
Year To Date*	14.31%	13.91%
Blended Benchmark*, **	15.19%	
1 Year	14.31%	13.91%
Blended Benchmark**	15.19%	
3 Year	3.06%	2.69%
Blended Benchmark**	3.46%	
5 Year	7.97%	7.58%
Blended Benchmark**	8.45%	
10 Year	6.05%	5.67%
Blended Benchmark**	6.61%	

ANNUAL RETURNS (Gross of Investment Management Fees, but Net of Embedded Fund Fees)

HighMark Plus Composite (Active)

2008	-25.72%
2009	21.36%
2010	14.11%
2011	-0.46%
2012	13.25%
2013	16.61%
2014	4.70%
2015	0.04%
2016	6.81%
2017	15.46%
2018	-4.88%
2019	19.85%
2020	13.85%
2021	11.44%
2022	-15.28%
2023	15.39%

Index Plus Composite (Passive)

2008	-23.22%
2009	17.62%
2010	12.76%
2011	1.60%
2012	11.93%
2013	15.63%
2014	6.08%
2015	-0.81%
2016	8.26%
2017	13.39%
2018	-5.05%
2019	19.59%
2020	12.07%
2021	12.63%
2022	-14.97%
2023	14.31%

HOLDINGS

HighMark Plus (Active)

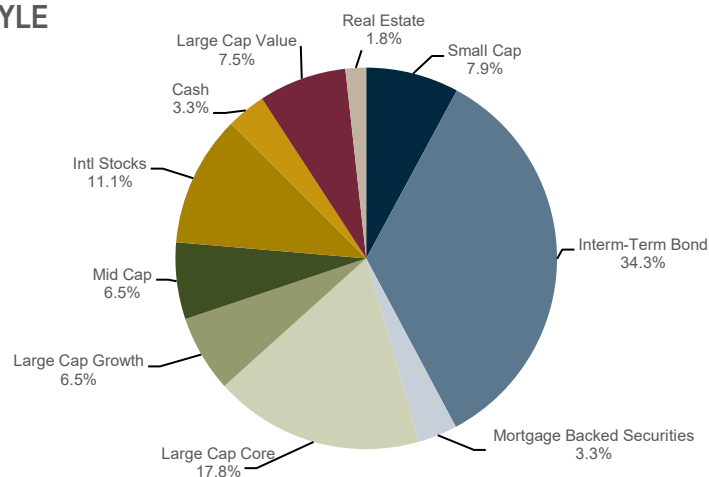
Columbia Contrarian Core I3
Vanguard Growth & Income Adm
Dodge & Cox Stock Fund
iShares S&P 500 Value ETF
Harbor Capital Appreciation - Retirement
iShares S&P 500 Growth ETF
iShares Russell Mid-Cap ETF
Vanguard Real Estate ETF
Undiscovered Managers Behavioral Value-R6
Emerald Growth Fund-I
DFA Large Cap International Portfolio
Dodge & Cox International Stock
MFS International Growth - R6
Hartford Schroders Emerging Markets Eq
iShares MBS ETF
Dodge & Cox Income-I
PGIM Total Return Bond - R6
DoubleLine Core Fixed Income - I
First American Government Obligations Z

Index Plus (Passive)

iShares Core S&P 500 ETF
iShares S&P 500 Value ETF
iShares S&P 500 Growth ETF
iShares Russell Mid-Cap ETF
Vanguard Real Estate ETF
iShares Russell 2000 Value ETF
iShares Russell 2000 Growth ETF
iShares Core MSCI EAFE ETF
Vanguard FTSE Emerging Markets ETF
iShares MBS ETF
iShares Core U.S. Aggregate
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HighMark Tenure: since 1997
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Education: BA, Colgate University

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HighMark Tenure: since 1995
Education: BA, Stetson University

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HighMark Tenure: since 2010
Education: BA, International Christian University, Tokyo

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Education: BA, University of California, Santa Barbara

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Average Tenure (Years): 18

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Number of Members: 3
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Average Tenure (Years): 13

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California Vanpool Authority

AGENDA ITEM 7-6

March 14, 2024

Prepared by Georgina Landecho, Executive Director

SUBJECT:

Information: Stakeholder EV Study for Watsonville

Staff has included a study with identified barriers and possible solutions for EV adoption. This study was conducted in conjunction with several government, community-based organizations, private partners and was developed by the UC Berkeley School of Law's Center for Law, Energy & the Environment (CLEE) in partnership with Watsonville in the County of Santa Cruz.

DISCUSSION:

Barrier 1: Insufficient Planning and Mapping to Identify and Deploy EV Chargers

Barrier 2: High Cost of Installing and Using Chargers

Barrier 2: High Cost of Installing and Using Chargers

"Solutions and conclusion in addressing the barriers to EV charging access for lower- and moderate-income individuals is crucial for fostering a more equitable and sustainable transportation future. By removing financial, logistical, and infrastructure obstacles, Watsonville city leaders (with support from the state government, the region, and the private sector) can empower the local community to benefit from cleaner and more affordable transportation options. Remedying this problem will require the city to develop inclusive processes and implementation plans for the needed EV infrastructure. The infrastructure is too often not viable to install, due to factors such as onerous permitting, lack of a willing site host, expensive electrical upgrades, and lack of likely revenue needed to justify the investment. Local leaders will therefore need state and industry support to address these challenges, such as through improved business models, expanded industry investment, and targeted state subsidies. *Ultimately, to ensure California's path toward equitable EV deployment is achievable, leaders at both state and local levels must prioritize charging access.*"

FISCAL IMPACT:

None.

ATTACHMENT:

1. Improving Electric Vehicle Charger Deployment in Lower-Income Communities

Executive Summary

As California seeks to achieve a statewide goal of ending the sale of internal combustion engine passenger vehicles by 2035, lower- and moderate-income residents will face acute barriers to accessing zero-emission vehicles, particularly battery-powered electric vehicles (EVs). Among these challenges is the lack of access to EV charging stations. Many lower-income communities feature lower homeownership rates and higher rates of tenancy in apartment buildings, which means these residents lack a dedicated parking space with an electric outlet to charge. Worse, lower-income areas often have inadequate grid infrastructure to support the electrical loads required for vehicle charging.

To address these challenges and ensure more and equitably distributed chargers across California, state and local policymakers can learn lessons from representative communities and the practical challenges they face to deployment. To further this objective, UC Berkeley School of Law's Center for Law, Energy & the Environment (CLEE) partnered with Watsonville, a diverse mid-size city in Santa Cruz County. Due to its demographics and policy goals, Watsonville represents a potential model and case study for other cities around the state grappling with how to boost zero-emission vehicle charging infrastructure.

Based on stakeholder interviews and convening in Watsonville in May 2023, CLEE developed a set of policy recommendations for both state and local entities to deploy EV charging infrastructure in Watsonville, which could inform other cities facing similar challenges and share some of the general attributes of Watsonville.

Watsonville stakeholders described a vision for charging infrastructure deployment that involves:

- chargers available at the locations and times necessary for users of all backgrounds
- chargers co-located with other essential services and community hubs, such as schools and libraries, and as part of microgrids that can help sustain electricity supply during grid outages and support bidirectional charging, promoting resilience in the process
- improved access and outreach around the stations, such as through instructions in multiple languages and with verbal guidance as well for those unable to read or unfamiliar with the technology
- granular data collected by public charging transactions, collated in a simple manner to encourage better siting decisions
- respect for the privacy of those charging, to allow people of all backgrounds to charge without fear of discrimination

Participants cited the following three key barriers to achieving this vision, along with targeted solutions to address them:

Barrier 1: Insufficient Planning and Mapping to Identify and Deploy EV Chargers

Solutions:

- Watsonville's City Planning Department and Public Works & Utilities Department could initiate a comprehensive mapping assessment to determine optimal and equitable charger locations based on local needs and transportation patterns.
- Local utility and city staff could explore curbside charging options, including streetlight or utility pole charging
- City of Watsonville leaders could promote investment in mobile charging infrastructure to better serve agricultural workers or those whose work locations may change frequently
- City Planning Department staff could revise zoning and permitting policies to require EV charger installation or EV-ready electrical infrastructure at certain priority locations.
- City Planning staff could encourage charger installers to include physical components that enhance equity, safety, and accessibility

Barrier 2: High Cost of Installing and Using Chargers

Solutions

- The California Public Utilities Commission (CPUC) and utility companies could implement electricity rates that reduce the cost of charging during off-peak hours
- The CPUC could encourage utility companies to offer discounted rates for low-income households and/or incentives for home charger installations targeted at priority communities
- Local organizations and regional governments could continue to coordinate on grant applications to secure state and federal funding for charging infrastructure

Barrier 2: High Cost of Installing and Using Charger Solutions

- The state could support community-based organizations in Watsonville to create a targeted, multi-lingual public awareness campaign about the potential cost savings and benefits of switching to EVs
- The City of Watsonville, along with schools, car dealerships, or other community entities, could distribute information about how to use EV chargers and what options are available
- Charging companies and utilities could provide more detailed data on charger use patterns and demographics so that the City of Watsonville can target awareness and education efforts while also informing siting for new infrastructure

Introduction

Project Background

California has established concrete plans for a transition to electric vehicles (EVs). Following an executive order from Governor Newsom, in 2022 the California Air Resources Board (CARB) introduced regulations¹ to phase out sales of new internal combustion engine vehicles by 2035. Although internal combustion engine vehicles will still be on the roads after 2035, California cities will need to plan for and invest in charging infrastructure deployment to support the substantial influx of EVs expected in the coming years. As more Californians of all demographic and socioeconomic backgrounds adopt EVs throughout the next decade, vehicle use might outpace the buildout of charging infrastructure and the related transition away from fueling infrastructure.

Lower- and moderate-income Californians face particular barriers to electric vehicle and charging access,² and deliberate local government-led efforts are crucial to ensuring that these residents and communities are not left behind. Because cities and counties are more likely to have a deep understanding of local transportation needs, existing infrastructure, and specific challenges (such as the state of local electricity grid infrastructure), they are often best positioned to develop and implement the solutions that are tailored to their specific circumstances. As zero-emission vehicles become the dominant technology, available, convenient, and affordable charging will become a necessity for Californians who rely on automobiles for their travel needs. Cities across California will need both more and equitably distributed chargers so that all Californians can participate in the EV transition.

Yet many low-income households face distinctive challenges in this transition, including higher initial costs; lack of convenient home, workplace and public charging; reduced range compared to gas vehicles; and fewer models available that can carry multiple passengers and equipment.³ This report focuses on the challenge of inadequate charging infrastructure, which is especially pronounced for low-income individuals and families residing in apartment complexes. About 27 percent of Californians live in an apartment,⁴ and of that number, approximately 72 percent are within low-income communities.⁵

¹ CARB, Advanced Clean Cars II Regulations, available at <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program/advanced-clean-cars-ii>

² Chih-Wei Hsu and Kevin Fingerman, "Public electric vehicle charger access disparities across race and income in California," *Transport Policy* Vol. 100, 59-67 (January 2021), available at <https://www.sciencedirect.com/science/article/pii/S0967070X20309021>

³ CARB, Low-Income Barriers Study, Part B: Overcoming Barriers to Clean Transportation Access for Low-Income Residents, available at https://ww2.arb.ca.gov/sites/default/files/2018-08/sb350_final_guidance_document_022118.pdf

⁴ U.S. Census Bureau 2014 – 2018 American Community Survey Total Population in Occupied Housing Units by Tenure by Units in Structure 5-Year Estimates

⁵ California Energy Commission staff analysis using U.S. Census Bureau 2014 – 2018 American Community Survey Estimates. Low-income communities are defined as census tracts with median household incomes at or

These multi-unit dwellings may not have a dedicated parking space to charge or the ability to install a charger. As a result, residents cannot conveniently take advantage of the opportunity to reduce air pollution in their communities⁶ and achieve lower fuel and maintenance costs by relying on electricity over gasoline, among other EV benefits.

Given these policy needs, this report focuses on the City of Watsonville for an in-depth assessment of charging infrastructure priorities, based on an evaluation of where, how many, and what types of chargers are needed, given community demographics and input. Watsonville is a diverse mid-size city with limited public transit but ambitious sustainability goals. It is the third-largest city in the Monterey Bay area, south of the San Francisco Bay Area, with a population of 51,525. Of this total, 63% identify as Hispanic, making it one of the most significant Hispanic-majority cities in California. The median income in the city is \$76,569, 20% lower than the state median and 30% lower than the county median.⁷ Watsonville also straddles two disadvantaged communities (DACs) as defined under Senate Bill 535 (De León, 2012), covering the majority of the southern part of the city and including the downtown area.⁸ Watsonville's largest employers are the agriculture and construction industries, employing almost 20% and 15% of the workforce respectively.⁹

CLEE partnered with the city after determining it would serve as a representative city for the rest of the state and had staff capacity and interest in engaging, following a series of initial conversations to align priorities and approaches. City staff agreed that this process could help them advance the implementation of their climate and transportation goals.

While this report aims to provide immediate benefit to the residents of Watsonville and its EV planning process, CLEE envisions that these policy recommendations can inform approaches for other California cities facing similar challenges and share some of the general attributes of Watsonville, such as demographics and built environment. The outcomes of this project could hopefully enable city government leaders and local community groups across the state to determine funding priorities, more

below 80 percent of the statewide median income or with median household incomes at or below the threshold designated as low income by the Department of Housing and Community Development's list of state income limits adopted pursuant to Section 50093

⁶ Garcia et al, "California's early transition to electric vehicles: Observed health and air quality co-benefits", Science of The Total Environment, Volume 867, 2023 available at <https://www.sciencedirect.com/science/article/pii/S0048969723003765>

⁷ City of Watsonville census data, available at <https://www.census.gov/quickfacts/fact/table/watsonvillecitycalifornia,CA/PST045222>

⁸ DACs are defined as the top 25% of communities experiencing disproportionate amounts of pollution, environmental degradation, and socioeconomic and public health conditions according to the CalEnviroScreen tool (<https://oehha.ca.gov/calenviroscreen>). Low-income communities and households are those with incomes either at or below 80% of the Statewide median or below a threshold designated as low-income by the Department of Housing and Community Development. More information on <https://oehha.ca.gov/calenviroscreen/sb535>

⁹ Watsonville demographics data, available at <https://www.watsonville.gov/1441/Demographics>

effectively obtain federal and state grant funding, and build public support for EV charging that meets a range of community needs.

Project Method

CLEE combined a literature review, stakeholder interviews (listed in Appendix I), and a half-day workshop with city leaders and advocates to inform the policy recommendations presented in this analysis.

Stakeholder Interviews

After CLEE and Watsonville agreed to work together, CLEE conducted approximately 30 informational interviews with key local experts and stakeholders, ranging from local government officials to regional non-profit organizations. Through these interviews, CLEE assessed local EV charging needs, including general locations of charging stations and the types of chargers that might be most appropriate for the needs of different populations in Watsonville (e.g., mobile charging stations for workers who do not have a single location of employment, like agricultural workers). Additionally, the interviews revealed an initial set of barriers and potential policy and funding solutions for Watsonville.

In-Person Workshop

On May 16, 2023, CLEE and Watsonville staff organized approximately 18 participants for a 4-hour workshop at the Watsonville Civic Plaza Community Room. The goal of the workshop was to discuss key barriers and solutions to charging infrastructure in Watsonville. Before the workshop, CLEE had surveyed participants for input on priority EV charging station locations and top barriers to charger installation in Watsonville. CLEE then incorporated the survey results into the meeting agenda and pre-meeting materials. CLEE had also interviewed many of the participants before the workshop and allowed them to elaborate on their ideas and engage in conversation with others in the same space.

Watsonville's EV Infrastructure Deployment Could Further Federal and State Electric Vehicle Charging Policies and Programs

Watsonville's need for equitable electric vehicle charging deployment comes in the context of ambitious state and federal support. To help achieve the state's goal of phasing out sales of new internal combustion engine vehicles by 2035, the California Air Resources Board (CARB) has adopted a wide array of complementary policies and programs to stimulate demand and production of EVs and associated infrastructure. As of 2023, the most significant of these policies include:

- **Zero-emission Vehicle Regulation:** Requires light-duty automakers to sell an increasing proportion of zero-emission vehicles, from 4.5% in 2018 to 22% in 2025. In 2022, the agency set requirements for 2026 onwards, increasing from 35% in 2026 to 100% from 2035 onwards.

- **Clean Vehicle Rebate Project:** A rebate of up to \$7,500 for income-eligible customers to buy or lease a new or used zero- or low-emission light-duty vehicle. This program will transition in late 2023 into a new program that helps low- and middle-income Californians access zero-emission vehicles.
- **Clean Cars 4 All:** Grants of up to \$9,500 for income-eligible residents to replace their old vehicle with a new or used zero- or low-emission light-duty vehicle.
- **Low Carbon Fuels Standard:** A credit trading scheme that awards credits for the production of low carbon fuels and infrastructure, including the sale of electricity as a transportation fuel.

At the federal level, the key policy for promoting light-duty EV deployment is the Clean Vehicle Tax Credit, a federal tax credit of up to \$7,500 for income-eligible customers to buy or lease a new or light-duty vehicle.¹⁰ The Inflation Reduction Act of 2022 removed individual manufacturer eligibility caps, expanded the tax credit to cover used vehicles (up to \$4,000) and commercial vehicles (up to \$40,000), while adding a manufacturer's suggested retail price (MSRP) cap, income cap, local assembly/sourcing requirement, and the option to transfer the credit to a rebate.¹¹

State and federal agencies have also implemented policies to spur the implementation of public and shared chargers. California's goal of 100% electrified light-duty sales by 2035 may require nearly 1.2 million public and shared chargers to be deployed in-state,¹² while only 93,000 were active as of September 2023.¹³ These federal and state policies include:

- **National Electric Vehicle Infrastructure (NEVI) Grant Program:** The Department of Transportation's (DOT) Federal Highway Administration (FHWA) offers funding to deploy an interconnected network of public or shared electric vehicle charging stations, primarily along Alternative Fuel Corridors (AFCs). Created through the Bipartisan Infrastructure Bill of 2021, metropolitan planning organizations, public authorities, and governments are eligible.¹⁴
- **Charging and Fueling Infrastructure (CFI) Discretionary Grant Program:** The DOT's FHWA offers funding to deploy publicly accessible EV charging infrastructure in urban and rural communities, as well as along Alternative Fuel Corridors. The Bipartisan Infrastructure Bill of 2021 created the program and made metropolitan planning organizations, public authorities, and governments eligible to receive the funding.¹⁵

¹⁰ IRS, Credits for New Clean Vehicles Purchased in 2023 or After, available at <https://www.irs.gov/credits-deductions/credits-for-new-clean-vehicles-purchased-in-2023-or-after>

¹¹ Electrification Coalition, Inflation Reduction Act Impact on Electric Vehicles, available at <https://electrificationcoalition.org/work/federal-ev-policy/inflation-reduction-act/>

¹² CEC, Electric Vehicle Charging Infrastructure Assessment - AB 2127, available at <https://www.energy.ca.gov/data-reports/reports/electric-vehicle-charging-infrastructure-assessment-ab-2127>

¹³ CEC, Electric Vehicle Chargers in California, available at <https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics/electric-vehicle>

¹⁴ National Electric Vehicle Infrastructure (NEVI) Formula Program, available at <https://afdc.energy.gov/laws/12744>

¹⁵ Charging and Fueling Infrastructure Discretionary Grant Program, available at <https://www.fhwa.dot.gov/environment/cfi/>

- **Clean Transportation Program:** The CEC offers \$100 million annually, primarily to electric vehicle charging infrastructure, and “will seek to provide more than 50 percent” of funds “towards projects that benefit low-income and disadvantaged communities.” As of April 2022, the agency had awarded 49% of funding to projects in low-income and/or disadvantaged communities.¹⁶ AB 2061 (Ting, 2022) required the CEC to create an assessment of the equitability of access to reliable charging stations by 2025.¹⁷ Businesses, vehicle and technology manufacturers, fleet owners, consumers, and academic institutions are eligible.¹⁸
- **Utility-funded Charger Installations:** The California Public Utilities Commission (CPUC) has also authorized the use of ratepayer funding for EV charging infrastructure investments. The three large Investor-Owned Utilities (IOUs) have policies to fund the installation of light-duty EV charging stations at workplaces, multi-unit dwellings, and some destination centers, mostly at level 2. Southern California Edison’s (SCE) Charge Ready, and San Diego Gas & Electric’s (SDG&E) Power Your Drive program are undergoing their second round whilst Pacific Gas & Electric’s (PG&E) Charge Program 2 has been authorized to install approximately 2,822 chargers to add to their first-round total of 4,749.¹⁹

In addition, the federal government’s Justice40 initiative set a goal to ensure that 40 percent of the overall benefits from specific federal investments benefit disadvantaged communities burdened by pollution.²⁰

The state has also recognized the need to promote the equitable uptake of EVs, given the disproportionate burden of vehicle exhaust on lower-income areas and the financial challenges individuals face in transitioning to EVs. California has taken many steps towards promoting EV uptake in these communities, including:

- **2022 CARB Scoping Plan:** CARB stated that it has ensured equity and affordability in its scoping plan, “prioritize working with the communities most impacted [by air pollution] to ensure that these strategies address their needs.” CARB also highlighted that “the state has an important role to play in providing financial incentives, especially to low-income consumers, to allow for uptake of clean technologies.”²¹

¹⁶ CEC, 2022–2023 Investment Plan Update for the Clean Transportation Program, available at <https://www.energy.ca.gov/publications/2022/2022-2023-investment-plan-update-clean-transportation-program-0>

¹⁷ https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB2061

¹⁸ California Energy Commission, California Transportation Program, available at <https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program>

¹⁹ AB-2061 Transportation electrification: electric vehicle charging infrastructure, available at <https://www.cpuc.ca.gov/industries-and-topics/electrical-energy/infrastructure/transportation-electrification/charging-infrastructure-deployment-and-incentives>

²⁰ Justice40, available at <https://www.whitehouse.gov/environmentaljustice/justice40/>

²¹ CARB, 2022 Scoping Plan for Achieving Carbon Neutrality, available at <https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf>, p.7

- **2022 CARB ZEV Regulation Update:** The update to CARB's ZEV regulation highlighted the need for a "coordinated, collaborative, and cross-cutting approach" to ensure an equitable transition, including a focus on charging and grid infrastructure.²²
- **Executive Order B-44-18:** In 2018, then-governor Jerry Brown declared that electric vehicle charging must be made "affordable and more accessible to all drivers."²³
- **Executive Order N-79-20:** In 2020, Governor Gavin Newsom directed state agencies "to accelerate deployment of affordable fueling and charging options for zero-emission vehicles, in ways that serve all communities and in particular low-income and disadvantaged communities."²⁴
- **SB 350 Study, Part B:** CARB's low-income barriers study as mandated by SB 350 (de León, 2015) acknowledged that for clean transportation, "barriers low-income residents and disadvantaged communities face are magnified."²⁵

Insert sidebar: Medium- and Heavy-Duty Policies

Though this report focuses on policy for light-duty vehicle charging infrastructure, medium- and heavy-duty vehicle electrification will also be critical to reducing emissions and achieving EV deployment targets. Many of the policy solutions discussed in this report apply to the medium- and heavy-duty context, in particular for agricultural medium- or heavy-duty work vehicles that may do double duty as work transportation. Some critical state heavy-duty EV policies include:

- **Advanced Clean Truck Regulation:** Requires heavy-duty automakers to sell an increasing proportion of zero-emission vehicles, with deficits differing by vehicle class and weight.
- **Heavy-duty Vehicle Incentive Program:** Funding up to \$120,000 for the purchase of a zero- or low-emission heavy-duty vehicle.
- **Phase 2 GHG Emissions Standards:** Requires heavy-duty automakers to adhere to increasing vehicle and engine emissions performance standards until Model Year 2027. **End Sidebar**

EV Charging Infrastructure Is Inequitably Distributed

Access to public chargers is increasingly important for low-income consumers, who are more likely to purchase used vehicles if they were to adopt EVs and consequently rely heavily on public chargers due

²² Carb, Public Hearing to Consider the Proposed Advanced Clean Cars II Regulations , available at <https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2022/accii/isor.pdf>, p.24-35

²³ Governor Brown Takes Action to Increase Zero-Emission Vehicles, Fund New Climate Investments, available at <https://www.ca.gov/archive/gov39/2018/01/26/governor-brown-takes-action-to-increase-zero-emission-vehicles-fund-new-climate-investments/index.html>

²⁴ State of California, Executive Order N-79-20, available at <https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf>,

²⁵ CARB, Low-Income Barriers Study, Part B: Overcoming Barriers to Clean Transportation Access for Low-Income Residents, available at https://ww2.arb.ca.gov/sites/default/files/2018-08/sb350_final_guidance_document_022118.pdf, p.12

to the limited range of used vehicles.²⁶ Yet state initiatives, such as SB 1000 assessment report, found that public chargers are unevenly distributed across state air districts and counties and are co-located with populations and plug-in electric vehicles.²⁷ This uneven deployment of charging stations has perpetuated existing inequities as low-income communities – with fewer current EV drivers – generally attract less infrastructure investment, which disincentivizes these residents from adopting EVs.²⁸ Additionally, while about half of all public Level 2 and Direct Current Fast Chargers (DCFCs) in the state are deployed in low-income communities, low-income communities have fewer Level 2 chargers per capita.

Many lower-income communities feature lower homeownership rates and higher rates of tenancy in apartment buildings. This means that developers will need to place more charging stations in multifamily buildings and public parking areas, presenting barriers related to financing, permitting, and split incentives between landlords and tenants regarding building electrification upgrades. Finally, in lower-income areas, grid infrastructure is sometimes inadequate to support the electrical loads required for vehicle charging. Recent studies have documented that public charge access disparities are more pronounced in communities with below-median household incomes, as well as those with predominantly Black and Hispanic populations. These disparities are particularly significant in areas with a higher prevalence of multi-unit housing, where residential charging is less common.²⁹

EV Charging in Watsonville and Sustainability Goals

Watsonville city leaders have ambitious goals to expand the number and distribution of chargers to encompass residential neighborhoods and business districts, building on the city's sustainability goals. These broader goals include a 2021 action by the Watsonville City Council to achieve net-negative emissions by 2030 as part of the Climate-Safe California Campaign.³⁰ To reach this target, the city developed the 2030 Climate Action and Adaptation Plan (CAAP), which includes a roadmap to reduce the community's greenhouse gas (GHG) emissions through three types of initiatives: climate action, climate adaptation, and climate restoration.

Watsonville will need action to reduce transportation emissions, specifically from gas-powered cars and trucks, which represent the largest source of greenhouse gas emissions at 53% of the city's total (the

²⁶ Chih-Wei and Kevin Fingerman, "Public Electric Vehicle charger Access Disparities Across Race and Income in California", *Transport Policy* Vol. 100 (January 2021), available at <https://www.sciencedirect.com/science/article/pii/S0967070X20309021>

²⁷ Electric Vehicle Infrastructure Deployment Assessment- Senate Bill 1000, available at <https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/electric-vehicle-infrastructure>

²⁸ Ibid.

²⁹ Hsu, Fingerman, "Public electric vehicle charger access disparities across race and income in California", available at <https://www.sciencedirect.com/science/article/pii/S0967070X20309021>

³⁰ Watsonville Public Works & Utilities, "Watsonville Climate Action & Adaptation Plan", available at <https://www.watsonville.gov/1764/Learn-About-Climate-Action-Plan>

other main sources include natural gas, electricity use, and food waste disposal).³¹ As a result, the city set up two CAAP strategies and programs to target carbon emissions from transportation: 'Facilitating EV Infrastructure' and 'Getting People into EVs - Equitably'.³² Planned actions to increase the scale and equitability of EV infrastructure include strengthening public-private partnerships, creating charging station-friendly codes, and working with nonprofits and Central Coast Community Energy (3CE). The immediate actions of 2022 involved installing 10 new EV charging stations, as denoted in the Electric Vehicle Infrastructure Master Plan. Ultimately, the CAAP had a target of creating at least 20 EV charging facilities in public parking areas, defined as city-owned lots and parking spaces, by 2030.³³

Currently, the City of Watsonville has 21 EV chargers – comprising 18 Level 2 and 3 DC Fast chargers.³⁴ All of this existing charging infrastructure is concentrated in downtown Watsonville, resulting in limited accessibility for residents to charge overnight. However, participants at the May convening noted plans to expand the number and locations of chargers across the city to both residential areas and office locations. The city is also prioritizing streetlight charging stations to better serve disadvantaged communities, including renters and multi-unit dwelling residents. To accommodate the transition to EVs, upgrades to the existing city power grid capacity will be necessary – in particular for Level 2+ and DC Fast chargers. Meanwhile, Santa Cruz County in general has a total of 476 Level 2 chargers at work and public sites and 47 DC Fast chargers. The state, through its AB 2127 assessment,³⁵ forecasted a need in the county of 4,230 and 260 chargers for Level 2 and DC Fast respectively by 2030. The city and county will therefore need immediate action to establish a robust EV charging infrastructure network to successfully meet AB 2127's 2030 and 2035 projections.

This infrastructure build-out will require significant new sources of funding and financing. Current efforts to increase EV charging stations have relied primarily on various grants and rebate programs. For example, the Central Coast Incentive Project, under CALeVIP and in partnership with Central Coast Community Energy (3CE), provided \$700,000 total in rebates for the purchase and installation of EV chargers in the Monterey, San Benito, and Santa Cruz counties.³⁶ Rebates were up to \$6,500 per connector and \$80,000 per charger for Level 2 and DC Fast Chargers respectively. Additionally, 41% of the project's total funding was reserved or issued to disadvantaged communities. Another incentive offered by 3CE is the *Electrify Your Ride Program*, which provides transportation electrification rebates and support for EVs (both new and used), Level 2 EV chargers, and EV readiness projects (electrical

³¹ Ibid.

³² Ibid.

³³ Ibid.

³⁴ US Department of Energy, "Alternative Fueling Station Locator"

³⁵ California Energy Commission, "Electric Vehicle Charging Infrastructure Assessment - AB2127", available at <https://www.energy.ca.gov/data-reports/reports/electric-vehicle-charging-infrastructure-assessment-ab-2127>

³⁶ The California Electrical Vehicle Infrastructure Project (CALeVIP), "Central Coast Incentive Project", available at https://www.google.com/url?q=https://calevip.org/incentive-project/central-coast&sa=D&source=docs&ust=1694490351036589&usg=AOvVaw3_pr2bnzSQkaJHybAeVzbl

work associated with charger installation).³⁷ 3CE customers can qualify to receive up to \$4,700 for equipment and the installation of EV chargers.³⁸ More recently, the California Energy Commission established a \$30M incentive project dedicated to building EV charging stations in disadvantaged, low-income, and tribal communities across Eastern California, the Central Valley, and the Central Coast – including Watsonville.³⁹

EV Charging Vision for Watsonville

Based on the expert interviews and input from the stakeholder convening, CLEE developed the following vision for electric vehicle charging infrastructure in Watsonville. At a larger scale, the California Energy Commission estimated that the Monterey region will need well over 8,000 publicly accessible chargers by 2030, including level 1 and 2 chargers at multi-unit dwellings, workplace and public level 2 chargers, and public fast chargers.⁴⁰ For Watsonville's share of this infrastructure, participants described a rollout that would anticipate future driving trends, where shared vehicles could lead to a reduced number of private vehicles. Policymakers and industry would also seek to identify and anticipate future technologies to avoid the plans becoming outdated as soon as charging and vehicle technology advances.

Participants also expressed planning and usage transparency and improved outreach. For example, participants wanted the granular data collected by public charging transactions to be collated in a simple manner to encourage better siting decisions. At the same time, they wanted the government to respect the privacy of those charging, and to allow people of all backgrounds to charge without fear of discrimination or compromised identity. They also described improving access and outreach around the stations, such as through instructions in multiple languages and with verbal guidance as well for those unable to read. This guidance could also help people otherwise unfamiliar with the technology. Ultimately, they wanted chargers to be available at the locations and times necessary for users of all backgrounds.

³⁷ Central Coast Community Energy, "Electrify Your Ride – Residential", available at <https://3cenergy.org/rebates/electrify-your-ride-residential/>

³⁸ Central Coast Community Energy, "On Earth Day, Central Coast Community Energy Celebrates Distributing Over 1,000 EV Rebates and Supporting 1,000 New EV Chargers for Region", available at <https://3cenergy.org/on-earth-day-central-coast-community-energy-celebrates-distributing-over-1000-ev-rebates-and-supporting-1000-new-ev-chargers-for-region/>

³⁹ California Energy Commission, "\$30 Million in Incentives Now Available for Shovel-Ready EV Charging Projects Across California", available at <https://www.energy.ca.gov/news/2023-02/30-million-incentives-now-available-shovel-ready-ev-charging-projects-across>

⁴⁰ The state estimated 8,434 such chargers will be needed in Monterey County by 2028. See Matt Alexander, Noel Crisostomo, Wendell Krell, Jeffrey Lu and Raja Ramesh, "Implementation of AB 2127 Electric Vehicle Charging Infrastructure Assessments," California Energy Commission, May 2021, at C-14. Available at: <https://www.energy.ca.gov/news/2021-06/report-shows-california-needs-12-million-electric-vehicle-chargers-2030> (accessed September 1, 2023).

In terms of specific locations for chargers, participants described co-locating them with other essential services and community hubs, such as schools and libraries, and as part of microgrids that can help sustain electricity supply during grid outages, promoting resilience in the process. A sufficient number of chargers supporting microgrids could potentially generate their electricity through bidirectional charging. Participants and city staff also noted that mobile charging and charging in locations other than traditional urban centers or workplaces could be important for Watsonville's large agricultural workforce and other residents who would otherwise struggle to access these fixed chargers. Whereas much of the recent infrastructure deployment has been focused on downtown Watsonville, participants emphasized the importance of distributing and dispersing chargers throughout the city to meet equity goals. Streetlight charging could also be an option to meet low-income residents where they live.

On the public sector side, any publicly funded chargers require administrative capacity, which can mean a significant burden on city staff, both to apply for grants and then administer the funds and maintain the sites. An equitable vision for charging deployment would therefore include sufficient resources for public sector management.

Barriers and Priority Policy Solutions

Convening participants identified many barriers to achieving this vision for affordable and accessible charging throughout Watsonville, ranging from infrastructure availability to funding cost to the lack of planning and cooperation. This section describes the most significant barriers and top-priority policy solutions participants identified to overcome them.

Barrier 1: Insufficient Planning and Mapping to Identify and Deploy EV Chargers

The City of Watsonville currently lacks sufficient and well-distributed EV charging infrastructure to meet the needs of all residents, particularly lower-income ones. Part of the challenge is the lack of comprehensive information about where charging would best support low-income individuals and families to access EVs, given that they are more likely to reside in multifamily dwellings or housing units without dedicated parking. Furthermore, they are less likely to receive employment at workplaces with EV charging infrastructure.⁴¹ These conditions reduce low-income households' ability to charge in general, and also at preferential times when they can fully reap the cost advantages of EV adoption in their community. Additional accessibility challenges arise for those with disabilities and or limited mobility. Participants also noted that residents often experience queues and long waiting times at EV charging stations, highlighting the disconnect between demand and the availability of infrastructure.

⁴¹ Ona Egbue and Suzanna Long, "Barriers To Widespread Adoption of Electric Vehicles: An Analysis of Consumer Attitudes and Perceptions", *Energy Policy* Vol. 48 (September 2012), available at <https://www.sciencedirect.com/science/article/abs/pii/S0301421512005162>

The city currently lacks a comprehensive map and set of incentives to address the lack of investment to date in these critical areas.

Solution 1: Watsonville’s City Planning Department and Public Works & Utilities Department could initiate a comprehensive mapping assessment to determine optimal and equitable charger locations based on local needs and transportation patterns.

To accomplish the mapping, city leaders could form a dedicated working group to design a mapping tool for identifying equitable charging infrastructure sites. This group could include representatives from diverse organizations, such as the Catholic Church, Second Harvest Food Bank, Downtown Watsonville Law Center, social services, and local agencies. The consensus among participants was that such a comprehensive mapping tool could hold significant value in both the planning and implementation phases of charger installations within the city. A collaborative effort among stakeholders and local organizations could:

- inform grant and funding applications made by the city and nonprofits;
- attract private investment to underserved communities by demonstrating where charging might be most successful;
- identify zones where streamlined permitting would be most important to offer; and
- allow community groups and stakeholders to see for themselves where charging might be the most useful/beneficial, so they can build public support and push their representatives to invest.

City leaders could build on existing mapping work from Community Bridges, a local organization that strives to provide equitable access to resources for the people of Santa Cruz County. The organization is working on providing maps of charging stations in the county. These maps show where the existing chargers are located in the county. Charging companies and utilities could also provide more detailed data on charger use patterns and demographics to the city, to better inform these maps.

Participants noted that city staff could consider a multitude of variables when determining equitable and optimal EV charger sites, including:

- Locations of multifamily residential buildings: Multifamily residential buildings are often home to a significant portion of the population, including renters who may not have home charging options. Placing charging stations near these buildings ensures equitable access to EV charging for all residents.
- Grid capacity: policymakers will need to consider grid capacity to ensure that the power infrastructure can handle the increased demand from charging stations without overloading the grid. Upgrades may be necessary to accommodate the additional load.
- High-traffic areas and attractions like parks, schools, and shopping malls: People can spend significant “dwell” time at these locations, making them potentially convenient for EV owners to charge their vehicles while engaged in daily activities.

To visually conceptualize these equitable locations in alignment with the aforementioned considerations, Watsonville's city planning department could create a comprehensive map identifying the types of sites where industry and public sector leaders could prioritize installing chargers. This map would not only identify potential charger sites but also pinpoint specific locales within the city that hold significant promise for successful deployment of chargers for heavy usage. For example, the process could build on the groundwork laid by Santa Cruz Metro Transit's circulator bus route, which connects medical clinics, shopping centers, and essential service locations, by incorporating charging infrastructure along this route.

Participants noted that a significant number of agricultural workers in Watsonville commute from inland areas like San Jose or Santa Cruz, relying heavily on the highway infrastructure rather than the city center. These workers access highways more than downtown city locations. Hence installing EV chargers along the highways surrounding Watsonville could attract heavy usage. Some state routes fall within the purview of the National Electric Vehicle Infrastructure Program (NEVI) grants. In the case of Watsonville, city leaders could concentrate efforts on critical highways including 1, 101, and 152, all integral to California's Deployment Plan for the NEVI grants. To tap into NEVI funding opportunities, the city, state, and other local entities could collaborate in their application efforts. Consequently, the geographical positioning of these highways in and around the city could assume a central role to guide city leaders in strategically directing investment and deployment, both in pursuing federal funding and seeking alternative funding sources.

Insert Sidebar: While considering charging locations, the city could address diverse needs- workplace, home, corridor, high-traffic areas, transit hubs, workplaces, retail centers, and community gathering places to provide convenient charging options for residents and visitors. The convening participants identified locations where the city could recommend the installation of charging infrastructure to charging companies:

- Repurposing gas stations
- Middle and high schools
- City Hall parking lot
- Santa Cruz County Fairgrounds- venue for major events
- Public parking lots at restaurants
- Pajaro Church parking lot
- Westridge Park (business park)
- Watsonville plaza

End Sidebar

Solution: Local utility and city staff could explore curbside charging options, including streetlight or utility pole charging

Curbside charging refers to charging on the side of a road or sidewalk. Such charging deployment could be particularly valuable for Watsonville for:

- Supporting multifamily apartment dwellers: many residents of multifamily apartments, often residing in low-income neighborhoods, face challenges in accessing convenient EV charging solutions. Curbside charging can bridge this gap by providing accessible charging points within proximity to these housing complexes.
- Assisting low-income residents: curbside charging addresses the needs of low-income residents who may be financially unable to install home charging infrastructure due to housing constraints or insufficient power capacity.

Watsonville leaders could potentially emulate the successful implementation of curbside charging in Melrose, Massachusetts, where pole-mounted EV chargers have been strategically placed throughout the community.⁴² Additionally, by committing to the installation of a certain number of curbside chargers in each neighborhood, Watsonville can ensure equitable access to charging resources across the city and promote investment in charging near key commercial corridors and community facilities.

Solution: The City of Watsonville could promote investment in mobile charging infrastructure to better serve agricultural workers or those whose work locations may change frequently

Agriculture is one of the main industries in Watsonville. In addition to the expansive agricultural fields, the city is host to several prominent national companies such as Driscoll's Strawberries, Martinelli's, California Giant, and Monterey Mushrooms, all within its city limits. Many agricultural workers commute from outside of Watsonville to work there. Some participants suggested that agricultural workers would benefit from the provision of charging facilities near the fields where they work. However, farms are frequently situated in rural or remote areas where access to electrical infrastructure may be limited. However, mobile chargers (portable charging units that can be transported in a vehicle) can reach these remote locations, helping EV users at farms to charge conveniently. These mobile connectors can be deployed in remote or rural locations where installing hard-wired chargers would be impractical or costly. Participants suggested that farm workers could also use services like CalVans,⁴³ Miocar⁴⁴ or other vanpool or carpooling services. They could meet in a central location, park their EV in a lot downtown near existing charging stations, and then take a shared van to their work location.

Solution: Watsonville's City Planning Department could revise zoning and permitting policies to require EV charger installation or EV-ready electrical infrastructure at certain priority locations.

Lower-income communities tend to have lower homeownership rates and higher rates of tenancy in apartment buildings. To address this dynamic, developers will need to install more charging stations in multifamily buildings and public parking areas, which presents barriers related to financing and permitting. By revising the zoning and streamlining permitting to require EV charger installations in low-income neighborhoods and other priority locations, the city planning department can take a step

⁴² City of Melrose, Massachusetts, 'Public EV Charging, available at <https://www.cityofmelrose.org/office-planning-and-community-development/sustainable-melrose/pages/public-ev-charging>

⁴³ CalVans, available at <https://calvans.org/>

⁴⁴ MioCar, available at <https://miocar.org/>

towards a more inclusive approach to EV accessibility. The priority locations to consider for rezoning and revising permitting policies could include new multi-family housing, parking lots, and construction of shopping or major employment centers.

Watsonville leaders could potentially look to the City of Portland as an example for updating permitting for public charging. The city updated its code and administrative rules in 2023 to facilitate EV charging in the public right-of-way (PROW). The update included amendments to the Vehicles and Traffic Code, administrative rules for encroachments and utility permits in the right-of-way, and the parking management manual.⁴⁵ In March 2023, Portland also launched the ‘Electric Vehicle Ready Code Project’ to amend the Portland Zoning Code (Title 33) to require all new multi-dwelling and mixed-use developments with five or more units – that include onsite parking – to provide EV-ready charging infrastructure.⁴⁶

The city could also build on the existing reach code to require EV charging stations or EV-ready electrical infrastructure in buildings that would increase access among low-income residents. A reach code is a local building energy code that “reaches” beyond the state minimum requirements for energy use in building design and construction, creating opportunities for local governments to lead the way on clean air, climate solutions, and the renewable energy economy.

Solution: Watsonville’s City Planning department could encourage charger installers to include physical components that enhance equity, safety, and accessibility

During the discussion, several participants underscored the importance of tailoring charging infrastructure to the specific needs of lower-income communities. By doing so, the city can promote a more inclusive and equitable adoption of electric vehicles, addressing the needs of diverse user groups, including vulnerable populations, and making charging stations safer for all. Features such as well-lit charging areas, built-in lighting and emergency buttons, and accessibility accommodations not only enhance the overall charging experience but also foster a sense of security and convenience, as isolated charging locations can be unsafe for women and other vulnerable groups of people like people with disabilities, senior citizens, children and parents, late-night or shift workers.

Diversifying payment options for EV charging emerged as a key strategy at the convening to make the service inclusive. Participants noted that many potential EV drivers in Watsonville are “unbanked” (lacking bank accounts), lack smartphones or credit cards, or may otherwise face difficulties with traditional payment methods. An effort in this direction was observed with the introduction of SB-823 this year. The proposed discounted EV charging payment card competitive grant program aimed to

⁴⁵ Portland Bureau of Transportation, Electric Vehicle Charging In The Public Right-Of-Way Code Project, available at <https://www.portland.gov/transportation/electric-vehicles/documents/electric-vehicle-charging-public-right-way-code-project/download>

⁴⁶ City of Portland, Electric Vehicle (EV) Ready Code Project, available at <https://www.portland.gov/bps/planning/ev-ready>

subsidize charging credit cards for low-income Californians.⁴⁷ Although the bill did not pass in 2023, it highlighted the need for accessible payment solutions to accommodate EV adoption in low-income communities.

In efforts to improve accessibility, city leaders could acknowledge the linguistic diversity of the region. To address this dynamic, EV charging companies could incorporate different language options on the chargers, with a particular focus on Spanish, which is one of the most spoken languages in the area. Furthermore, they could augment charging stations with more audio and visual components to aid users in comprehending usage instructions and bridging potential literacy or language barriers. The participants also highlighted the complexity of pricing structures for EV charging. To address the pricing, the chargers could suggest prices in terms of dollars per mile covered rather than solely kilowatt-hour rates. This addition would simplify public understanding of costs, thus empowering a broader audience to engage with the service. Some participants suggested that the city could focus on providing level 2 chargers for workplaces and residential areas and DCFC fast chargers for select downtown/short-term parking areas and shopping centers.

In addition, participants noted that the city could improve access to chargers through updates to the aforementioned reach codes. When choosing where to put EV charging stations, city leaders could consider the needs of people with disabilities (Americans with Disabilities Act [ADA] requirements). This means making sure that some charging ports are located near spaces that are accessible to people with disabilities. Relatedly, participants noted that some people have safety concerns about EV batteries catching fire, and the city could consider updating the code to reflect fire safety at indoor parking spaces with EV charging stations.

Insert sidebar: EV fast chargers and Level 2 chargers are two common types of charging stations used to charge electric vehicles. They differ in terms of charging speed, power, and use cases:

DCFC (Direct Current Fast Charger): DCFC, or fast chargers, provide rapid charging by delivering high-power direct current to electric vehicles. They are commonly used for long-distance travel and can charge an EV in approximately 30 minutes to an hour. DC fast chargers (DCFC) are significantly more expensive to purchase and install than Level 2 chargers due to their higher power output and specialized technology.

Level 2 Charger: Level 2 chargers offer a moderate charging speed by providing alternating current at a higher rate than standard household outlets. Level 2 chargers are more affordable than DCFCs and have lower installation costs, making them suitable for home, workplace, and public charging locations.

End sidebar

⁴⁷ SB-823 Discounted electric vehicle charging payment card competitive grant program, available at https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB823

Barrier 2: High Cost of Installing and Using Chargers

EV charging infrastructure can entail significant costs, including upfront expenses for hardware and installation and long-term expenses for maintenance and power supply. The high cost associated with installing and maintaining chargers can pose a barrier to private investment in charger installation. Installation and site preparation costs can range from \$600 - \$12,700 for Level 2 and \$4,000 - \$51,000 for DC commercial.⁴⁸ In addition, according to California Energy Commission data, for projects with one to four connectors, the average unit cost per connector was \$3,658, and the total project cost per connector was \$9,992.⁴⁹ Costs for DC fast chargers are significantly higher. For one installed DC fast charger, the average rebate per charger was \$62,516, the average unit cost per charger was \$45,293, and the average total project cost per DC fast charger was \$124,665.⁵⁰ Depending on the charging location and type, these costs may be borne or shared by local governments, charging service providers, building and property owners, and charging users. Further, costs associated with public charging can vary greatly, but they are commonly more expensive than home charging and therefore a less viable option for low-income communities.⁵¹

Solution: The California Public Utilities Commission (CPUC) and utility companies could further implement electricity rates that reduce the cost of charging during off-peak hours

Watsonville residents who have an electric vehicle but lack access to private driveways or garages will be less likely to benefit from fuel cost savings associated with charging during overnight or daytime off-peak hours as well as from the advantage of receiving subsidized electricity rates for vehicle charging at home. Instead, they are more likely to rely on public charging, including costlier DC Fast charging. To address these disparities, city leaders could encourage the installation of more workplace chargers, enabling individuals to capitalize on off-peak hour daytime charging rates. Furthermore, the CPUC could approve dynamic EV charging rates for drivers who use public charging that are based on the type of EV, the driver's income, and the time of charging (peak/off-peak hours). Some convening participants proposed implementing variable rates based on residents' income levels, or exploring percent income payment plans, to ensure equitable access to affordable EV charging options. This variable rate approach based on income levels could include:

- Income assessment: To determine the appropriate rate structure, the CPUC and/or charging companies would need to assess residents' income levels. This assessment could be based on self-reporting, documentation, or data from government assistance programs.

⁴⁸ Henry Lee and Alex Clark, "Charging the Future: Challenges and Opportunities for Electric Vehicle Adoption", available at https://papers.ssrn.com/sol3/papers.cfm?abstract_id=3251551

⁴⁹ CALeVIP Level 2, Average Rebate, Unit Cost, and Total Project Cost Per Connector Installed, available at <https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/california-electric-vehicle/calevip-level>

⁵⁰ CALeVIP DC Fast Chargers, Average Rebate, Unit Cost, and Total Project Cost per Charger, available at <https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/california-electric-vehicle/calevip-dc>

⁵¹ Hardman et al, "A Perspective On Equity in the Transition to Electric Vehicles, MIT Science Policy Review Vol. 2 (August 30, 2021), available at <https://sciencepolicyreview.org/2021/08/equity-transition-electric-vehicles/>

- Tiered pricing: Once the CPUC and/or charging companies determine the income levels, the utility could offer tiered pricing structures. Lower-income individuals or households would pay lower rates for EV charging, while higher-income individuals would pay standard or higher rates.

Solution: The CPUC and utility companies could offer more incentives for home charger installations targeted at priority communities

The CPUC can encourage utility companies to create EV charging programs that directly benefit low-income households and underserved communities. PG&E, for instance, has already taken significant steps by introducing two progressive initiatives that offer incentives to low-income households. The utility's Empower EV Program provides one free Level 2 charger and covers up to \$2,000 per eligible single-family household for panel upgrades. The goal is to assist up to 2,000 households with a no-cost Level 2 charger and up to 800 eligible households with panel upgrades through this program.⁵² PG&E has also partnered with Ecology Action on the Multifamily Housing and Small Business EV Charger Program, through which PG&E will install Level 1 and Level 2 EV chargers at multifamily housing (MFH) units, not-for-profit organizations and small businesses, at no cost for sites located in a "priority" community. The program also includes an education campaign for site residents and employees to increase awareness about the charger installation and other EV benefits and incentives.⁵³ Utility leaders and CPUC regulators could consider funding mechanisms to bolster and expand these programs.

Solution: Local organizations and regional governments could continue to coordinate on grant applications to secure state and federal funding for charging infrastructure

The City of Watsonville, along with other regional governments and local organizations, could identify grants to secure funding for charging infrastructure in the region and apply for them jointly. The grants could in turn leverage additional sources of funding, such as from federal, state, local, and private sources. By seeking and combining funds, local leaders could offer the community clean transportation benefits that are larger, longer-term, and more cost-effective and efficient than those funded from single sources.⁵⁴

City leaders have an opportunity to leverage California Energy Commission funding for infrastructure purposes. Ecology Action, a state-wide non-profit with an active presence in Watsonville, focused on advancing equitable and climate-smart initiatives, received a CEC Reliable, Equitable, and Accessible Charging for multi-family Housing (REACH) grant to cover 100% of costs for EV charger installation

⁵² Empower EV Program available at https://www.pge.com/en_US/residential/solar-and-vehicles/options/clean-vehicles/electric/empower-ev-program.page

⁵³ PG&E Multifamily Housing and Small Business EV Charger Program, available at https://www.pge.com/en_US/small-medium-business/energy-alternatives/clean-vehicles/ev-charge-network/program-participants/multifamily-housing-smb-ev-charger-program.page?

⁵⁴ CARB, Low-Income Barriers Study, Part B: Overcoming Barriers to Clean Transportation Access for Low-Income Residents, available at https://ww2.arb.ca.gov/sites/default/files/2018-08/sb350_final_guidance_document_022118.pdf

(permitting, design, contracting, hardware, maintenance costs) for multi-family EV charging in the central coast, central valley, and bay area. City leaders could consider dedicating a portion of the CEC grants to advance the installation of EV infrastructure in Watsonville.

To have a planned and organized approach to grant applications, the city could appoint a core team to research and identify grant opportunities applicable to and appropriate for Watsonville. This team could coordinate across jurisdictions where possible to find and access more regional opportunities. Some funding sources that the city could consider include the Inflation Reduction Act,⁵⁵ Infrastructure Investment and Jobs Act,⁵⁶ and CALeVIP. Once team members identify these sources or grant opportunities, they could develop a pipeline of opportunities for funding and line-up projects. Subsequent grant cycles could support infrastructure maintenance.

Barrier 3: Limited Public Awareness, Education, and Outreach

Limited access to information about various EV incentive programs offered by state and government agencies, as well as a lack of awareness of available charging options, hinder EV adoption by low-income residents. Language barriers, in particular, can create hurdles to EV purchasing and or disincentivize utilization among residents of disadvantaged communities who do not speak English as a first language. In Watsonville, 63% of the population identifies as Hispanic, making it one of the most significant majority Spanish-speaking cities in California. In addition, installers do not always equip charging stations with audio/visual components and different language options, which can limit accessibility for disabled and non-English speaking drivers respectively.

Participants noted that in many cases upfront costs alone do not deter EV adoption among low-income households. Instead, the combination of limited access to financing, lack of awareness of EVs, and general inconvenience of locating EV charging stations can create heightened barriers specific to low-income communities like in Watsonville. As a result, financial education programs and focused outreach that target community-specific barriers and needs can empower low-income individuals to make well-informed decisions about EV ownership.

Solution: The state could support community-based organizations in Watsonville to create a targeted, multi-lingual public awareness campaign about the potential cost savings and benefits of switching to EVs

In addition to financial support, local education and outreach efforts can increase EV adoption in low-income and disadvantaged communities. The source of electric vehicle information influences the effectiveness of education and outreach programs. Information ideally would come from trusted

⁵⁵ Inflation Reduction Act Guidebook, available at <https://www.whitehouse.gov/cleanenergy/inflation-reduction-act-guidebook/>

⁵⁶ The Bipartisan Infrastructure Deal, available at <https://www.whitehouse.gov/briefing-room/statements-releases/2021/11/06/fact-sheet-the-bipartisan-infrastructure-deal/>

sources with ties to the community whenever possible.⁵⁷ Community-based organizations that have already built trust among residents and understand the specific circumstances of a community may be best positioned to share information about electric vehicles.

Community-based organizations are often under-resourced in terms of funding and staff capacity. City state could help address this barrier by allocating funding to community-based organizations in Watsonville that are well-positioned to conduct electric vehicle education and outreach in priority communities. Community-based organizations could use these funds to hire additional staff, broaden their outreach efforts, strengthen organizational capacity, and extend staff positions for longer periods, among many other uses. Such organizations in the region could partner with the local government to create public awareness programs on EVs. For example, Ecology Action's initiative EVs for Everyone is aimed at assisting low-to-middle-income residents in the region through the entire process of buying EVs. They are also staffed by bilingual community-based organizations and professional advisors to serve English and Spanish-speaking low-income communities.⁵⁸ PG&E's *Empower Electric Vehicle Charger Incentive and Education Program* offers education-based outreach, in addition to EV charger installation rebates, to low- and moderate-income customers on EV education and available incentives through utility and state programs.⁵⁹

In Watsonville, 24% of the population lives in poverty and cannot afford a car. For such populations, the campaign could advertise EV ride-share programs and the financial benefits associated with them. The city could also work with bus transportation agencies to help people who do not own cars, to provide them with reliable, convenient, and affordable access to transportation. Participants emphasized the importance of having information available in other widely spoken languages in the region in addition to English, like having literature that shows all the charging stations in Spanish.

Solution: The City of Watsonville, along with schools, car dealerships, or other community entities, could distribute information about how to use EV chargers and what options are available

By leveraging the knowledge, reach, and influence of schools, car dealerships, and community entities, the City of Watsonville can effectively establish a city-wide information network that empowers residents with the knowledge they need to make informed decisions about electric vehicle adoption, charging, and usage. Collaborating with local car dealerships offers a practical platform for potential EV buyers to learn about various EV models, charging infrastructure, and available incentives. Dealerships could organize workshops, open-house events, or test drives that not only showcase EVs but also provide guidance on charging protocols and options.

⁵⁷ Anders Fjendbo Jensen et al., "On the stability of preferences and attitudes before and after experiencing an electric vehicle," *Transportation Research Part D: Transport and Environment*, Volume 25, (December 2013), available at <https://www.sciencedirect.com/science/article/pii/S1361920913001077>

⁵⁸ EVs for Everyone, available at <https://evsforeveryone.org/>

⁵⁹ Natural Resources Defense Council, "California Approves Novel Low-Income EV Charger Program", available at <https://www.nrdc.org/bio/miles-muller/california-approves-novel-low-income-ev-charger-program>

Participants encouraged such engagement efforts to include educating community members about the technical use and availability of EV chargers along with the potential economic and environmental benefits and cost structure associated with EVs. Because knowledge gaps can vary across low-income communities, city leaders and advocates could conduct surveys to identify what locals currently do not understand or misconceive about EVs to provide more tailored and relevant educational programs to users. Partnering and collaborating with community-based organizations and local governments can also strengthen EV adoption by addressing the unique challenges faced by low-income residents.

Collaborative efforts among the city and community-based organizations can involve hands-on workshops and practical demonstrations of how to use EV chargers. These events can be held at central locations, such as community centers or popular gathering spots, and provide attendees with the chance to ride EVs and experience EV charging in a supportive and informative environment. Alongside physical outreach, the city can harness the power of online platforms and social media to share instructional videos, infographics, and step-by-step guides on EV charging. Leaders can tailor engaging content to different age groups and demographics in widely spoken languages, catering to a broader audience's learning preferences.

Solution: Charging companies and utilities could provide more detailed data on charger use patterns and demographics so that the City of Watsonville can target awareness and education efforts while also informing siting for new infrastructure

By receiving detailed data on charger use patterns and demographics from charging companies and utilities, the City of Watsonville would gain valuable insights into how the residents are engaging with EV charging infrastructure. Analyzing usage patterns, peak times, and popular locations can guide the creation of targeted awareness and education campaigns. For example, if the data reveals a surge in charging demand during specific hours or at particular charging stations, the city can tailor its educational efforts to coincide with these trends, ensuring that the information reaches those who need it most.

The charging companies and utilities could connect with Central Coast Community Energy to collect Watsonville-specific data on the demographics of the residents buying their cars, as well as what percent of their incentive dollars is used each year. They could distribute materials to educate people on the different types of chargers available, their locations, costs, capabilities, and simplified explanations of which ones are best suited for each situation or driver, as well as a map of different charging locations in the city. This information could either be through an app, on a website or displayed by the station.

In addition to obtaining data from utilities, the city could also survey residents to understand their needs and current knowledge of EVs and charging infrastructure. Accurate data on charger use patterns can inform policy decisions related to charging rates, time-of-use pricing, and infrastructure expansion. These data-driven policies could contribute to a more efficient and user-centric EV charging ecosystem.

Conclusion

Addressing the barriers to EV charging access for lower- and moderate-income individuals is crucial for fostering a more equitable and sustainable transportation future. By removing financial, logistical, and infrastructure obstacles, Watsonville city leaders (with support from the state government, the region, and the private sector) can empower the local community to benefit from cleaner and more affordable transportation options. Remedying this problem will require the city to develop inclusive processes and implementation plans for the needed EV infrastructure. The infrastructure is too often not viable to install, due to factors such as onerous permitting, lack of a willing site host, expensive electrical upgrades, and lack of likely revenue needed to justify the investment. Local leaders will therefore need state and industry support to address these challenges, such as through improved business models, expanded industry investment, and targeted state subsidies. Ultimately, to ensure California's path toward equitable EV deployment is achievable, leaders at both state and local levels must prioritize charging access.

Appendix

List of convening participants:

Alberto Rodriguez	Miocar
Alex Yasbek	City of Watsonville
Alissa Guther	Transportation Agency for Monterey County
Amanda Marino	Santa Cruz County Regional Transportation Commission
Amaury Berteaud	AMBAG
Babeeta Nagra	Pacific Gas and Electric, Government Relations
Celeste Gutierrez	4th District County Supervisor's Analyst
David Frisbey	Monterey Bay Air Resources District
Dennis Osmer	Central Coast Energy Services
Felipe Hernandez	Santa Cruz County Supervisor; former Watsonville City Council Member and Watsonville Mayor
Georgina Landecho	California Vanpool Authority
Ilse Villacorta-Alatrisme	ProspectSV
Jane Barr	Eden Housing
Nancy Faulstich	Regeneración
Raymon Cancino	Community Bridges
Rebecca J García	Former Watsonville City Council
Rene Mendez	City of Watsonville
Seth Smith	Uber Technologies, Inc.
Suzi Merriam	City of Watsonville
Tatiana Brennan	County of Santa Cruz
Tonje Wold-Switzer	Community Bridges
Tony D. Pastore	Central Coast Community Energy - 3CE
Toto Vu-Duc	City of Watsonville

List of stakeholder interviews

Alex Yasbek	City of Watsonville
Amaury Berteaud	Association of Monterey Bay Area Governments
Dervla DiPrima	CALeVIP
Lauri Walker	CALeVIP
Katherine Rice	City of Seattle
Armand Shahbazian	City of Seattle
Clinton Tsurui	LA Public Works
Toto Vu-Duc	City of Watsonville
Creighton Randall	Mobility Development Group
David Frisbey	Monterey Bay Air Resources District
Felipe Hernandez	Santa Cruz County Supervisor; former Watsonville City Council Member and Watsonville Mayor
Celeste Gutierrez	4th District County Supervisor's Analyst

Matthew Gillian	Inspiration Transportation
Georgina Landecho	CalVans
Ilse Villacorta-Alatrister	ProspectSV
Jane Barr	Eden Housing
Tom White	Eden Housing
Kirsten Liske	Ecology Action
Piet Canin	Ecology Action
Batoul Al-Sadi	Lets Green California
Benjamin Eichert	Lets Green California
John Howe	Lets Green California
Mahon Aldridge	Ecology Action
Martha Grover	Melrose, MA EV Charging
Nancy Faulstich	Regeneración
Patrick Finch	ElectroTempo
Rebecca Garcia	Former Mayor of Watsonville
Seth Smith	Uber Technologies, Inc
John Bowie	Uber Technologies, Inc
Zahid	Uber Technologies, Inc
Tim Doherty	SFMTA Curbside Charging Program
Suzi Merriam	City of Watsonville
Tonje Wold-Switzer	Community Bridges
Tony D. Pastore	Central Coast Community Energy - 3CE

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California Vanpool Authority

AGENDA ITEM 8-2.

March 14, 2024

Prepared by Georgina Landecho, Executive Director

SUBJECT:

Information: Conflict of Interest Code (Form 700) Due April 1, 2024

BACKGROUND:

The California Vanpool Authority is required to adopt and maintain a conflict-of-interest code. This code outlines who must disclose information on an annual basis, and what type of information must be disclosed.

DISCUSSION:

The Political Reform Act requires certain officials and employees who serve in positions designated in an agency's conflict of interest code to file a Statement of Economic Interest (Form 700). The Form 700 is available in an interactive version on the Fair Political Practices Commission website: www.fppc.ca.gov

Staff reminds all Board of Directors to submit to the CalVans Clerk of the Board the completed Form 700 before the due date of April 1, 2024.

ATTACHMENT:

None

End