



BOARD OF SUPERVISORS
AGENDA LETTER

Agenda Number:

1

Clerk of the Board of Supervisors
105 E. Anapamu Street, Suite 407
Santa Barbara, CA 93101
(805) 568-2240

Department Name: Public Works
Department No.: 054
For Agenda Of: July 8, 2008
Placement: Departmental
Estimated Tme: 45 Minutes
Continued Item: No
If Yes, date from:
Vote Required: Majority

5708-D1

TO: Board of Supervisors
FROM: Department Scott D. McGolpin, Director of Public Works, #568-3010
Director(s)
Contact Info: Dacé Morgan, Deputy Director of Transportation, #568-3064
SUBJECT: Receive A Progress Report on the Agricultural Worker Transportation Program;
County Project No. 830713; Fourth and Fifth Supervisorial Districts.

JUL 8 - 2008

Handwritten initials and signatures: CND, for SDM, DBM

County Counsel Concurrence

As to form: Yes

Auditor-Controller Concurrence,

As to form: Yes

Other Concurrence: Risk Management

As to form: Yes

Recommended Actions:

That the Board of Supervisors:

- A. Receive a progress report from Public Works staff regarding the County's Agricultural Worker Transportation Program (AWTP).
- B. Authorize the Chair to execute Amendment No. 1, for time extension and fee schedule amendments to the existing agreement with the Santa Maria Organization of Transportation Helpers (SMOOTH) for Agricultural Worker Transportation Program (AWTP) services in the Santa Maria Valley, County Project No. 830713.

Summary Text:

On March 25, 2008, the Board requested Public Works return in the summer with a full update on the County's AWTP. The purpose of this hearing on July 8, 2008 is to provide the Board with an additional progress report.

CURRENT STATISTICS (as of mid-June 2008)

- 1. SMOOTH continues to receive program support and community outreach assistance from the California Highway Patrol and State Employment Development Department (Attachment A). In addition to ongoing community outreach, SMOOTH attended an annual multi-cultural event in Santa Maria on June 15, 2008 attended by 4,000-5,000 participants.

2. SMOOTH continues to conduct driver screenings. This includes a review of a driver's Motor Vehicle Report (driver history), criminal background check, training and vehicle orientation, and a physical.
3. Three (3) drivers are now using vans to transport an average of seven (7) passengers per van, per day. A driver recently returned a van that was traveling between Santa Maria and Lompoc due to a potential issue with high passenger fares. Staff is evaluating the fare structure to determine if passengers may be penalized for excessive fares on longer distance trips.

To date there have been no accidents or traffic tickets associated with operating the program.

4. Four (4) additional drivers are completing their screening and training for a total of seven (7) qualified drivers who are now enrolled in the program. For comparison purposes, Kings County (the program from which the County has modeled its effort) had identified one driver following its first six months of community outreach efforts. As these drivers complete their training and organize work crews with stable employment, it is anticipated that they will begin their vanpools as the summer harvest season accelerates.
5. An axel strike at a General Motors vehicle parts supplier has delayed delivery of nine (9) additional new GM 15 passenger vans approved by the Board on March 25, 2008. Due to the backorder of vans caused by the strike, delivery of new vans is expected to be towards the end of September 2008. Due to this delay and the fact that the program still has excess vans as discussed above, staff will be phasing the actual purchases of these additional vans only as additional screened and trained drivers warrant. This will ensure that the scale of the program grows incrementally and proportional to actual driver and passenger participation.

POTENTIAL PROGRAM OPTIONS AFTER JULY 2010

As noted above, the County is currently utilizing State grant funding to operate a pilot farmworker vanpool program in Santa Barbara County. After this grant program expires in July 2010, the Board will need to evaluate the performance of the AWTP and consider its options. New transportation systems are typically allocated three (3) years to develop a satisfactory performance measured against standard industry thresholds. For example, The BREEZE Bus Service connecting the Cities of Santa Maria and Lompoc with Vandenberg Air Force Base needed to ramp up to a 20% fare box recovery ratio by the end of the three (3) year pilot program funded largely through federal transit funds. The service ultimately did meet this threshold and will be continued.

The following is a preliminary discussion of possible future program options in the year 2010 for the Board's consideration as the County's AWTP is tested over the next two (2) years.

1. Caltrans Advisory:

In a roundtable discussion with jurisdictions participating in the State's AWTP, Caltrans program staff addressed the question of potential future uses of vans in the event that a farmworker vanpool program did not prove to be viable in certain regions. They counseled that the purpose of the State grant program was to not force jurisdictions into a permanent commitment to farmworker vanpools. If certain elements of a vanpool program are found to be feasible at a certain scale, jurisdictions would be encouraged to try and maintain the program and the job of Caltrans staff would be to assist local jurisdictions in obtaining State/Federal transit funds to help pay for ongoing capital and operating costs.

If jurisdictions fulfilled the commitment to test the successful model developed in Kings County and it proved to be infeasible, jurisdictions would be encouraged to evaluate other transportation needs in their regions and to use the vans purchased through the State's AWTP for those purposes. Again, the job of Caltrans staff would be to assist local jurisdictions in obtaining State/Federal transit funds to help pay for ongoing capital and operating costs.

For example, the Board could determine that a combination of vanpools would be needed for employees of Santa Maria medical facilities, the County of Santa Barbara, and commuters from the North County reaching job centers in the South Coast. Vans previously purchased with grant funding from the State's AWTP would be available to utilize for these purposes.

2. Projected Farebox Recovery Ratio:

Staff completed a preliminary evaluation of the projected costs associated with operating vanpools at various fleet sizes. The Kings County vanpool model has shown that farebox recovery ratios for the overall program rose as the number of vans in the fleet increased. This is due to the fact that overall operating costs can be dispersed through each fleet vehicle. While the Kings County program exceeds 100 farmworker vans during peak season (which results in a fare box recovery of between 80% and 90%), it is highly unlikely Santa Barbara County would approach the scale of this program.

To evaluate possible farebox recovery ratios for Santa Barbara County, staff from SMOOTH and Public Works collaborated on the revenue and expense projections shown on Attachment B of this staff report. Basic assumptions include:

- Each van contains 8 passengers paying a \$6 fare during 20 days each month;
- Vanpools "on the road" range from 12 vans to 30 vans;
- Gas will cost \$5.50/gallon

At a fleet size of approximately 15 to 25 vanpools "on the road," the projections indicate that passenger fares may pay for approximately 50% of the program expenses. These are preliminary projections only and staff will continue to refine these estimates based on actual program expenses over the next 2 years. Staff also did a sensitivity analysis which reduced revenue by 25%, but kept expenses constant. This exercise was conducted to replicate the decline of revenues due to decreased agricultural activities during the winter months. In Santa Barbara County, agricultural work typically begins ramping down in October and November, with work ramping back up in February and March depending on weather and other factors.

This analysis indicated that passenger fares would fall to approximately 35%-40% of the program expenses. To meet a goal of covering at least 50% of operating costs, adjustments would be required which would reduce expenses and/or passenger fares would need to be increased. If the program can be operated in a manner that achieves approximately a 50% farebox recovery ratio, it may be possible to continue some type of vanpool efforts in the future with little or no local subsidy required depending on the availability of funding sources which could supplement farebox revenues (see below).

3. State/Federal Transit Grants

Existing State/Federal transit funding sources which can help pay for ongoing capital and operations costs often require a match of local funding for jurisdictions to be eligible to receive

funding. An existing Federal program cited by Caltrans as a possible source of future capital and operating vanpool assistance is the Job Access Reverse Commute (JARC). The purpose of this program is to help fund transit for low income individuals to travel to jobs in suburban or rural areas in the State. It will provide up to 80% of the funding needed for capital expenses and up to 50% of the costs associated with operating a transit system. Last year, Santa Maria Area Transit (SMAT) applied for and received approximately \$100,000 to operate evening bus service to assist low income residents access jobs. This year, the City of Lompoc will apply for JARC funding to help offset capital and operating expenses associated with the new Lompoc to Solvang transit service.

Versions of the JARC program have been included in previous Federal transportation spending bills. Since the program was last revised during the development of SAFETEA-LU (Safe, Accountable, Flexible and Efficient Transportation Act) the program has become more prominent due to smaller operators and non-profit transit providers becoming eligible to seek funding. A vanpool program operated in Santa Barbara County that is able to achieve a 50% farebox recovery ratio could potentially utilize JARC funding to cover the remaining 50% of operating costs. County staff will continue to investigate the feasibility of JARC and other potential transit grants.

SMOOTH CONTRACT AMENDMENT

In December 2007, the County received a \$3.1 million grant from the State's AWTP to run a pilot program through June 30, 2010. As a result of receiving this grant, the County's contract with SMOOTH needs to be amended. Approval of Amendment No. 1 will extend the County's contract with SMOOTH to coincide with the timeframe of the State AWTP grant to the County of Santa Barbara. The Amendment also includes a provision for a total Not to Exceed amount of \$950,000 for the contract. This includes the \$150,000 spent to date by SMOOTH and \$800,000 for the next two years for SMOOTH to provide a full range of services related to day-to-day operation and oversight of implementing the County's AWTP in the Santa Maria Valley. This amount does not include capital costs associated with purchasing vans for the program, and the cost associated with vehicle liability insurance for the vans through June 30, 2010. The County Auditor-Controller will continue to audit this program quarterly. The additional \$800,000 will be fully funded through the State grant the County was awarded in December, 2007, and no local funding will be utilized.

Background:

On February 6, 2007 the Board approved an application to Caltrans for funding from the State's new Agricultural Worker Transportation Program (AWTP). The purpose of this program is to replicate farmworker vanpool programs across the State based on a successful model developed by Kings County.

On July 10, 2007 the Board approved an agreement between Caltrans and the County to accept the award of \$70,000 from the State in funding for the pilot program. The Board also approved a contract with the Santa Maria Organization of Transportation Helpers (SMOOTH) to provide a full range of services related to day-to-day operation and oversight of implementing the program in the Santa Maria Valley.

On Oct. 23, 2007 the Board approved the purchase of nine (9) used vans from Kings County and authorized submittal of a grant to Caltrans to purchase and operate an additional fleet of vans through June 30, 2010.

On December 13, 2007 the County received notice from Caltrans that it had received an award of funding for nearly \$3.1 million from the State's AWTP. The County is using this funding to expand the vehicle fleet and pay for all program operations for the next 2 years consistent with the terms of the grant. No local funding will be used to support the program during this timeframe. To date, the County has spent \$226,833.56 in State grant funding and has received \$4,252.70 in passenger fares.

On March 25, 2008 the Board received a progress report on the County's AWTP, authorized the purchase of nine (9) additional new vans and directed Public Works to return this summer with an additional progress report.

Fiscal and Facilities Impacts:

Budgeted: Yes

Fiscal Analysis:

<u>Funding Sources</u>	<u>Current FY Cost:</u>	<u>Annualized On-going Cost:</u>	<u>Total One-Time Project Cost</u>
General Fund			
State:AWTP	\$ 375,000.00		\$950,000.00
Federal			
Fees:			
Other:			\$ -
Total	\$ 375,000.00	\$ -	\$ 950,000.00

Narrative:

The project is funded through a grant from the State's AWTP. Funds for SMOOTH's contract to administer the AWTP for the County have been budgeted in Dept 054, Fund 1935, Account 7460.

Staffing Impacts:

None

Legal Positions:

FTEs:

Special Instructions:

Please provide a certified stamped Minute Order approving the recommendation and two of the executed amendments for pick up to the attention of Kathleen Dowd, Public Works Department, Engineering Traffic Section.

Attachments:

- Attachment A: State EDDP Letter
- Attachment B: Revenue & Expense Projections
- Attachment C: Agreement of Services of Independent Contractor Agricultural Worker Transportation Program (AWTP) Project No. 830713 – Contract #BC-08-038: Amendment No. 1

Authored by: Matt Dobberteen, Alternative Transportation Manager, #568-3576
 Charles W. Ebeling, C.E., T.E., County Traffic Engineer, #568-3232



Patrick W. Henning, Director



Arnold Schwarzenegger
Governor

May 23, 2008

Rosemary Luque
Vanpool Project Manager
AgVan Program
509 W. Morrison Ave., Suite A
Santa Maria, CA 93458

To Whom This May Concern:

The Employment Development Department (EDD) is committed to ensuring continuous equity of services to Migrant and Seasonal Farm Workers. Staff work proactively to meet the needs of local farm workers by assessing their needs and objectives and by finding the best path for achieving those objectives. The EDD provides office-based services, outreach services, and special initiatives relating specifically to the needs of MSFWs.

During low agricultural activity period, EDD Outreach Workers invite local farm workers to weekly informational sessions where they can learn about various community programs and services available to them. This past year, such sessions were held during the months of January through March 2008. Guest speakers were invited to share information on services available to farm workers related to health, education, and transportation. Mrs. Luque with the AgVan program was a guest speaker during several of the sessions. She provided approximately sixty-five farm workers from Santa Maria, Guadalupe and Lompoc with information on the AgVan program, the services the program provides and the benefits of being a driver or a passenger in the vanpool program. The farm workers expressed appreciation for the information provided on services available through the AgVan program.

While conducting daily outreach activities EDD Outreach Workers regularly refer farm workers who are seeking alternative means of transportation to and from work sites to the AgVan program when appropriate.

We look forward to continuing our positive collaboration with the AgVan program in the Santa Maria Valley. Please feel free to contact me for any additional information on our EDD programs and services. I can be reached at 805-614-220.

Sincerely,

A handwritten signature in cursive script that reads "Adriana Barbara".

ADRIANA BARBARA, Manager
Employment Development Department
Workforce Services Branch
Santa Barbara/San Luis Obispo Counties

AGREEMENT OF SERVICES OF INDEPENDENT CONTRACTOR
AGRICULTURAL WORKER TRANSPORTATION PROGRAM (AWTP)
PROJECT NO. 830713 – CONTRACT #BC-08-038
AMENDMENT NO.1

This Amendment (hereafter amendment) is made by and between the County of Santa Barbara, a political subdivision of the State of California (hereafter COUNTY) and the Santa Maria Organization of Transportation Helpers (SMOOTH), having its principal place of business at 509 West Morrison Ave., Ste. A, Santa Maria, CA 93458 (hereafter CONTRACTOR).

The following items within the contract shall be modified as follows:

ITEM #6 “TERM”: Amend the expiration date of the contract from the original expiration date of June 30, 2008 to June 30, 2010.

EXHIBIT A “STATEMENT OF SERVICES”: Exhibit “A” is hereby amended to reflect the following:

A.2. Payment to Contractor:

Payment to the Contractor shall be made for materials and supplies necessary to complete the services described in A “Statement of Services.”

A.3. Ownership of Property:

Equipment purchased by SMOOTH and invoiced to the County for the AWTP such as copiers, computers, office equipment and furniture, radios, GPS software, equipment for the vans (e.g. tool boxes, fire extinguishers) and other similar items are the property of the County of Santa Barbara.

A.4. Renewal Budget:

Exhibit “C” shows a breakdown of anticipated expenses through June 30, 2010. This date represents the expiration of State funding from the AWTP and the expiration date of this contract. The line item “Management Services” represents retained earnings to SMOOTH consistent with standard Caltrans contract terms and shall not be in excess of 10% of the value of the contract. Any items purchased on behalf of the County described in A.4 will not be subject to management services charges.

EXHIBIT B “FEE SCHEDULE”: Exhibit “B” is hereby amended to reflect a total not-to-exceed amount of \$950,000 to be paid to SMOOTH for labor and material costs associated with operating the AWTP through June 30, 2010.

All the other terms and conditions of the contract will remain in effect until the amended completion date unless notified in writing by CONTRACTOR or by the direction of the COUNTY. **IN WITNESS WHERE OF**, the parties have executed this amendment to be effective on the date executed by COUNTY.

Santa Barbara County - Ag Van Project

2008-2009 Contract Renewal Budget Projection **

EXHIBIT C

(Contract Term = F/Y '08-'09 and '09-'10)

	SMOOTH Expenses		
	08-'09 Budget	'09 - '10	Total
PERSONNEL EXPENSES			
Salaries/Personnel	122,200	128,310	250,510
Subtot. Personnel Exp.	122,200	128,310	250,510
OPERATIONAL EXPENSES			
Operational Exp.	21,750	22,840	44,590
Marketing/Outreach	18,000	18,000	36,000
Management Services	30,600	41,900	72,500
Subtot. Operational Exp.	70,350	82,740	153,090
VAN & DRIVER EXPENSE			
Fuel	94,680	176,150	270,830
Vehicle Maint/Repair	30,420	50,700	81,120
Radio & GPS Service	4,850	8,100	12,950
Driver Physicals/MVR	2,000	2,500	4,500
Subtot. Van/Dr. Exp	131,950	237,450	369,400
CAPITAL EXPENSES			
Toolboxes	12,000	15,000	27,000
Subtot. Capital Exp.	12,000	15,000	27,000
TOTAL EXPENSES	336,500	463,500	800,000

****This is a Projected Budget. Contractor will invoice County based on actual expenses incurred and expenses based on actual vehicles in service.**

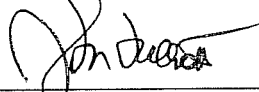
COUNTY OF SANTA BARBARA

Salud Carbajal, Chair
Board of Supervisors
Date: _____

ATTEST
MICHAEL F. BROWN
CLERK OF THE BOARD

By: _____
Deputy


CONTRACTOR

By: 
SocSec or TaxID Number: 45-3059115
Jim Talbott, EXEC. DIR. SMOOTH, LLC.

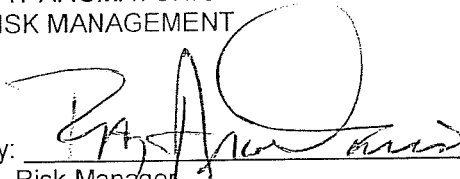
APPROVED AS TO FORM:
DANIEL J. WALLACE,
COUNTY COUNSEL

By: 
Deputy County Counsel

APPROVED AS TO ACCOUNTING FORM:
ROBERT W. GEIS, CPA
AUDITOR-CONTROLLER

By: 

APPROVED AS TO FORM:
RAY AROMATORIO
RISK MANAGEMENT

By: 
Risk Manager

