



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

CalVans (California Vanpool Authority) celebrates its third anniversary this year. It has been 12 years since its predecessor KCAPTA (Kings County Area Public Transit Agency) established its vanpool program in Kings County. It has also been three years since the vanpool program was formally established as CalVans. There have been many challenges and changes over the years as staff has worked to craft and expand a program that was challenged by both public and private agencies. Today, CalVans is an 8.5 million dollar operation that is self-funded from its users with a safety record that's being used as a model by other agencies.

Background:

The CalVans Joint Powers Agency was formally established in January 2012 as a public transit agency with board members representing each of the following 10 agencies:

Association of Monterey Bay Area Governments
Fresno Council of Governments
Imperial Valley Association of Governments
Kern Council of Governments
Kings County Association of Governments
Madera County Transportation Commission
Merced County Association of Governments
Santa Barbara County Association of Governments
Tulare County Association of Governments
Ventura County Transportation Commission

In 2009 city of Greenfield received funding for a vanpool project targeted at serving is farmlabor community. City staff approached KCAPTA, asking if it would use funds to establish a program as part of the one KCAPTA was in the San Joaquin Valley. An office was opened in Greenfield, with the program goal of getting a vanpool program up and running. Over the course of the past 5 years KCAPTA, and now CalVans staff have succeeded in establishing and growing the project so that it now serves the entire Salinas Valley.

Monitoring systems have been put in place to ensure safe drivers as well as safe vehicle operation to ensure program success and longevity. This includes real time monitoring of driver's driving records and tracking vehicle movements via an onboard GPS system. This monitoring continues today as CalVans seeks to ensure the safety of those being transported and the continued success of the program.

From its inception, the vanpool program had to operate on revenue collected from the passengers or grant funds provided to get the farmworker project up and running. Grant funding for the

farmworker project ended in 2011. Today, the \$8 million annual cost of the program is collected from those using the vanpools. General vanpool riders pay monthly, while the agricultural vanpools are billed weekly.

Benefits from the Reporting of CalVans Data:

As a public agency, CalVans is part of your county's public transit fleet, operating alongside your route buses and Dial-A-Ride vehicles. The biggest difference is that the volunteer drivers determine their routes on a daily basis. CalVans staff matches prospective riders with empty seats on vans. Each vanpool is basically a commuter vehicle connecting workers to their place of employment. The attached map shows the routes taken by all drivers August 25 of last year. It shows many routes taken by drivers as they traveled to their place employment.

The relationship of vanpool trips between counties is one reason vanpools are such an important tool in an agency's toolbox. Fixed-route buses generally stop at the county line. Vanpools, more often than not, cross these lines in the course of their daily trip to work. Many Monterey County vanpool riders are traveling to or from worksites outside the county, some as far as Paso Robles. Most farmworkers traveling to farms through out the valley.

Passenger data is gathered and reported to generate additional Federal 5307 funds for many of the cities vanpools travel to or from. These funds are used to fund local transit operations and reduce the need to use as much LTF funds. The following shows the growth in federal funds generated over the past four years. It is anticipated that funds generated for FY 14/15 will exceed \$5 million.

Transit Agency	Total Contributions	FY 13/14	FY 12/13	FY 11/12	FY 10/11
GET (Golden Empire Transit)	353,055	191,957	161,098	-	-
FAX (Fresno Area Express)	4,559,370	2,127,551	1,874,819	557,000	-
VCC (Visalia City Coach)	1,695,432	848,460	846,972		
MAX (Madera Area Express)	360,922	-	360,922	-	-
The BUS	192,016	192,016	-	-	-
Porterville Transit	959,858	384,033	180,461	395,364	-
KART (Kings Area Rural Transit)	<u>1,902,494</u>	<u>768,065</u>	<u>541,383</u>	<u>593,046</u>	<u>604,000</u>
Totals	10,023,147	4,512,082	3,965,655	1,545,410	604,000

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

Ridership information reported for the Salinas UZA has the potential to generate additional 5307 funds for MST. Reporting for the Salinas UZA has grown by 354% over the past 4 years; growth for Monterey County has been 40% in the same period. Growth is expected to continue and benefit both the county and MST.

Comparison of Data reported for Salinas UZA over time

Reporting	Passengers	Miles	Pass Lane Miles
Year	Totals	Totals	Totals
13-14	102,942	382,808	3,625,813
12-13	91,927	284,833	3,005,962
11-12	35,499	131,122	1,350,041
10-11	21,559	99,725	799,464

Comparison of Data reported for Monterey County over time

Reporting	Passengers	Miles	Pass Lane Miles
Year	Totals	Totals	Totals
13-14	177,972	646,273	6,129,161
12-13	131,090	403,481	4,294,297
11-12	117,033	389,749	3,982,283
10-11	74,053	292,848	2,624,019

Overall CalVans vanpools traveled 9.1 million miles, providing 1.9 million trips, resulting in a VMT (Vehicle Miles Traveled) reduction of 81 million miles. Put into Green House Gas equivalents, that is an annual reduction of over 28 thousand tons of GHG.

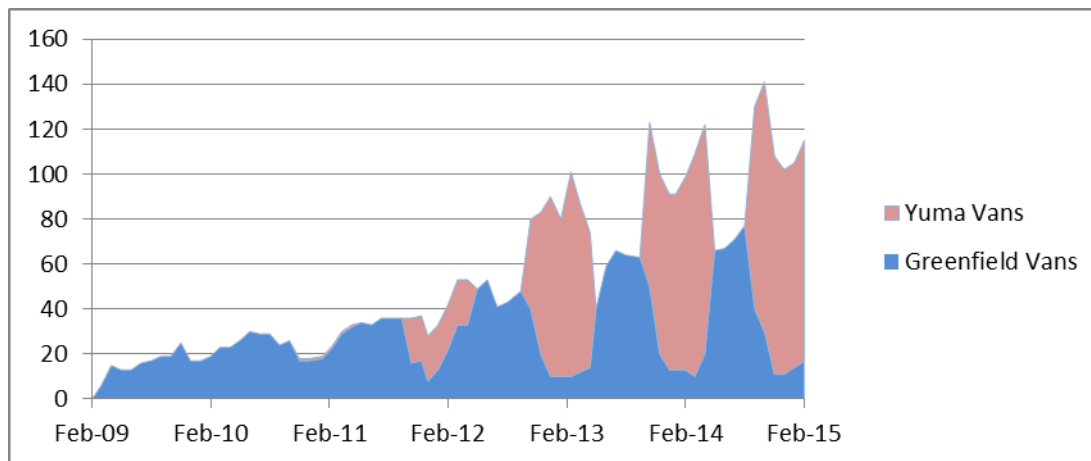
The reduction in miles traveled has a large indirect impact on the community and those using the program. Riders using the program have greater discretionary income that they can then spend in the communities on things they would not otherwise have purchased. Instead of paying for a vehicle, tires, service,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

<u>Item</u>	<u>Amount</u>
Savings for Monterey Riders*	\$3,229,421
Savings for all Riders*	\$41,819,000

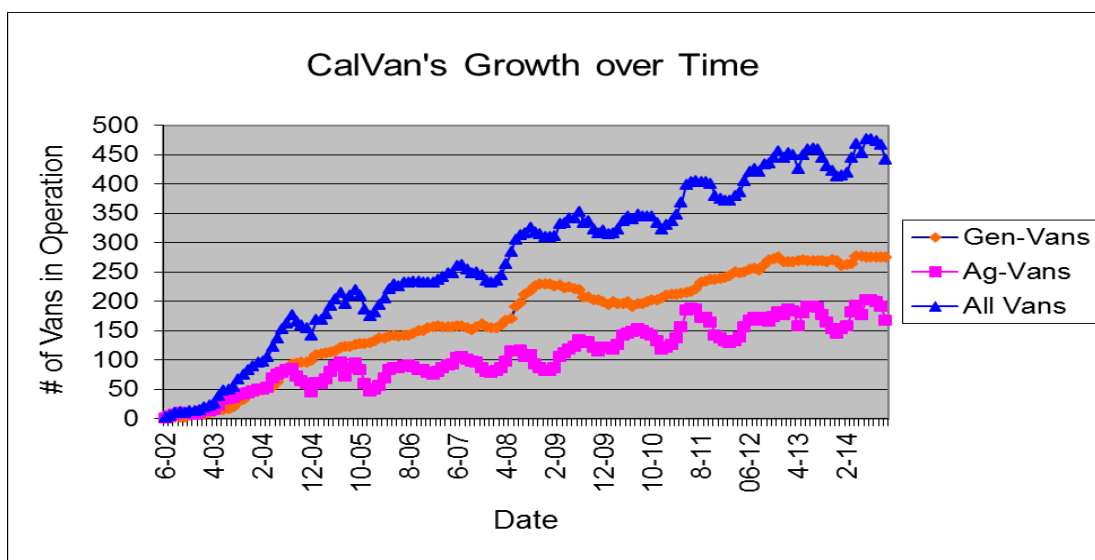
*AAA 2014 cost per mile for medium sedan @ 58.9 cents times 71.1 million miles traveled.

Growth in the CalVans program also comes from the support of AMBAG and the Monterey Air Pollution Control District. Over the past several years, AMBAG has secured funding from the Air District that provides each new vanpool \$350 per month, for a one-year period. These funds are for used to help encourage residents to try vanpooling. These funds have been an important part of the program's growth.

The above data only tells part of the story for the Salinas Valley. Each winter, CalVans supports workers and employers as they shift their operations to the Yuma/Imperial areas. This shift helps the workers stay employed, thus minimizing unemployment in the valley. It also helps Salinas Valley growers and contractors get workers to the job site, ensuring they can harvest their crops and turn a profit. Lower unemployment and higher profits means Monterey County is paying less in unemployment benefit and collecting more in business taxes. The following graph shows the overall growth of the program as crops shift between the two regions:



The following breaks down the vanpools used by general riders vs. agricultural workers:



Agricultural Worker Focus:

What started out as funding from individual farmworkers has evolved as the project has grown and become accepted by growers whose workers use the system. Because each vanpool is a public transit vehicle, growers are able to provide their workers with vouchers that cover the workers' cost of riding in the vanpool. Over 900 farmworkers now receive vouchers from their employers that pay for all or part of their daily cost. Growers state they are doing this to ensure they have enough workers, and to ensure workers will remain with them throughout the harvest period. Vouchers are a large benefit for agricultural workers. A worker receiving \$45 per week in vouchers will end up saving close to \$200 a month, or \$2,000 a year. For someone who makes \$30,000 a year, this results in a substantial tax free savings.

A growing number of agricultural businesses in the in the region have grown to accepted the program as they seek to ensure compliance with Department of Labor requirements and to secure an adequate work force. By encouraging the use of CalVans program, employers can be sure their drivers have a license, a safe driving record, are insured, and will show up each morning. Employees for the following Monterey based firms have or are using the program; those highlighted are offering vouchers to their employees:

Del Real Packing	Fuentes Berry Farms, LLC	Four Seasons
Dominguez Farms	Future Ag Management Inc	Preferred Produce / Elioco Produce
Elkhorn Packing	Premium Employment Services	Colorado River
Foothill Packing	Rava Harvesting	ASA Organics / Braga Ranch
Guerrero Packing	Angel's Contracting	Bengard / Hartnell Packing
Oseguera	MB Labor	D&J Packing / Christiansen and Gianinni
Rancho Purisima	Reiter Affiliated Companies	GC Harvesting
Reyes Brothers	Double Lucky, Inc	RAMCO
Sonora Packing	Hacienda Farms	ALCO Packing
Western Packing	Alfred Urquidez Jr	Driscoll Family Farms LLC
Lucky Labor Source	Coast King Packing	

Promotion of the Public Vanpool Model:

CalVans faces the challenge of being one of the few public transit agencies advocating for the use of public vanpools as a means of getting people to work. Inquiries frequently come from in and outside of California on how the program might be enlarged or duplicated to ensure individuals in other areas of receiving the same benefits of a safe and insured ride. Unlike private vanpool operators, CalVans simply requires a valid driver's license and a clean driving record to start a vanpool. Credit and/or background checks are not required. Vanpool drivers are also not required to give a 30-day notice before turning in their vanpool; billing is stopped when the van is no longer being used.

CalVans staff works closely with each of its member agencies to address local issues. This includes working with Caltrans, CHP, and the Federal Department of Labor. Besides promoting the program, Staff works to address issues raised by other agencies or organizations that might threaten the program. The threats come from agencies that do not understand how the program works and argue that it violates some laws or statutes, as well as private companies that argue the program is in unfair competition with their vanpool program. In all cases, staff has been able to address issues such as these, but they still continue.

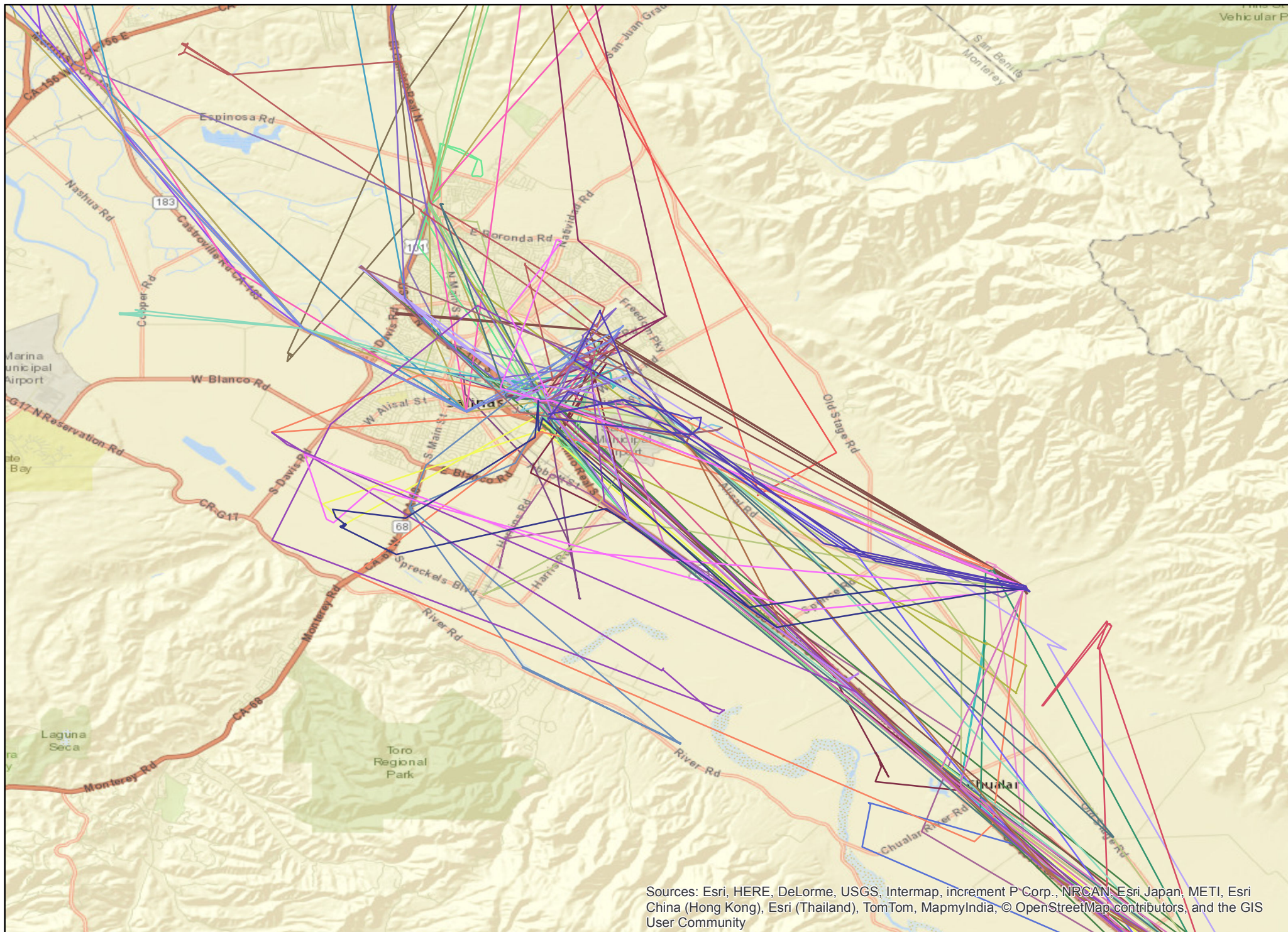
Managing Program:

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

For additional information or questions, contact:

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Cal Vans Salinas Routes on 8/25/2014



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community