

ATTACHMENT H: Traffic Study



ASSOCIATED TRANSPORTATION ENGINEERS

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Since 1978

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TRAFFIC AND PARKING STUDY FOR THE EVER-BLOOM GREENHOUSE PROJECT, 4701 FOOTHILL ROAD – SANTA BARBARA COUNTY

Associated Transportation Engineers (ATE) has prepared the following traffic and parking study for the Ever-Bloom Greenhouse Project (the "Project"), located at 4701 Foothill Road in the unincorporated Santa Barbara County area adjacent to the City of Carpinteria. The study evaluates the Project's consistency with adopted City and County policies and addresses the transportation requirements of the Santa Barbara County Coastal Zoning Ordinance, Carpinteria Agricultural Overlay District. The study also evaluates the Project's Vehicles Miles Travelled (VMT) impacts based on the newly adopted CEQA guidelines.

PROJECT DESCRIPTION

The Project site is located at 4701 Foothill, west of Linden Avenue and east of Santa Monica Road as shown on Figure 1 (attached). The Project involves an application for a Coastal Development Permit and Development Plan pursuant to the County's Coastal Zoning Ordinance for indoor cannabis cultivation and associated uses. There is no change of use from the current agricultural operations on site, and no new structures are proposed.

Figure 2 illustrates the Project site plan. The Project includes mixed light cultivation of cannabis in 340,000 SF of space and nursery cultivation in 128,710 SF of space within an existing 492,249 SF reconfigured greenhouse. Processing and drying of cannabis would occur off-site with a 3rd party licensed company transporting the cannabis cultivated onsite. The Project also includes a voluntary lot merger with the parcel located at 1495 Sterling

Avenue for conformity with the Carpinteria Agricultural Overlay Ordinance lot coverage requirements. No cannabis related activity is proposed on the existing Sterling Avenue parcel or in any of the existing structures located on that site.

Access to the site is provided via an existing reciprocal access driveway on Foothill Road located approximately 1,500 feet west of Linden Avenue. The Project parking plan (see Figure 3) shows that 51 parking spaces will be provided on-site and no offsite parking is proposed. The Project would employ 45 to 60 staff (depending on the growing cycle) who would work from 6:30 AM to 4:00 PM. The harvested product would be transported off-site in 20 to 24-foot "Sprinter" type cargo vans approximately 1.5 times per day (7.5 per week). Inbound delivery of materials would occur in small 20-foot box-trucks approximately 3 times per week.

PROJECT TRIP GENERATION

Trip generation estimates were developed for the Project based on operational data provided by the Project applicant. The data include the number of employees (45-60 per day depending on the season), employee shifts (6:30 AM – 4:00 PM), number of inbound deliveries (3 per week) and number of outbound deliveries (7.5 per week). The analysis assumes a 15% carpool rate for employees based on the commute mode split data published by SBCAG for Santa Barbara County (attached). Table 1 shows the trip generation estimates for the Project based on the operational data.

**Table 1
Project Trip Generation**

Project Component	Number per Day	Shift Schedule	Trip Generation		
			ADT	AM Peak	PM Peak
Employees(a)	60	6:30 AM – 4:00 PM	102	5	51
Deliveries Inbound(b)	1	NA	2	0	0
Deliveries Outbound (c)	2	NA	4	0	0
Totals			108	5	51

(a) Employees: ADT assumes 1 inbound + 1 outbound trip per employee and 15% carpooling. Peak hour trips assume 90% of employees arrive before the AM peak period (7-9 AM) and all employees depart during the PM peak period (4-6 PM).

(b) Inbound deliveries include agricultural supplies in box trucks. 3-5 deliveries per week, assumes 1 per day.

(c) Outbound deliveries include harvested product in "Sprinter" type cargo vans, 7.5 per week, assumes 2 per day.

The data presented in Table 1 indicate that the Project is forecast to generate 108 average daily trips (ADT), 5 AM peak hour trips and 51 PM peak hour trips (PHT).

The greenhouse operations that previously operated at the site also generated traffic. Traffic estimates for the previous greenhouse operations were developed using the "Greenhouse" trip generation rates developed for the Carpinteria Valley Greenhouse Program EIR completed by Santa Barbara County (trip generation worksheet attached). Table 2 compares the trip generation estimates for the Project and the previous greenhouse operations.

Table 2
Net Project Trip Generation

Scenario	Size	ADT	AM PHT	PM PHT
Proposed Project	492,249 SF	108	5	51
Previous Greenhouses	492,249 SF	-133	-15	-30
Net Change		-15	-10	+21

The data presented in Table 3 indicate that the Project would result in a net decrease of 15 ADT and 10 AM peak hour trips; and a net increase of 21 PM peak hour trips.

TRAFFIC POLICIES

The Project site is located in Santa Barbara County, however the Santa Monica Road-Reynolds Avenue and Casitas Pass Road interchanges at US 101 that would accommodate Project traffic are located in the City of Carpinteria. The City of Carpinteria's traffic standards were therefore used to assess the consistency of the Project's traffic additions generated with applicable policies.

City of Carpinteria Traffic Standards

Project-Specific Standard

If the addition of project traffic to an intersection increases the volume to capacity (V/C) ratio, the seconds of delay, or the number of trips by more than the values provided in the table below, the project is considered potentially inconsistent.

Intersection Levels of Service Standards	
Intersection Level of Service (Including Project)	Increase Greater Than
LOS A	0.20 V/C Ratio or 10.0 Seconds of Delay
LOS B	0.15 V/C Ratio or 7.5 Seconds of Delay
LOS C	0.10 V/C Ratio or 5.0 Seconds of Delay
LOS D	15 Trips
LOS E	10 Trips
LOS F	5 Trips

Cumulative Standard

A potential cumulative inconsistency would occur if a development's traffic would utilize a substantial portion of an intersection's capacity where the intersection is currently operating at acceptable levels of service (A-C) but with cumulative traffic would degrade to or approach LOS D or lower. Substantial is defined as a minimum change of 3 seconds of delay for an intersection forecast to operate at LOS D, a minimum change of 2 seconds of delay for an intersection forecast to operate at LOS E, and a minimum change of 1.5 seconds of delay for an intersection forecast to operate at LOS F.

Carpinteria Agricultural Overlay District Requirements

The Santa Barbara Coastal Zoning Ordinance, Carpinteria Agricultural Overlay District contains the following traffic study requirements:

- a. A focused traffic analysis that identifies truck size and the number of new peak hour trips the project will send to the Santa Monica/Via Real/U.S. Highway 101 northbound ramp interchange and the Linden Avenue/U.S. Highway 101 southbound ramp interchange.
- b. Preferred truck routes, with specific information given to drivers prior to entering the Carpinteria Valley.
- c. Information regarding approach and exit speeds, turning movements, hours of delivery, etc.
- d. Driveway access design shall ensure compliance with state and county sight distance requirements and safely accommodate truck maneuvers. Driveway access improvements shall not inhibit or diminish the effectiveness of required landscape mitigation. To the maximum extent feasible, the design and scale shall be consistent with the rural character of the area.

- e. Truck deliveries and employee parking shall be accommodated on site. New greenhouses, greenhouse related development and packing and shipping facilities contributing peak hour trips to the Santa Monica/Via Real/U.S. 101 northbound interchange and the Linden Avenue/U.S. 101 southbound off-ramp interchange shall pay a pro-rata contribution towards future interchange improvements

Consistency Analysis

Access to the Project site from US 101 would be provided via the US 101/Casitas Pass Road interchange to the east and the US 101/Santa Monica Road-Reynolds Avenue interchange to the west. Figure 4 shows the travel routes to and from US 101 and the Project site. As shown, employees and deliveries travelling from the south would exit US 101 at Casitas Pass Road, proceed north to Foothill Road and then west to the Project site. Vehicles returning to the south from the site would travel east on Foothill Road then south on Casitas Pass Road to US 101. Employees and deliveries travelling from the north would exit US 101 at Reynolds Avenue, proceed west on Carpinteria Avenue, north on Santa Ynez Avenue, west on Via Real, north on Santa Monica Road, and west on Foothill Road to the site. Vehicles returning to northbound US 101 would travel west on Foothill Road and south on Santa Monica Road to US 101.

Table 3 lists the existing levels of service and the US 101/Santa Monica Road and US 101/Casitas Pass Road interchanges, shows the Project’s traffic additions, and identifies potential inconsistencies with City standards.

**Table 3
Project Traffic Additions – PM Peak Hour**

Intersection	Existing LOS(a)	Project-Added Trips(a)	Inconsistent?
US 101 NB Ramps /Santa Monica Rd	LOS B	6 PHT	NO
Casitas Pass Rd/Via Real	LOS B	13 PHT	NO
US 101 SB Ramps/Casitas Pass Rd	LOS B	13 PHT	NO
(a) Existing LOS obtained from the traffic and parking study completed for the Patel Hotel Project and the Final Revised EIR for the South Coast 101 HOV Project (Year 2020 forecasts with improvements). (b) Assumes 30% to/from the north, 60% to/from south, and 10% local.			

As shown in Table 4, the Project would add 6 PM PHT to the US 101 NB Ramps/Santa Monica Road intersection and 13 trips to the Casitas Pass Road interchange. These relatively minor traffic additions would not exceed the City or County standards at these locations.

The Santa Barbara Coastal Zoning Ordinance, Carpinteria Agricultural Overlay District requires that greenhouse related development and packing and shipping facilities contributing peak hour trips to the Santa Monica/Via Real/US 101 northbound interchange pay a pro-rata share contribution towards future interchange improvements. The Project's pro-rata share would be based on the addition of 6 PM PHT.

SITE ACCESS



Access to the 4701 Foothill Road site is provided via an existing reciprocal access driveway on Foothill Road, located approximately 1,500 feet west of the Linden Avenue. No access to the 4701 Foothill Road site is proposed via Sterling Avenue or Meadow View Lane. The Foothill Road driveway is paved and flares out to a width of approximately 65 feet at the edge of travelled way. The flared driveway design accommodates the Sprinter vans, small delivery box trucks and employee vehicles turning to/from Foothill Road. The entry and exit

speeds at the driveway are relatively slow given the curvature of Foothill Road at the driveway intersection. The design and scale of the driveway is consistent with the rural character of the area.

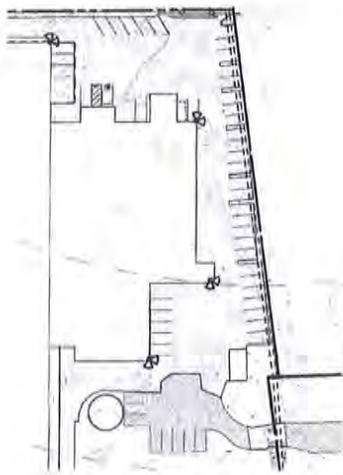
Sight distances were analyzed at the Project driveway to determine if the sight lines along Foothill Road are sufficient in length to permit drivers to anticipate and avoid potential collisions when exiting the Project site. The Caltrans Highway Design Manual stopping sight distance standards were used to determine the requirements at the private driveway.¹ The driveway is located on the outside of a horizontal curve on Foothill Road and there are 20 MPH Curve Warning signs located east and west of the driveway to alert drivers of the roadway curvature in this area. Floating car surveys found that vehicles travel in the 25-30 MPH range adjacent to the driveway. Based on Caltrans criteria, the minimum stopping sight distance standard for a 30 MPH design speed is 200 feet.

Sight distances were measured from the driveway looking to the north and the east along Foothill Road. The sight distance looking to the north was measured at about 350 feet to the horizontal curve in the roadway (see Figure 5). This sight distance exceeds the Caltrans 200-foot minimum. The sight distance looking to the to the east was measured at about

¹ Highway Design Manual, California Department of Transportation, Sixth Edition, Updated May 2012.

1,450 feet to the Linden Avenue intersection (see Figure 5). This sight distance also exceeds the Caltrans 200-foot minimum sight distance standard.

PARKING



The Project parking plan (see Figure 3) shows that 51 striped parking spaces will be provided in a surface parking lot located on the east end of the main greenhouse structure. A truck/van loading zone is also provided in this area.

Assuming the conservative 15% carpool/vanpool factor used for the trip generation analysis, the peak workforce of 60 employees would generate a parking demand of 51 spaces ($60 \text{ employees} \times 0.85 = 51 \text{ spaces}$). This parking demand would be accommodated on-site. No parking for employees, contractors or deliveries will be allowed in the site entrances, the public right-of-way, or in any configuration that blocks access to the fire lanes located on-site.

TRANSPORTATION MANAGEMENT PLAN

The following section reviews the components of the Project's Transportation Management Plan (TMP).

Truck/Van Traffic and Travel Routes

There is no set schedule for inbound delivery vehicles, which are estimated at 3 per week, or outbound deliveries which are estimated at 7.5 per week. As noted previously, the inbound delivery vehicle used is a 20-foot box truck; and a 20- to 24-foot Sprinter type cargo van would be used to transport harvested product off-site. Drivers would be given advance notice to use the preferred truck routes to and from the site. Trucks and vans travelling from the north would use



the US 101/Santa Monica Road-Reynolds Avenue interchange and trucks travelling from the south would use the US 101/Casitas Pass Road interchange. The preferred truck routes are

shown on Figure 4. It is anticipated that 40% of the deliveries would travel to/from the north via the US 101/Santa Monica Road-Reynolds Avenue interchange and 60% of the deliveries would travel to/from the south via the US 101/Casitas Pass Road interchange. No truck or van trips would use the US 101/Linden Avenue interchange.

Employee TMP Strategies

The applicant has committed to implementing a TMP that includes the following measures:

- Educating employees about the cost-savings of carpools.
- Promoting employee ridesharing by assisting with ride-matching services.
- Assisting employees with enrolling in the alternative transportation commute programs offered by SBCAG's Traffic Solutions.
- Sponsoring a company vanpool (such as CalVans or Enterprise Commute) to transport employees from the Santa Barbara and/or Ventura areas to the site during regular weekday operations (more detailed information on the vanpool programs is attached).
- Providing secure bicycle parking. A 9-space bicycle rack is provided for employees under an awning located at the entrance to the main greenhouse building.

It is anticipated that the TMP could result in 30%-40% of employees participating in the various components of the plan. Employee shifts (6:30 AM to 4:00 PM) would also be scheduled outside of the typical AM (7:30-8:30 AM) and PM (4:30-5:30 PM) peak hour travel periods; and are offset from the start and end periods of the Carpinteria High School (8:00 AM and 3:00 PM). It is anticipated that 30% of the employee trips would travel to and from the north via the US 101/Santa Monica Road-Reynolds Avenue interchange, 60% of the employees would travel to and from the south via the US 101/Casitas Pass Road interchange, and 10% of the employees trips would be local. No employee trips would use the or US 101/Linden Avenue interchange.

Monitoring

The applicant will include information in the annual report to the Planning Department outlining the specific components of the TMP that were implemented, including documentation of the CalVans leases, mode-split monitoring reports from SBCAG's Traffic Solutions, and documentation of the other carpooling/alternative mode incentives that were offered to the Project employees.

VMT ANALYSIS

The County's and the City's adopted Traffic Impact Thresholds were previously used to evaluate whether a project has a significant traffic impact under the California Environmental Quality Act (CEQA). Recent legislation, Senate Bill 743, is moving away from the Level of Service (LOS) metric to a Vehicle Miles Travelled (VMT) metric to evaluate whether a project results in a significant traffic impact. Cities and counties were required to implement Senate Bill 743 by July 1, 2020. It is anticipated that LOS will still remain as a policy consistency issue for the County and the City, though not as an impact metric under CEQA environmental review.

Per the State's Natural Resource Agency Updated Guidelines for the Implementation of the CEQA adopted in 2018, VMT has been designated as the most appropriate measure of transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. For land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. The County and the City have not adopted specific VMT thresholds of significance or analysis methodologies at this time.

CEQA Guidelines. The California Governor's Office of Planning and Research (OPR) published a Technical Advisory on Transportation that includes recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.² The Technical Advisory provides screening tools to determine when a project may have a significant VMT impacts, as follows:

"Many agencies use "screening thresholds" to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (See e.g., CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G.) As explained below, this technical advisory suggests that lead agencies may screen out VMT impacts using project size, maps, transit availability, and provision of affordable housing.

Screening Threshold for Small Projects

Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer

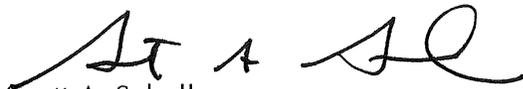
² Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, December 2018.

than 110 trips per day generally may be assumed to cause a less-than significant transportation impact."

As shown in Table 2, the Project would result in a net decrease of 15 ADT and thus would have a less-than-significant VMT impact based on the new CEQA guidelines and screening thresholds (110 ADT for small projects).

This concludes our traffic and parking analysis for the Ever-Bloom Greenhouse Project.

Associated Transportation Engineers



Scott A. Schell
Principal Transportation Planner

SAS

Attachments

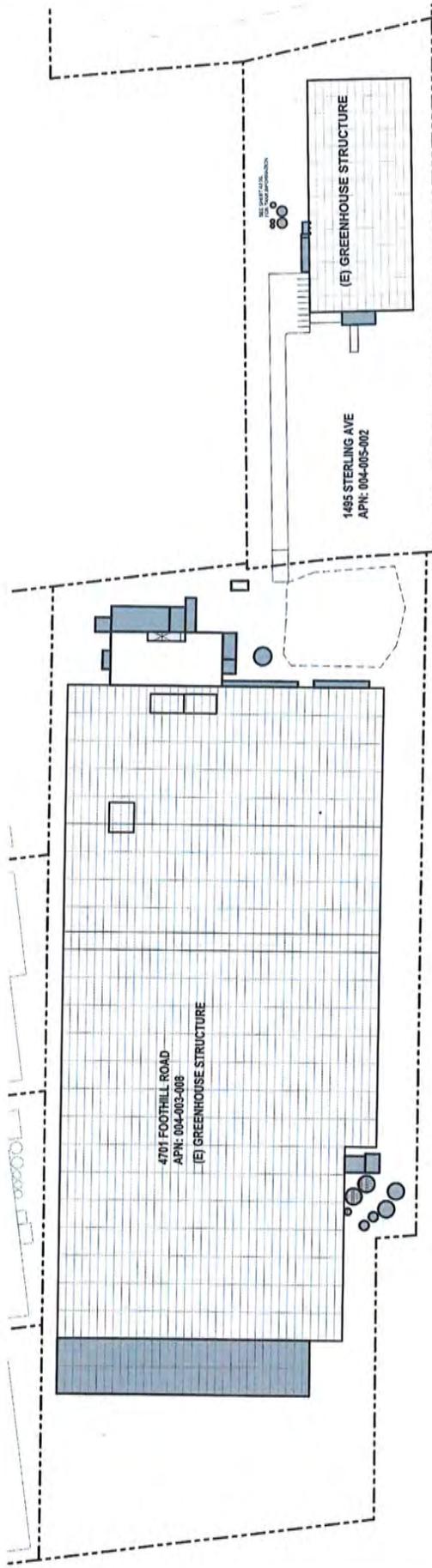
CC: Jay Higgins, Land Planner



FIGURE 1

PROJECT SITE LOCATION


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NOT TO SCALE

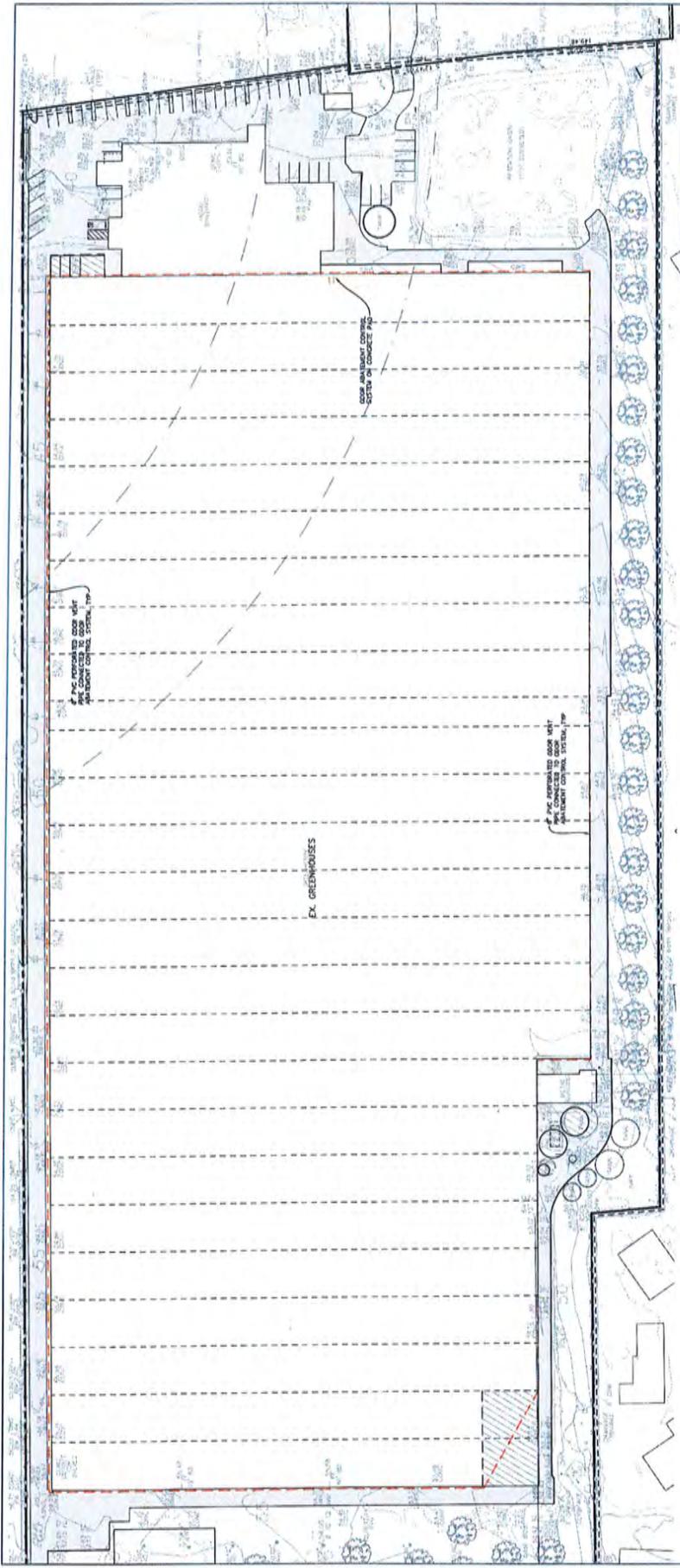
FIGURE 2

PROJECT SITE PLAN



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NOT TO SCALE

FIGURE 3

PROJECT PARKING PLAN

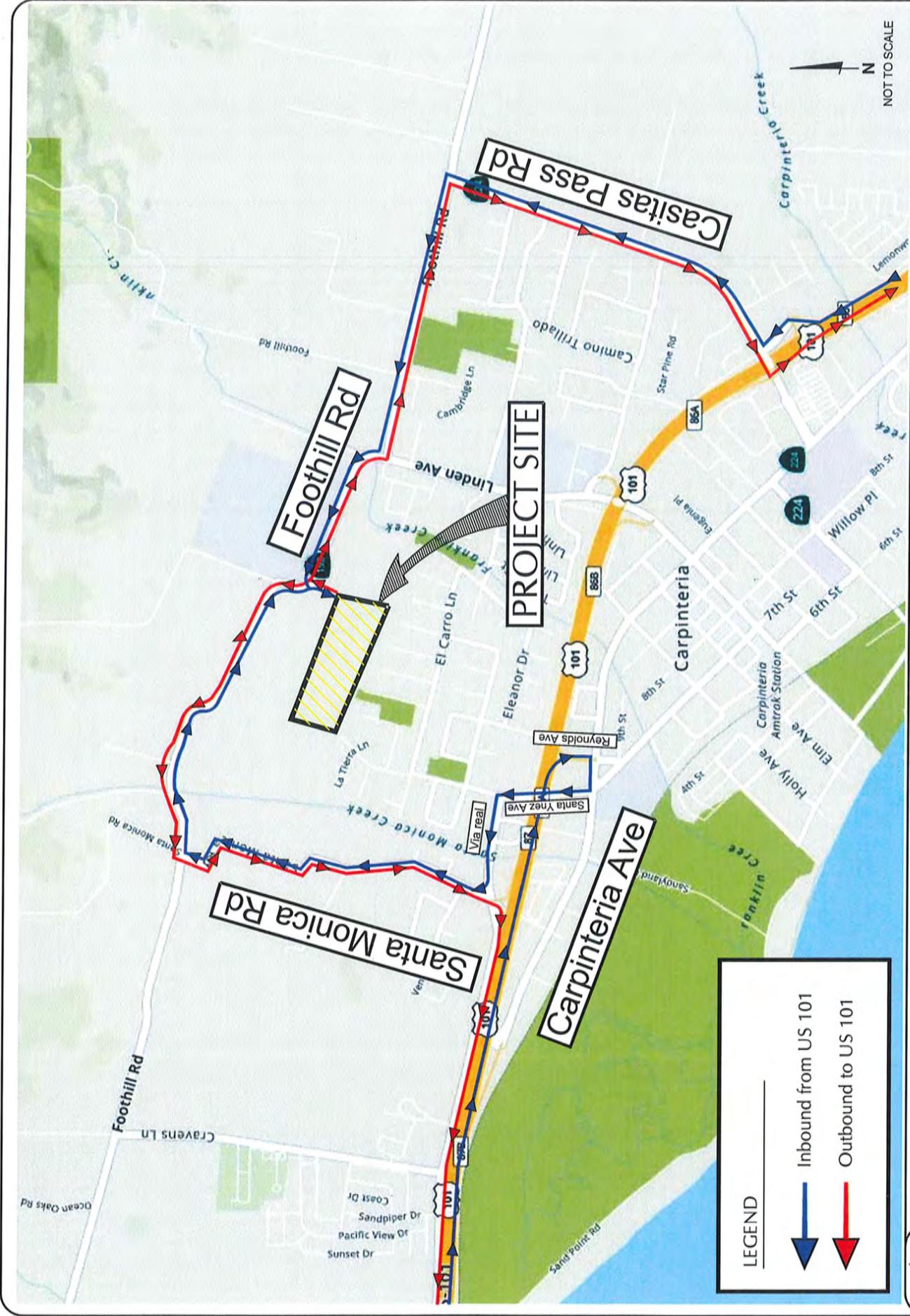


FIGURE 4

PROJECT TRAVEL ROUTES TO US 101

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LEGEND

-  Inbound from US 101
-  Outbound to US 101



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Looking North

Looking East



Associated Transportation Engineers #20044
 Trip Generation Worksheet

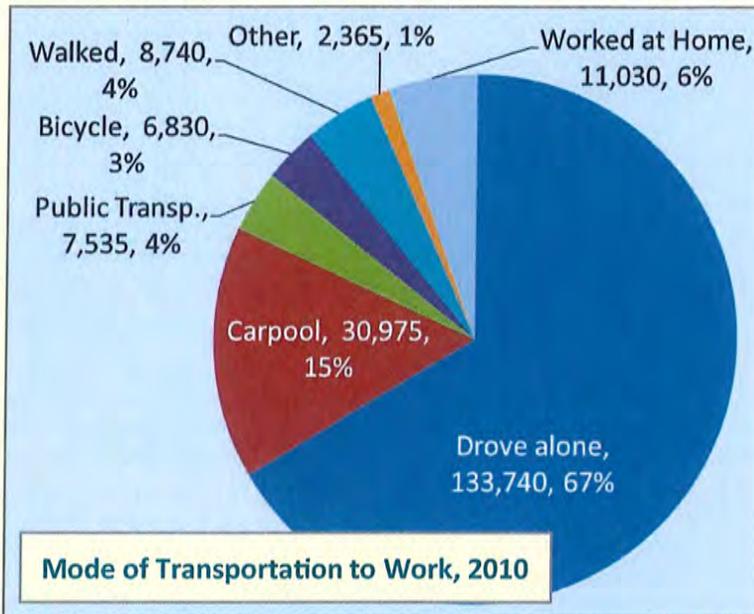
4701 FOOTHILL ROAD GREENHOUSE PROJECT

Use	Size	ADT		AM PEAK HOUR			PM PEAK HOUR								
		Rate	Trips	Rate	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips		
Proposed Project Greenhouse(a)	492,249 SF	0.27	133	0.03	15	61%	9	39%	6	0.06	30	27%	8	73%	22

(a) Trip generation based on rates presented in SB County Carpinteria Valley Greenhouse Program FEIR for Greenhouse operations.

Santa Barbara County State of the Commute—Countywide

The majority of commuters in the county drive alone to work, contributing to congestion during peak commute times.

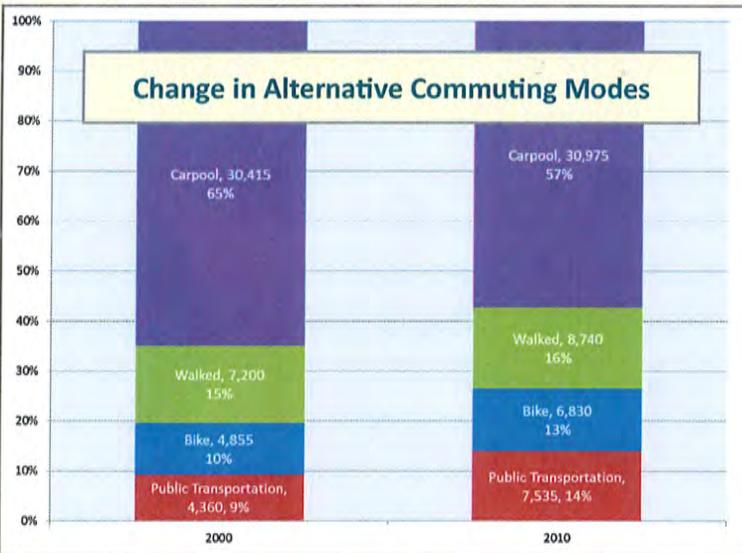


Between 2000 and 2010, public transit use increased 5%, significantly more than other alternative modes.

Shifting from driving alone to an alternative mode reduces congestion, commuting costs, and greenhouse gas emissions. For many commuters, short trips can be accomplished by walking, biking, or local transit. For longer trips carpooling and inter-regional bus service are good options.

- In 2010, the drive alone mode has the highest countywide percentage of all travel modes to work with 133,740 commuters/day or 67%, followed by carpoolers with 30,975 commuters/day or 15%.
- The public transit mode has 7,535 commuters/day or 4% of all modes.
- The bike mode has 6,830 commuters/day or 3% of all modes.
- The walking mode has 8,740 commuters/day or 4% of all modes.

- Public transit commutes increased from 4,360 to 7,535 commuters/day in 2010, from 9% to 14% of the alternative modes.
- Bike commutes increased from 4,855 to 6,830 commuters/day in 2010, from 10% to 13% of the alternative modes.
- Walking commutes increased from 7,200 to 8,742 commuters/day in 2010, from 15% to 16% of the alternative modes.
- Carpool commutes increased from 30,415 to 30,975 commuters/day in 2010, but declined from 65% to 57% of the alternative modes.

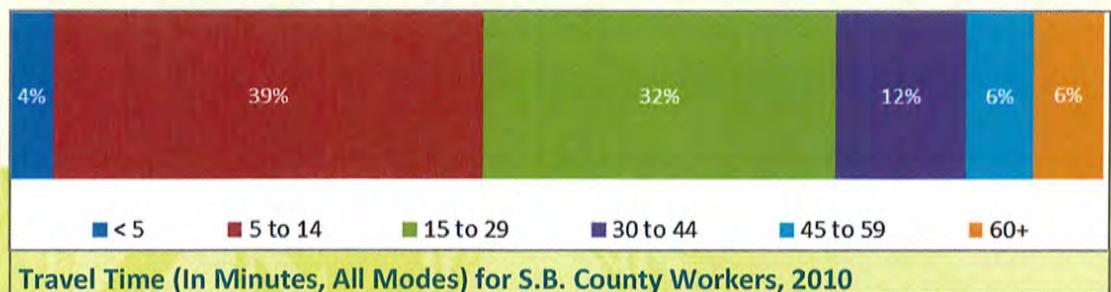


The highest proportion of commuters (43%) have a short travel time of less than 15 minutes.

Six percent have a travel time over 60 minutes, which includes those commuting from outside the County.

The mean travel time is 21 minutes.

Public transit, bike, walk and carpool mode trips combined increased by 15% or 7,250 commuters/day, from 46,830 commuters/day in 2000 to 54,080 in 2010.



Note: Travel Time data does not include a distance factor and as a result does not account for the time lost in congestion. Travel time data includes those workers 16 years and over who do not work at home.



CALIFORNIA VANPOOL AUTHORITY

HALF THE COST, TWICE THE CONVENIENCE!

Public
Vanpools
Leading
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NEW CALVANS VANPOOL PARTICIPANTS CAN SAVE ON THE ALREADY-LOW MONTHLY COST! *

If you're in the expensive habit of driving yourself to work alone in your own vehicle, you now have a more affordable, convenient option: CalVan vanpools. A popular ridesharing program used by thousands of satisfied commuters in neighboring Valley communities, CalVans is continuing to expand throughout the Valley, with plenty of new opportunities to drive or join a vanpool. Call 1-866-655-5444 to see if there's a seat available in a CalVans vanpool operating in your area. If not, it's easy to start your own CalVans vanpool. CalVans provides the vans, the fuel, the maintenance and support – all you do is drive, and you can even share that responsibility if you like. Read on for more information and benefits of this exciting, money-saving alternative to driving alone. CalVans vanpools are the affordable, reliable, responsible way to get to work!

Vanpooling Saves You Money

Especially when you start your own!

Driving alone in your own vehicle is an expensive and wasteful way to get to and from work. Considering the cost of fuel, maintenance and wear-and-tear – not to mention the healthcare costs associated with the Valley's air pollution – it's no wonder more and more commuters are opting to rideshare. CalVans

vanpools make it easy and affordable! Why spend hundreds of dollars a month on fuel and maintenance for your vehicle, when you can drive or join a CalVans vanpool for as little as \$12 a month? Use your savings to make a mortgage or student tuition payment. You can even start saving for that special vacation you've always promised yourself but never taken. By joining a CalVans vanpool, you may save an average of \$5,500 a year in driving expenses. And low monthly fares are just the beginning.

Read on for more information and benefits of this exciting, money-saving alternative to driving alone. CalVans vanpools are the affordable, reliable, responsible way to get to work!

Here are the typical monthly costs and saving for new CalVans riders:

Daily Roundtrip Mileage	CalVans Monthly Rates**		Monthly Saving***	
	Students and Non-Governmental Employees	State Employees after State Subsidy	Non-Governmental Employees Save...	State Employees Save...
20	\$39	\$10	\$189	\$213
30	\$46	\$12	\$300	\$328
40	\$53	\$13	\$413	\$444
50	\$60	\$15	\$525	\$559
60	\$67	\$17	\$637	\$675
70	\$73	\$18	\$749	\$790
80	\$80	\$20	\$861	\$906
90	\$87	\$22	\$973	\$1,007
100	\$94	\$29	\$1,086	\$1,114

***New CalVan vanpool participants cannot have been in a vanpool program within the past 6 months. Rebates funded by your local air pollution control district.

*Monthly rate calculations based on full 15-passenger van, 21 workdays per month, fuel cost \$3.65 per gallon. Visit www.calvans.org to calculate your cost and savings.

**Monthly savings. AAA "Your Driving Costs," 2011



The affordable, reliable & responsible way to commute

CalVans vanpools benefit your budget, your lifestyle and our environment.



CalVans provides every vanpool with a clean, new 7- to 15-passenger van, and gives each driver a special fuel card for purchasing gas. The van is fully maintained by CalVans from basic oil changes and tire replacement to major tune-ups and recommended service, ensuring safe, reliable operation. For added peace of mind, each van is equipped with a two-way radio and AVL locator system, and is covered by a \$10 million insurance policy. In the event of a problem, a spare van is available for dispatch. Best of all, this is all covered by your low monthly fare – no other charges, hidden fees or surprises.

The benefits of CalVans are easy to see. You'll save money, with rates as low as \$12 a month, not the hundreds you currently spend each month driving alone. You'll save time with efficient, maintenance-free transportation. You'll save the hassle of driving; in fact, you can relax, read or get a head start on work during your commute! You'll save wear-and-tear on your personal vehicle, adding years to its life. And since one van replaces 7 to 15 vehicles, you'll help reduce one of the Valley's biggest health threats: air pollution.

Don't spend another month wasting your hard-earned money. Call CalVans today: 1-866-655-5444

How to start with CalVans

Starting a CalVans vanpool is a simple, streamlined process that enables you to begin enjoying benefits almost immediately.

Starting a CalVans vanpool is a simple, streamlined process that enables you to begin enjoying benefits almost immediately. Talk to your coworkers and find enough who are willing to share a ride. You'll also want to decide who will be the main driver, as well as any backup drivers. Then fax the CalVans office with the driver's licenses of everyone who may be driving the van, so we can pull the DMV driving records. (If you have more than 2 points or either a DUI or reckless driving in the past 5 years, you won't be approved as a driver.) Each driver will also need to get a Class B physical exam "green card" which we can help arrange.

A CalVans staff member will then meet with you to go over the daily operational issues and show you how to submit payments from you and your riders. After you receive your van, you'll receive a bill around the 25th of each month, with payment due on the 15th of the next month. The bill includes all costs related to your vanpool including fuel, and payment will simply be the individual payments you collect from you and your riders.

In the event of a problem, CalVans offers live support 24/7. If your van ever breaks down or needs work in a repair facility, a spare van will be delivered to you. Additionally, CalVans will perform routine maintenance every 6,000 miles right where you park the van – you won't need to take it anywhere for service!

Questions? Ready to start? Call CalVans at 1-866-655-5444

No Credit Check, No Long-Term Commitments



CalVans wants to put you in a van, not tie you up with red tape, so we don't require a credit check. We know life can be unpredictable, so CalVans does not require you to sign a long-term contract. If you need to return the van, you pay only for the days you used it, no questions asked.

"You can't beat CalVans!"

Every day, thousands of commuters in the Valley rely on CalVans vanpools to get them to and from work. While no two riders are alike and each joined a vanpool for different reasons, they all agree that CalVans is the positive alternative to driving alone.

Mary Espinoza used to drive alone to her job at Pleasant Valley State Prison in Coalinga. She joined the CalVans vanpool program over 6 years ago, and has never regretted that decision. Besides saving over \$250 per month in driving expenses, Mary enjoys the friends she has made in her vanpool group. She and 11 coworkers commute daily from Hanford – a 50-minute drive that allows the riders to enjoy "some down time from the responsibilities of life, kids, families and work, and that's a good thing! The CalVans vanpool service is perfect."

Another correctional facility employee, Raymond Martinez, has been using CalVans for over 4 years to commute from Visalia to North Kern

State Prison in Delano. Prior to joining CalVans, he used a different vanpool service but switched to CalVans because the program offered "newer vans, better equipment and more reasonable costs." He estimates that vanpooling saves him from \$500 to \$800 per month compared to the cost of driving his own vehicle. "The thing I like about CalVans is the money I save each month plus the wear and tear on my car," Martinez says. "You can't beat CalVans!"

Mary and Raymond's positive experiences with CalVans are far from unique. Norma Sanchez used to rely on a different vanpool program to commute from Kingsburg to her job at Fresno County Health Department, but switched to CalVans because of the benefits it offers. For example, her former vanpool required the driver to pay for gas out-of-pocket and be reimbursed at a later date, where CalVans drivers use a fleet gas card.

For Vanessa Quesada, the advantages of CalVans go far beyond the financial benefits. She's part of an 8-person CalVans vanpool that takes Fresno Department of Education employees from Visalia to Fresno. She describes CalVans as "a life saver," not only for the \$300 a month she saves in driving expenses, but because her vanpool group is like a second family. "We celebrate birthdays and enjoy sharing about our lives while we commute to work," she says.

If you're ready to add your own chapter to the CalVans success story, call 1-866-655-5444

Save even more with monthly incentives

CalVans riders save an average of \$5,500 per year in driving expenses, making ridesharing an attractive alternative to driving alone. But that's just one of CalVans financial benefits. If you're a state or federal employee, you're eligible for additional monthly incentives that prove it really does pay to use CalVans!

State employees who utilize ridesharing may receive up to \$65 a month per person, while ridesharing federal employees are eligible for up to \$125 a month per person.



**Call or visit our website today to see what you can save.
(866) 655-5444 • www.calvans.org**



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Commuter Benefit for Your Employees

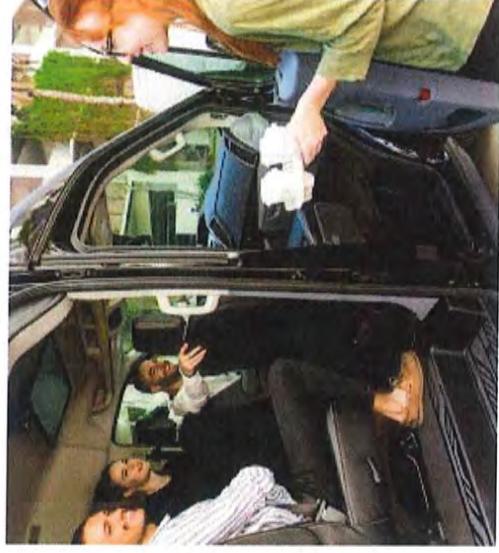
Create a Win Win

Your employees want benefits beyond salary. You want to attract and keep the best talent. A commuter benefit can help with both.

How Commuting to Work Impacts Employees

- 45% think **commuting is the worst part** of their day
- More than **85% would take a pay cut** in exchange for a shorter commute

This is a real challenge for today's employers. But Commute with Enterprise can help flip the story – and turn the commute into a valuable employee benefit. With **80% picking benefits over a pay raise**, this is a solution with real pay-back opportunity. Plus, you can offer it at zero-to-no cost.





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JOIN COMMUTE

We Turn the "Commute to Work" Into a Perk

Offer your employees a way to get to work that eliminates stress, reduces out-of-pocket spend and puts them in a better – and more productive – state-of-mind. Commute with Enterprise offers companies a turnkey employee commuting solution with:

- Significant cost savings – \$6,000 annually on average (includes savings on fuel, parking, tolls, maintenance, wear and tear on your personal vehicle)
- Recent-model **SUV, crossover or van** with amenities, like WiFi
- 24/7 Roadside assistance
- Comprehensive vehicle maintenance and insurance

How the Program Works

