



Caltrans-Transportation Planning Workshop



Presented by
Ron Hughes,
Cal Vans Executive Director





CalVans – Who we are

Membership

Association of Monterey Bay Area Governments
Fresno Council of Governments
Kern Council of Governments
Kings County Association of Governments
Madera County Transportation Commission
Merced County Association of Governments
Napa County Transportation and Planning Agency
Sacramento Area Council of Governments
Santa Barbara County Association of Governments
Tulare County Association of Governments
Ventura County Transportation Commission





CALIFORNIA VANPOOL AUTHORITY

CalVans Project area





Our Mission



Provide and support the public vanpool option to areas and individuals not normally served by conventional public transit services at the least possible cost to the participants.

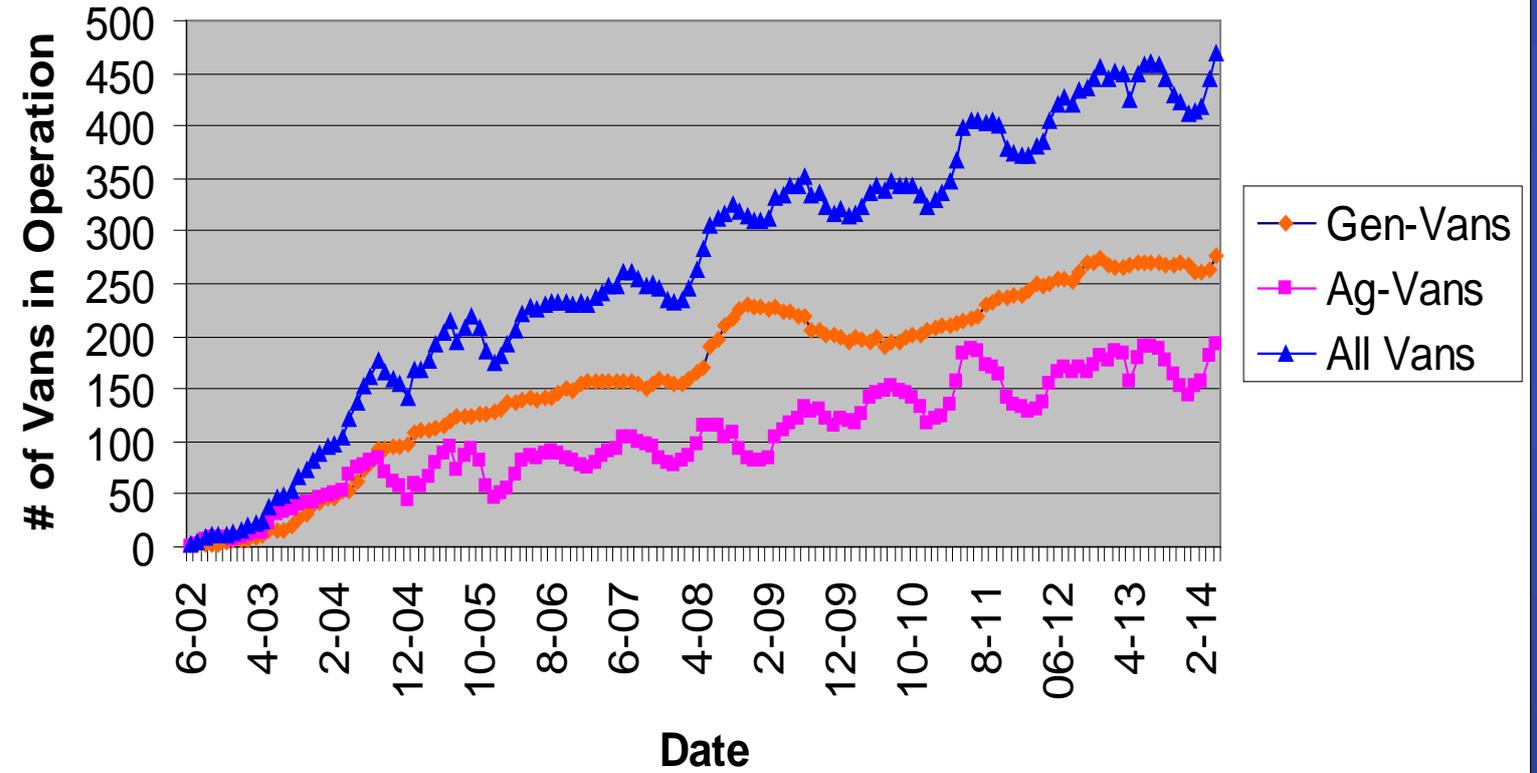


CALIFORNIA VANPOOL AUTHORITY

Our Growth



CalVan's Growth over Time





How did we get Started?



CalVans

The largest California public Vanpool Fleet

Common Misconceptions



- Responsibility of the private sector
- Not a part of the public fleet
- Requires ongoing support
- Provides no benefit to local agencies



Modes for NTD Reporting

The NTD Rural reporting system uses the following modes of public transit service:

- Bus (MB)
- Demand Response (DR)
- Vanpool (VP)
- Intercity Bus





Transit Options in Kings County



Mode	Trips
• 14 Fixed route buses	772,000
• 7 Dial-a-Ride vehicles	34,000
• 165 Vanpools	<u>990,000</u>
• Totals - 107 vehicles	1,797,000



Who We Comply With



- **California DMV**
- **Public Utilities Commission**
- **State Department of Labor**
- **Federal Department of Labor**



California DMV Definition

V C Section 322 Farm Labor Vehicle Section 322 (c) 2.

(c) 'Farm labor vehicle' does not include:

(2) Any vehicle while being operated under specific authority granted by the Public Utilities Commission or under specific authority granted to a transit system by an authorized city or county agency.



Rider Profile–Government workers

State & Federal Workers

- * Most trips are to rural areas
- * State workers receive up to \$65
- * For Federal workers it is \$130
- * Expect greater level of service
- * 24/7 vanpools



Students

- * Growing # of older students
- * Needs exist in rural communities
- * Hard to organize
- * Success in Shafter





Rider Profile-Teachers

Teachers

- * Most trips are to rural areas
- * Receive no subsidy
- * Do not live in community
- * They vanpool for savings



Farmworkers

- * Cannot form vanpools on their own
- * Subject to large fines
- * Travel long distances to work
- * Can't use conventional
- * Lack license/vehicle
- * Work seasonal
- * Changing worksites





Driver Approval

- 25 years of age with 2 or less points
- 21 with clean record
- No DUI or reckless driving in past 5 years
- Class B physical
- Complete Driver Agreement
- Go through orientation
- May be accomplished in one day





Driver Support

- Bilingual Staff
- Match new riders to existing vanpools
- Replacement vans as needed
- Remote Service
- 24/7 On-Call support services
- Ability locate van in the event of accident
- Use of Vouchers in Ag vanpools





Driver Controls

- * All licenses reviewed through DMV PULL Program
- * Unique PIN required to start vehicle
- * Daily reports tracks MPH by time and location
- * Weekly speeding reports emailed to main drivers
- * Monthly summaries included with monthly bill
- * Hard acceleration and deceleration tracked
- * GPS allows location and tracking of each vanpool
- * Fuel card requires same PIN





Vehicle Monitoring

- Log in allows monitoring of all drivers
- Automatic email alert when maintenance is due
- Prompts at three service levels
- Provides for remote servicing
- Automatic reporting of check engine lights



Billing

- Monthly for Conventional vanpools
- Weekly for AgVanpool
- Use GPS system to track billable miles
- Weekly report summarizes miles traveled/day
- Ag vans bills are sent directly to vehicle





FREEWAY
ENTRANCE

CALIFORNIA
168

WEST

How does the Program
benefit the region?



Regional Benefits

- Lower cost, providing more vanpool options
- Higher level of vanpooling
- Improved air quality & reduced GHG gases
- Increase in FTA 5307 funds for transit



Trip Data for NTD Purposes

UZAs	Passengers	Miles	Passenger Lane Miles
Rural	477,897	1,657,585	17,414,351
Fresno	279,383	1,623,546	12,754,858
Hanford	307,276	1,600,804	10,824,768
Visalia	280,738	1,431,561	10,473,528
Yuma	123,980	349,659	4,195,745
Madera	57,427	291,613	3,314,987
Porterville	84,086	468,138	3,212,056
Salinas	91,927	284,833	3,005,962
Total for all areas	1,983,353	9,079,827	77,218,081



Data Report by County

County	Passengers	Miles	Pass Lane Miles
Fresno	498,640	2,350,598	21,144,454
Tulare	421,007	2,060,590	15,305,562
Kings	345,820	1,758,423	12,356,831
Yuma	191,288	550,165	6,684,183
Monterey	131,090	403,481	4,294,297
Kern	108,559	570,550	5,286,133
Madera	52,040	250,021	2,824,892
Ventura	42,820	119,409	1,399,107
Imperial	40,610	114,233	1,444,972
Santa Barbara	39,168	83,756	785,073



Benefits to Area

<u>Agency</u>	<u>FY12-13</u>	<u>FY11-12</u>	<u>FY10-11</u>
Fresno Area Express	\$1,874,819	\$557,000	\$0
Visalia City Coach	846,972	0	0
Bakersfield GET	161,098	0	0
Kings Area Rural Transit	541,383	593,046	604,000
Madera Transit	360,922	0	0
Porterville Transit	<u>180,461</u>	<u>395,364</u>	<u>0</u>
Totals	\$3,965,655	\$1,545,410	\$604,000



Benefits to Large UZAs

Large UZA of 200,000 or more	Total number of Vanpools	5307 revenue per individual vanpool	Increase in 5307 funds
Fresno (FAX)	265	\$22,385	\$5,932,000
Bakersfield (GET)	209	32,405	6,772,000
Visalia-Tulare (VCC)	<u>133</u>	23,737	<u>3,156,000</u>
Totals for three areas	607	26,129	15,860,000



Benefits to Small UZAs

Small UZAs of 50,000 or more	Total number of Vanpools	5307 revenue per individual vanpool	Increase in 5307 funds
Merced	28	\$35,300	\$988,410
Porterville	31	31,885	988,410
Salinas	61	32,405	988,410



Emission Benefits-Green Footprint

<u>Description</u>	<u>1 Year</u>	<u>11 Years</u>
Vanpool miles	9,006,264	49,534,452
VMT	90,062,640	495,344,520
Trips	2,250,000	12,375,000
Fuel	5,003,480	27,519,140
Oil Changes	15,010	82,557
Tires	8,006	44,031
Cars	600	3,302
Antifreeze	1,801	9,907
GHG-tons	44,481	244,646



Indirect Project Savings

<u>Item</u>	<u>Savings</u>	<u>Assumptions</u>
Fuel	\$ 68,797,850	\$2.50/gallon
Oil Changes	\$ 2,063,936	\$25/Oil Change
Tires	\$ 5,503,828	\$125/tire
Cars	\$ 82,557,420	\$25,000/car
Antifreeze	\$ 59,441	\$6/gallon
Total project savings	\$ 158,982,475	
GHG-tons	\$1.2 Billion @	\$5,000/ton



CalVans vs. Private Vanpool

They require:

- Credit card, bank account & credit
- 30 day notice before returning van

CalVans does not, It does provide:

- Replacement Van
- On site maintenace and repair
- 24/7 bilingual support
- Reporting for transit funding
- GPS monitoring



Liability

JPA creates separate legal entity

CalVans has \$10 million insurance policy

Includes is \$5,000 in Med Pay for minor incidents

Participants volunteer – No employer liability





CALIFORNIA VANPOOL AUTHORITY





Contact Information

California Vanpool Authority

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You may also visit our websites at;
CalVans.org

