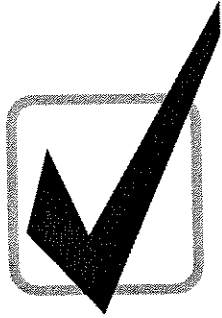


Joint TTC/PAC Meeting



CONSENT ITEMS
AGENDA ITEMS II. A. - J.



2035 Tulare Street, Suite 201
Fresno, California 93721

Telephone (559) 233-4148 ♦ FAX: (559) 233-9645
Website Address: www.fresnocog.org

TRANSPORTATION TECHNICAL COMMITTEE

EXECUTIVE MINUTES

Date: Wednesday, October 11, 2006
Time: 8:30 a.m.
Place: COG Sequoia Conference Room
2035 Tulare St., Suite 201, Fresno, CA

Members Attending:

Renee Mathis, Clovis
Nicholas Don Paladino, Fresno
Cycling Club
Paul Marquez, Caltrans
Stan Nakagawa, Fresno County
Gary Joseph, FCEOC

Scott Mozier, Fresno
Bruce Webber, Selma
Mike Sanchez, Fresno
Bob Palacios, Fresno County
Jeff Roberts, Building Industry Asso.

Others Attending:

Barbara Goodwin, COG
Jason Paukovits, COG
Clark Thompson, COG
Todd Sobrado, COG
Brenda Lauchner, COG
Renee DeVere, COG
Kristine Cai, COG
Stephanie Maxwell, COG
Dottie Wright, COG

Mary Gonzalez, Fresno
Siavash Ansarinia, SBU-Iran, CSUF
Andrew Valles, Fresno
Bruce Robinson, FAX
Brian Domingos, Sol Development
Jeff Long, COG/FAX
Les Beshears COG

Renee Mathis (Clovis), Chair opened the meeting.

I. PUBLIC PRESENTATIONS

This portion of the meeting is reserved for persons wishing to address the TTC on items within its jurisdiction but not on this agenda.

There were no public presentations.

II. CONSENT ITEMS

All items on the consent agenda are considered to be routine and non-controversial by COG staff and may be approved by one motion if no member of the Committee or public wishes to comment or ask questions.

- | | |
|---|-------------|
| A. Executive Minutes of September 9, 2006 | Approve |
| B. 2006-07 Transportation Funding Claim - County of Fresno,
Resolution 2006- 37 | Approve |
| C. Selection of Consultant to Conduct the Fresno-Madera County Freeway
Interchange Deficiency Study Phase II | Approve |
| D. Why Your Community Needs Its Airport | Information |
| E. Bicycle Transportation Account – Call for Projects | Information |
| F. Caltrans Partnership Planning Applications | Information |
| 1. Tolling & Pricing | |
| 2. Eastside Cities | |

Member Agencies: The cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma & Fresno County

G. Safe Routes to School – Call for Projects	Information
H. Regulation VIII Compliance Bulletin	Information
I. Monthly Legislative Update	Information

For a complete summary of these items, please see the October 11, 2006 Annotated Agenda.

A motion was made by Stan Nakagawa (Fresno County) and seconded by Nick Paladino (Cycling Club) to approve the Consent Items as written. A vote was called for and the motion carried.

III. ACTION / DISCUSSION ITEMS

A. Formal Amendment No. 1 to the 2007 Federal Transportation Improvement Program, Resolution 2006-38, PUBLIC HEARING: 10-26-06

Renee DeVere, COG Staff explained the amendment. This amendment is a request by Caltrans, the City of Fresno, and the Council of Fresno County Governments to modify the 2007 Federal Transportation Improvement Program (FTIP). This amendment provides for the addition of one new project, the modification of two existing projects, and the inclusion of Appendix L into the text of the 2007 FTIP:

City of Fresno, CTIPS ID 203-0000-0467: State Route 41 Off Ramp at O Street. The City of Fresno has requested to add this project to the 2007 FTIP under the *Demonstration Program*. This project was formerly in the 2004 FTIP. The City of Fresno has received Earmark funds in the amount of \$1,485,000 for construction of this project.

Caltrans, CTIPS ID 203-0000-0165: State Lump Sum 130-Railroad Grade Crossing Protections Program. Caltrans has requested to modify this project in the 2007 FTIP. \$2.5 million will be added to construction in 2006/07- 2007/08. Funding goes to Caltrans specified projects in the Fresno region that eliminate hazards at railroad grade crossings.

Caltrans, CTIPS ID 203-0000-0278: State Lump Sum Hazard Elimination Safety Program. Caltrans has requested to modify this project in the 2007 FTIP. \$672,000 will be added to preliminary engineering and \$2.3 million will be added to construction in 2006/07. Funding goes to Caltrans specified projects.

Inclusion of Appendix L: Appendix L highlights formal comments and responses received during the drafting of the 2007 FTIP.

A motion was made by Jeff Roberts (BIA) and seconded by Bruce Webber (Selma / Reedley) to recommend the approval of Formal Amendment No. 1 to the 2007 Federal Transportation Improvement Program by the adoption of Resolution No. 2006-38. A vote was called for and the motion carried.

B. Fresno County Request to Form a Land Buffer Task Force

Pursuant to a request by the County of Fresno, in June 2006, Fresno COG took through its committee process a request by Fresno County to have Fresno COG host a Land Buffer Task Force. The basic objectives of the Task Force would be to:

- Identify funding and management mechanisms necessary to purchase/hold the identified land-buffer areas in perpetuity for land-buffer/greenbelt purposes; and
- Develop implementation policies for local agencies' consideration and adoption to preserve those identified geographical areas.

- The Task Force should also, with participation of the affected cities, designate subcommittees to identify potential areas between the Fresno/Clovis Metropolitan Area and the Cities of Sanger and Kerman, between the Cities of Reedley, Parlier and Selma, and between the Cities of Fresno, Selma, Fowler, and Kingsburg for land-buffer or transition areas to maintain identity between the cities (land buffers can be maintained as agricultural, natural open space, park/trail uses).

The recommendation that came forward to the Policy Board from TTC and PAC was that Fresno COG host the Task Force. However, during Policy Board discussions the item was referred back to staff in order to allow those cities that had concerns over the role of the task force time to consult with their respective staffs and community members. Included in your package was the Fresno County Board of Supervisors' staff report which explains the background behind the request and recommended membership on the Task Force.

It is our understanding that over the last couple of months, Fresno County staff has been meeting with various member agencies in an effort to explain the roles/responsibilities of the Task Force and to answer any questions they may have. Fresno County has requested that Fresno COG place the item on the October 2006 agenda for reconsideration. [BOREN]

Lynn Gorman (Fresno County staff) gave an update on the process that has been occurring. The Fresno County Board of Supervisors had asked for an update at their last Board meeting and was somewhat surprised that the COG had deferred action on the request made by the County. They further requested that a workshop be set up to discuss and define the issues. A date has not been set for the workshop but is tentatively set for sometime in December.

A motion was made by Jeff Roberts (BIA) and seconded by Nick Paladino (Fresno Cycling Club) to reaffirm their previous recommendation (May 2006), to allow COG to host the Land Buffer Task Force per the Fresno County Board of Supervisors' request and to further note that the buffer issue is an appropriate topic for regional discussion. A vote was called for and the motion carried.

C. San Joaquin Valley Blueprint, Resolution 2006-36

Barbara Goodwin (COG staff) gave an update on the San Joaquin Valley Blueprint. Two major activities are currently in process regarding the Blueprint. Community outreach consultant VRPA Technologies is in the midst of a comprehensive approach to identify community members' vision and values regarding future growth patterns in our county (schedule on www.fresnocog.org). In the meantime, COG staff has scheduled presentations before all member agency governing boards to provide an update on Blueprint activities.

Merced COG, as the lead agency for the eight Valley COGs, is in the process of filing a grant application for second year funding of the San Joaquin Valley Blueprint. Each of the eight COG partners is asked to pass a resolution to include with the application in support of the California Regional Blueprint Planning Program. [STECK]

A motion was made by Jeff Roberts (BIA) and seconded by Mike Sanchez (Fresno) to recommend approval of Resolution 2006-36 in support of the California Regional Blueprint Planning Process. A vote was called for and the motion carried.

D. 2007 Washington D.C. "One Voice"

In preparation for our upcoming "One Voice" trip to Washington D.C. (February 10-15, 2007) staff has initiated the regional "call for projects" process. We will be reviewing the projects that have been submitted and will hold the first project selection committee meeting on October 25th from 2:00-5:00 PM here at COG. Depending on the outcome of the November 7th election, we may need to schedule a follow-up meeting. Recommended projects will be presented to the Board on 12-14-06.

Staff is also soliciting "local specific" projects that member agencies and community partners are lobbying for on their own behalf. While we will not actively promote these projects in our presentations, we will include them in the materials that we distribute on our trip. It is a good opportunity to gain additional exposure for local projects. [STECK]

It was requested that staff send out a memo to clarify when the "local specific" projects are due and what format they should take. Staff will comply with this request.

This was an information item and required no further action from the Committee.

E. California Consulting Contract

Barbara Goodwin, Executive Director, explained that Fresno COG's contract for state lobbying services with California Consulting is in effect until December 1, 2006. A memo summarizing their work during the past year is enclosed in the agenda package. If the Board wishes to continue lobbying services, this would be the time to either issue an RFP or negotiate extension of the existing contract. In all fairness to California Consulting, they are currently in the process of establishing our 2007 program of activities. Issuing an RFP could compromise their position as an applicant. Should the Board decide to negotiate extension of the existing contract, staff suggests that extending the term of the contract through June 30, 2008 (19 months) would align lobbying efforts with COG's budget cycle as well as the state legislative calendar.

Staff is requesting a Policy Board decision on whether to (1) issue an RFP for state lobbyist consulting services effective December 1, 2006, or (2) negotiate extension of existing contract with California Consulting. In addition, determine term of contract. Because this is a policy issue, a motion was made by Bruce Webber (Selma/Reedley) and seconded by Jeff Roberts (BIA) to move the item forward to the PAC for a recommendation to the Board. A vote was called for and the motion carried.

F. Reasonable Available Control Measures (RACM) Discussion

Jason Paukovits (COG staff) explained the following item. On July 12, 2006, the San Joaquin Valley (SJV) Air District requested that the SJV Metropolitan Planning Organizations (MPOs) draft a Reasonably Available Control Measure (RACM) approach for the 8-hour Ozone State Implementation Plan (SIP). The Air District anticipates releasing a draft plan with workshops later this fall. A draft response to the July 12th request from the Air District was developed and then followed up by a conference call with the Air Resources Board (ARB) and the Air District on August 2, 2006. Since that time, the SJV MPO technical and policy air quality consultants have analyzed the various options for the local RACM approach. Mr. Paukovits provided a brief presentation on the options and recommendations for RACM in the 8-hour Ozone SIP. [PAUKOVITS]

This was an information/discussion item and required no further action from the Committee.

G. Measure "C" Update

Barbara Goodwin, Executive Director gave a brief update explaining that as the campaign for Measure "C" is being handled by the Fresno Chamber of Commerce any campaign questions should be directed to them.

This was an information/discussion item and required no further action from the Committee.

H. TRIP Report – Rough Ride in the City

Barbara Goodwin, Executive Director, explained this item was placed on the agenda to call attention to the information in the report. TRIP is a nonprofit organization based in Washington D.C. that researches, evaluates and distributes economic and technical data on highway transportation issues. TRIP has just released a report titled *"Rough Ride in the City-Metropolitan Areas with the Roughest Rides and Strategies to make our Roads Smoother"* which was included in the package. In the report TRIP examines the condition of major roads in the nation's most populous urban areas, recent trends in the urban travel, and the latest developments in repairing and building bridges to last longer. The major findings of the report were:

1. The condition of the nation's most critical metropolitan area roads and highways is getting worse, increasing the cost motorists are paying to maintain their vehicles as a result of driving on roads and highways with pavements in poor condition.
2. Significant increases in travel in the years ahead will put additional stress on roads and make it even more costly to improve and maintain them.
3. A 2004 U.S. Department of Transportation study prepared for Congress found that urban road and highway pavement conditions are likely to worsen at current funding levels. Significant inflation in the cost of highway construction materials may further increase the cost of needed road and highway repairs. Current federal highway revenues will be unable to fully fund the federal highway program by 2009.

Fresno metropolitan area roads received the following TRIP scorecard.

- Percentage of pavement in poor condition: 31%
- Percentage of pavement in mediocre condition: 33%
- Percentage of pavement in fair condition: 22%
- Percentage of pavement in good condition: 13%
- Additional vehicle operating cost as a result of road conditions: \$462

For additional TRIP report findings, see www.tripnet.org [GOODWIN]

This was an information/discussion item and required no further action from the Committee.

I. State Route 180 West Adoption Study – Continued Discussion

At the request of the COG Policy Board, staff will be providing status reports on the status/progress of the State Route 180 West Route Adoption study. Barbara Goodwin, Executive Director reported that when the item was presented at last month's COG Board meeting, there was concern expressed from the Firebaugh Mayor and the Board of Supervisor's representative Phil Larson because there was no Firebaugh alignment. Further discussion was requested.

Also, the Matrix used for the Project Development Team (PDT) meeting as a scorecard would be helpful and staff will ask Caltrans to provide it to the Board.

This was an information/discussion item and required no further action from the Committee.

J. Caltrans Monthly Report

Paul Marquez, Caltrans staff, provided an update on Caltrans activities as follows:

- Caltrans has undertaken the SR 41 Corridor Study—on October 13 there will be a follow-up meeting to evaluate transportation scenarios along the corridor. The meeting will be held at COG from 10-12 in the Sequoia Room. The projection is for the study to be completed in February.
- On October 26, Caltrans and the FCTA are sponsoring the dedication ceremony for Highway 41 from Elkhorn to Jensen Avenue. It will be a special dedication in honor of the late Don DeMers (Mr. Measure C). It will be at 2:00 p.m. at the Southwest Transportation Agency.

This was an information/discussion item and required no further action from the Committee.

IV. OTHER BUSINESS

A. Items from Staff

Barbara Goodwin reported on the following items:

- Business Plan for SR 99 is being used as a model for the State in its new requirement for corridor management plans. More information in the future.
- Change in Meeting Calendar for November/December
 - The November meetings for TTC, PAC and the Board have been cancelled and the meetings in December will be a Joint TTC/PAC on December 8th and the COG Board will meet on December 14th.
 - Reminder to have parking tickets stamped for validation.

There were no additional items from staff.

B. Items from Members

Bruce Webber (Selma/Reedley) reported that Selma wants to build a regional bike path along the UP rail line right-of-way. The railroad is not allowing the City to use the right of way. He brought up issues regarding the railroads not having to meet certain PM 10 and PM 2.5 air quality requirements. Jason Paukovits, COG staff will check into the situation.

Stan Nakagawa (Fresno County) has asked that the COG Rail Committee host a workshop on the development of a Strategic Business Plan for the (Amtrak) San Joaquin Rail Corridor.

Caltrans Division of Rail has retained a consulting team with specific experience in rail corridor strategic planning and public outreach to develop the Strategic Business Plan. The intent of the Plan is to chart the course for the future development of the San Joaquin Corridor based on the goals and priorities established during the planning process. This is an important workshop. It is relevant to other ongoing planning programs, including the California Partnership for the San Joaquin Valley and the Blueprint Planning Program. It is an opportunity for Fresno County to insure that our concerns regarding rail passenger service are incorporated and addressed in the Strategic Business Plan.

There were no additional items from members.

There being no further business, the meeting was adjourned.

Respectfully submitted,

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

BARBARA GOODWIN, Executive Director
Council of Fresno County Governments
ldw

POLICY ADVISORY COMMITTEE

EXECUTIVE MINUTES

Date: Friday, October 20, 2006
Time: 10:00 a.m.
Place: COG Sequoia Conference Room
2035 Tulare St., Suite 201, Fresno, CA

Members Present:

Ron Manfredi, City of Kerman, Vice Chair
Juanita Veliz, City of Huron
Lou Martinez, City of Parlier
Cruz W. Ramos, City of San Joaquin
Lynn Gorman, Fresno County
Bruce Webber, City of Reedley
Roseann Galvan, City of Selma

Kathy Millison, City of Clovis
Bill Little, City of Orange Cove
Don Pauley, City of Kingsburg
Dan Spears, City of Sanger
Paul Marquez, Caltrans, District 06

Others Present:

Barbara Goodwin, COG
Tony Boren, COG
Dottie Wright, COG
Renée DeVere, COG
Barbara Steck, COG
Jeffrey D. Webster, Fresno County Rural Transit
Agency

Todd Sobrado, COG
Linsey Monge, COG
Kristine Kai, COG
Les Beshears, COG
Luis Santana, Fresno Covenant Foundation
Jenny Brietigam, Fresno Covenant Foundation

Ron Manfredi (Kerman), Vice Chairman opened the meeting. Introductions were made around the room. Vice Chairman Manfredi reminded members to speak into the microphones so they could be heard and recorded and also reminded them to get their parking tickets stamped for validation. He also reminded members that David Spaur, Executive Director with the Fresno Economic Development Corporation would be speaking to the group during lunch.

I. PRESENTATIONS

1. Public Presentations

This portion of the meeting is reserved for persons wishing to address the PAC on items within its jurisdiction but not on this agenda.

There were no public presentations.

2. Presentation by Luis Santana, Fresno Covenant Foundation, "Empowering Children and Families to Achieve Productive, Self-Reliant Lives"

Mr. Santana presented information from the Fresno Covenant Foundation. It is their mission to empower children and families to achieve productive, self-reliant lives. The major programs include: after school reading tutoring; parent involvement program; early childhood education; health program; college preparation program. Members were encouraged to get involved and pass the information along to others.

Member Agencies: The cities of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma & Fresno County

II. CONSENT ITEMS

All items on the consent agenda are considered to be routine and non-controversial by COG staff and may be approved by one motion if no member of the Committee or public wishes to comment or ask questions.

- | | |
|---|-----------------|
| A. Executive Minutes of September 15, 2006 | Approve |
| B. Transportation Funding Claims | |
| 1. County of Fresno, 2006-07, Resolution 2006-37 | Approve |
| 2. City of Clovis, 2006-07, Resolution 2006-39 | Approve |
| C. Selection of Consultant to Conduct the Fresno-Madera County Freeway Interchange Deficiency Study Phase II | Approve |
| D. Why Your Community Needs Its Airport | Information |
| E. Bicycle Transportation Account – Call for Projects | Information |
| F. Caltrans Partnership Planning Applications | Information |
| 1. Tolling & Pricing | |
| 2. Eastside Cities | |
| G. Safe Routes to School – Call for Projects | Information |
| H. Regulation VIII Compliance Bulletin | Information |
| I. Status Report on Sacramento Lobbying Activities—Steve Samuelian, California Consulting, Inc., 10-26-06 COG Meeting | Info/Discussion |
| J. Monthly Legislative Update | Information |
| K. Regional Clearinghouse | |
| 1. Head Start – Preschool & Early Head Start 2006 Refunding | Information |
| FRESNO COUNTY ECONOMIC OPPORTUNITIES COMMISSION | |
| L. Abandoned Vehicle Abatement – FY 2005-06 Fourth Quarter Status Report and Year-End Summary | Information |
| M. Workshop Announcement – Strategic Business Plan for the (Amtrak) San Joaquin Rail Corridor | Information |

For a complete summary of these items, please see the October 20, 2006 Annotated Agenda.

COG Staff pulled item F. 2. -- **Caltrans Partnership Planning Applications - Eastside Cities** to further explain the nature of the grant application. Clark Thompson (COG) explained it was a partnership grant and the jurisdictions involved in the study include the counties of Fresno and Tulare, the Fresno County cities of Fowler, Selma, Kingsburg, Sanger, Parlier, Reedley and Orange Cove, and the Tulare County city of Dinuba. Fresno COG submitted an application for funding under the Caltrans Partnership Planning Program (due October 13th) to evaluate the existing and planned major street and highway system in southeast Fresno County and northern Tulare County and propose changes where warranted.

A motion was made by Don Pauley (Kingsburg) and seconded by Kathy Millison (Clovis) to approve the Consent Items as written. A vote was called for and the motion carried.

III. ACTION / DISCUSSION ITEMS

A. Formal Amendment No. 1 to the 2007 Federal Transportation Improvement Program, Resolution 2006-38, PUBLIC HEARING: 10-26-06

Renee DeVere, COG Staff explained the amendment. This amendment is a request by Caltrans, the City of Fresno, and the Council of Fresno County Governments to modify the 2007 Federal Transportation Improvement Program (FTIP). This amendment provides for the addition of one new project, the modification of two existing projects, and the inclusion of Appendix L into the text of the 2007 FTIP:

City of Fresno, CTIPS ID 203-0000-0467: State Route 41 Off Ramp at O Street. The City of Fresno has requested to add this project to the 2007 FTIP under the *Demonstration Program*. This project was formerly in the 2004 FTIP. The City of Fresno has received Earmark funds in the amount of \$1,485,000 for construction of this project.

Caltrans, CTIPS ID 203-0000-0165: State Lump Sum 130-Railroad Grade Crossing Protections Program. Caltrans has requested to modify this project in the 2007 FTIP. \$2.5 million will be added to construction in 2006/07- 2007/08. Funding goes to Caltrans specified projects in the Fresno region that eliminate hazards at railroad grade crossings.

Caltrans, CTIPS ID 203-0000-0278: State Lump Sum Hazard Elimination Safety Program. Caltrans has requested to modify this project in the 2007 FTIP. \$672,000 will be added to preliminary engineering and \$2.3 million will be added to construction in 2006/07. Funding goes to Caltrans specified projects.

Inclusion of Appendix L: Appendix L highlights formal comments and responses received during the drafting of the 2007 FTIP.

A motion was made by Don Pauley (Kingsburg) and seconded by Bruce Webber (Reedley) to recommend the approval of Formal Amendment No. 1 to the 2007 Federal Transportation Improvement Program by the adoption of Resolution No. 2006-38. A vote was called for and the motion carried.

Barbara Goodwin, Executive Director commended Renee for helping to make this process more understandable.

B. Fresno County Request to Form a Land Buffer Task Force

Pursuant to a request by the County of Fresno, in June 2006, Fresno COG took through its committee process a request by Fresno County to have Fresno COG host a Land Buffer Task Force. The basic objectives of the Task Force would be to:

- Identify funding and management mechanisms necessary to purchase/hold the identified land-buffer areas in perpetuity for land-buffer/greenbelt purposes; and
- Develop implementation policies for local agencies' consideration and adoption to preserve those identified geographical areas.
- The Task Force should also, with participation of the affected cities, designate subcommittees to identify potential areas between the Fresno/Clovis Metropolitan Area and the Cities of Sanger and Kerman, between the Cities of Reedley, Parlier and Selma, and between the Cities of Fresno, Selma, Fowler, and Kingsburg for land-buffer or transition areas to maintain identity between the cities (land buffers can be maintained as agricultural, natural open space, park/trail uses).

The previous recommendation that came forward to the Policy Board from TTC and PAC was that Fresno COG host the Task Force. However, during Policy Board discussions the item was referred back to staff in order to allow those cities that had concerns over the role of the task force time to consult with their respective staffs and community members. Included in your package was the Fresno County Board of Supervisors' staff report which explains the background behind the request and recommended membership on the Task Force.

Over the last couple of months, Fresno County staff has been meeting with various member agencies in an effort to explain the roles/responsibilities of the Task Force and to answer any

questions they may have. Fresno County has requested that Fresno COG place the item on the October 2006 agenda for reconsideration. [BOREN]

Lynn Gorman (Fresno County staff) gave an update on the process that has been occurring. The Fresno County Board of Supervisors had asked for an update at their last Board meeting and was somewhat surprised that the COG had deferred action on the request made by the County. They further requested that a workshop be set up to discuss farmland preservation. A date has not been set for the workshop but is tentatively set for sometime in December.

Ron Manfredi (Kerman) commented these are sensitive issues but need to be discussed and the public needs to be educated regarding growth. He questioned whether there had been discussions regarding the methodology which the sub-committees will use and would there be a moderator. He further suggested that a non-COG staff person serve as moderator.

In discussion of the item, Kathy Millison (Clovis) expressed concern that there was not enough emphasis for discussions regarding separations of boundaries in the metropolitan area. She felt there should be an additional sentence as follows: this discussion will include appropriate boundaries between Fresno and Clovis.

A motion was made by Don Pauley (Kingsburg) and seconded by Cruz Ramos (San Joaquin) to reconfirm their previous recommendation (May 2006), to allow COG to host the Land Buffer Task Force per the Fresno County Board of Supervisors' request and to further note that the buffer issue is an appropriate topic for regional discussion. Further, the motion included the phrase that The first order of the Task Force should be to discuss and determine whether, and where, land buffers or transition areas are desirable, and to define the terms of "land buffers" and "transition areas". The PAC also wanted to include that the basic objectives of the Task force are subject to the Task Force modification. Also the sentence relating to the metropolitan area boundaries was added as: This discussion will include appropriate boundaries between Fresno and Clovis. Also included was the recommendation of the use of an independent moderator (non-COG staff) to be secured for this effort. A vote was called for and the motion carried.

C. San Joaquin Valley Blueprint, Resolution 2006-36

Barbara Steck (COG staff) gave an update on the San Joaquin Valley Blueprint. Two major activities are currently in process regarding the Blueprint. Community outreach consultant VRPA Technologies is in the midst of a comprehensive approach to identify community members' vision and values regarding future growth patterns in our county (schedule on www.fresnocog.org). In the meantime, COG staff has scheduled presentations before all member agency governing boards to provide an update on Blueprint activities.

Merced COG, as the lead agency for the eight Valley COGs, is in the process of filing a grant application for second year funding of the San Joaquin Valley Blueprint. Each of the eight COG partners is asked to pass a resolution to include with the application in support of the California Regional Blueprint Planning Program. [STECK]

A motion was made by Kathy Millison (Clovis) and seconded by Bruce Webber (Reedley) to recommend approval of Resolution 2006-36 in support of the California Regional Blueprint Planning Process. A vote was called for and the motion carried.

D. 2007 Washington D.C. "One Voice"

In preparation for our upcoming "One Voice" trip to Washington D.C. (February 10-15, 2007) staff has initiated the regional "call for projects" process. Staff will review the projects that have been submitted and will hold the first project selection committee meeting on October 25th from

2:00-5:00 PM here at COG. Depending on the outcome of the November 7th election, we may need to schedule a follow-up meeting. A list of the recommended projects was handed out.

Staff is also soliciting "local specific" projects that member agencies and community partners are lobbying for on their own behalf. While the group will not actively promote these projects in their presentations, they will include them in the materials that are distributed on the trip. It is a good opportunity to gain additional exposure for local projects. [STECK]

This was an information item and required no further action from the Committee.

E. California Consulting Contract

Barbara Goodwin, Executive Director, explained that Fresno COG's contract for state lobbying services with California Consulting is in effect until December 1, 2006. A memo summarizing their work during the past year is enclosed in the agenda package. If the Board wishes to continue lobbying services, this would be the time to either issue an RFP or negotiate extension of the existing contract. In all fairness to California Consulting, they are currently in the process of establishing our 2007 program of activities. Issuing an RFP could compromise their position as an applicant. Should the Board decide to negotiate extension of the existing contract, staff suggests that extending the term of the contract through June 30, 2008 (19 months) would align lobbying efforts with COG's budget cycle as well as the state legislative calendar.

Mr. Samuelian was present to give a report and call attention to the information included in the agenda packet regarding the lobbying efforts he has made.

Staff is requesting a Policy Board decision on whether to (1) issue an RFP for state lobbyist consulting services effective December 1, 2006, or (2) negotiate extension of existing contract with California Consulting. In addition, determine term of contract. Because this is a policy issue, the TTC forwarded this item to the PAC for a recommendation to the Board.

After discussion, a motion was made by Kathy Millison (Clovis) and seconded by Ron Manfredi (Kerman) to, recommend the following: 1) extend the existing contract with California Consulting to June 30, 2007 to align the cycle with the COG and member budget cycles; 2) include a California CPI adjustment to the contract between December 1, 2006 and June 30, 2007; 3) allow COG to pay the required filing fee with the State; and 4) prepare an RFP and conduct a process so that a lobbying contract could be awarded by July 1, 2007 for the 2007-08 fiscal year. A vote was called for and the motion carried.

F. Reasonable Available Control Measures (RACM) Discussion

Jason Paukovits (COG staff) explained the following item. On July 12, 2006, the San Joaquin Valley (SJV) Air District requested that the SJV Metropolitan Planning Organizations (MPOs) draft a Reasonably Available Control Measure (RACM) approach for the 8-hour Ozone State Implementation Plan (SIP). The Air District anticipates releasing a draft plan with workshops later this fall. A draft response to the July 12th request from the Air District was developed and then followed up by a conference call with the Air Resources Board (ARB) and the Air District on August 2, 2006. Since that time, the SJV MPO technical and policy air quality consultants have analyzed the various options for the local RACM approach. Mr. Paukovits provided a brief presentation on the options and recommendations for RACM in the 8-hour Ozone SIP. [PAUKOVITS]

This was an information/discussion item and required no further action from the Committee.

G. Measure "C" Update

Barbara Goodwin, Executive Director gave a brief update explaining that as the campaign for Measure "C" is being handled by the Fresno Chamber of Commerce any campaign questions should be directed to them.

This was an information/discussion item and required no further action from the Committee.

H. TRIP Report – Rough Ride in the City

Barbara Goodwin, Executive Director, explained this item was placed on the agenda to call attention to the information in the report. TRIP is a nonprofit organization based in Washington D.C. that researches, evaluates and distributes economic and technical data on highway transportation issues. TRIP has just released a report titled *"Rough Ride in the City-Metropolitan Areas with the Roughest Rides and Strategies to make our Roads Smoother"* which was included in the package. In the report TRIP examines the condition of major roads in the nation's most populous urban areas, recent trends in the urban travel, and the latest developments in repairing and building bridges to last longer. The major findings of the report were:

1. The condition of the nation's most critical metropolitan area roads and highways is getting worse, increasing the cost motorists are paying to maintain their vehicles as a result of driving on roads and highways with pavements in poor condition.
2. Significant increases in travel in the years ahead will put additional stress on roads and make it even more costly to improve and maintain them.
3. A 2004 U.S. Department of Transportation study prepared for Congress found that urban road and highway pavement conditions are likely to worsen at current funding levels. Significant inflation in the cost of highway construction materials may further increase the cost of needed road and highway repairs. Current federal highway revenues will be unable to fully fund the federal highway program by 2009.

Fresno metropolitan area roads received the following TRIP scorecard.

- Percentage of pavement in poor condition: 31%
- Percentage of pavement in mediocre condition: 33%
- Percentage of pavement in fair condition: 22%
- Percentage of pavement in good condition: 13%
- Additional vehicle operating cost as a result of road conditions: \$462

For additional TRIP report findings, see www.tripnet.org [GOODWIN]

This was an information/discussion item and required no further action from the Committee.

I. State Route 180 West Adoption Study – Continued Discussion

At the request of the COG Policy Board, staff will be providing status reports on the status/progress of the State Route 180 West Route Adoption study. Barbara Goodwin, Executive Director reported that when the item was presented at last month's COG Board meeting, there was concern expressed from the Firebaugh Mayor and the Board of Supervisor's representative Phil Larson because there was no Firebaugh alignment. Further discussion was requested.

Discussion centered around this being a regional issue. After discussing these concerns, a motion was made by Kathy Millison (Clovis) and seconded by Ron Manfredi (Kerman) to recommend to the Policy Board that they continue to recognize the regional nature of this route, and that it is not only a Westside issue. A vote was called for and the motion carried.

J. Regional Housing Needs Allocation Plan

As reported in last month's agenda, COG staff has begun the process of preparing the Fresno County Regional Housing Needs Allocation (RHNA) Plan. The RHNA Plan determines each jurisdiction's existing and projected housing needs for all income levels. Local governments, through their Housing Elements, are individually accountable for demonstrating capacity to accommodate these housing needs for the 5-year planning period from July 1, 2008 through June 30, 2013.

State Housing Element law requires that several factors be addressed in the development of the methodology that determines each jurisdiction's housing needs. These factors include, for example, opportunities and constraints to development of additional housing within each jurisdiction, agreements between a county and cities in a county to direct growth toward incorporated areas of the county, the market demand for housing, etc. Attention was called to the survey which includes all of the factors that must be considered and was reviewed by a working group that met earlier this month. Staff requests your assistance in insuring the prompt completion and return of the survey. [THOMPSON]

This was an information/discussion item and required no further action from the Committee.

K. Caltrans Monthly Report

Paul Marquez, Caltrans staff, provided an update on Caltrans activities as follows:

- Caltrans has received 8 applications for planning grants. They will screen and submit them to Sacramento.
- On October 26, Caltrans and the FCTA are sponsoring the dedication ceremony for Highway 41 from Elkhorn to Jensen Avenue. It will be a special dedication in honor of the late Don DeMers (Mr. Measure C) at 2:00 p.m. at the Southwest Transportation Agency.

This was an information/discussion item and required no further action from the Committee.

L. Letter from Will Kempton

Attention was called to a copy of the letter COG received from Will Kempton regarding State Route 180 project (Clovis to Temperance Avenue). [GOODWIN]

This was an information/discussion item and required no further action from the Committee.

IV. OTHER BUSINESS

A. Items from Staff

Barbara Goodwin reported on the following items:

- Pre-Board Workshops:
 - 5:00 p.m. COG Board Goal Setting Workshop Follow-up
 - 6:00 p.m. COG Traffic Modeling Workshop
- Change in Meeting Calendar for November/December

- The November meetings for TTC, PAC and the Board have been cancelled and the meetings in December will be a Joint TTC/PAC on December 8th and the COG Board will meet on December 14th.
- Luncheon Meeting with Yolanda Benson, Deputy Secretary of the Business, Transportation and Housing Agency will be in Fowler on November 6, 2006 at 11:30 a.m. at Favoritos Restaurant, 115 N. 6th St.
- Partnership Item—
When the COG's met in Bakersfield last month, they convened the first Regional Policy Council meeting. They did not have a quorum because all the counties had not made their appointments. Carol Whiteside (Great Valley Center) made a presentation that they were responding to the RFP issued by Business, Transportation & Housing who wants to identify a secretariat that will lead the workgroups and also has asked the valley COG's to staff the Transportation Work Group and also the Land Use, Housing and Agricultural work groups. Ms. Goodwin wanted the group to know that in cooperation with the Great Valley Center information has been put together that the COG's will staff those groups.

There were no additional items from staff.

B. Items from Members

There were no additional items from members.

There being no further business, the meeting was adjourned.

Respectfully submitted,



BARBARA GOODWIN, Executive Director
Council of Fresno County Governments

\dw

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2006-40

In the Matter of:)
)
TRANSPORTATION)
DEVELOPMENT ACT)
OF 1971)
_____)

RESOLUTION OF APPROVAL
TRANSPORTATION FUNDING
CLAIM FOR THE CITY OF HURON,
2006-07

WHEREAS, the Council of Fresno County Governments (COG) is the administrator of the Local Transportation Fund as provided by Chapter 1400 of the California Statutes of 1971, and the State Transit Assistance Fund as provided by Chapter 161 & 322 of the Statutes of 1979 and 1982, respectively, and

WHEREAS, the COG has the authority to review claims and allocate such funds in accordance with the Transportation Development Act of 1971 and Chapter 3 of Title 21 of the California Code of Regulations; and

WHEREAS, the City of Huron has submitted a Transportation Funding Claim for its 2006-07 fiscal year apportionment.

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Funding Claim submitted by the City of Huron has been reviewed and the following findings are hereby made:

1. The Funding Claim submitted by the City of Huron has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or areawide public transportation needs.
3. On June 22, 2006 the COG Board approved Resolution 2006-17 which found that public transportation needs within the City of Huron and its sphere of influence will be reasonably met in 2006-07.

BE IT FURTHER RESOLVED, that the COG hereby approves the Transportation Funding Claim submitted by the City of Huron and allocates monies from the Transportation Development Act in accordance with the attached claim which is hereby made a part of this resolution.

BE IT FURTHER RESOLVED, that the Auditor-Controller of the County of Fresno cause the approved claim to be paid in the manner and time directed by the Executive Director of the Council of Fresno County Governments.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 14th day of December, 2006.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 14th day of December, 2006.

Signed: _____
Barbara Goodwin, Executive Director

Date: 11-01-06

Claimant: City of Huron

TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR: 2006/07

TO: Council of Fresno County Governments
2100 Tulare Street, Suite 619
Fresno, California 93721

FROM: Applicant: City of Huron
Address: 36311 Lassen Ave, P.O. Box 339
City: Huron Zip Code: 93234
Contact: Robert Barron, Finance Director Phone: (559) 945-2241 ext. 19

This applicant is an eligible claimant pursuant to Section 99203 of the Public Utilities Code and certifies that the following transportation funds are available to be claimed:

Local Transportation Fund

Apportionment	\$ 231,322
Surplus (Prior Years)	\$
Unexpended, Held by Claimant	\$
Other Agency	\$

State Transit Assistance Fund

Estimate	\$ 23,019
Prior Year Carryover	\$ 8,332
Unexpended, Held by Claimant	\$

Other

Audit Exception/Impairment (required General Fund Payback)	\$
Other	\$

TOTAL \$ 262,673

In accordance with Title 21, Chapter 3, Subchapter 2 and 2.5 of the California Code of Regulations, it is requested that an allocation be made in the total amount of

Two Hundred Sixty Two Thousand Six Hundred Seventy Three Dollars
(spell out amount)

for the purposes and respective amounts specified in the attached claim be drawn from the Local Transportation Fund and State Transit Assistance Fund

Authorized Signature:



Title: Alan J. Bengyel, City Manager

Date: November 2, 2006

Claimant: City of Huron

PURPOSE	AMOUNT	SUB-TOTAL
1. Bicycle & Pedestrian Facilities (Art. 3)	\$ 4,626	
(Art. 8a)	\$	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
		SUB-TOTAL \$ 4,626
		SUB-TOTAL \$ 6,461
2. Regional Transportation Planning		
3. Public Transportation (Art. 4)	\$	
(Art. 8c)	\$	
Other Agency ()	\$	
Other Agency ()	\$	
State Transit Assistance Funds	\$	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
Other, specify ()	\$	
		SUB-TOTAL \$
		SUB-TOTAL \$
4. Community Transit Service (CTSA, Art. 4.5)		
5. Streets & Roads (Art. 8a)	\$ 91,833	
Audit Exceptions (General Fund Payback)	\$	
Unexpended Funds Held By Claimant	\$	
		SUB-TOTAL \$ 91,833
6. To Be Claimed By: (Fresno County Rural Transit Agency)	\$ 148,418	
(Consolidated Transp. Serv. Agency)	\$ 11,335	
Other ()	\$	
Other ()	\$	
		SUB-TOTAL \$ 159,753
		SUB-TOTAL \$
7. Reserved in Fund Pending Further Claiming		

GRAND TOTAL \$ _____

(Claim Total Must Agree With Total On First Page)

Minus All Unexpended Funds Held By \$ _____

GRAND TOTAL PAYABLE TO CLAIMANT \$ 262,673

Allocation instructions and payment by the Fresno County Auditor-Controller to the applicant is subject to such monies being available for distribution, and to the provisions that such monies will be used only in accordance with the rules and regulations of the Transportation Development Act.

Page 2

Date: 11-01-06Claimant: City of Huron**BICYCLE AND PEDESTRIAN FACILITIES**

Two percent (2%) of the claimant's Local Transportation Fund apportionment must be spent on bicycle and pedestrian facilities (PUC 99233.3 and 99234); such claims are to be filed as Article 3. Claims for projects in excess of 2% may be filed as Article 8a (PUC 99400(a)). If other funding is to be used with Local Transportation Funds to implement projects, such funding should be shown on the claim form.

Project Title and Brief Description	Project Cost
1. (Generic) Various Bicycle and Pedestrian facilities throughout the claimant's jurisdiction;	\$ 4,626
AND/OR	
1. (Specific)	\$
2. (Specific)	\$
(add sheets if necessary)	
TOTAL PROJECT COSTS	\$ 4,626

Revenue Source & Amount

LTF (Article 3) \$
 LTF (Article 8a) \$
 Other: \$
 Other: \$
 Audit Exception - G.F. Payback .. \$

STREETS AND ROADS CLAIM

Local Transportation Funds coming to claimants within Fresno County may be used for streets and roads improvements and maintenance pursuant to Article 8 (PUC 99400), but only after Fresno COG makes a finding that public transportation needs within the claimant's jurisdiction are reasonably met by satisfying the service requirements set forth by the Regional Transportation Plan (PUC 99401.5).

Project Title and Brief Description	Project Cost
1. (Generic) Development, Construction and Maintenance of Facilities	\$
AND/OR	
1. (Specific) Repavement of City of Huron Streets Phase 1	\$ 91,833
2. (Specific)	\$
(add sheets if necessary)	
TOTAL PROJECT COSTS	\$ 91,833

Revenue Source & Amount

LTF (Article 8a) \$
 Other: \$
 Other: \$
 Audit Exception - G.F. Payback .. \$

Transit Productivity Evaluation FY 2005-06

Fresno Area Express/Handy Ride
Clovis Stageline/Roundup
Fresno County Rural Transit Agency
Consolidated Transportation Service Agency

December 05, 2006

*Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721
559-233-4148
www.fresnocog.org*

Transit Productivity Evaluation FY2005-2006

Fresno Area Express/Handy Ride
Clovis Stageline/Roundup
Fresno County Rural Transit Agency
Consolidated Transportation Service Agency

December 05, 2006

Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, California 93721

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FY2005-2006 TRANSIT PRODUCTIVITY EVALUATION

INTRODUCTION

The productivity evaluation is conducted annually to assess the progress of transit operators who receive State Transportation Development Act funds and to recommend potential productivity improvements. The California Public Utilities Code 99244 requires that "Each transportation planning agency shall annually identify, analyze and recommend potential productivity improvements which could lower the operating costs of those operators who operate at least 50 percent of their vehicle service miles within the area under its jurisdiction." If operators fail to reasonably respond to recommended productivity improvements, Local Transportation Funds cannot exceed appropriation for the prior year.

The Consolidated Transportation Services Agencies (CTSAs) for both the metropolitan and rural areas are being evaluated in accordance with the "Assembly Bill 120 Action Plan" (February 1982) policy. This policy states that the CTSA designate(s) will be reviewed "at least annually" for compliance with the Action Plan.

The FY2005-06 Productivity Evaluation assesses the following agencies:

1. Fresno Area Express (FAX) and Handy Ride
2. Clovis Stageline and Roundup
3. Fresno County Rural Transit Agency (FCRTA)
4. Consolidated Transportation Services Agencies (CTSA) for the Metropolitan and Rural Areas

State law also requires Triennial Performance Audits of each transit operator (PUC 99246-99249). The most recent performance audit of the operators listed above was completed by Arthur Bauer and Associates FY2001 through FY2003. Final recommendations from the audits are reflected in this report.

OVERVIEW OF FRESNO COUNTY'S PUBLIC TRANSPORTATION SYSTEMS

Public transportation operators in Fresno County provided a total of 13.14 million passenger trips from the period beginning July 2005 through June 2006 at a cost of approximately \$47.0 million. As shown in Table 1, the systems traveled a combined 8,684,519 million miles and operated 668,313 hours of service. Fares collected totaled \$12.95 million, representing an overall 27.54 percent farebox recovery ratio.

FAX, the largest public transit provider in the Fresno County region, provided a total of 11.8 million passengers trips (89.9 percent of the county total), followed by the CTSA, and the FCRTA with 532,067 trips (4.05 percent) and 401,444 trips (3.05 percent) respectively. Fresno Handy Ride provided 209,424 trips (1.59 percent of the county total), while Clovis Stageline and Clovis Roundup combined provided 185,153 (1.41 percent) of all trips.

System wide, 19.6 passengers per hour and 1.51 passengers per mile were carried during FY2006. The cost per hour was \$70.39 and cost per passenger was \$3.58. Overall, the systems provided more passengers trips than in FY05 and at a higher cost reflecting the escalating cost of both diesel and compressed natural gas.

Table 1

**Fresno County Public Transportation Systems
Productivity Summary
FY2005-06**

Agency	Passengers	Miles	Hours	Costs	Fare Revenue	Pass/ Hour	Pass/ Mile	Cost/ Hour	Cost/ Pass	Farebox Ratio
FAX	11,808,724	4,229,020	359,712	\$30,770,200	\$7,371,888	32.83	2.79	\$85.54	\$2.61	23.96%
Handy Ride	#209,424	1,330,740	114,290	\$4,771,163	\$103,339	1.83	0.16	\$41.75	\$22.78	2.17%
Stageline	139,622	277,718	16,825	\$1,125,486	\$225,097	8.03	0.50	\$66.89	\$8.06	20.00%
Roundup	45,531	268,930	19,784	\$1,181,610	\$118,161	2.30	0.17	\$59.73	\$25.95	10.00%
FCRTA	401,444	777,151	55,105	\$3,417,765	\$439,078	7.30	0.52	\$62.12	\$8.51	12.85%
*CTSA	532,067	1,800,960	102,597	\$5,777,988	\$4,697,580	5.19	0.30	\$56.32	\$10.86	83.23%
Total	13,136,812	8,684,519	668,313	\$47,044,212	\$12,955,143	19.66	1.51	\$70.39	\$3.58	27.54%

This figure includes 47,854 taxi trips in addition to the 161,570 passenger rides provided by Handy Ride.

* CTSA statistics do not include clients, costs, miles, or hours associated with the urban and rural "Meal Delivery" services.

NOTE: Both FCRTA and CTSA farebox revenues include some social service augmentation consistent with COFCG's AB120 Action Plan and the State TDA. Clovis Stageline and Roundup farebox includes some Measure C funds. FAX and Clovis Stageline passengers include transfer passengers.

A truly accurate system wide comparison is not possible due to different types of services, as well as the variations in the definitions of some of the performance indicators. For purposes of broad comparison, however, performance indicators by system are reflected in the above table.

Section I

Fresno Area Express and Handy Ride



*Fresno Area Express
2223 "G" Street
Fresno, CA 93706
559-621-1393
www.fresno.gov
Email Address - Web Address*

SECTION I

2005-06 PRODUCTIVITY EVALUATION

FRESNO AREA EXPRESS AND HANDY RIDE

I. SUMMARY DESCRIPTION OF SERVICES

Fresno Area Express (FAX), operated by the City of Fresno, is the largest mass public transportation provider in the San Joaquin Valley and provides service within the Fresno-Clovis Metropolitan Area (FCMA). FAX operates scheduled fixed-route service throughout the metropolitan area on 18 routes, seven days per week including evening service on weekdays. FAX currently has a fleet of 107 buses, 91 of which operate during the morning and evening peak commute periods. All buses are equipped with wheelchair passenger lifts and bicycle racks. Generally, the routes follow a modified grid pattern. Ten lines converge downtown on weekdays with coordinated schedules at four existing bus transfer facilities, the largest located in Downtown Fresno and Manchester Transit Center at the Manchester Mall.

FAX also administers Handy Ride, a demand-responsive service, which provides service primarily to the elderly and disabled. MV Transportation assumed the contract on December 17, 2005 to oversee the day to day operation of Handy Ride services. The Handy Ride fleet consists of wheelchair-lift equipped buses and sedans. The service is available seven days a week during the same hours as the fixed-route service. The service area includes the City of Fresno, the urbanized area of the County, and support service to the City of Clovis.

II. SIGNIFICANT SERVICE CHANGES AND ACTIVITIES

The FCMA population has grown by more than 19 percent between 1990 and 2000. Most of this growth has been north and northeast of Downtown Fresno, the hub of FAX's fixed-route service. A significant challenge to FAX over the next five years will be to develop service that reflects travel pattern changes which are the result of a continuing suburbanization of jobs, housing, and retail facilities. Additionally, over the next several years FAX will play a greater role in addressing the problems brought forth by increased traffic congestion and poor air quality. FAX continues to pursue these objectives through service, operations, maintenance, capital improvements, public outreach and marketing.

FAX continues to monitor requirements mandated by the Americans with Disabilities Act (ADA) of 1990. One of the provisions is complimentary paratransit service which provides the disabled community within FAX's service area, with a level of service that is comparable to the service provided by FAX's fixed-route system. The latest paratransit plan update was submitted to the Federal Transit Administration (FTA) in January 1996, and is on file at the FAX Administrative Offices.

NEW FIXED-ROUTE SERVICES AND MINOR SERVICE MODIFICATIONS

During FY06, FAX introduced increased frequencies on two of its most heavily traveled routes. FAX put into service 15-Minute Frequencies on Route 30, the Blackstone corridor on October 10, 2005. Subsequently on November 14, 2005, FAX implemented the 15-minute service on Route 28. This service is provided Monday through Friday from 6 a.m. to 6 p.m. FAX continues to provide a free circulator service into the Fresno downtown area. The service uses three trolleys to provide access to downtown facilities such as parking, restaurants, entertainment venues as well as all major employment centers for passengers who commute to the downtown area.

EXTERIOR BUS ADVERTISING

In January 2006, FAX renewed their agreement with Vista Media to provide exterior advertising on all FAX buses. To date, over 97% of the buses have some form of advertising and over a three year period this program has provided FAX with much needed revenues for operational expenses.

BIKE AND BUS PROGRAM

The Bike and Bus program continues to be popular with FAX passengers as the demand and usage is constantly on the rise. To date, all buses are equipped with a bike rack, but there is only capacity for two bikes per bus. FAX tested a 3 bike version of the rack on several vehicles in the last year. These racks cannot be implemented at this time for two reasons: 1) more expensive unit with an unidentified funding source and 2) not approved by the California Highway Patrol due to the fact that the new units are wider and block the vehicle headlights.

WHEELCHAIR LIFT DEPLOYMENTS

As is the case with the Bike and Bus Program, wheelchair lift deployments have also been on the rise. With the introduction of the new 2005 low floor buses and pending acquisition of the 2006 New Flyer buses, the access onto the buses for wheelchair passengers has been greatly improved. Fresno Area Express is now on a path to purchase low-floor buses whenever possible. These vehicles utilize a wheel-chair ramp instead of a lift. This type of system is faster, more efficient and less prone to service issues.

HANDY RIDE/PARATRANSIT SERVICE

Handy Ride demand-responsive paratransit service has been operated by MV Transportation since December 17, 2005. FAX continues to administer Handy Ride service in full compliance with the requirements set forth by the 1990 Americans with Disabilities Act (ADA). The ADA application and certification procedures that were implemented in FY96 continue. The application required applicants to provide additional information to assist in determining their functional ability to access fixed-route bus service. The Handy Ride service continues to be monitored by FAX utilizing a passenger satisfaction survey that is conducted each year.

PLANNING

The ADA, air quality, congestion management, land-use and population growth, system productivity, on-time performance, and passenger requests are all major concerns that directly impact public transit service in the Fresno-Clovis Metropolitan Area (FCMA). Each of these elements must be evaluated thoroughly when planning service adjustments and modifications. One method which was used last year to evaluate service was a FAX passenger satisfaction survey. The survey identified that passengers were most concerned about on time performance of the system. In addition to these self evaluations, FAX has participated in a triennial audit and annual audits conducted by the FTA and the City of Fresno to verify that all of our transit programs are being operated in an effective and efficient manner.

The Planning staff at FAX continues to participate in the City of Fresno Development Review Process. This enables FAX to comment on potential impacts of proposed public or private developments. Staff also provides assistance to developers in designing transit friendly facilities. The Transit Long Range Master Plan identified two transit scenarios for the future; Productivity and Coverage. The Productivity scenario would be a transit strategy of maximizing ridership per unit of cost. This system would encourage high quality service where demand is high and little or no service where demand is low. Obviously, since transit is a public service paid for by all taxpayers, the Productivity goal must be balanced against its opposite, the need to provide some benefit to everyone. The opposite of the Productivity goal is the Coverage goal which would be designed to provide some coverage to everyone. This system penetrates parts of the community where transit cannot expect to operate with high productivity, either due to low densities or a built environment that is unsafe or unpleasant for pedestrians. In the future, FAX will continue to focus on the Coverage scenario by ensuring that service is

provided to as many new areas as is feasible, and will not stress providing service solely for productivity purposes. However, future funding sources will play an integral part in the determination of the Coverage strategy since any shortfall in funding may inhibit FAX from providing any service beyond what is currently being provided.

During FY2006, FAX continued the Clean-Air Express vanpool program which was recommended as a result of the downtown employers survey conducted in FY03. The results of the study indicated that it would take a significant amount of incentives for employees who own vehicles to use transit. As a result, FAX initiated a pilot program with seven vans. This program now has eighteen vanpools with over 200 commuters into the downtown area each weekday which has reduced the reliance on single occupant vehicles. FAX continues to seek out information to make informed decisions when planning service changes and improvements. FAX, in conjunction with the County of Fresno County Governments (COFCG), is also in the process of investigating the feasibility of the formation of a County wide Transit District. This study will provide some recommendations on the types of transportation services which can be coordinated by the transit agencies in an effort to provide a more seamless transit experience for users of the County systems.

OPERATIONS

FAX continues to embellish its Automatic Vehicle Location (AVL) and Geographic Information Systems (GIS) software which has allowed transit dispatchers to locate any bus within 10 feet of its actual location via a computer monitor. The radio system has also allowed FAX staff to make more informed decisions to correct on-time performance and other operational problems. FAX has again expanded its On-Street signs to include Caesar Chavez Adult School and Fresno-Yosemite International Airport. These signs provide a digital display of bus arrival and departure times using the same satellite technology employed to monitor buses from the dispatch center. Plans are being developed to install On-Street signs at California State University, Fresno and at the intersection of First Street and Shaw Avenue. Eventually, passengers may even be able to check for the next bus arrival at their favorite stop from their home or office computer.

FAX introduced ten Compressed Natural Gas (CNG) New Flyer buses and two Gasoline/Electric Hybrid buses into service in September 2005 and an additional fifteen CNG buses are scheduled for service in FY 2007. The City's on site CNG fueling station will provide the fuel for the 50+ CNG vehicles in the FAX fleet. This fleet also includes four CNG replica trolleys and two electric hybrid vehicles. The vehicles have been used regularly on various routes and have generated a lot of interest in the community. The buses have been made available to a variety of local events throughout the area in order to better inform the public about the advantages of this fuel in reducing air pollution.

MAINTENANCE

Total revenue service interruptions increased from 1,090 in FY2005 to 1,193 in FY2006. The number of revenue service interruptions for mechanical reasons increased from 812 in FY2005 to 903 in FY2006. Service interruptions for other reasons increased from 278 in FY2005 to 290 in FY2006. Total labor hours for inspection and maintenance increased slightly from 60,197 in FY2005 to 60,480 in FY2006.

In an effort to decrease vandalism of transit shelters, and improve the appearance of bus stop facilities, new transit shelters, bus benches, and trash receptacles continue to be installed throughout the FAX system. The new facilities have reduced the amount of graffiti and clean-up required at bus stops. In many locations, the design of the transit furniture complements the appearance of nearby businesses. FAX has also installed new cameras, microphones and covert alarms on the buses, which has provided safety and security for all passengers who use the system. Maintenance continues to utilize the Fleet Anywhere inventory program which includes an automated vehicle and parts tracking system. The system provides maintenance the ability to do cost analysis on all its labor, parts, and vehicle expenses.

PUBLIC INFORMATION AND COMMUNITY OUTREACH

During FY2006, FAX continued to provide public information and outreach activities with the intent of increasing public awareness and ridership as well as improve public perception of bus transit in the FCMA. Work site visits were conducted to promote transit services and gather suggestions to improve existing services. Transit user guides such as; transit schedules, bike rack user guides, system maps, transit commuter benefit information, FAX newsletters, and service change announcements were made available. Additionally, transit trip planning was provided to assist new passengers. FAX was recognized nationally by the American Public Transportation Association (APTA) for its 2005 FAX Annual Report. This report also earned FAX honors as a 2006 Image Award Recipient from the Central California Chapter of the Public Relations Society of America. In addition, FAX was awarded with a 2006 Transportation Achievement Award from the Council of Fresno County Governments for the "FAX Frequent 15".

FAX continues to print the "101 Fun Things to do in Fresno" transit system fun map. The map locates all youth and family oriented activity centers throughout the FAX service area. The map is currently distributed at all activity centers listed and tourism centers throughout the city. Ongoing service change announcements are also produced throughout the fiscal year and flyers and interior bus placards were displayed to inform passenger of changes. FAX also provides interior advertising at no cost to nonprofit agencies which has included the Poetry in Motion program whereby prominent poets in the area display their work for passengers to read and enjoy while riding on the bus. All public information pieces encourage passengers to submit comments regarding changes in bus services. FAX also continues the Meet and Greet program which is held each month at the Manchester Transit Center. FAX staff provides coffee and cookies and is available for passengers to share their issues and concerns about the system. The program has been well received by the passengers as it has provided them with a more direct means to provide suggestions regarding system improvements and/or concerns.

Fresno Area Express staff completed a Customer Satisfaction Survey of both the Fixed Route and Handy Ride services in June 2005. This survey was conducted by Moore & Associates. Overall satisfaction with FAX as a transit provider was solid at 26.4%, very satisfied, 44.1% satisfied and 19.6% slightly satisfied for a combined approval of 90%. This was down from 95% the previous year. The three most significant areas of dissatisfaction were: frequency of buses, hours of operation, and cleanliness inside buses. As a result, FAX is continuing 15 minute frequency service on Route 28 and Route 30, which are two of the busiest routes in the FAX system and beginning in January 2007 FAX will implement this service on Route 38. It is anticipated that 15 minute service will also be available on Route 34 in the Spring of 2007. In an effort to facilitate a culture of excellence where people get the best every day, FAX rolled out an Imagine 21 bus featuring City employees, from various departments providing excellent service.

**A. TRIENNIAL PERFORMANCE AUDIT RECOMMENDATIONS,
FY2001 through FY2003.
Arthur Bauer & Associates
State Transportation Development Act (TDA) Requirement**

In May 2004, Arthur Bauer & Associates submitted to the Council of Fresno County Governments, FAX's Triennial Performance Audit for FY2001 through FY2003. The audit assists the State of California in determining if FAX operates in compliance with applicable laws, rules, and regulations, as prescribed by the Transportation Development Act (TDA). The audit provided the following conclusions and recommendations:

1. Report demand response contract employees in the State Controller Report.

State law requires that transit operators provide the count of full-time employee (FTE) equivalents in the annual State Controller Report. An FTE is derived by dividing total work hours of employees, including for both directly employed and contracted employees, by 2,000 hours. FAX should include the count of contracted employees at Laidlaw for the demand response service in the annual report.

2. Closely monitor farebox of Handy Ride as the service becomes a larger part of FAX operations.

Stemming from a U.S. District Court decision in Philadelphia, the relatively new Handy Ride policy of next day reservations has increased ridership and the amount of financial resources that is dedicated to accommodate the demand. The Handy Ride farebox ratio has been around 3% and could affect the overall farebox performance of the entire system as paratransit becomes a larger proportion of the system. FAX should closely monitor the demand response farebox and work to increase its ratio, whether through slower growth in cost increases, or through increases in fare revenues.

3. Derive full cost allocation for purchased transportation, as required by Federal Guidelines.

The National Transit Database requires that full cost allocation be made for each transit mode reported to the Federal Transit Administration. These costs include indirect overhead that are above the contracted service costs and could include the administration of the contract and the planning, marketing and management of the demand response service provided by FAX. The inclusion of such costs provides a full cost allocation approach and reflects all direct and indirect expenses. The NTD contains provisions in its report to reflect these indirect overhead costs that are associated with purchased transportation.

Service expenses incurred by non-FAX City departments that benefit demand response are included in the NTD. However, allocated costs for internal FAX management and planning of the paratransit service should also be included.

Conclusion

FAX has complied with the rules and regulations of the Transportation Development Act and based on our functional review of FAX operations, is operating in an efficient and effective manner.

**B. TRIENNIAL PERFORMANCE REVIEW RECOMMENDATIONS,
FY2002 through FY2005.
Interactive Elements Inc.
Federal Transit Administration (FTA) Requirement**

In August 2006, Interactive Elements Incorporated completed a triennial performance review of FAX management and operation practices for FY2002 through FY2005. The review was completed as required by the FTA under the Intermodal Surface Efficiency Act (ISTEA) of 1991. The review focused on the City's compliance in 22 different areas. The City was deficient in six areas as follows:

1. Satisfactory Continuing Control

Basic Requirement: The grantee must maintain control over real property, facilities and equipment and ensure that they are used in transit service.

Findings: During this Triennial Review of the City, deficiencies were found with the FTA requirements for satisfactory continuing control.

A review of the City's asset records noted that the records did not provide for grant number, federal percentage, location, use and condition, disposition action, nor vested title.

2. Maintenance

Basic Requirement: The grantee must keep federally funded equipment and facilities in good operating order.

Findings: During this Triennial Review of the City, deficiencies were found with the FTA requirements for maintenance.

A review of the preventative maintenance plan for the City's contracted services for paratransit found that the plan was not up to date to reflect current preventative maintenance inspection intervals. While the plan requires preventative maintenance intervals (PMI) at 3,000 miles, the current practice allows for PMIs to be conducted at 4,500 miles.

A review of the City's maintenance plan for its fixed route fleet was not updated, as it did not identify the City's current bus fleet.

3. Procurement

Basic Requirement: FTA grantees will use their own procurement procedures that reflect applicable state and local laws and regulations, provided that the process ensures competitive procurement and that the procedures conform to applicable federal law including 49 CFR Part 18, specifically Section 18.36 and FTA C 4220.1E, "Third Party Contracting Requirements." Grantees will maintain a contract administration system that ensures that contractors perform in accordance with terms, conditions, and specifications of their contracts or purchase orders.

Findings: During this Triennial Review of the City, deficiencies were found with the FTA requirements for procurement.

The City employs a decentralized procurement process. FAX, a division of the City is allowed to procure goods and services to support its 5307 program.

A review of the City's procurement handbook dated November 2004 noted that it did not address the federal purchasing requirements per FTA C 42201.E. Specific omissions include:

- No written standards of conduct.
- No procedures to avoid unnecessary or duplicative purchases.
- No provisions to address personal or organization conflicts of interest.
- No procedures governing documentation requirements for sole source procurements.

A review of the City's procurement for paratransit services found a potential organizational conflict of interest. City staff was responsible for developing the RFP for paratransit services and the procurement process allowed for the City to submit its own proposal during the solicitation process. In addition, the City staff was involved with the evaluation of proposals.

While the evaluation of proposals determined that the City's proposal was not in the best interest to the City, a potential organization conflict of interest exist due to the fact that the City developed the RFP which could proved the City with an unfair competitive advantage and bias, as the City's process did not provide for impartial decisions when evaluating proposals.

A review of the City's piggyback purchases for four trolleys found that the City procured video cameras on a sole source basis. A review of the file found that sole source justifications was lacking.

In addition, due to the City's decentralized procurement process, contract documents to support FAX's procurement activities were incomplete.

4. Planning/Program of Projects

Basic Requirement: The grantee must participate in the transportation planning process in accordance with FTA requirements, Metropolitan Statewide Planning Final Rule, and Management Systems Interim Final Rule (Transportation Planning Regulations [TPR]), as revised.

Findings: During this Triennial Review of the City, deficiencies were found with the FTA requirements for planning/POP.

The grantee relies on the MPO to publish its public notice. A review of the public notice did note that it did not contain language that informed the public that the TIP development process was being used to satisfy the public hearing requirements for Section 5307.

5. Half Fare

Basic Requirement: Grantees must ensure that elderly persons and persons with disabilities, or an individual presenting a Medicare card, will be charged during non-peak hours for transportation using or involving a facility or equipment of a project financed under Section 5307 not more than 50 percent of the peak hour fare.

Findings: During this Triennial Review of the City, deficiencies were found with the FTA requirements for half fare.

A grantee is expected to have a fare structure that offers half fares to elderly persons, persons with disabilities, and Medicare card holders. A review of the City's public information for half fare found that the City was utilizing the Medicare card as proof of eligibility for those with disabilities.

It should be noted that in practice, the City's is in compliance with the half fare requirement.

6. ADA

Basic Requirement: Titles II and III of the Americans with Disabilities Act of 1990 provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service. The law sets forth specific requirements for vehicle and facility accessibility and the provision of complementary paratransit service.

Findings: During this Triennial Review of the City, deficiencies were found with the FTA requirements for ADA.

Paratransit service for the City is provided by MV Transportation. Discussions with City staff indicated that the contractor was experiencing excessively long telephone wait times for reservations. On site, the reviewers witnesses callers on hold for over 15 minutes. Documentation was provided to the reviewers during the site visit that indicated a pattern of excessively long telephone wait times and dropped calls.

Specifically, on August 8, 2006 the longest wait time was 17 minutes and 87 calls dropped. On August 9, for the hours of 5:30 am to 11:00 am, the longest wait time was 13:34 minutes and 23 calls were dropped.

A review of monthly reports submitted by the contractor to the City did not reflect that the contractor was tracking trip denials.

During the review it was noted that paratransit service was not offered during the same hours of services as fixed route.

III. FOLLOW-UP ON FY2005 FAX/HANDY RIDE PRODUCTIVITY EVALUATION RECOMMENDATIONS

- A. Comply where feasible, with the Triennial Performance Audit Recommendations for FY2002 to FY2005.**

This has been done and a new audit will be undertaken for 2006 through 2009.

- B. Implement recommendations from the annual element of the Short-Range Transit Plan for the Fresno-Clovis Urbanized Area.**

The SRTP was updated in July 2005 and is scheduled to be updated in 2007.

- C. Monitor the effectiveness of FY2005 service changes and evaluate potential service productivity improvements through the annual service evaluation planning process.**

This is ongoing.

- D. Pursue contracting of service and continue to consider the potential for and encourage private sector participation in the public transportation planning/service delivery process, and investigate other potential funding sources.**

This is on-going.

- E. Continue to coordinate with other general public paratransit service providers to jointly provide the State-required 40 hours of specified training and behind-the-wheel instruction.**

This is on-going.

- F. Address responsibilities under the Americans with Disabilities Act of 1990. More specifically, address FAX operator's requirements to announce major streets and transfer points.**

This is on-going.

- G. Address responsibilities under the Clean Air Act of 1990, the San Joaquin Valley Air Pollution Control District Clean Air Plan, the City of Fresno Transportation Management Plan, and the Council of Fresno County Governments air quality planning efforts.**

This is on-going

- H. Coordinate Congestion Management Plan requirements with the Council of Fresno County Governments.**

FAX continues to participate in air quality-related activities. Staff has coordinated with COFCG in the development of a transit element for the "Fresno County Congestion Management Plan."

- I. Implement recommendations from the FAX and Handy Ride customer satisfaction surveys when possible.**

FAX uses the information from each survey to correct and modify service and will continue to make adjustments to service as warranted.

- J. Continue to perform community outreach and marketing activities in an effort to increase ridership and improve public awareness and perception of public transit.**

FAX is available to provide outreach to any and all community groups and will continue to develop a marketing campaign on the benefits of transit.

V. HIGHLIGHTS OF PRODUCTIVITY DATA

FRESNO AREA EXPRESS

Fresno Area Express ridership for FY06 increased by 4.8 percent from 11.24 million in FY05 to 11.80 million in FY06. Total service miles also increased by 3.02 percent (4,229,020 miles) from the previous year. Total revenue hours increased in FY06 due to some route adjustments mostly on Route 28 and 30 in which service was increased from 30 to 15 minute frequencies. The farebox recovery ratio of 24 percent is down from 26% in FY05, but continues to exceed the 20 percent State-mandated farebox recovery requirement. Operating cost per hour decreased from \$86.47 to \$85.54

Table I-1
FAX Productivity Indicator Comparison
FY2005 vs. FY2006

Indicator	FY2005	FY2006	% Percent Change
Passenger Trips	11,241,838	11,808,724	4.80%
Passengers/Hour	33.56	32.83	-2.22%
Passengers/Mile	2.74	2.79	1.79%
Cost/Mile	\$7.06	\$7.28	3.02%
Cost/Hour	\$86.47	\$85.54	-1.09%
Farebox Ratio	26.52%	23.96%	-10.68%

HANDY RIDE

Handy Ride provided 209,424 trips during FY06, an 8 percent increase over FY05. Of this number, 47,854 passenger rides were provided by taxi service. This represents a 48.5% increase in the amount of taxi trips provided in FY 2005. Handy Ride productivity, as stated in Passengers per Hour in Table I-5 is 1.83 for FY 06 compared to 2.36 the prior year. This includes all passengers transported utilizing the paratransit fleet and taxis. The total number of revenue miles increased by 18.5 percent from 1,084,752 in FY05 to 1,330,740 in FY06. Revenue hours in FY06 increased by 28 percent, from 81,510, to 114,290. All active vehicles operating in the fixed-route fleet are equipped with wheelchair lifts. Demand-response and fixed-route services continue to operate in compliance with ADA requirements. In FY2006, Handy Ride has reported no trip denials.

Table I-2
Handy Ride Productivity Indicator Comparison
FY2004 vs. FY2005

Indicator	FY2005	FY2006	% Percent Change
Passengers	192,556	209,424	8.05%
Revenue Miles	1,084,752	1,330,740	18.49%
Revenue Hours	81,510	114,290	28.68%
Farebox Revenue	\$102,608	\$103,339	.71 %
Taxi Trips	24,627	47,854	48.54%
Operating Cost	\$4,043,491	\$4,771,163	15.25%

VI. FRESNO AREA EXPRESS/HANDY RIDE: FY2005-2006 PRODUCTIVITY COMMITTEE RECOMMENDATIONS

- A. Comply, where feasible, with the Triennial Performance Audit Recommendations for FY2001 through FY2003.
- B. Implement recommendations from the annual element of the "Short-Range Transit Plan for the Fresno-Clovis Urbanized Area."
- C. Pursue contracting of service and continue to consider the potential for and encourage private sector participation in the public transportation planning/service delivery process, and investigate other potential funding sources.
- D. Continue to coordinate with other general public paratransit service providers to jointly provide the State required 40 hours of specified training and behind-the-wheel instruction.
- E. Address responsibilities under the Americans with Disabilities Act of 1990. More specifically, address FAX operator's requirements to announce major streets and transfer points.
- F. Address responsibilities under the Clean Air Act Amendments of 1990, the San Joaquin Valley Unified Air Pollution Control District Air Quality Plan, the City of Fresno Transportation Management Plan, and the Council of Fresno County Governments Transportation Control Measures Plan, and Congestion Management System (CMS).
- G. Implement recommendations from the FAX and Handy Ride customer satisfaction surveys when possible.
- H. Implement service recommendations from the Transit Master Plan, where feasible.
- I. Continue to perform community outreach and marketing activities in an effort to increase ridership and improve public awareness and perception of public transit.
- J. Continue to work with major employers in the Fresno-Clovis Metropolitan Area to determine the demand for new or improved transit services.

Table I-3
Summary of Key Operational Indicators
FRESNO AREA EXPRESS
Fiscal Years 2003 through 2006

Fiscal Year Ending June 30	FY03	FY04	FY05	FY06
Operating Costs	\$25,172,900	\$26,736,102	\$28,965,563	\$30,770,200
Total Actual Vehicle Revenue Service Hours	306,007	302,164	334,969	359,712
Total Actual Vehicle Revenue Service Miles	4,026,408	3,957,463	4,101,325	4,229,020
Total Labor Hours	543,424	546,169	564,438	595,525
Unlinked Passenger Trips	11,213,049	10,854,859	11,241,838	11,808,724
Fare Revenue	\$7,494,829	\$7,332,233	\$7,666,439	\$7,371,888
Operating Cost/Passenger	\$2.25	\$2.48	\$2.57	\$2.61
Passengers/Vehicle Revenue Hour	36.64	35.98	33.56	32.83
Passengers/Vehicle Revenue Mile	2.55	2.52	2.74	2.79
Vehicle Revenue Hours/FTE*	1,287.13	1,285.74	1,044.82	1061.72
Farebox Recovery Ratio	29.77%	26.37%	26.52%	23.96%
Operating Cost/Revenue Mile	\$5.72	\$6.24	\$7.06	\$7.28
Operating Cost/Revenue Hour	\$82.26	\$89.24	\$86.47	\$85.54
Average Fare/Passenger	\$0.67	\$0.65	\$0.68	\$0.62
Total Revenue Service Interruptions	1,136	1,130	1,090	1,193
Percentage of Trips On Time	90.1%	90.1%	90.1%	86.5%

Table I-4
Summary of Key Operational Indicators
FRESNO AREA EXPRESS
Fiscal Years 2003 through 2006

Percent Change	FY03-FY04	FY04-FY05	FY05-FY06	FY03-FY06
Operating Costs	5.85%	7.70%	5.86%	18.19%
Total Actual Vehicle Revenue Service Hours	-1.27%	9.79%	6.88%	14.93%
Total Actual Vehicle Revenue Service Miles	-1.74%	8.80%	3.02%	4.79%
Total Labor Hours	0.50%	3.24%	5.22%	8.75%
Unlinked Passenger Trips	-3.30%	3.44%	4.80%	5.04%
Fare Revenue	-2.22%	4.36%	-4.00%	-1.67%
Operating Cost/Passenger	9.27%	3.50%	1.53%	13.79%
Passengers/Vehicle Revenue Hour	-1.83%	-7.21%	-2.22%	-11.61%
Passengers/Vehicle Revenue Mile	-1.19%	8.03%	1.79%	8.60%
Vehicle Revenue Hours/FTE*	-0.11%	0.00%	1.59%	-21.23%
Farebox Recovery Ratio	-12.89%	0.57%	-10.68	-24.25%
Operating Cost/Revenue Mile	8.33%	11.61%	3.02%	21.43%
Operating Cost/Revenue Hour	7.82%	-3.20%	-1.09%	3.83%
Average Fare/Passenger	-3.08%	4.41%	-9.68%	-8.06%
Total Revenue Service Interruptions	-0.53%	-3.67%	8.63%	4.78%
Percentage of Trips On Time	0.00%	0.00%	-4.16%	-4.16%

* FTE - Full-Time Equivalent Employees

NB: All data taken from FTA National Transit Database Reports.

Table I-5
Summary of Key Operational Indicators
Handy Ride
Fiscal Years 2003 through 2006

Fiscal Year Ending June 30	FY03	FY04	FY05	FY06
Operating Costs	\$2,844,258	\$3,516,439	\$4,043,491	\$4,771,163
Total Actual Vehicle Revenue Hours	56,559	72,452	81,510	114,290
Total Actual Vehicle Revenue Miles	867,444	1,015,179	1,084,752	1,330,740
Total Labor Hours	N/A	N/A	N/A	N/A
Total Passengers	117,788	169,554	192,556	209,424
Fare Revenue	\$79,725	\$96,505	\$102,608	\$103,339
Operating Cost/Passenger	\$24.15	\$20.74	\$21.00	\$22.78
Passengers/Vehicle Revenue Hour	2.08	2.34	2.36	1.83
Passengers/Vehicle Revenue Mile	0.14	0.17	0.18	.16
Vehicle Revenue Hours/FTE*	N/A	N/A	N/A	N/A
Farebox Recovery Ratio	2.80%	2.74%	2.54%	2.17
Operating Cost/Revenue Mile	\$3.28	\$3.46	\$3.73	\$3.59
Operating Cost/Revenue Hour	\$50.29	\$48.53	\$49.61	\$41.75
Average Fare/Passenger	\$0.68	\$0.57	\$0.53	\$0.49
Total Revenue Service Interruptions	N/A	N/A	N/A	N/A
Percentage of Trips On Time	91.0%	90.0%	90.0%	86.0%

Table I-6
Percent Change of Key Operational Indicators
Handy Ride
Fiscal Years 2003 through 2006

Percent Change	FY03-FY04	FY04-FY05	FY05-FY06	FY03-FY06
Operating Costs	19.12%	13.03%	15.25%	40.39%
Total Actual Vehicle Revenue Hours	21.94%	11.11%	28.68%	50.51%
Total Actual Vehicle Revenue Miles	14.55%	6.41%	18.49%	34.81%
Total Labor Hours	N/A	N/A	N/A	N/A
Total Passengers	30.53%	11.95%	8.05%	43.76%
Fare Revenue	17.39%	5.95%	0.71%	22.85%
Operating Cost/Passenger	-16.43%	1.24%	7.83%	-5.99%
Passengers/Vehicle Revenue Hour	11.01%	0.94%	-28.92%	-13.65%
Passengers/Vehicle Revenue Mile	18.70%	5.91%	-12.80%	13.72%
Vehicle Revenue Hours/FTE*	N/A	N/A	N/A	N/A
Farebox Recovery Ratio	-2.14%	-8.15%	-17.16%	-29.42%
Operating Cost/Revenue Mile	5.34%	7.07%	-3.97%	8.55%
Operating Cost/Revenue Hour	-3.61%	2.16%	-18.83%	-20.46%
Average Fare/Passenger	-18.92%	-6.81%	-7.99%	-37.17%
Total Revenue Service Interruptions	N/A	N/A	N/A	N/A
Percentage of Trips On Time	-1.11%	0.00%	-4.65%	-5.81%

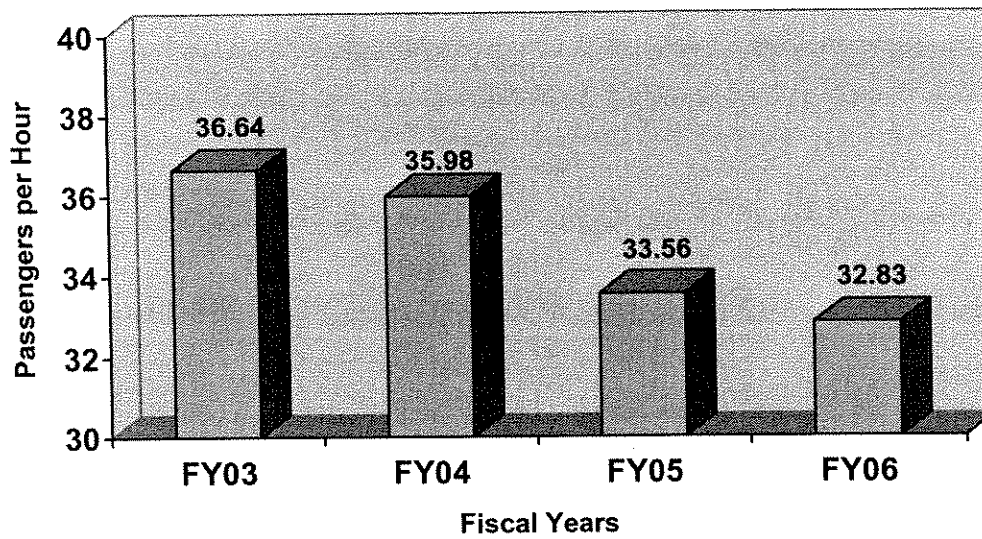
* FTE - Full-Time Equivalent Employees

NB: All data taken from FTA - National Transit Database Reports.

Passengers/Revenue Hour

Fixed-Route

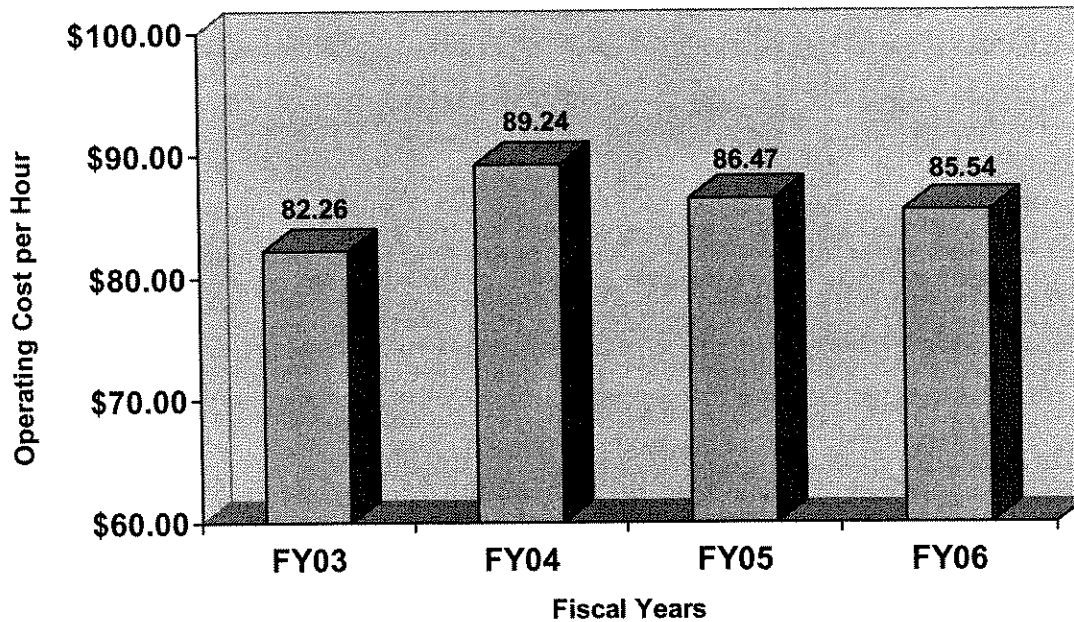
Exhibit I-1



Operating Cost/Revenue Hour

Fixed-Route

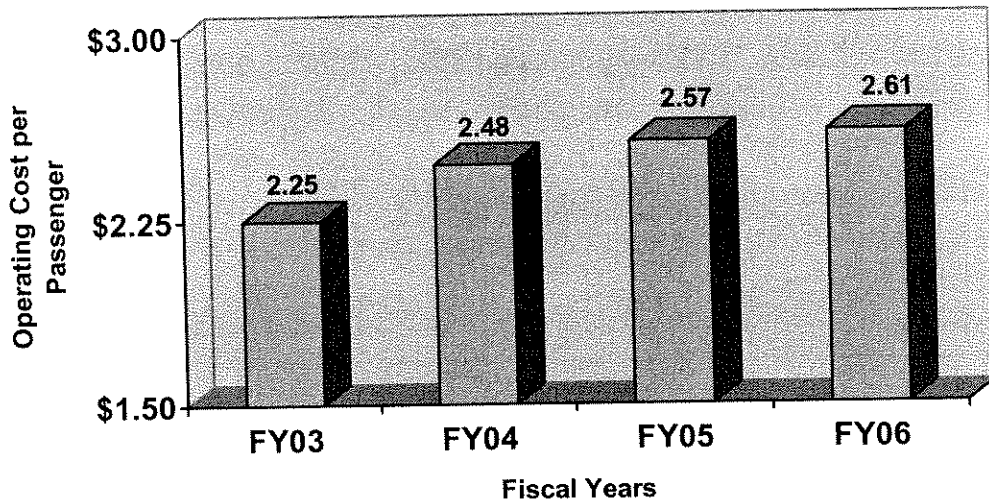
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Operating Cost/Passenger

Fixed-Route

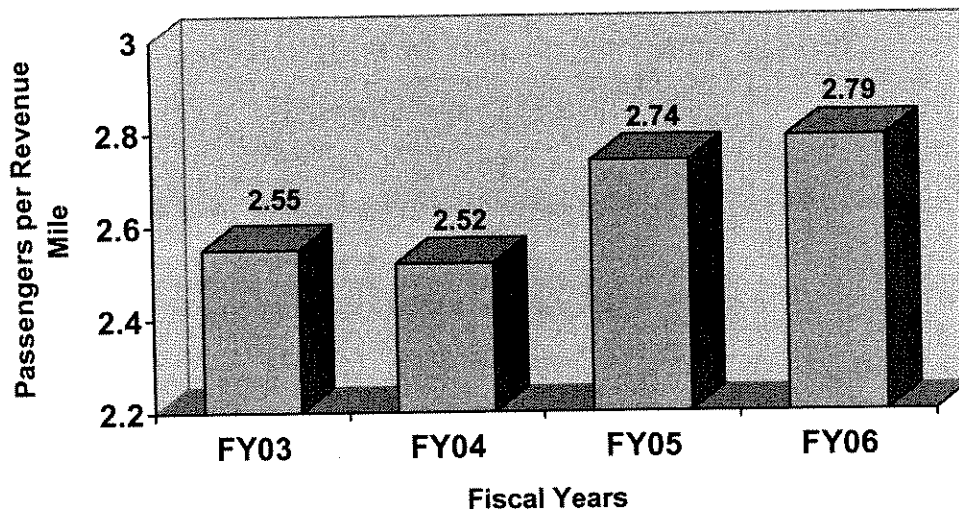
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Passengers/Revenue Mile

Fixed-Route

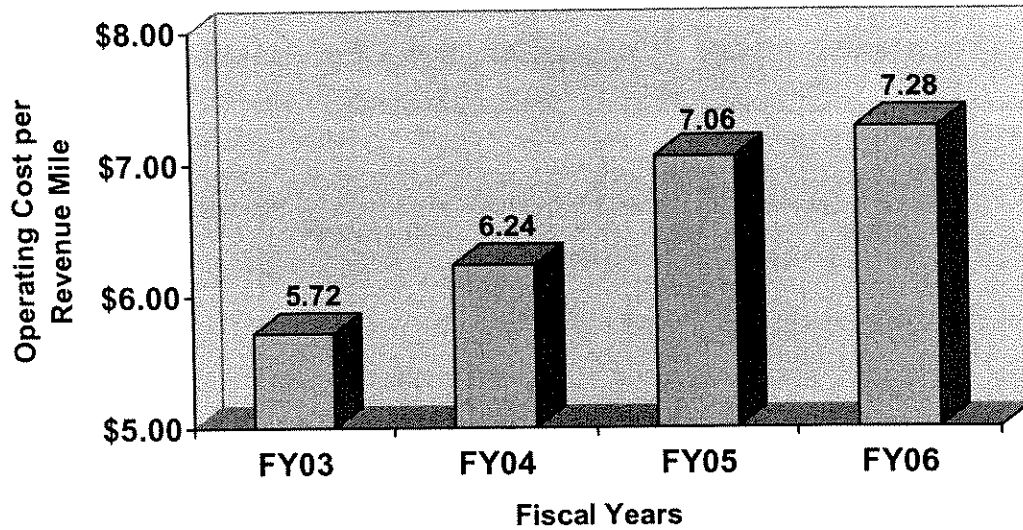
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Operating Cost/Revenue Mile

Fixed-Route

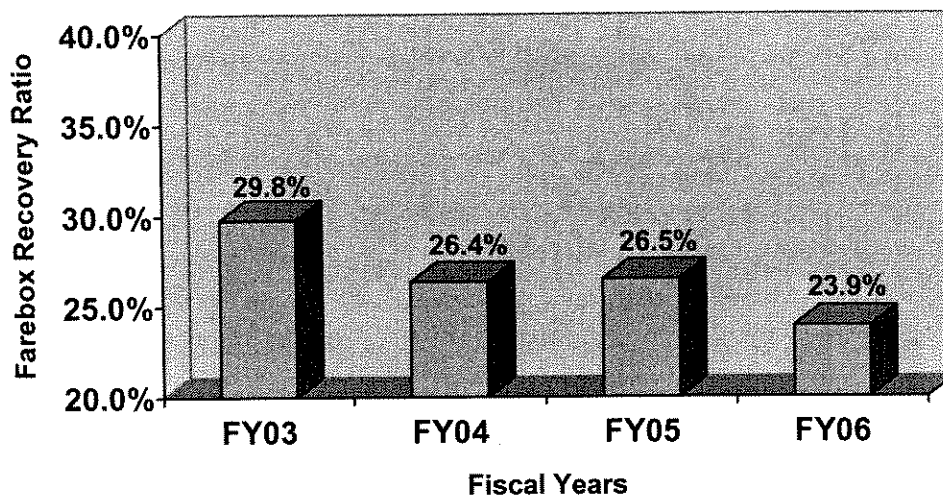
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Farebox Recovery Ratio

Fixed-Route

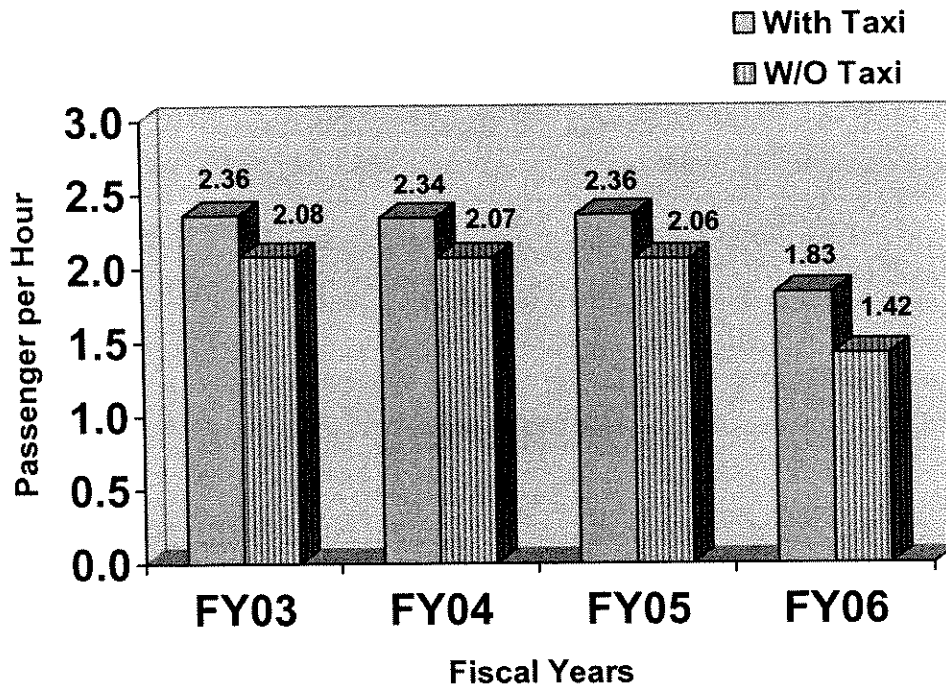
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Passengers/Revenue Hours

Handy Ride

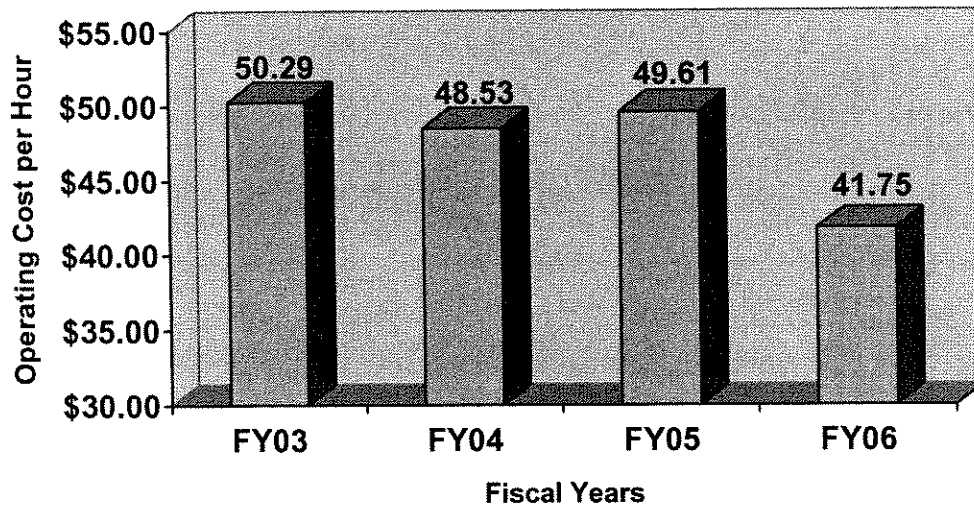
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Operating Cost/Revenue Hour

Handy Ride

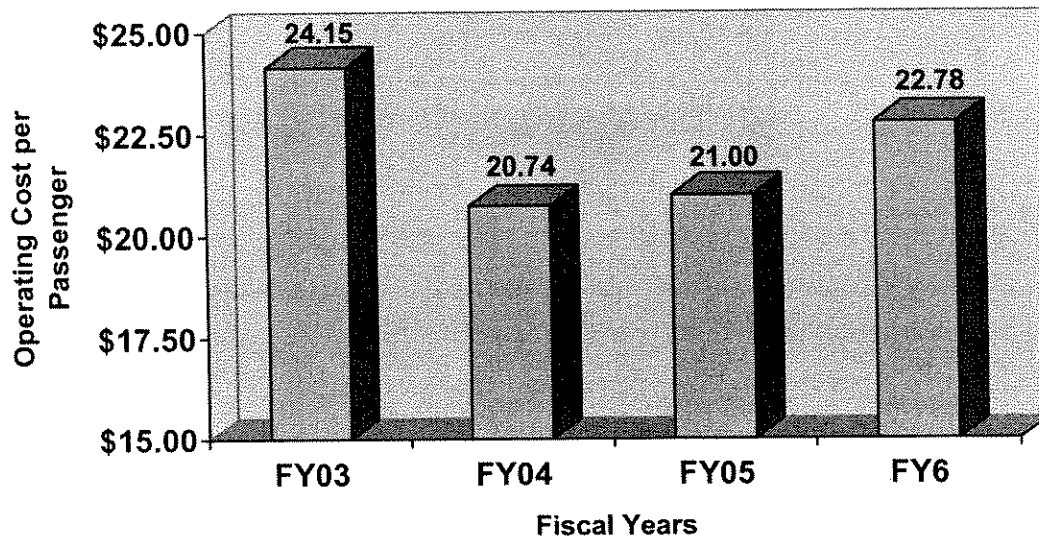
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Operating Cost/Passenger

Handy Ride

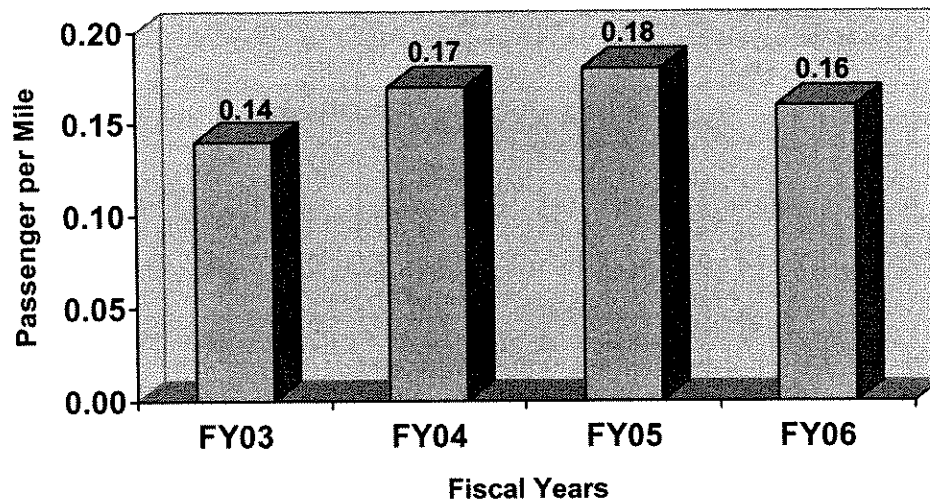
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Passengers/Revenue Mile

Handy Ride

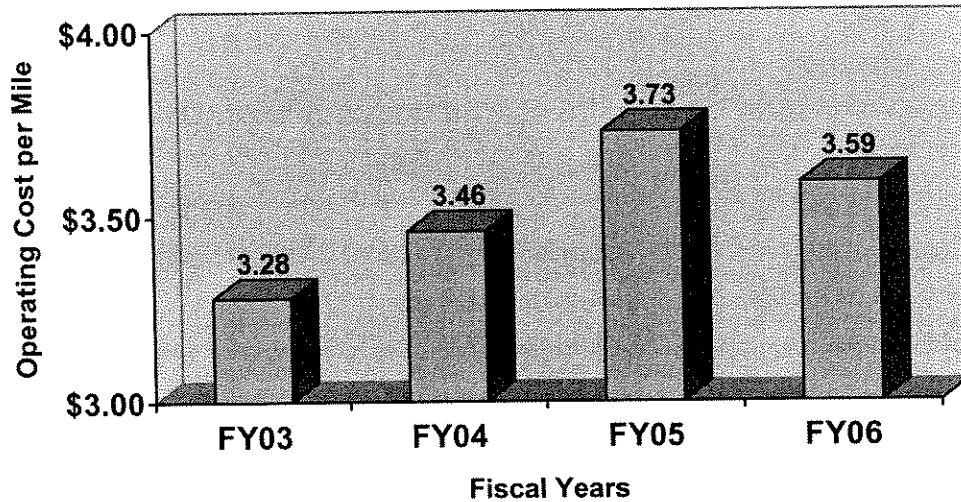
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Operating Cost/Revenue Mile

Handy Ride

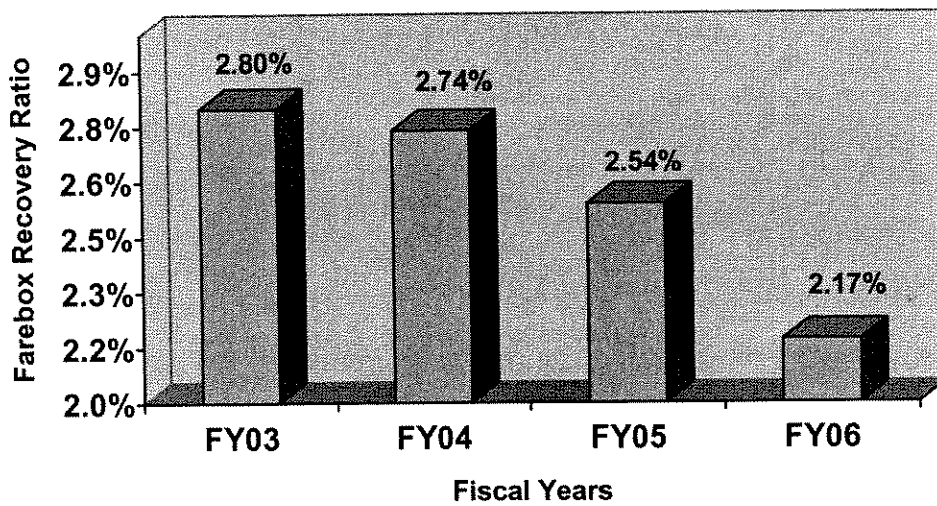
Exhibit I-11



Farebox Recovery Ratio

Handy Ride

Exhibit I-12



Section II

Clovis Transit:

Stageline
And
Roundup

Clovis Transit
155 N. Sunnyside Avenue
Clovis, CA 93611
559-324-2770
www.ci.clovis.ca.us
Email Address - Web Address

SECTION II
2005-2006 PRODUCTIVITY EVALUATION

CLOVIS TRANSIT

I. SUMMARY DESCRIPTION OF SERVICES

The City of Clovis operates two types of public transit service: Clovis Stageline provides general public fixed-route service and Clovis Roundup provides a specialized service for the elderly and disabled residents of Clovis. The City of Clovis also contracts with the City of Fresno for fixed route services between Clovis and Fresno utilizing FAX Route 28.

Clovis Stageline provides fixed-route, general public service. This service was originally offered in July 1980 as demand-responsive, replacing fixed route service formerly provided by FAX. From 1991 through 1999, the Stageline service was converted to a fixed-route, general public service operated by various contractors over the nine year period. Service was offered weekdays, with trials for weekend service that were not productive. In February of 1999, Clovis Transit issued a Request for Proposals for the fixed-route Stageline service. Clovis City Council approved the rejection of all proposals and allowed for the services to be offered by City of Clovis staff. City of Clovis staff took over the Stageline system effective September 1, 1999. The change has allowed for improvements in the system, such as better coordination between the drivers and management. It also offers a larger pool of drivers for staff changes in both Roundup and Stageline.

Roundup service began operations in January 1979 and was originally funded with an Older Americans Act grant. As Aging Grant funding was eliminated, the City allocated Measure C funds and utilized Local Transportation Funds. In FY 1988, weekday demand-responsive service was expanded to include trips to Fresno based on a zonal fare. In April 1988, Clovis designated its Roundup service solely as a CTSA function. The current system operates trips into Fresno weekdays from 7:00a.m. to 4:00 p.m., within Clovis weekdays 6:15 a.m. to 6:15 p.m., and weekends within Clovis from 8 a.m. to 2 p.m. upon demand. Demand-responsive trip requests can be made 14 days in advance with weekend requests being handled by voice mail.

During FY02-03, Handy Ride changed its reservation policy to 24-hour advance reservations only. With the change, coordination of trips for Clovis residents during Clovis' non-operation hours was halted. Therefore, Clovis Transit implemented its taxi voucher program to provide essential weekend and evening trips. Riders can use a taxi voucher during hours Clovis Transit does not operate for trips for education, medical, and employment purposes. The vouchers are \$2.50 per trip and are limited to Clovis' service boundary.

Continuing operational concerns and projects for FY 06 include: a) close monitoring of on-time performance on fixed-route service especially with an increase in ridership and wheelchair passengers; b) close monitoring of on-time performance for demand-responsive service with focus on frail elderly and disabled riders; c) coordination with apartment and office complexes to keep trees trimmed to allow bus access to the closest point or designate restricted drop off points within the complex to accommodate elderly and disabled riders; d) focus on reducing utilization of Measure C funding to maintain farebox ratio for both Stageline and Roundup services; e) continuous analysis and review of the taxi voucher program; f) coordination with local schools regarding services; and g) work closely with Planning and Development department on future site plans to accommodate transfer points and construction during plan development review process.

II. SIGNIFICANT SERVICE CHANGES OR ACTIVITIES

The most significant challenge to Clovis Transit over the next five years will be to improve service concurrent with growth as the City's Sphere of Influence is increased and to play an important role in congestion management in an effort to improve air quality. Clovis Transit needs to continue to improve these objectives through service, operational/maintenance, capital improvement, and marketing. Increased focus on fixed-route service changes and reliable customer service will also be stressed.

Increasing maintenance costs (maintenance labor rate of over \$100.00 per hour) has affected the overall operating costs and farebox ratio for both Roundup and Stageline. New equipment on order may help alleviate some of these costs.

Changes to coordination efforts with Fresno's Handy Ride have prompted the implementation of Clovis' taxi voucher program. Review of the system, its costs, ridership, and usage will be ongoing. While the taxi voucher program is ideal for passengers requiring essential weekend and evening trips, the opportunity for abuse is prevalent and will continue to be closely monitored.

System wide accomplishments for Clovis Transit during FY 06 include:

- Additional buses for morning and after school demand at Reagan Education Complex.
- Increased number of trolley rentals for special events and weddings.
- Travel training for senior citizens residing in senior complexes to teach seniors how to use fixed route services instead of the more costly paratransit service.
- Ridership increases for Stageline of 16.8% over FY 05, and 8.7% increase on Roundup over FY05.

SERVICE

Operation and ridership data is reviewed monthly with targeted productivity numbers projected. Staff anticipates a continued increase in community awareness and ridership on both the Stageline and Roundup services.

Changes to service may occur depending upon the outcome of the Measure C vote. Measure C funding is essential to transit but may end in 2007 if a continuation is not voted upon in November 2006. If the measure doesn't pass, there is a potential for service cuts starting FY07

PLANNING

Clovis Transit has a good working relationship with the City's Streets and Maintenance Divisions to maintain stop locations, and place signs and postings in a quick and efficient manner. Coordination with the City's Engineering Department on the location of bus stop signs and routes has helped reduce any problems of traffic congestion or inappropriate stop locations.

Clovis Transit is continually working with Central Valley Regional Resource Center (CVRC). Independent learning skills within the Clovis Unified School District include utilization of public transit services. Additional assistance is available to those with special needs in board and care homes, convalescent homes, and CVRC Production Center programs. Clovis Transit will continue to coordinate with local social service agencies regarding the special needs of their clients and to provide transitional education for special needs students throughout the Clovis Unified School District.

MARKETING

Radio advertising continued by targeting high school and junior high students, California State University Fresno students, and commuters. Advertising trade is done with the media for air time in exchange for trolley rental time. Clovis Transit route maps are located within the FAX schedule guide. All route maps and schedules are on the City's website and are regularly utilized. For passenger convenience, bus passes may be purchased at Clovis City Hall, Fresno State University, Cash Stop (retail outlet), or by mail.

III. FOLLOW-UP ACTIONS ON THE TRIENNIAL PERFORMANCE AUDIT FISCAL YEARS 2001-2003

Arthur Bauer and Associates completed the latest Triennial Performance Audit of the City of Clovis Transit System in May 2004. The audit concluded that during the audited period the City of Clovis was conducting its transit operations in an effective manner. The audit recommended the following:

1. Submit State Controller Reports On-Time.

A schedule should be developed to ensure that the State Controller Report is prepared and submitted by the required deadline. During the audit period, the State Controller's Report was submitted late twice. Generally, as contained on the Controllers' report cover, the deadline for written reports is 90 days after the end of the fiscal year of reporting, or September 30. For electronic reporting over the Internet, the deadline is 110 days after the end of the fiscal year of reporting or October 20.

This issue was discussed with the staff in the City's Finance Department who stated that they will make every attempt to turn reports in on time.

2. Report Roundup weekend hours in State Controller Report

A review of the State Controller's Report shows that Roundup service hours are not divided between weekday and weekend service. Roundup provides weekend demand response service, and the hours should be reflected in the annual Controller's report.

Weekly and monthly reporting forms have been changed to allow for calculation of Saturday and Sunday service performance numbers separate from the weekday numbers. The weekday and weekend totals will be reported separately in the next State Controller's Report.

3. Develop formal written procedures for handling and resolving customer complaints.

This recommendation is made as a prevention measure to ensure that a formal standard process is in place for addressing and handling any public concerns and issues with the service. Basically, the current process of handling complaints should be documented and included in the operations manual as part of standard transit procedures.

Transit staff will implement a more formal complaint tracking and resolution process.

4. Closely monitor performance trends in service.

A review of performance conducted for this audit shows trends that should continue to be monitored closely, as some trends show slight declines in service efficiency and effectiveness. These trends include system-wide operating cost per hour, operating cost per passenger, passengers per mile and passengers per hour. It is acknowledged however, that part of the decline could be attributable to the fixed route restructuring that resulted in fewer transfers between buses, which is a benefit to the rider, but a subsequent drop in passenger count. The farebox ratio before Measure C funds should also be closely monitored as well, as Clovis Transit has increased its reliance on the local sales tax for support over the last three years. The trends provide an indication of the performance outcomes of the system and should be regularly analyzed to provide assistance in the planning of future service.

This is ongoing.

IV. CLOVIS STAGELINE/ROUNDUP: 2006 PRODUCTIVITY EVALUATION COMMITTEE RECOMMENDATIONS

- A. Comply, where feasible, with the FY01 through FY03 Triennial Performance Audit Recommendations.***

This is ongoing

- B. Continue to monitor effectiveness of Stageline service, optimize routing, and seek ways to increase ridership to maintain the State-mandated 20% farebox ratio without continued reliance on Measure C farebox subsidy.***

Although the farebox ratio was not achieved directly from ridership contributions, the Clovis City Council allocated Measure "C" funds be utilized on the Local Transportation Fund Claim to meet the State mandated 20% ratio.

- C. Continue to improve CTSA potential through increased coordination and consolidation with local social service transportation providers to reduce its reliance on Measure C farebox subsidy.***

Currently, Clovis Transit is working with CVRC by transporting students to/from the Production Center and providing assistance in the transitional training of special needs riders who are able to travel on either demand responsive or fixed-route service. This on-going coordination with local social service agencies to improve independent living skills of special riders will continue. Additional coordination occurs with Clovis Unified School District to assist special needs classes in travel training and education regarding transportation available to the disabled.

- D. Continue to coordinate with FAX to consolidate services for maximum efficiency and effectiveness.***

This is ongoing.

- E. Implement responsibilities under the Americans with Disabilities Act of 1990.***

Full compliance has been obtained. All vehicles are accessible, weekend reservation system via voice mail and the development of a Ridership Tips guide will assist riders to access public transit in Clovis.

- F. Address responsibilities under the Clean Air Act of 1990, the San Joaquin Valley Unified Air Pollution Control District Clean Air Plan, the Council of Fresno County Governments Transportation Control Measures Plan and Congestion Management Plan (CMP).***

This is ongoing; Clovis Transit will continue to purchase low emission vehicles to help reduce emissions.

- G. Coordinate with the Fresno County Department of Social Services to plan and implement transportation strategies focused on addressing the State mandates Welfare to Work - CalWorks Program.***

Coordination with Human Services is ongoing including coordinating with bus pass purchases. A number of students in the program attend the Clovis Adult School, which is served every 30 minutes.

V. HIGHLIGHTS OF PRODUCTIVITY DATA

CLOVIS STAGELINE

- Stageline ridership increased 16.8% over FY 05 with total ridership increasing from 119,538 to 139,622. The majority of the increase is due to more passengers on Route 10 and school passengers to the local junior high and high schools.
- Vehicle service hours increased 0.9% from 16,678 to 16,825. This change is caused by additional buses at the junior high and high schools.
- Vehicle service miles experienced an increase of 3.6% over FY 05 with total vehicle service miles increasing from 268,136 to 277,718 due to increased school service.
- Farebox revenue ratio prior to Measure C funds increased from 6.4% to 6.9% in FY 06; the City subsidy of Measure "C" funding was needed to meet the State mandate of 20%.
- Overall, the past year as a fixed route system, Stageline performance indicators reflected a 15.5% increase in passenger/hour (8.3) and passenger/mile increased 11.1% (.50). Operating costs increased from \$63.29/vehicle hour to \$66.89/vehicle hour primarily due to increased labor costs for maintenance, additional staff for school service and increased contracting costs with Fresno Area Express and the taxi voucher vendor.
- Vehicle hours/employee increased .09% from 1627 to 1641. Operational subsidy per passenger decreased from \$8.26 in FY05 to \$7.50 in FY06.

CLOVIS CTSA/ROUNDUP

- Clovis CTSA/Roundup services carried 45,531 riders in FY 06, an increase of 8.7% over FY05. Productivity data on Roundup trip destinations are illustrated below:

Fiscal Year	Fresno	Clovis	Total	% Change
FY 03	16,758	20,511	37,269	5.2%
FY 04	15,335	22,165	37,500	1%
FY 05	16,320	25,567	41,887	11.7%
FY 06	16,988	28,543	45,531	8.7%

- Total taxi voucher ridership for FY06 is 901 trips. Vouchers may be used for essential trips only: education, employment and medical purposes.
- Total vehicle hours increased from 18,401 in FY 05 to 19,784. This 7.5% increase is caused by a larger service area and longer distance trips as well as an increase in ridership.
- Total vehicle miles increased from 243,279 in FY 05 to 268,930 in FY 06 or a 10.5% increase in miles.
- Operating costs increased from \$1,004,600 to \$1,181,610 due to a large increase nationwide in fuel costs, increased driver wages and maintenance and repair costs.
- Clovis CTSA/Roundup Service fares increased from \$61,884 in FY05 to \$77,325 (25.0%). Farebox ratio without Measure C increased to 6.9%. The combination of farebox revenue and Measure C funds allows Roundup to maintain a 10% State mandate farebox ratio.
- Overall, the past year Clovis CTSA/Roundup service performance indicators reflect a 0.9% increase in passenger/hour (2.3) and passenger/mile remained the same at .17. Operating costs increased 17.6% in FY 06. Cost/vehicle hour increased 10.4% from \$54.10 in FY05 to \$59.73 in FY06.
- Vehicle hours/employee increased by 7.5% over the prior year to 2,198.

Table II - 1
Clovis Stagingline
Annual Productivity Trends FY 2004-2006

Indicator	2004	2005	2006	03-04	04-05	05-06
Total Passengers	96,872	119,538	139,622	1.0%	23.3%	16.8%
Total Hours	16,075	16,678	16,825	4.0%	3.8%	0.9%
Total Mileage	258,871	268,136	277,718	4.5%	3.6%	3.6%
Operating Cost	\$979,505	\$1,055,607	\$1,125,486	25.6%	7.8%	6.6%
Farebox Revenue*	\$195,901	\$211,121	\$225,097	25.6%	7.8%	6.6%
Employees	10.25	10.25	10.25	0.0%	0.0%	0.0%
Passenger/Hour	6.03	7.17	8.3	-3.7%	19.0%	15.8%
Passenger/Mile	0.37	0.45	0.50	-8.5%	21.6%	11.1%
Cost/Vehicle Hour	\$60.93	\$63.29	\$66.89	20.7%	3.9%	5.7%
Cost/Vehicle Mile	\$3.78	\$3.94	\$4.05	20.0%	4.2%	2.8%
Veh Hrs/Employee	1,568	1,627	1,641	1.5%	3.8%	0.9%
Cost Per Passenger	\$10.11	\$8.83	\$8.06	25.4%	-12.7%	-8.7%
Measure C Funds	\$139,640	\$143,339	\$147,771	39.1%	2.6%	3.1%
Op Subsidy/Passenger	\$9.53	\$8.26	\$7.50	27.2%	-13.3%	-9.2%
Farebox Incl. Measure C	20%	20%	20%	0.0%	0.0%	0.0%
Farebox Ratio w/o Meas.C	5.7%	6.4%	6.9%	-19.7%	12.2%	7.8%

*Includes Measure C Funds
OP Subsidy/Passenger calculated by: Operating costs
minus farebox revenue divided by total passengers.

Table II - 2
Clovis Roundup

Annual Productivity Trends FY 2004-2006

Indicator	2004	2005	2006	03-04	04-05	05-06
Total Passengers	37,500	41,887	45,531	1.0%	11.7%	8.7%
Total Hours	16,762	18,401	19,784	-9.2%	9.8%	7.5%
Total Mileage	198,365	243,279	268,930	1.0%	22.6%	10.5%
Operating Cost	\$915,678	\$1,004,600	\$1,181,610	8.2%	9.7%	17.6%
Farebox Revenue*	\$91,567	\$100,460	\$118,161	8.2%	9.7%	17.6%
Employees	8.5	9	9	0.0%	5.9%	0.0%
Passenger/Hour	2.24	2.28	2.3	10.9%	1.8%	0.9%
Passenger/Mileage	.19	.17	.17	0.0%	-10.5%	0.0%
Cost/Vehicle Hour	\$54.63	\$54.10	\$59.73	19.1%	-1.0%	10.4%
Cost/Vehicle Mile	\$4.62	\$4.09	\$4.39	8.2%	-11.5%	7.3%
Veh Hrs/Employee	1972	2044	2198	-9.2%	3.7%	7.5%
Cost Per Passenger	\$24.42	\$23.77	\$25.95	7.5%	-2.7%	9.2%
Measure C Funds	\$35,988	\$38,576	\$52,962	14.4%	7.2%	37.3%
Op Subsidy/Passenger	\$22.94	\$24.09	\$24.52	7.8%	5.0%	1.8%
Farebox Incl. Measure C	10%	10%	10%	0.0%	0.0%	0.0%
Farebox Ratio w/o Meas.C	6.1%	6.2%	5.5%	-3.2%	1.6%	-11.3%

*Includes Measure C Funds
OP Subsidy/Passenger calculated by: Operating costs minus
farebox revenue, divided by total passengers

Exhibit II-1
Clovis Roundup Passengers/Revenue Hour

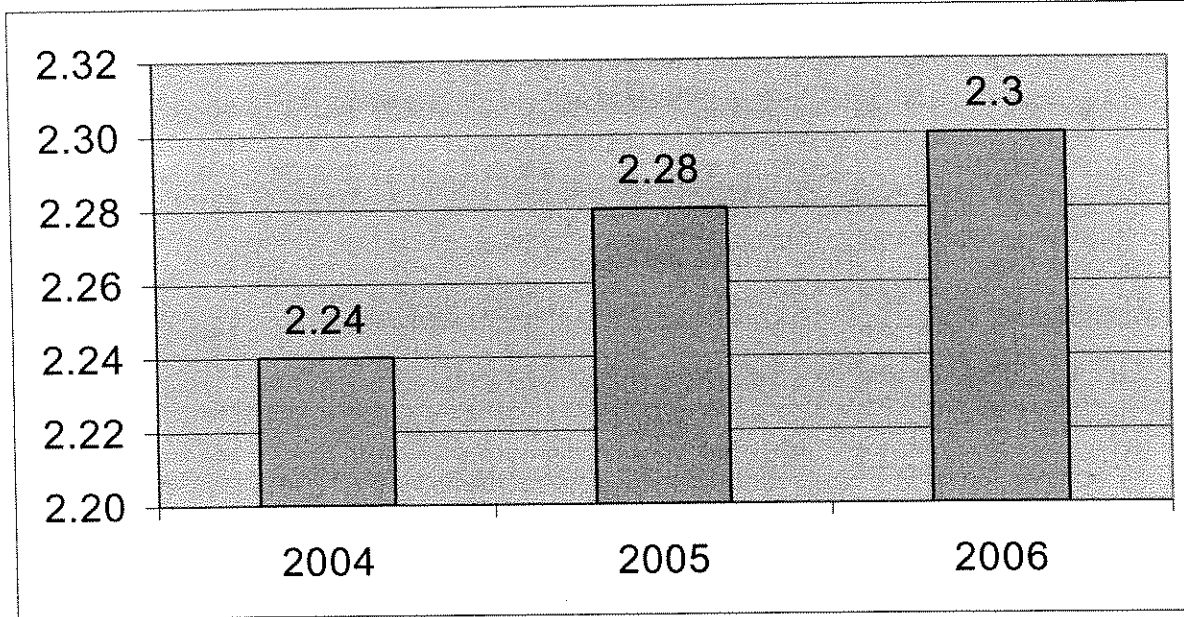


Exhibit II-2
Clovis Roundup Passengers/Revenue Mile

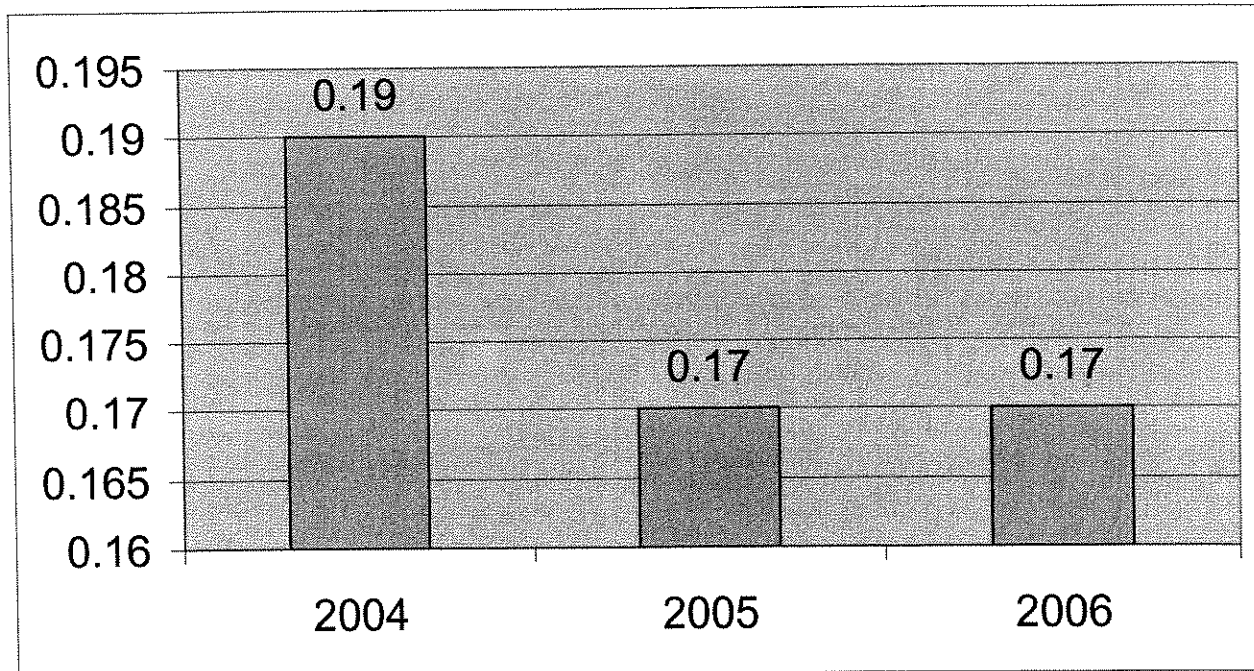


Exhibit II-3
Clovis Roundup Cost/Revenue Hour

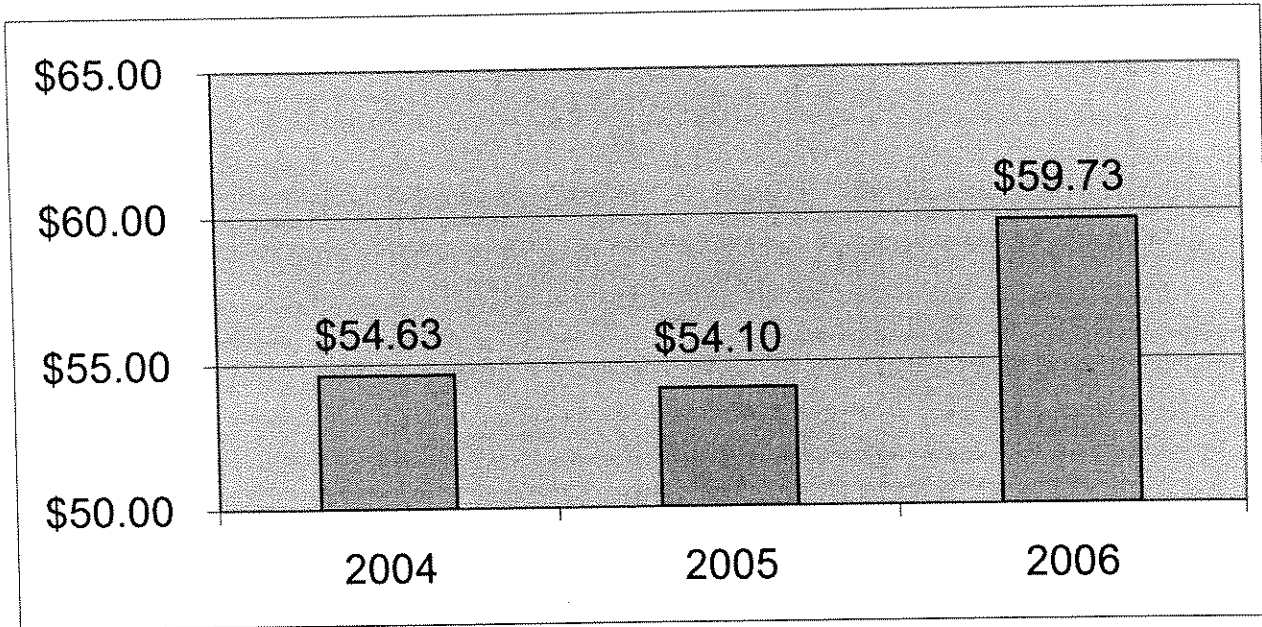


Exhibit II-4
Clovis Roundup Cost/Revenue Mile

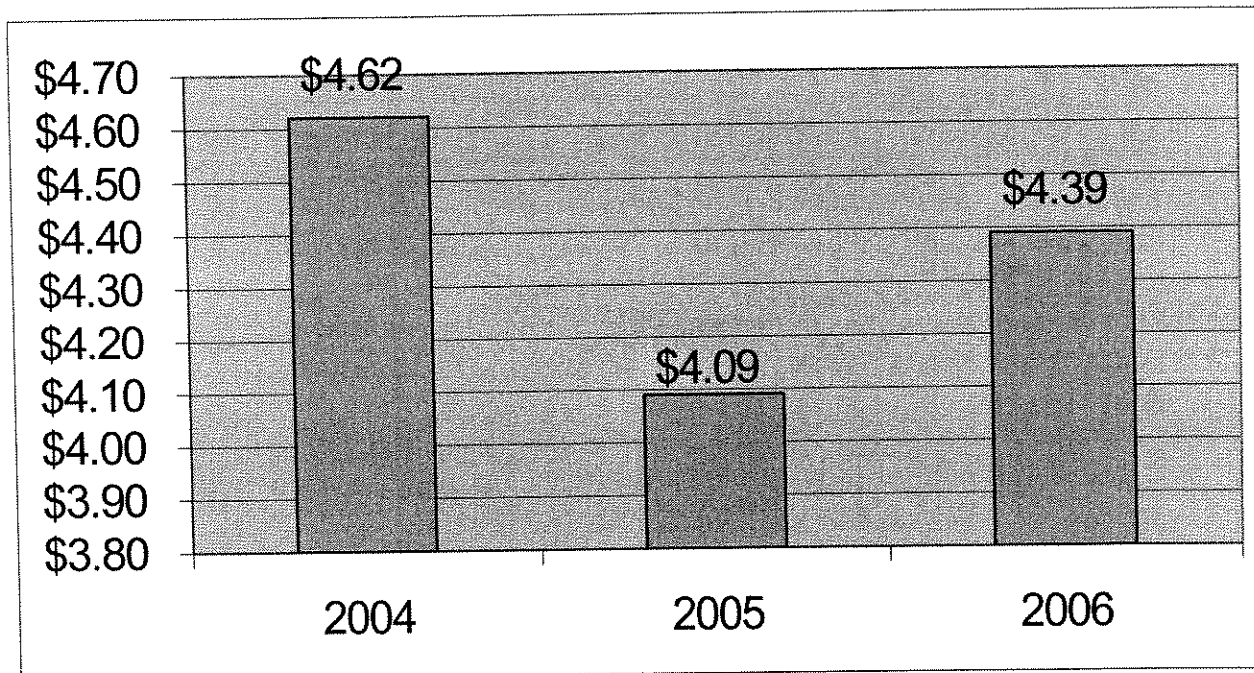


Exhibit II-5
Clovis Roundup Farebox Recovery Less Measure C

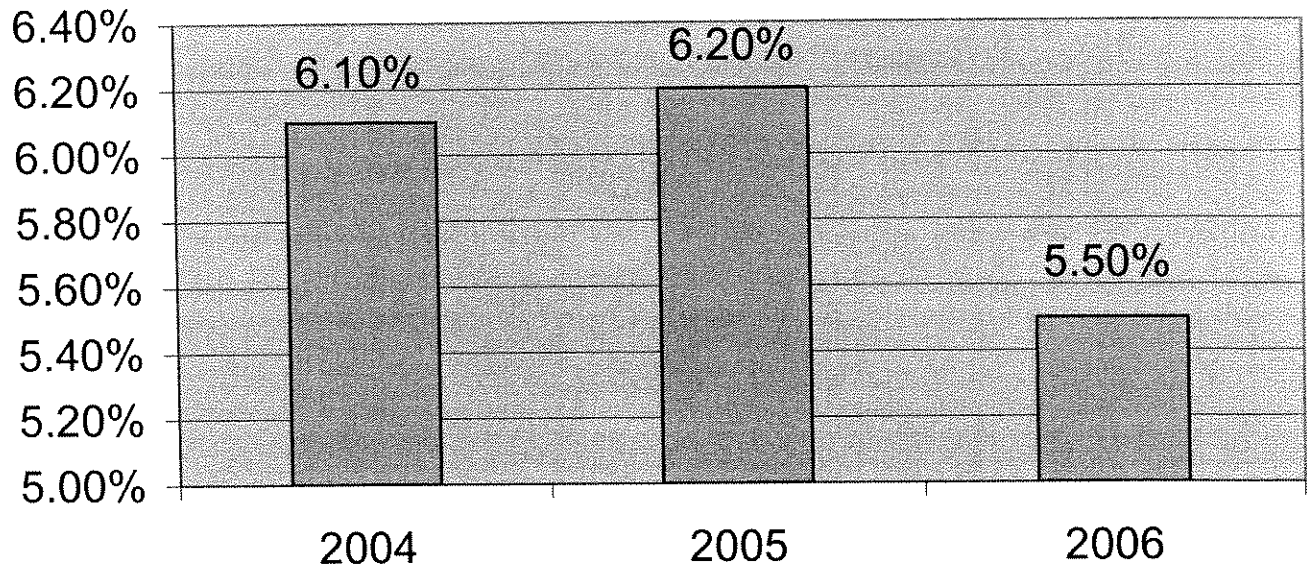


Exhibit II-6
Clovis Roundup Cost/Passenger

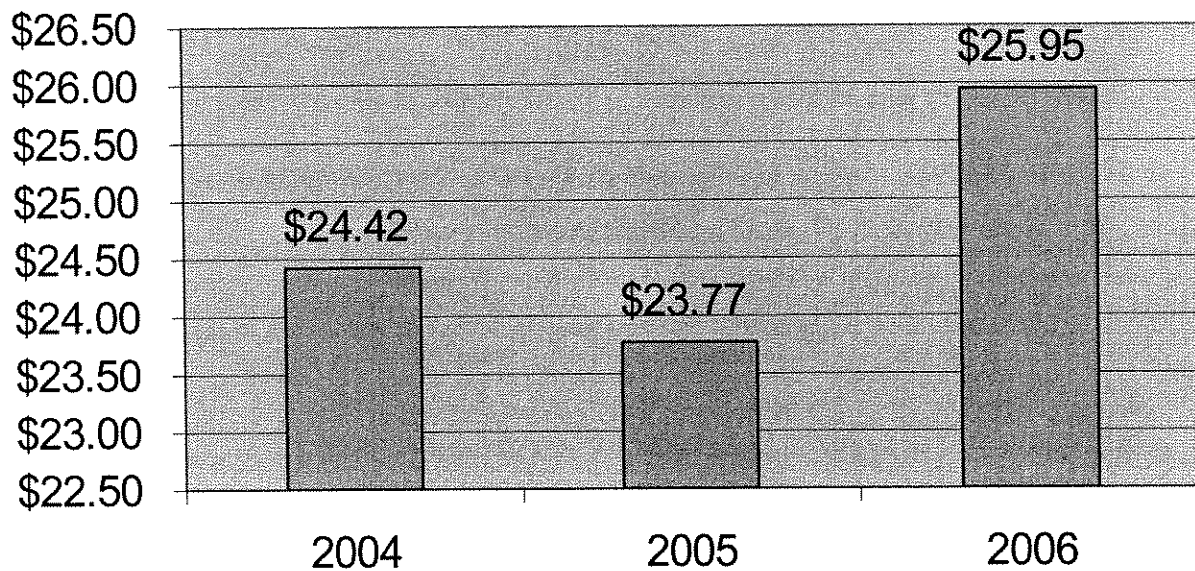


Exhibit II-7
Clovis Stageline Passengers/Revenue Hour

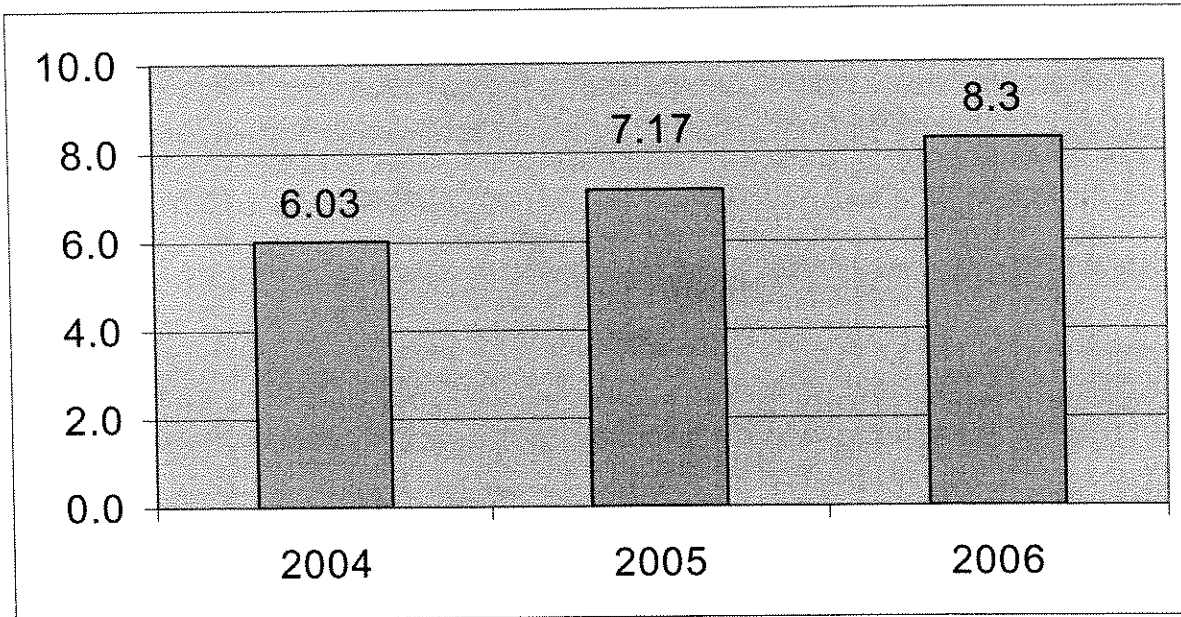


Exhibit II-8
Clovis Stageline Passengers/Revenue Mile

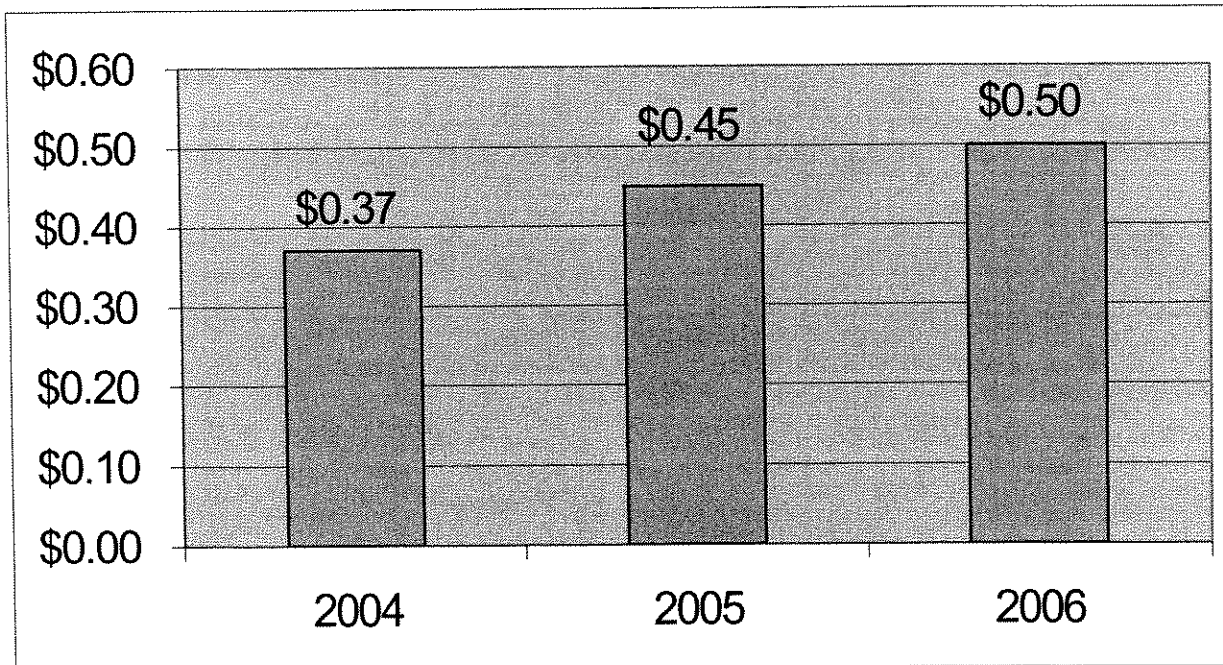


Exhibit II-9
Clovis Stageline Cost/Revenue Hour

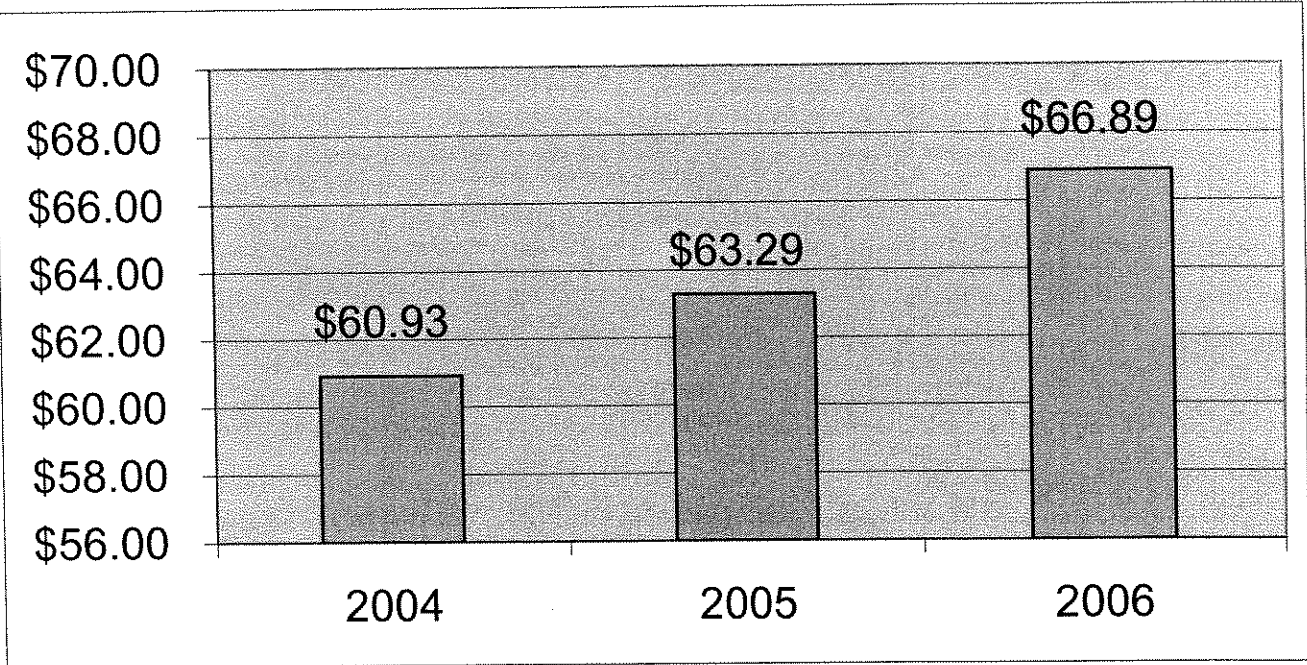


Exhibit II-10
Clovis Stageline Cost/Revenue Mile

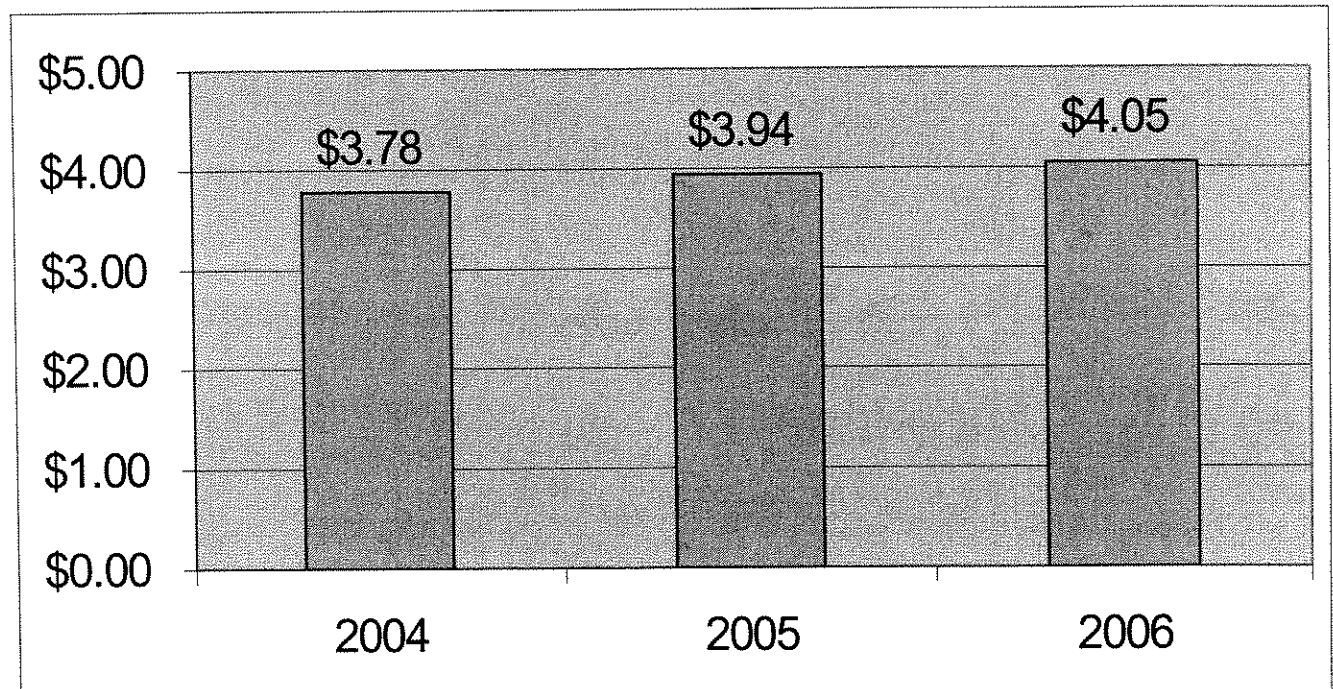


Exhibit II-11
Clovis Stageline Farebox Recovery Less Measure C

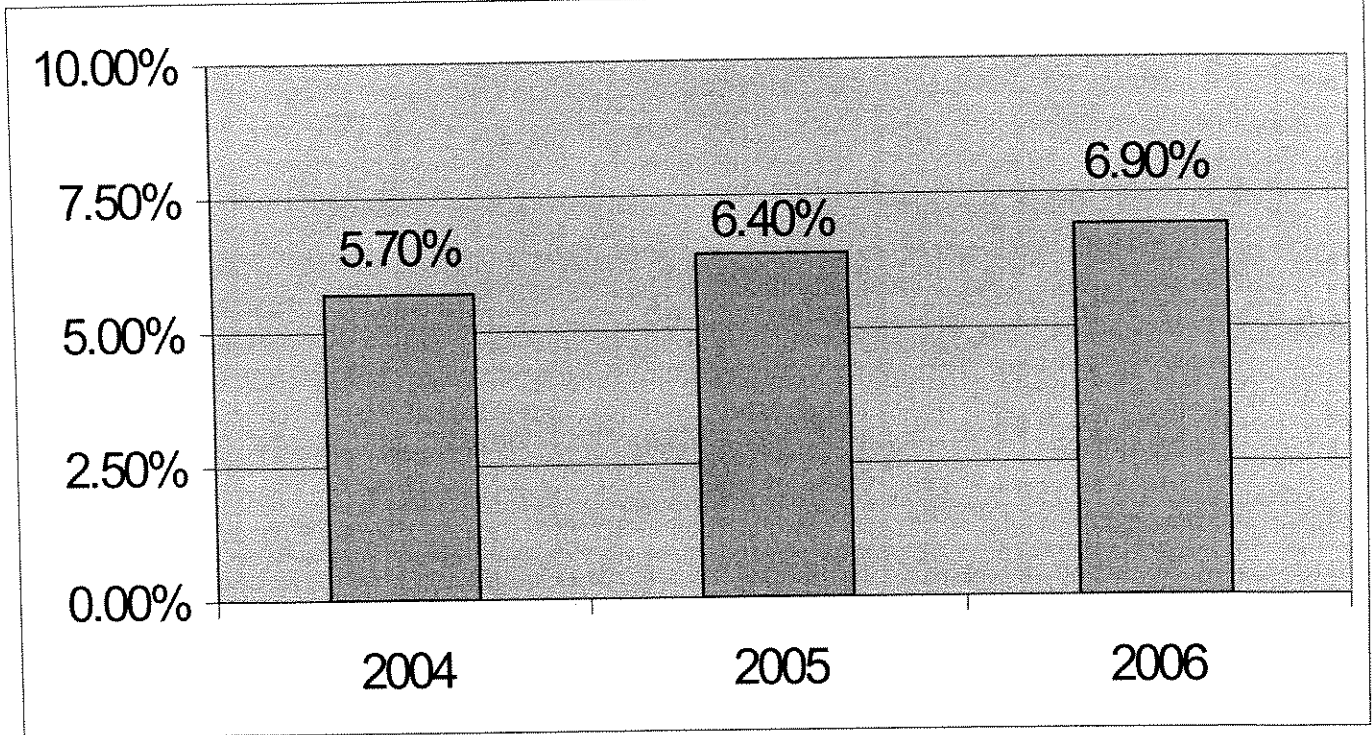
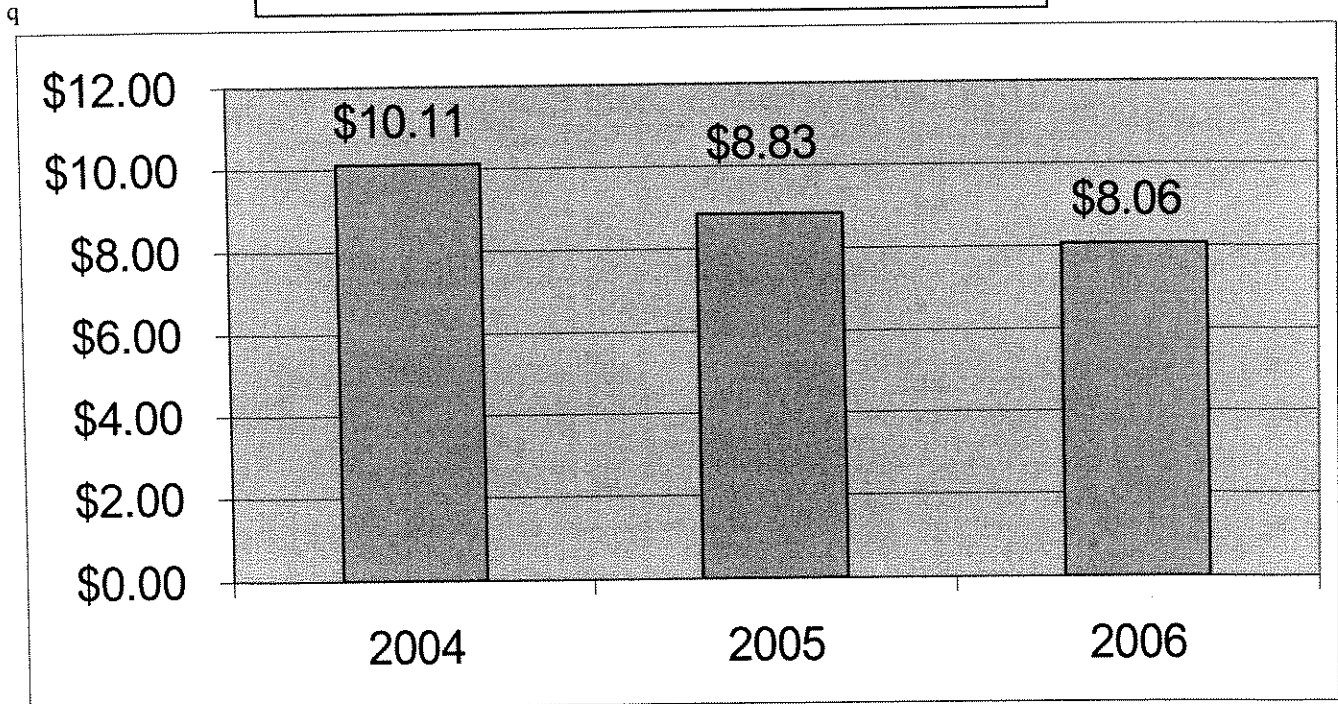


Exhibit II-12
Clovis Stageline Cost/Passenger



Section III

Fresno County Rural Transit Agency (FCRTA)

*Fresno County Rural Transit Agency
2035 Tulare Street, Suite 201
Fresno, CA 937
559-233-6789
www.ruraltransit.org*

SECTION III

2005-2006 PRODUCTIVITY EVALUATION

FRESNO COUNTY RURAL TRANSIT AGENCY

I. SUMMARY DESCRIPTION OF SERVICE

The Fresno County Rural Transit Agency (FCRTA) is the primary provider of public transit services in the rural areas of Fresno County. Rural public transit services are available within the Spheres of Influence (SOI) for each of the thirteen (13) incorporated Cities including: City of Coalinga; City of Firebaugh; City of Fowler; City of Huron; City of Kerman; City of Kingsburg; City of Mendota; City of Orange Cove; City of Parlier; City of Reedley; City of Sanger; City of San Joaquin; City of Selma in rural Fresno County. The cities are linked to the Fresno-Clovis Metropolitan Area (FCMA) by either privately-operated common carriers or publicly-operated wheelchair accessible service providers. Reduced fixed route fares are available to the elderly (60+), and disabled patrons using the various inter-city services.

Many unincorporated rural communities are also served, including: Alder Springs; Auberry; Burrough Valley; Cantua Creek; Caruthers; Centerville; Del Rey; Dunlap; Easton; El Porvenir; Five Points; Friant; Halfway; Jose Basin; Lanare; Laton; Marshall Station; Meadow Lakes; Mile High; Minkler; Miramonte; New Auberry; O'Neills; Pinehurst; Prather; Raisin City; Riverdale; Squaw Valley; Sycamore; Three Rocks; Tollhouse; Tranquillity; and the Native American Indian Rancherias of: Big Sandy; Cold Springs; and Table Mountain.

The FCRTA is responsible for the overall administrative and financial supervision of the general public operations. Prior to FCRTA's formation in September 1979, limited services were provided in a few communities within Fresno County. In 2005-2006, FCRTA consisted of nineteen (19) rural Subsystems:

1. Auberry Transit;
2. Coalinga Transit;
3. Del Rey Transit;
4. Firebaugh Transit;
5. Fowler Transit;
6. Huron Transit;
7. Kerman Transit;
8. Kingsburg Transit;
9. Laton Transit;
10. Mendota Transit;
11. Orange Cove Transit;
12. Parlier Transit;
13. Reedley Transit;
14. Sanger Transit;
15. San Joaquin Transit;
16. Selma Transit;
17. Southeast Transit;
18. South Sierra Transit; and
19. Westside Transit.

Four (4) function with City Staff:

1. Coalinga Transit - City of Coalinga;
2. Kerman Transit - City of Kerman;
3. Reedley Transit - City of Reedley; and
4. Selma Transit - City of Selma (Monday through Friday only).

Two (2) function under Private Contractors:

1. Laton Transit - Kings (County) Area Rural Transit / TransWest Specialties;
2. Sanger Transit - Transportation Specialties.

Fourteen (14) function under private non-profit contracts through the Fresno County Economic Opportunities Commission (FCEOC) as the Rural Consolidated Transportation Service Agency (Rural CTSA):

1. Auberry Transit;
2. Del Rey Transit;
3. Firebaugh Transit;
4. Fowler Transit;
5. Huron Transit;
6. Kingsburg Transit;
7. Mendota Transit;
8. Orange Cove Transit;
9. Parlier Transit;
10. San Joaquin Transit;
11. Selma Transit (Saturdays only);
12. Southeast Transit;
13. South Sierra Transit (previously existed as a local citizenry volunteer ride program. A mileage reimbursement program was established and administered by FCEOC to participating volunteers. However, they choose to avoid government intrusion into their program that addressed the perceived transportation needs of: Squaw Valley, Dunlap, Miramonte, and Pinehurst residents. The independent nature of the this service does not lend itself to further reporting in this performance evaluation. In a further development, we have recently received indications (8/04) that the local volunteer program has apparently been discontinued to a lack of ongoing interest); and
14. Westside Transit.

Results of an On-Board Ridership Survey in 1994 indicated that:

- 84.4% of FCRTA's riders have either no other way to make their trip, or would have to walk;
- 58.9% of FCRTA's riders use the system five (5) days a week;
- Female ridership out numbers male ridership, two-to-one; and
- The ethnic cross-section of FCRTA ridership was:

24.5%	White
73.3%	Hispanic
0.5%	Black
0.9%	Asian
0.8%	American Indian
100.0%	Total

II. SIGNIFICANT SYSTEM SERVICE AND ADMINISTRATIVE MODIFICATIONS

FCRTA Service Modifications for 2005-06

In 2005-06 the FCRTA General Manager recommended the most reasonable service hours of operation for each of FCRTA's individual Subsystems. The Board of Directors concurred. The adopted and implemented services were recapped as follows:

Recap of Recommended Services for 2005-06

<u>FCRTA Subsystem</u>	<u>Location</u>	<u>Mode</u>	<u>Hours / Days</u>
Auberry Transit	Intra-Community	Demand Response	6hrs - M-F
	Inter-City Fresno	Demand Response	8hrs - Tu
Coalinga Transit	Intra-City	Demand Response	8hrs - M-F
	Inter-City (Fresno)	Fixed Route	11hrs - M-Sa
Del Rey Transit	Intra-City	Demand Response	8hrs - M-F
Firebaugh Transit	Intra-City	Demand Response	10hrs - M-F
Fowler Transit	Intra-City	Demand Response	10hrs - M-F
Huron Transit	Intra-City	Demand Response	11.25hrs - M-F
	Inter-City (I-5 / Coalinga)	Fixed Route	5hrs - M-F
Kerman Transit	Intra-City	Demand Response	8hrs - M-F
Kingsburg Transit	Intra-City	Demand Response	11.5hrs - M-F
	Intra-City	Demand Response	8hrs - Sa
Laton Transit	Inter-City (Hanford)	Fixed Route	1hrs - M-F
Mendota Transit	Intra-City	Demand Response	10hrs - M-F
Orange Cove Transit	Intra-City	Demand Response	10hrs - M-F
	Inter-City (Fresno)	Fixed Route	10hrs - M-F
Parlier Transit	Intra-City	Demand Response	8hrs - M-F
Reedley Transit	Intra-City	Demand Response	4 x 8hrs - M-F
	Intra-City	Demand Response	2 x 8hrs - Sa
Sanger Transit	Intra-City	Fixed Route	8hrs - M-F
Sanger Transit	Intra-City	Demand Response	10hrs -M-F, 8hrs -Sa
San Joaquin Transit	Intra-City	Demand Response	8hrs - M-F
Selma Transit	Intra-City	Fixed Route	8hrs - M-F
	Intra-City	Demand Response	3 x 8hrs - M-F
	Intra-City	Demand Response	4hrs - M-F
	Intra-City	Demand Response	8hrs - Sa
Southeast Transit	Inter-City (Fresno)	Fixed Route	8.5hrs - M-F
South Sierra Transit	Intra-Community	Volunteer	
Westside Transit	Inter-City (Fresno)	Fixed Route	8.5hrs - M-F

Total Maximum Service Hours: 62,534

The nineteen (19) subsystem service modifications were summarized as follows:

Auberry Transit: Despite expressed interest and reported need, ridership on both the intra-community and Inter-City services to Fresno continued to be very marginal. Staff continued to recommend reduced services. The mountain area service continued to specifically address the primary usage by seniors attending the Hot Meal Nutrition Programs and minimal general public ridership for local shopping and medical trips during a six (6) hour period Monday through Friday. The limited ridership on the Inter-City service to Fresno appears to warrant continuation of the life-line service one (1) day a week to address primarily medical trips.

Coalinga Transit: Coalinga Transit continues to operate two (2) modes of service. The Dial-A-Ride service is provided with a single vehicle's operation eight (8) hours per day Monday through Friday. The Inter-City service to Fresno remained unchanged, ten (10) hours per day, Monday through Saturday.

Del Rey Transit: The Del Rey Transit service continues to be provided eight (8) hours per week day to the general public. The Rural CTSA provides funding four (4) hours per service day. The other four (4) hours of service is a Transportation Development Act (TDA) funding responsibility of Fresno County. The demand responsive service transported passengers within the community on a shared ride basis; arranges passenger grouping for trips to Sanger; and transfers in Sanger to Orange Cove Transit for service to Fresno or Parlier, Reedley and Orange Cove. The operation maintains priority service to seniors attending the mid-day Hot Meal Nutrition Program.

Fowler Transit: This service was recommended for operation from 7:00am to 5:30pm with a mid-day lunch hour for the driver, Monday through Friday. The service utilizes a twenty-two (22) passenger van to assist in grouping passengers throughout the day.

Huron Transit: The ridership on this Intra-City service has consistently produced the highest passenger counts per hour. The service is provided by a twenty-three (23) passenger van to address passenger loading requirements. The service continues to be operated from 6:00am to 6:00pm, with a mid-day lunch hour for the driver, Monday through Friday. The City also funds an inter-city "life line" service to Coalinga during a five (5) hour period Monday through Friday from 9:00am to 3:00pm, with a mid-day lunch hour for the driver. Two (2) round trip are available, with two (2) ninety (90) minute shuttle periods in Coalinga for passenger drop-offs and pick-ups.

Kerman Transit: Ridership continued to indicate that this service should be operated from 7:00am to 4:00pm, Monday through Friday.

Kingsburg Transit: A twenty-two (22) vehicle continues to address existing ridership demand. The service was provided during a ten and a half (10.5) hour period, Monday through Friday from 7:00am to 5:30pm, with a mid-day lunch hour for the driver. Saturday Service is also available from 8:00am to 5:00pm, with a mid-day lunch hour for the driver.

Laton Transit: This route service extension contract with KART continued to be the most effective solution to address transit needs of Laton area residents. One (1) round trip between Laton and Hanford in Kings County is available Monday through Friday.

Mendota Transit: The ridership levels and pattern of this service continued to be operated from 7:00am to 5:30pm with a mid-day lunch hour for the driver, Monday through Friday.

Orange Cove Transit: Both the Intra-City and Inter-City service ridership levels warranted service continuation from 7:00am to 5:30pm, with a mid-day lunch hour for the drivers, Monday through Friday.

Parlier Transit: Intra-City service continues to be available from 7:00am to 4:00pm, Monday through Friday.

Reedley Transit: Ridership demand appears to have stabilized. Four (4) vehicles are operated eight (8) hours each on a staggered basis from 7:00am to 5:30pm Monday through Friday. One (1) vehicle is operated on Saturdays from 8:00am to 5:00pm.

Sanger Transit: One (1) twenty-three (23) passenger electric battery bus continued to be operated on a in-city fixed route. The second (2nd) twenty-two (22) passenger van is operated on a demand response basis for the elderly and disabled from 7:00am to 5:30pm, with a mid-day lunch hour for the driver, Monday through Friday; and eight (8) hours on Saturday from 8:00am to 5:00pm, with a mid-day lunch hour for the driver.

San Joaquin Transit: Ridership continues to be very minimal. This life-line services continue to be essential to the community residents for connectivity to senior, social service and medical programs in neighboring communities and to and from Mendota and Kerman for connections on Westside Transit for weekday service to Fresno. Passenger trips were grouped to share rides. The service was continued to be operated from 8:00am to 5:00pm, Monday through Friday.

Selma Transit: Ridership in Selma has stabilized. The fixed route vehicle was operated during an eight (8) hour period, Monday through Friday from 8:00am to 5:00pm, with a mid-day lunch hour for the driver. Three (3) demand responsive vehicles were operated eight (8) hours each per weekday, on a staggered basis from 7:00am to 5:30pm., with a lunch hour for the drivers mid-day. One (1) demand responsive vehicle was operated on Saturdays for eight (8) hours from 8:00am to 5:00pm, with a mid-day lunch hour for the driver.

Southeast Transit: This service was recommended for operation from 7:00am to 5:30pm , Monday through Friday, with a mid-day hour and a half (1.5) lunch period for the driver. It provides three (3) round trip per weekday through Kingsburg, Selma and Fowler to Fresno.

South Sierra Transit: No changes from the volunteer driver mileage reimbursement program were recommended at the time..

Westside Transit: This service was recommended for operation from 7:00am to 5:30pm , Monday through Friday, with a mid-day hour and a half (1.5) lunch period for the driver. It provides two (2) round trips per weekday through Firebaugh, Mendota, Kerman, with connections to San Joaquin Transit, to Fresno.

FCRTA Administration: No administrative changes were recommended at the time. The staffing arrangements were accounted for in the same manner as in previous years.

Marketing of Transit Services

In the Winter of 2003 the Council of Fresno County Governments (COFCG) published its Fourth Edition of the *"Fresno County Transportation Guide"*. It represented the culmination of an extensive update effort to produce a quality bilingual publication that people could reference to learn more about convenient transportation options that are available to them within Fresno County. It contains multi-colored maps and service descriptions. The publication was expanded to reference complete transit schedules throughout the day. The booklets have been printed to be both in English and Spanish, in the single publication. The public can utilize the information to understand what services are available, access the services, determine the cost and times of travel, and contact courteous customer service representatives to respond to their other specific questions. Additional copies were produced for even greater distribution. Despite significant publication cost, the *"Guides"* continue to be distributed *"free"* to the public on each of FCRTA's vehicles, at local City Halls, Senior Centers, Libraries, Medical Offices, Chambers of Commerce, Fresno City and County Convention Bureau, Travellers Aid Stations, and through the mail as requests are received. The document is currently available over the Internet by accessing the COFCG's Home Page at "<http://www.fresnocog.org>" or the FCRTA Home Page at "<http://www.ruraltransit.org>".

The FCRTA has also prepared individual informational flyers identifying the specifics of an individual transit subsystem. This simplified approach was indented to address suggestions offered by the current transit users.

The fifth (5th) edition has been drafted, and is at the printers for reproduction. Copies may be available for distribution after January 2007.

Inter-City Service Modifications

Years ago, inter-city services in Fresno County were primarily provided by two (2) common carriers, Greyhound and Orange Belt Stages, that are regulated by the California Public Utilities Commission (PUC). Previously,

Greyhound provided inter-regional services through the Fresno County Cities of Firebaugh, Mendota, Kerman, to Fresno; and through Kingsburg, Selma, Fowler to Fresno; while Orange Belt Stages provided inter-regional service through Reedley, Parlier, Selma, and Fowler to Fresno. Over the past ten (10) years their respective services have declined significantly. During the 2004-05 fiscal year Greyhound proceeded to eliminate approximately seventy-two (72) additional cities from its inter-regional service program in California. Specifically impacted were the Cities of: Firebaugh; Fowler; Kerman; Kingsburg; Mendota; Parlier; Reedley; and Selma.

The local agency representatives (elected and staff) and the general public have reacted to these deteriorating circumstances. They have suggested, and it's been reflected in the adopted Rural Short Range Transit Plan, that the FCRTA become responsible for assuming inter-city service responsibility for "*general public patrons*". To this end the FCRTA acquired Grant funding through the Federal Transit Administration's Congestion Mitigation / Air Quality program to purchase inter-city compressed natural gas powered buses. The original objective of these inter-city replacement services was to attract a mix of "*transit dependent*" and "*choice*" riders. Commuter travel was intended to reduce vehicle miles travelled (VMT) by single occupancy vehicles. The air quality benefits of this form of transit service can prove beneficial to Fresno County.

Ridership by Senior Citizens

The FCRTA is the only transit system in Fresno County that continues to consistently record transit ridership by population segments: elderly (60+); disabled; and general public. This practice has allowed them to track these passenger groupings to note overall usage. Senior ridership decreased in 2005-06. During the past Fiscal Year ridership decreased 2.28% or 2,215 senior passengers. Over the past three (3) Fiscal Years senior ridership increased 2,984 or 3.17% between 2003-04 and 2004-05. However, ridership declined 2,215 or 2.28% between 2004-05 and 2005-06. The net three (3) year difference was 769 passengers, reflecting a 0.81% overall increase.

Fiscal Year	Senior Ridership	Numeric Change	Percent Change	Three Fiscal Year Percent Change
2003-04	93,994			
		+ 2,984	+ 3.17%	
2004-05	96,978			
		- 2,215	- 2.28%	
2005-06	94,763			
				+0.81% (+769)

Management and Organization

Administrative forms and internal procedures were again reexamined in an effort to consolidate paperwork. Correspondence was transmitted to affected member agencies for the expressed purpose of streamlining supportive documentation, including:

1. Daily and Monthly Ridership Logs;
2. Daily Vehicle Inspection Reports;
3. Farebox Reconciliation Form accompanying the Monthly Ridership Logs;
4. Fuel Logs;
5. Monthly Revenue and Expenditure Reports;
6. Employment information of existing and recruited drivers; and
7. Accident / Incident Reporting.

A number of other issues were addressed by FCRTA Management Staff including:

- The annual Fiscal Audit Reports continue to be completed on schedule and reflect positive management letters.
- The timely filing of the State Auditor Controller's Report of Transportation Development Act (TDA) Transactions as a Transit Operator.
- Staff completed its responses to requests by the Council of Fresno County Government's auditor, Arthur Bauer and Associates, towards the successful completion of the latest Triennial Performance Auditor covering the three (3) Fiscal Years, 2000-01; 2001-02; and 2002-03.
- Continue to procure alternatively fueled replacement.

Accessible Services in Compliance with the American's with Disabilities Act and Subsequent Implementation Regulations

The FCRTA has recognized its responsibilities in ensuring accessible services to passengers for the previous twenty-seven (27) years. The Agency's fleet has always been 100% accessible. All of FCRTA's seventy (70) fleet vehicles are wheelchair lift equipped to permit access by disabled patrons in accordance with the latest Americans with Disabilities Act (ADA) accessibility requirements.

Since its inception, the Agency operations were carefully considered to meet the special needs of the transit disadvantaged (elderly, disabled, and low-income). Fifteen (15) of FCRTA's Subsystems (Auberry Transit, Coalinga Transit, Del Rey Transit, Firebaugh Transit, Fowler Transit, Huron Transit, Kerman Transit, Kingsburg Transit, Mendota Transit, Orange Cove Transit, Parlier Transit, Reedley Transit, Sanger Transit, San Joaquin Transit, and Selma Transit) are operated as "*real-time*" demand responsive services. A portion of eight (8) FCRTA Subsystems (Coalinga Transit, Huron Transit, Laton Transit, Orange Cove Transit, Sanger Transit, Selma Transit, Southeast Transit, and Westside Transit) were provided on a scheduled fixed-route basis. Since January 26, 1992, in compliance with requirements of the ADA, each respective service may, however, deviate from its specified route on a demand responsive basis up to a three-quarter (3/4) mile in either direction (1-1/2 mile path) to pick-up or drop-off a disabled passenger. As such, the FCRTA is exempt from the requirement to prepare a "*Comparable Service Paratransit Plan*" for implementing the ADA (a common requirement for other fixed route transit operators such as Fresno Area Express and Clovis Transit).

The FCRTA shall continue with the process of systematically implementing other necessary modifications to its services to bring them into full compliance with the spirit and intent of the ADA law.

Responsibilities and Mandates under the Clean Air Act of 1990, the San Joaquin Valley Basin Air Quality Plan, and the Council of Fresno County Government's Transportation Control Measures Plan and State's Congestion Management System.

Following the passage of the Federal Clean Air Act in 1990, the FCRTA followed pending regulations that were to mandate public transit agencies throughout the Nation to consider and implement alternative fuel programs as an example to other the public governmental entities, and the non-profit sector and private sector. These issues were also very important to the San Joaquin Valley Air Basin of California. At the time, the FCRTA Board of Directors understood that the Valley had potentially for the worst air quality in the Nation. This fact has been since confirmed by the EPA designation of: "Extreme" for 1-Hour Ozone; "Serious" for 8-Hour Ozone; and "Serious" for PM-10.

The FCRTA Board of Directors, which is composed of the Mayors of each of the thirteen (13) Cities and the Chairman of the County Board of Supervisors, has recognized its responsibilities to be part of the air quality solution, and an example for others to emulate. As a small rural transit agency they did not have the resources

of a large urban transit operator. The FCRTA staff consistently went with proven technology and readily available fuels.

During the previous fourteen (14) years, the FCRTA has purchased seventy-eight (78) vehicles. Sixty-five (65) have been alternatively fueled, and the other thirteen (13) are powered by unleaded gasoline, only because no conversion kits were approved by the California Air Resources Board. The FCRTA vehicle fleet has consisted of:

- Twenty (20) 1992 propane powered fourteen (14) passenger modified Ford vans (four of these vehicles were sold early in the 2004-05 fiscal year, and three were sold in 2005-06 fiscal year. Most of the remaining other thirteen are programmed to be sold in 2006-07 fiscal year);
- One (1) 1992 propane powered sixteen (16) passenger Dodge 'Wide-One' van (this vehicle was sold in 2004);
- Seven (7) 1997 Cummins CNG powered Blue Bird buses, five (5) thirty-one (31) passenger and two (2) twenty-four (24) passenger;
- Sixteen (16) 1997 CNG powered fourteen (14) passenger modified Ford vans;
- Two (2) 1997 zero emission, electric battery powered, third generation "Earth First" purpose built vehicles that were manufactured by the "Specialty Vehicle Manufacturing Corporation", later to be referred to as "Electric Vehicle International", and now referred to as "E-Bus" of Downey, California). One vehicle is a twenty-three (23) passenger air conditioned (by a propane powered Auxiliary Power Unit) "contemporary" bus. The second vehicle is a nineteen (19) passenger ADA accessible "trolley". It should be noted that these two electric battery powered vehicles have been operating consistently on different fixed routes, five (5) days a week for the past seven and a half (7-1/2) years; in weather extremes of below 32 degrees to over 110 degrees, utilizing conventional lead acid batteries.
- One (1) 1999 propane powered fourteen (14) passenger modified Ford van.
- Three (3) 2001 unleaded gasoline powered twenty-two (22) passenger modified Ford vans;
- Four (4) 2002 unleaded gasoline powered twenty-two (22) passenger modified Ford vans.
- Five (5) 2003 unleaded gasoline powered twenty-two (22) passenger modified Ford vans;
- Fourteen (14) 2004 CNG powered twenty-two (22) passenger modified Ford vans; and
- Five (5) 2005 CNG powered twenty-two (22) passenger modified Ford vans.

The FCRTA's inter-city CNG vehicles take advantage of the five (5) existing fast-refueling facilities throughout the County. The in-city CNG vehicles are refueled overnight on a slow-fill basis by forty five (45) FuelMakers placed in the individual rural communities.

In July 2005, the FCRTA placed orders for eight (8) additional CNG powered vehicles that were to be delivered and placed into service by Christmas 2005:

- Five (5) 2006 CNG powered twenty-two (22) passenger modified Ford vans arrived as planned.
- Three (3) 2006 John Deere CNG powered thirty-five (35) passenger Blue Bird buses were delayed because the carbon fiber used in the manufacture of the CNG tanks was diverted to

make body armor for our U.S. military personnel in Iraq. The Board and staff acknowledged the higher importance of this material for its diverted purpose, and accepted the delays. The armor productions quotas were reached in late Spring 2006. Tank production resumed and the vehicles were in production in June 2006, for delivery to the FCRTA and service introduction in October 2006.

The FCRTA also has approved CMAQ funding to purchase four (4) 2006 CNG powered thirty-five (35) passenger buses in connection with a new Federal Prison that is currently being constructed near Mendota, on the Westside of Fresno County.

The FCRTA has demonstrated a remarkable track record for a small rural transit agency in choosing to successfully implement a viable alternative fuel program. Their commitment away from diesel was challenged by larger urban operators. Many of their own members agencies have recognized and acknowledged that if the small rural agency could make it work, so could they. And so they too have chosen an alternative fuel path to achieve cleaner air.

The FCRTA shall continue with the process of systematically implementing necessary modifications to bring it into full compliance with the spirit and intent of these air quality laws and plans.

Driver Training

Sixteen (16) years ago in 1989, the State mandated a law (SB 1586) that created the General Public Transit Vehicle (GPPV) driver training, licensing, and background check requirements. The FCRTA was required to develop and implement a forty (40) hour training program that included classroom and behind-the-wheel training for all drivers assigned to its operations. Topics covered in the training sessions included:

1. defensive driver training;
2. operational guidelines for safety;
3. motor vehicle code regulations;
4. patron assistance techniques;
5. daily vehicle inspections;
6. maintenance; and
7. recordkeeping and reporting procedures.

Additional mandatory Driver Inservice Meetings are conducted during three (3) hour sessions, every other month. Supervisors, and guest speakers (including: disability awareness and procedures representatives, insurance agency representatives, California Highway Patrol Officers, Drug and Alcohol Consortium Representatives, etc.), review techniques and procedures to ensure that each driver is oriented toward serving each individual that accesses FCRTA's vehicles, or interacts in anyway with their services.

Personnel responsible for dispatching are also trained to: provide effective service to the patrons; efficiently schedule transit operations; and to comply with the FCRTA administrative and operational procedures required by legislative mandates.

Vehicle Maintenance

The GPPV law also required vehicle inspection and maintenance program standards. The California Highway Patrol (CHP) is responsible for certifying the FCRTA's maintenance terminal (Transportation Specialties of Clovis) and inspecting the transit vehicles annually to ensure that the Agency complies with mandated daily, forty-five (45) day or 3,000 mile, and annual inspections. The premise of the State requirements is that the transit vehicles are never out of original factory specification tolerances. Therefore, while the vehicles may continue to get older, they are no longer permitted to progressively wear out. The CHP again issued a "satisfactory" rating of FCRTA's vehicles and terminal facility in March 2006. The documentation is included

with FCRTA's TDA Claim, as required by law.

Over the years, the FCRTA has noted that their maintenance expenditures increase significantly as their fleet ages. But even with a fleet of new alternatively fueled vehicles, their maintenance expenditures have increased disproportionately. Maintenance expenditures are often the variable that causes their individual Subsystem costs to increase the most.

III. TRIENNIAL PERFORMANCE AUDIT RECOMMENDATIONS (FY2000-01 to 2002-03)

The most recent Triennial Performance Audit report that was prepared for the COFCG, under Contract by Arthur Bauer and Associates. This audit was mandated by the Transportation Development Act (TDA).

The report represents an exhaustive effort to evaluate every aspect of FCRTA's operations during the 2000-01; 2001-02; and 2002-03 Fiscal Year periods. The FCRTA was found to be in compliance with applicable TDA requirements, as well as those regulations imposed by the State Controller's Office. The Auditor's overall assessment was that the FCRTA *"is operating in an economical, efficient, and effective manner"*.

The results, findings, and recommendations were enumerated for implementation. Three (3) recommendations was identified. The FCRTA Board of Director accepted the Report and its recommendation at their June 24, 2004 meeting, following an expressed opportunity for public comment. The three (3) recommendation were:

1. Develop a Table in the Short Range Transit Plan providing an Inventory of Vehicles.

The SRTP should provide an easy-reference Table depicting the inventory and status of the vehicle fleet. A matrix should be developed showing data such as vehicle make, model and year, fuel type, passenger capacity, miles traveled, and anticipated replacement year. New vehicles on order could also be included. The Table serves both as a reference to the existing fleet as well as a guide for a vehicle replacement program.

Compliance Response: Staff prepares an annual spreadsheet for inclusion with our Federal Transit Administration (FTA) Section 5311 Grants that reports all the details regarding our existing vehicle fleet. Staff prepared a summary of the requested information for inclusion in the Short Range Transit Plan for the Fresno County Area 2004-2009 prior to its adoption on June 24, 2004.

This recommendation was complied with by the close of the 2003-04 Fiscal Year.

2. Conduct Updated Systemwide Rider Survey.

According to the FY 2002-03 Transit Productivity Evaluation, data on passenger profiles was cited using an on-board survey in 1994. More recent surveys have been conducted, including driver surveys in March 2002 that determined the time and purpose of the trip, as well as focused surveys for certain routes. However, FCRTA should undertake an updated systemwide survey that determines the profile of current ridership, including demographic information, travel options and trip patterns. This updated information should provide systemwide information for judging revisions to service and design of future services. Indicators for measuring performance of each subsystem might also be reviewed and adjusted to reflect the current and potential ridership markets.

Compliance Response: Staff referenced in the Budget for 2005-06 the inclusion of additional funding, to conduct a systemwide On-Board Ridership Survey of each of FCRTA subsystems during the 2005-06 Fiscal Year.

The On-Board Survey was delayed by the staff work on assisting with the preparation of the Measure - C ½ cent sales tax proposal for rural transit. The ballot measure is scheduled for voter approval in November 2006. Pending its outcome, staff will be updating the "Regional Transportation Plan" and "Short Range Rural Plan for the Fresno County Rural Area" in 2006-07. The Ridership Survey will be completed prior to these two draft documents preparation to incorporate the latest data for appropriate planning consideration.

The FCRTA is planning to conduct annual On-Board Ridership Surveys annually in future fiscal years.

3. Closely Monitor Farebox Ratio.

This recommendation is made as a preventative measure to ensure that FCRTA continues monitoring the farebox. In the last year of the audit, FY 2002-03, the farebox was the lowest of the past three (3) years. As the system normalizes from the large fluctuations in service from the FCHSS grant the past few years, both fare revenues and operating costs should be stabilizing. However, multiple line item accounts are experiencing significant increases, they include: fuel; health insurance; workers compensation; vehicle insurance; alternative fuel fleet vehicles; and cost of living adjustments. These individual expenditures compound in to significant increases. FCRTA should review that the cost of service matches the level of hours and miles being provided and that passenger ridership and revenues remain on a positive trend.

Compliance Response: Staff realized the declining Farebox Ratio trend prior to this audit recommendation. A previously recommended Operations Supervisor position was not filled and was eliminated in June 2002 due to the negative consequences to our overall operating expenditures versus farebox receipts and the resultant projected decline in the farebox ratio if the position had been filled. Our last fare increase was over fourteen (14) years ago. Since that time, operating costs have grown significantly.

The Board of Directors continues to recognize its responsibilities to keep fares low while maintaining minimum farebox standards in light of escalating operating costs. The Board again publicly discussed the ramifications of a fare adjustment during its October 2003 and December 2003 Meetings. It agreed to direct staff to coordinate local public hearings before each member agency, and to respond to public comments towards a necessary fare adjustment.

The FCRTA has already implemented fare increases for Coalinga Transit (April 2003), Del Rey Transit (August 2003) and Selma Transit (September 2003), Reedley Transit (August 2004), Parlier Transit (March 2005), Fowler Transit (July 2005), Kingsburg Transit (August 2005), Mendota Transit (August 2005), Sanger Transit (August 2005), and Huron Transit (September 2005). The remaining five (5) (Auberry Transit, Firebaugh Transit, Kerman Transit, Orange Cove Transit, and San Joaquin Transit) Intra-City Fare Adjustment Public Hearing have been scheduled for completion by the end of the 2006 calendar year..

This recommendation will be monitored to ensure that the minimum ten percent rural standard continues to be exceeded.

IV. FOLLOW-UP ON 2005-2006 PRODUCTIVITY EVALUATION COMMITTEE RECOMMENDATIONS

It was recommended that FCRTA take the following actions:

- A. Continue to implement recommendations in the "Short-Range Transit Plan for the Rural Fresno

County Area" to increase productivity.

Ongoing.

- B. Continue to modify services as warranted.

Ongoing.

- C. Continue to monitor subsystem farebox recovery percentages to ensure the minimum ten percent (10%) TDA requirement is maintained for the entire System. Conduct Public Hearings to consider appropriate fares adjustments to increase farebox revenues as warranted.

Ongoing

- D. Continue to respond to Triennial Performance Audit Recommendations from the FY2000-2001 to 2002-2003 Report..

Ongoing.

- E. Continue to address responsibilities under the Americans with Disabilities Act of 1990.

In Conformance.

- F. Continue to address responsibilities under the Clean Air Act of 1990, the San Joaquin Valley Unified Air Pollution Control District's Air Quality Plan and COFCG's Transportation Control Measures Plan and State's Congestion Management System.

Ongoing.

- G. Continue to perform community outreach and marketing activities in an effort to increase ridership and improve public awareness and perception of public transit.

Ongoing.

- F. Continue to pursue coordination of services between the various transportation agencies in the County.

Ongoing.

V. HIGHLIGHTS OF PRODUCTIVITY DATA

Overall System

FCRTA System Summary Totals from the current and two (2) previous Transit Productivity Evaluation Reports are presented in Table III-1. A Summary of FCRTA Performance Characteristics are calculated in Table III-2 for the three (3) previous Fiscal Years. Exhibit III-1 graphs the FCRTA Performance Indicator Summary data for Fiscal Years 2004-2005 through 2005-2006. FCRTA continues to modify its overall performance to respond to the needs of its ridership.

As noted in Tables III-3 through III-8, performance characteristics between FY2004-2005 and FY 2005-2006 resulted in mixture of increases and decreases as a reflection in the overall economy. The total vehicle service hours increased 232 hours or 0.42%. This in turn resulted in an increase in vehicle miles traveled, 10,140 miles

or 1.32%. Costs increased \$289,890, or 9.27%. Total passengers declined -4,524, or -1.11%. Of the total passengers: seniors decreased 2,215, or -2.28%; disabled increased 1,391 or 20.35%; and general public declined -3,700, or -1.22%. Resultant fares increased \$29,559, or 7.22%.

Performance characteristics changed incrementally over the previous year's productivity characteristics: 7.30 passengers per hour, down from 7.41; 0.52 passengers per mile, down from last year's 0.53. Cost per hour increased \$5.02 per hour (from \$57.10 to \$62.12); costs per mile increased \$0.32 (from \$4.08 to \$4.40); cost per passenger increased \$0.81 (from \$7.70 to \$8.51). The resulting farebox recovery percentage decreased -0.24% (from 13.09% to 12.85%); yet still in excess of the minimum 10.00% requirement.

Clarifications

Revenues and expenditures, and functional categories have been calculated based on Federal and State guidelines pertaining to the "*Uniform System of Accounts for Public Transit Operators*", with allowances in accordance to existing State Law pertaining to Productivity Evaluation requirements and guidelines for small vehicle fleets, operating in rural areas.

It should also be noted that performance evaluation calculations for all Subsystems reflect the *exclusion* of "*deadhead mileage*" and "*deadhead hours*" in accordance with a audit recommendation contained in a previous Triennial Performance Audit Report.

And finally, it's important to note the context in which the statistical relationships are depicted in each of the accompanying tables. The magnitude of an individual number can easily be skewed by comparing raw numbers (and their relative relationships) between each of the Subsystems. An examination of the percentage relationships, in light of the methods and characteristics of the Subsystem, will help illustrate that each individual operation is distinctly different from its relative counterparts. Comparisons between each Subsystem tend to give the impression that some are winners while others are losers. Certainly this is *not* the objective of a performance evaluation. Each mode of service can, and should be, improved upon. The results of this effort should be constructive, *not* destructive. Modifications to a Subsystem are addressed as part of the Biannual process of updating the Short Range Transit Plan (SRTP) for the Rural Fresno County Area.

Subsystem Comments

The following narrative helps to better understand the circumstance of each of FCRTA's Subsystem operations, and the factors that impacted their operations over the past two (2) Fiscal Years:

1. **Auberry Transit** Despite expressed interest and reported need, ridership on both the foothill communities intra-community and inter-city service to Fresno, continue to be very marginal. Auberry Transit total ridership decreased by -1,279 passengers (-26.79%). Senior ridership decreased by -1,152 passengers (-30.88%), disabled passengers decrease by -211 (-51.72%), and general public passengers increased by 84 (13.21%) for the Fiscal Year. Total fares decreased by -\$104 (-1.17%), mileage increased 10.42% (2,712), hours increased 0.48% (9). Costs increased \$11,081 (9.53%). The resultant farebox recovery was 6.88%, less than the minimum 10.00% standard.

During the past year Auberry Transit operated beyond reasonable FCRTA System standards in the following four (4) System performance indicator:

- passengers / hour (1.98 vs. 3.00);
- passengers / mile (0.12 vs. 0.30);
- cost / passenger (\$36.43 vs. \$17.64); and
- farebox recovery (6.88% vs. 10.00%).

The vast distances between patrons origins and destinations in foothill communities will continue to make it very difficult to meet this intra-city rural standard.

2. **Coalinga Transit** provided two (2) modes of varied services: 1) the in-city demand responsive service, transported 4,195 passengers; and 2) the inter-city fixed route service to the Fresno-Clovis Metropolitan Area transported 9,805 passengers.

In summary, Coalinga Transit's two (2) modes achieved a collective ridership increase of 3.51% (475). Senior and disabled ridership was included as general public. General public increased 12.17% (1,519). Fares decreased -\$375 (-0.69%), mileage increased 1.29% (1,015) along with a increase in hours 0.32% (10). The overall costs increased 5.69% (\$15,901). The resultant farebox was 18.31%.

Three (3) performance indicator for Coalinga Transit were inconsistent with FCRTA System standards:

- passengers / mile (0.18 vs. 0.30);
- cost / hour (\$93.11 vs \$88.20); and
- cost / passenger (\$21.10 vs. \$17.64).

The higher than average operating costs are attributed to the operation of four (4) vehicles, two (2) of which are larger capacity. Two (2) vehicles operate over long distances with many passenger loading stops. Service hours are also longer. Excessive route mileage and travel time, in turn, directly impacts fuel, maintenance, and repair costs. Even with significant increases in the number of passengers transported, the travel patterns still yield excessive mileage and time to reach destinations. Adherence to average System standards is clearly *not* possible when considering the unusual nature of these two individual modal operations.

3. **Del Rey Transit** was in its third year of general public operation, eight (8) hours per week day. Overall ridership increased 0.63% (38). Senior ridership declined -800 (-23.26%), disabled ridership increased 1 (33.33%), general public ridership increased 837 (31.84%). Total fares increased 6.62% (\$1,443). Mileage increased 2,124 (7.36%), hours remained unchanged, and costs increased by \$3,872 (4.21%). The resultant farebox recovery was 24.27%

One (1) performance indicator for Del Rey Transit was inconsistent with FCRTA System standards:

- passengers / mile (0.20 vs.0.30).

4. **Firebaugh Transit** reported a -0.69% (-199) decrease in overall ridership. Senior ridership increased 12.84% (1,166), disabled passengers increased by 20.91% (92), and general public ridership decreased -7.58% (-1,457) Farebox revenues decreased -\$3,996 (-21.41%). Mileage increased 466 miles (1.57%). Service hours decreased -0.55% (-13 hours). Costs increased \$11,929 (9.66%). Farebox receipts exceeded the minimum standard, with a 10.83% return.

Each of the performance indicators for Firebaugh Transit were consistent with FCRTA System standards.

5. **Fowler Transit** noted a decrease in overall ridership, -11,580 (-38.56%). Senior ridership decreased -888 or -32.27%, while disabled ridership decreased by -677 (-97.55%) passengers, and general public ridership decreased -10,015 (-37.67%). Fares increased 1.77% (\$270), while mileage increased 22.50% (4,021 miles). Total hours decreased -2.11% (-50). Costs increased 13.19% (\$13,994). The resultant farebox recovery was 12.95%.

Each of the performance indicators for Fowler Transit were consistent with FCRTA System standards.

6. **Huron Transit's** ridership decreased -1,255 (-1.61%). Senior riders increased -369 (-8.64%), disabled decreased -180 (-96.77 %), while general public ridership decreased -706 (-0.96%). Total fares increased 30.01% (11,479). Mileage decreased -6.60% (-2,772 miles). Hours of service increased 0.04% (2 hours). Costs increased 7.14% (\$13,436). The resultant farebox recovery was 24.68%.

Each of the performance indicators for Huron Transit were consistent with FCRTA System standards.

7. **Kerman Transit** reported a -0.90% decrease in ridership (-78). Ridership by elderly passengers increased 140 rides (4.64%), disabled decreased by -2 passengers (-15.38%), general public passengers decreased -216 riders (-3.85%). Farebox receipts increased \$652 (7.23%). Mileage increased 6.39% (689 miles). Hours of operation increased 8 hours (0.40%). Costs increased 10.25% (\$9,895). The resultant farebox recovery was 9.08%, less than the minimum 10.00% standard.

Two (2) performance indicator for Kerman Transit were inconsistent with FCRTA System standards:

- cost / mile (\$9.28 vs. \$6.06); and
- farebox recovery (9.08% vs. 10.00%).

8. **Kingsburg Transit's** ridership decreased -10.02% (-2,034). Senior rides decreased -785 (-9.74%), 33 more disabled riders rode for a 97.06% increase, while general public rides decreased by -1,282 (-10.50%). Fares increased \$1,321 (8.85%). Mileage decreased -3.16% (-1,064 miles) and hours decreased -1.04% (-33 hours). Costs increased \$7,296 or 3.67%. The resultant farebox recovery was 7.88%, less than the minimum 10.00% standard.

Two (2) performance indicator for Kingsburg Transit was inconsistent with FCRTA System standards:

- cost / mile (\$6.33 vs \$6.06)
- farebox recovery (7.88% vs 10.00%).

9. **Laton Transit's** ridership decreased -3.00% (-59). Local interest in the service is still strong. Mileage decreased -57 miles (0.51%). Hours increased 196 (72.59%) Costs increased \$1,437 (11.48%) Minimum farebox recovery requirements continue to be met with 12.23%.

One (1) performance indicator for Laton Transit was inconsistent with FCRTA System standards:

- passengers / mile (0.17 vs 0.30).

This performance measure is reflective of a portion of the inter-community services that are Contracted with Kings Area Rural Transit's operations that links the community to the City of Hanford. The FCRTA only pays a small portion of the actual operating costs associated with the service.

10. **Mendota Transit's** ridership increased 37.41% (5,241), more seniors (554) rode representing an increase of 16.41%, 115 more disabled passengers rode (116.16%) and 4,572 (43.40%) more

general public patrons utilized the service. This trend resulted in an increase in fares of 44.77% (\$4,878). Mileage decreased -224 (-0.61%), while hours decreased -0.02% (-1 hours). Cost increased \$2,278 (1.91%). The resulting farebox return was 12.94%, more than the minimum 10.00% standard.

Each of the performance indicators for Mendota Transit were consistent with FCRTA System standards.

11. **Orange Cove Transit** has reported an increase in ridership of 5.76% (1,691). Seniors ridership increased 10.94% (968), 304 more disabled (32.65%), and 419 (2.14%) more general public passengers rode last year. Fares increased 1.07% (\$487), mileage increased 3.56% (2,229). Hours of service decreased -0.27% (-13). Costs increased \$11,303 (4.56%). The resultant farebox recovery was 17.78%.

Orange Cove Transit's operational indicators were within reasonable FCRTA System standards for each Subsystem performance indicator.

12. **Parlier Transit** transported -218 fewer passenger for a decrease of -2.06%. Senior riders increased 7.21% (271), 75 more disabled, and general public riders decreased -564 (-8.28%). Fares increased 22.15% (\$1,871). Mileage decreased -1,648 (-7.66%), while service hours decreased -7 hours (-0.37%). Costs increased \$18,841 or 16.46%. The resultant farebox recovery was 7.74%, less than the minimum 10.00% standard.

Two (2) performance indicator for Parlier Transit was inconsistent with FCRTA System standards:

- cost / mile (\$6.71 vs \$6.06)
- farebox recovery (7.74% vs 10.00%).

13. **Reedley Transit's** ridership increased 4,560 passengers, representing a 7.42% change from the previous Fiscal Year. Seniors ridership increased 1.68% (161), 382 (37.78%) more disabled riders rode, and 4,017 (7.90%) less general public. Fares increased 16.60% (\$7,042). Mileage increased 1.30% (1,192) while hours increased 5.02% (359). Costs rose \$12,864 (3.48%). The resultant farebox recovery was 12.94%.

None of the Reedley Transit performance indicators fell below FCRTA System standards.

14. **Sanger Transit's** ridership decreased -8.46% (-3,006). Ridership by seniors decreased -1.43% (-201), while the disabled passengers increased by 1,143 (149.80%), and general public passengers decreased -31.23% (-3,006). Fares increased 18.80% (\$3,671). Mileage decreased -1.85% (-1,127 miles), and hours increased 0.32% (15 hours). Costs increased 12.64% (\$36,857). The resultant farebox recovery was 7.06%, less than the minimum 10.00% standard.

One (1) performance indicator for Sanger Transit were inconsistent with FCRTA System standards:

- farebox recovery (7.06% vs 10.00%).

15. **San Joaquin Transit** ridership increased 0.35% (12). Senior ridership decreased -40.17% (-574), disabled decreased by -9 (-69.23%), and general public ridership increased 30.65% (595). Fares increased 9.82% (\$614). Mileage increased 19.79% (6,240 miles) while hours increased 0.40% (8 hours). Costs increased 7.03% (\$7,198). The resultant farebox recovery was 6.27%, less than the minimum 10.00% standard.

During the 2005-06 Fiscal Year San Joaquin Transit operated beyond reasonable FCRTA System standards in the following four (4) performance indicators:

- passengers / hour (1.80 vs. 3.00);
- passenger / mile (0.09 vs. 0.30);
- cost / passengers (\$32.26 vs. \$17.64); and
- farebox recovery (6.27% vs 10.00%).

These performance characteristics are low due to the low density population centers and extended travel times between origins and destinations.

16. **Selma Transit's** ridership increased 1.30% (696). Senior ridership increased 428 (2.77%), disabled passengers increased by 5 (0.34%) while general public ridership increased 263 (0.72%). Fares increased 0.78% (\$319). Mileage decreased -4.18% (-4,128). The hours of service decreased -3.21% (-249 hours). The resultant costs increased 19.08% (\$88,401). The resultant farebox recovery was 7.50%, less than the minimum 10.00% standard .

Selma Transit operated below FCRTA System standards for one (1) performance indicator:

- farebox recovery (7.50% vs 10.00%).

17. **Southeast Transit** ridership increased 3.11% (303) during the past Fiscal Year. Ridership by seniors decreased by -399 (-14.13%), while disabled ridership increased by 213 (28.63%) and general public increased by 489 (7.93%). Fares decreased -4.70% (-\$932). Mileage increased 560 miles (1.41%). The service hours also decreased by -1 hours (-0.05%). The costs increased \$13,340 (13.40%). The resultant farebox recovery was 16.76%.

During the past Fiscal Year Southeast Transit Service has operated beyond reasonable FCRTA System standards in the following one (1) System performance indicators:

- passenger / mile (0.25 vs. 0.30).

18. **Westside Transit's** ridership increased 16.16% (1,226). Senior ridership increased 17.12% (321), disabled increased by 107 and general public decreased 14.01% (798). Fares increased \$7,420 (30.34%). Mileage decreased -0.20% (-88 miles), and hours decreased -0.48% (-10 hours). Costs increased \$9,980 (9.78%). The farebox recovery was 28.46%.

During the past year Westside Transit service has operated beyond reasonable FCRTA System standards in the following two (2) performance indicators:

- passengers / mile (0.20 vs. 0.30).

VI. 2006-2007 PRODUCTIVITY EVALUATION COMMITTEE RECOMMENDATIONS

It is recommended that FCRTA take the following actions:

- A. Continue to implement recommendations in the *"Short-Range Transit Plan for the Rural Fresno County Area"* to increase productivity.
- B. Continue to modify services as warranted.
- C. Continue to monitor subsystem farebox recovery percentages to ensure the minimum ten percent

(10%) TDA requirement is maintained for the entire System. Conduct Public Hearings to consider appropriate fares adjustments to increase farebox revenues as warranted.

- D. Prepare for the Triennial Performance Audit for FY2003-2004 to 2005-2006 Report.
- E. Continue to address responsibilities under the Americans with Disabilities Act of 1990.
- F. Continue to Address responsibilities under the Clean Air Act of 1990, the San Joaquin Valley Unified Air Pollution Control District's Air Quality Plan and COFCG's Transportation Control Measures Plan and State's Congestion Management System.
- G. Continue to perform community outreach and marketing activities in an effort to increase ridership and improve public awareness and perception of public transit.
- H. Continue to pursue coordination of services between the various transportation agencies in the County.

TABLE III-1
FY 2003-2004 to FY 2005-2006 Summary of FCRTA Totals

Fiscal Year	Seniors	Disabled	General Public	Total Passengers	Fares	Mileage	Hours	Cost
FY 2003 - 04	93,994	4,990	326,962	425,946	\$398,678	792,402	54,975	\$3,049,557
FY 2004 - 05	96,978	6,834	302,156	405,968	\$409,519	767,011	54,783	\$3,127,875
FY 2005 - 06	94,763	8,225	298,456	401,444	\$439,078	777,151	55,105	\$3,417,765

TABLE III-2
FY 2003-2004 to FY 2005-2006 Summary of FCRTA Performance Characteristics

Fiscal Year	Pass / Hour	Pass / Mile	Cost / Hour	Cost / Mile	Cost / Pass	% Farebox
FY 2003 - 04	7.75	0.54	\$55.47	\$3.85	\$7.16	13.07
FY 2004 - 05	7.41	0.53	\$57.10	\$4.08	\$7.70	13.09
FY 2005 - 06	7.30	0.52	\$62.12	\$4.40	\$8.51	12.85

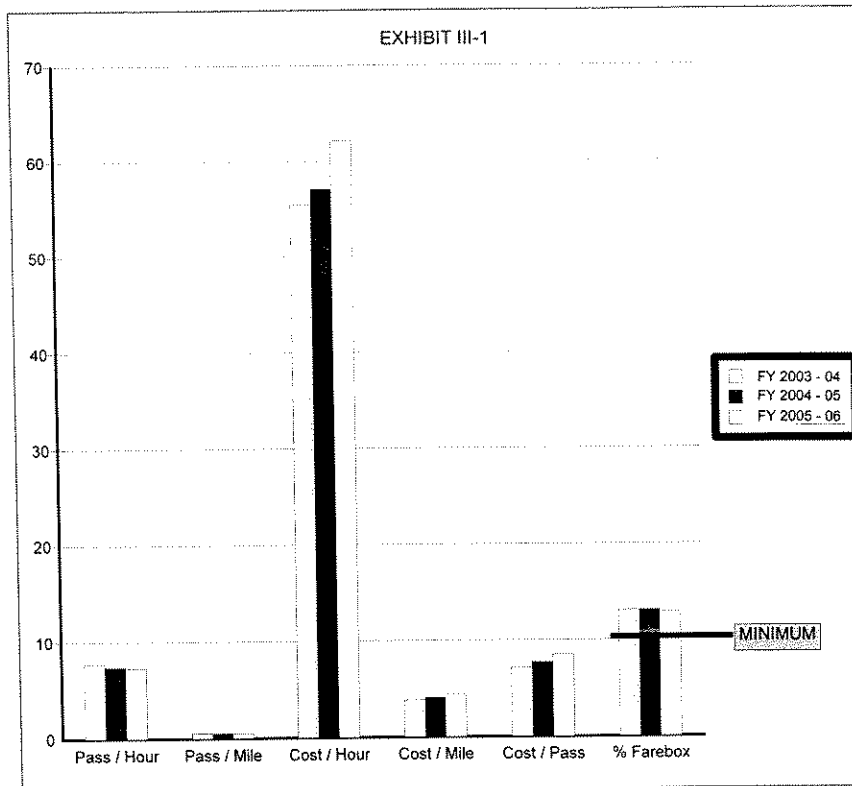


**Table III-3
FY 2004-2005 FCRTA System Summary**

FCRTA Subsystems:	Total Seniors:	Total Disabled:	Total General Public:	Total Passengers:	Total Fares:	Total Mileage:	Total Hours:	Total Cost:
Auberry Transit	3,730	408	636	4,774	\$8,861.20	26,024	1,760	\$116,248.99
Coalinga Transit	1,044	0	12,481	13,525	\$54,444.19	78,653	3,162	\$279,451.69
Del Rey Transit	3,440	3	2,629	6,072	\$21,806.40	28,859	1,736	\$91,938.87
Firebaugh Transit	9,078	440	19,229	28,747	\$18,663.80	29,700	2,352	\$123,546.16
Fowler Transit	2,752	694	26,587	30,033	\$15,275.10	17,874	2,375	\$106,065.61
Huron Transit	4,269	186	73,584	78,039	\$38,255.50	41,989	3,782	\$188,111.20
Kerman Transit	3,017	13	5,615	8,645	\$9,020.11	10,780	1,883	\$96,581.33
Kingsburg Transit	8,058	34	12,208	20,300	\$14,929.75	33,632	3,115	\$198,815.13
Laton Transit	394	0	1,575	1,969	\$1,705.00	11,165	270	\$12,509.00
Mendota Transit	3,376	99	10,534	14,009	\$10,896.00	36,955	2,366	\$119,579.71
Orange Cove Transit	8,851	931	19,559	29,341	\$45,583.19	62,633	4,746	\$247,872.84
Parlier Transit	3,758	9	6,811	10,578	\$8,447.36	21,526	1,875	\$114,482.76
Reedley Transit	9,610	1,011	50,839	61,460	\$42,420.44	91,817	7,141	\$369,284.32
Sanger Transit	14,009	763	9,626	24,398	\$19,525.82	60,755	4,642	\$291,649.62
San Joaquin Transit	1,429	13	1,941	3,383	\$6,249.85	31,537	1,875	\$102,323.62
Selma Transit	15,464	1,468	36,439	53,371	\$41,034.80	98,687	7,731	\$463,331.19
Southeast Transit	2,824	744	6,169	9,737	\$19,847.90	39,579	1,987	\$99,519.99
Westside Transit	1,875	18	5,694	7,587	\$24,452.80	44,846	1,987	\$102,029.41
SYSTEM TOTALS	96,978	6,834	302,156	405,968	\$409,519.21	767,011	54,783	\$3,127,875.44

**Table III-4
FY 2005-2006 FCRTA System Summary**

FCRTA Subsystems:	Total Seniors:	Total Disabled:	Total General Public:	Total Passengers:	Total Fares:	Total Mileage:	Total Hours:	Total Cost:
Auberry Transit	2,578	197	720	3,495	\$8,757.50	28,736	1,769	\$127,330.09
Coalinga Transit	0	0	14,000	14,000	\$54,068.70	79,668	3,172	\$295,353.01
Del Rey Transit	2,640	4	3,466	6,110	\$23,249.30	30,983	1,736	\$95,810.51
Firebaugh Transit	10,244	532	17,772	28,548	\$14,668.17	30,166	2,339	\$135,475.51
Fowler Transit	1,864	17	16,572	18,453	\$15,545.03	21,895	2,325	\$120,059.13
Huron Transit	3,900	6	72,878	76,784	\$49,734.38	39,217	3,784	\$201,547.52
Kerman Transit	3,157	11	5,399	8,567	\$9,672.30	11,469	1,891	\$106,476.55
Kingsburg Transit	7,273	67	10,926	18,266	\$16,250.70	32,568	3,083	\$206,111.59
Laton Transit	382	0	1,528	1,910	\$1,705.00	11,108	466	\$13,945.60
Mendota Transit	3,930	214	15,106	19,250	\$15,774.40	36,731	2,366	\$121,857.79
Orange Cove Transit	9,819	1,235	19,978	31,032	\$46,070.15	64,862	4,733	\$259,175.96
Parlier Transit	4,029	84	6,247	10,360	\$10,318.79	19,878	1,868	\$133,324.19
Reedley Transit	9,771	1,393	54,856	66,020	\$49,462.02	93,009	7,500	\$382,148.47
Sanger Transit	13,808	1,906	6,620	22,334	\$23,196.49	59,628	4,657	\$328,506.51
San Joaquin Transit	855	4	2,536	3,395	\$6,863.50	37,777	1,883	\$109,521.61
Selma Transit	15,892	1,473	36,702	54,067	\$41,353.85	94,559	7,483	\$551,732.10
Southeast Transit	2,425	957	6,658	10,040	\$18,915.90	40,139	1,986	\$112,859.60
Westside Transit	2,196	125	6,492	8,813	\$31,872.30	44,758	1,978	\$112,009.45
SYSTEM TOTALS	94,763	8,225	298,456	401,444	\$439,078.48	777,151	55,015	\$3,417,765.19

Table III-5
Numeric Change in FCRTA System Summaries
FY 2004-2005 vs. FY 2005-2006

FCRTA	Total	Total	Total	Total	Total	Total	Total	Total
Subsystems:	Seniors:	Disabled:	General Public:	Passengers:	Fares:	Mileage:	Hours:	Cost:
Auberry Transit	-1,152	-211	84	-1,279	-\$104	2,712	9	\$11,081
Coalinga Transit	-1,044	0	1,519	475	-\$375	1,015	10	\$15,901
Del Rey Transit	-800	1	837	38	\$1,443	2,124	0	\$3,872
Firebaugh Transit	1,166	92	-1,457	-199	-\$3,996	466	-13	\$11,929
Fowler Transit	-888	-677	-10,015	-11,580	\$270	4,021	-50	\$13,994
Huron Transit	-369	-180	-706	-1,255	\$11,479	-2,772	2	\$13,436
Kerman Transit	140	-2	-216	-78	\$652	689	8	\$9,895
Kingsburg Transit	-785	33	-1,282	-2,034	\$1,321	-1,064	-33	\$7,296
Laton Transit	-12	0	-47	-59	\$0	-57	196	\$1,437
Mendota Transit	554	115	4,572	5,241	\$4,878	-224	-1	\$2,278
Orange Cove Transit	968	304	419	1,691	\$487	2,229	-13	\$11,303
Parlier Transit	271	75	-564	-218	\$1,871	-1,648	-7	\$18,841
Reedley Transit	161	382	4,017	4,560	\$7,042	1,192	359	\$12,864
Sanger Transit	-201	1,143	-3,006	-2,064	\$3,671	-1,127	15	\$36,857
San Joaquin Transit	-574	-9	595	12	\$614	6,240	8	\$7,198
Selma Transit	428	5	263	696	\$319	-4,128	-249	\$88,401
Southeast Transit	-399	213	489	303	-\$932	560	-1	\$13,340
Westside Transit	321	107	798	1,226	\$7,420	-88	-10	\$9,980
SYSTEM TOTALS	-2,215	1,391	-3,700	-4,524	\$29,559	10,140	232	\$289,890

Table III-6
Percentage Change in FCRTA System Summaries
FY 2004-2005 vs. FY 2005-2006

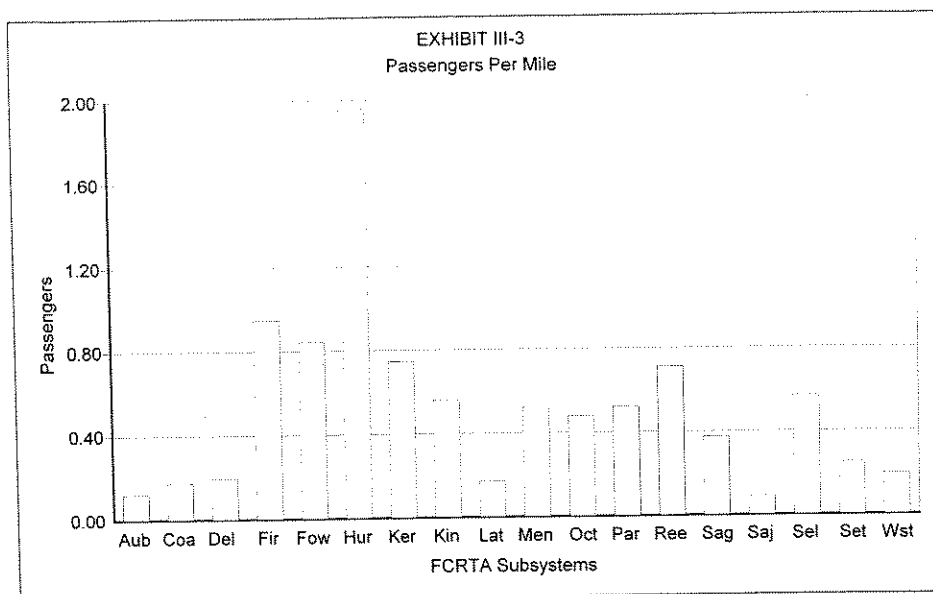
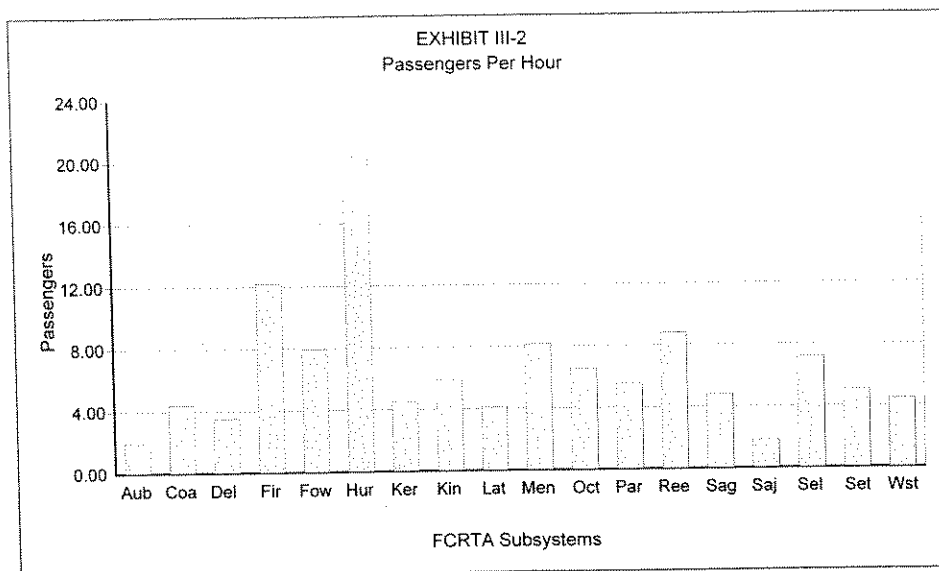
FCRTA	Total	Total	Total	Total	Total	Total	Total	Total
Subsystems:	Seniors:	Disabled:	General Public:	Passengers:	Fares:	Mileage:	Hours:	Cost:
Auberry Transit	-30.88%	-51.72%	13.21%	-26.79%	-1.17%	10.42%	0.48%	9.53%
Coalinga Transit	-100.00%	0.00%	12.17%	3.51%	-0.69%	1.29%	0.32%	5.69%
Del Rey Transit	-23.26%	33.33%	31.84%	0.63%	6.62%	7.36%	0.00%	4.21%
Firebaugh Transit	12.84%	20.91%	-7.58%	-0.69%	-21.41%	1.57%	-0.55%	9.66%
Fowler Transit	-32.27%	-97.55%	-37.67%	-38.56%	1.77%	22.50%	-2.11%	13.19%
Huron Transit	-8.64%	-96.77%	-0.96%	-1.61%	30.01%	-6.60%	0.04%	7.14%
Kerman Transit	4.64%	-15.38%	-3.85%	-0.90%	7.23%	6.39%	0.40%	10.25%
Kingsburg Transit	-9.74%	97.06%	-10.50%	-10.02%	8.85%	-3.16%	-1.04%	3.67%
Laton Transit	-3.05%	0.00%	-2.98%	-3.00%	0.00%	-0.51%	72.59%	11.48%
Mendota Transit	16.41%	116.16%	43.40%	37.41%	44.77%	-0.61%	-0.02%	1.91%
Orange Cove Transit	10.94%	32.65%	2.14%	5.76%	1.07%	3.56%	-0.27%	4.56%
Parlier Transit	7.21%	833.33%	-8.28%	-2.06%	22.15%	-7.66%	-0.37%	16.46%
Reedley Transit	1.68%	37.78%	7.90%	7.42%	16.60%	1.30%	5.02%	3.48%
Sanger Transit	-1.43%	149.80%	-31.23%	-8.46%	18.80%	-1.85%	0.32%	12.64%
San Joaquin Transit	-40.17%	-69.23%	30.65%	0.35%	9.82%	19.79%	0.40%	7.03%
Selma Transit	2.77%	0.34%	0.72%	1.30%	0.78%	-4.18%	-3.21%	19.08%
Southeast Transit	-14.13%	28.63%	7.93%	3.11%	-4.70%	1.41%	-0.05%	13.40%
Westside Transit	17.12%	594.44%	14.01%	16.16%	30.34%	-0.20%	-0.48%	9.78%
SYSTEM TOTALS	-2.28%	20.35%	-1.22%	-1.11%	7.22%	1.32%	0.42%	9.27%

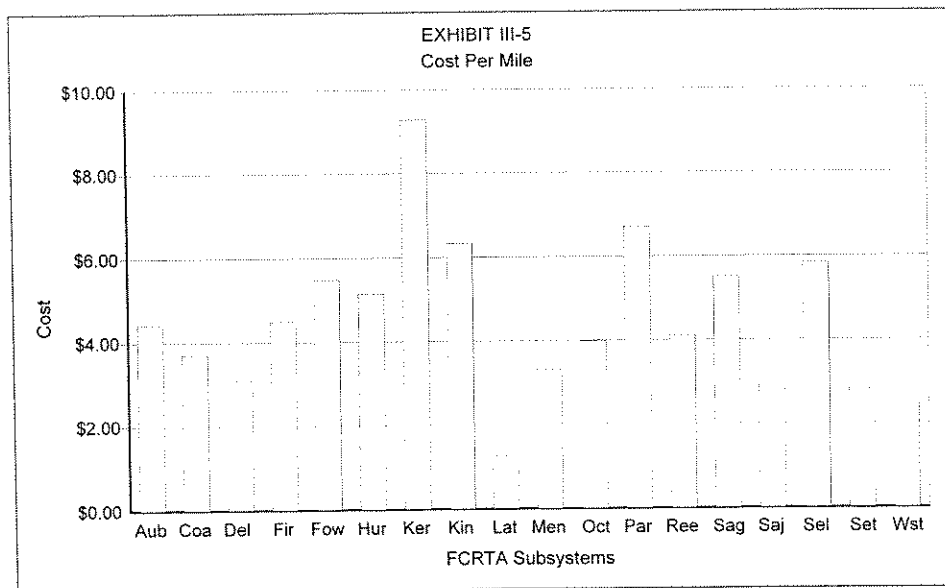
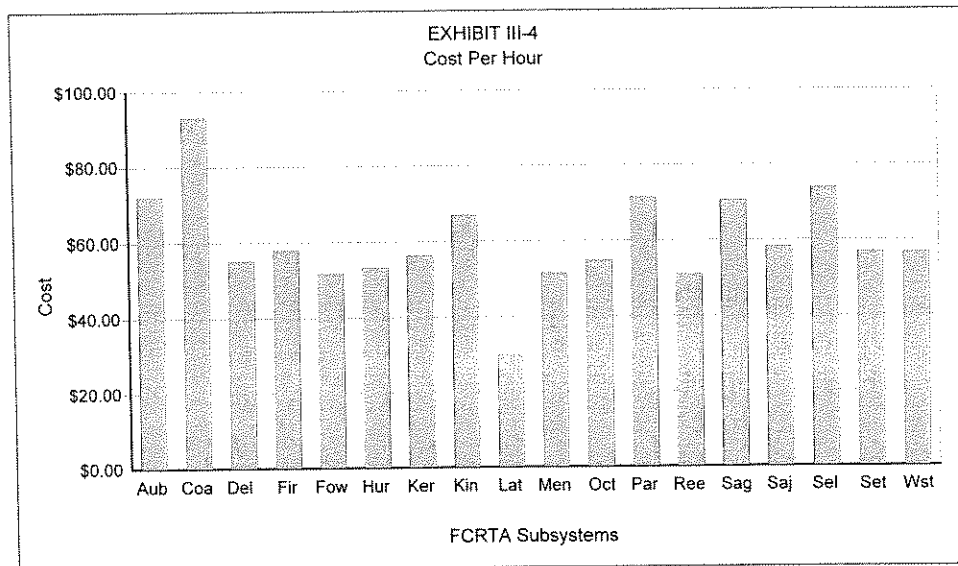
Table III-7
FY 2004-2005 Summary of FCRTA Performance Characteristics

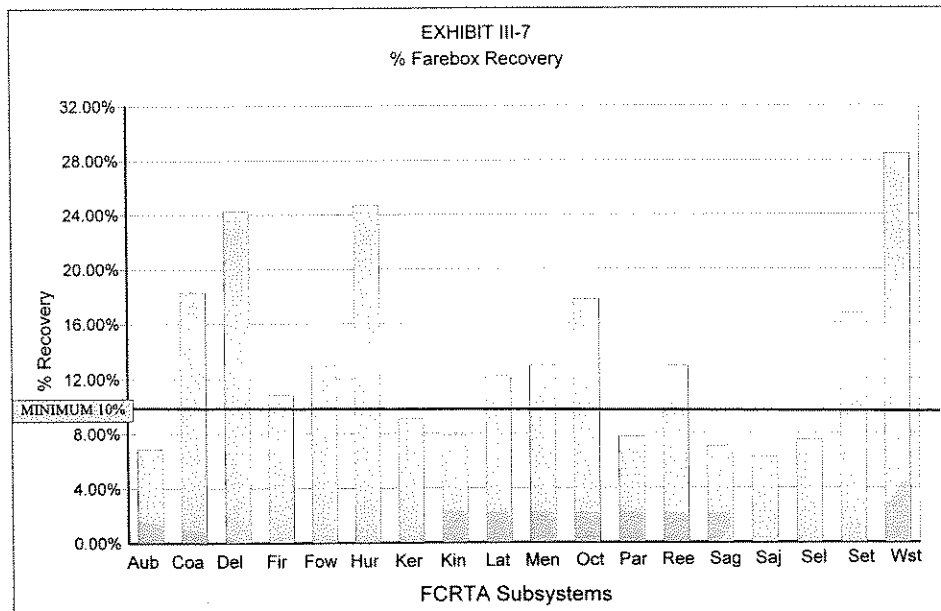
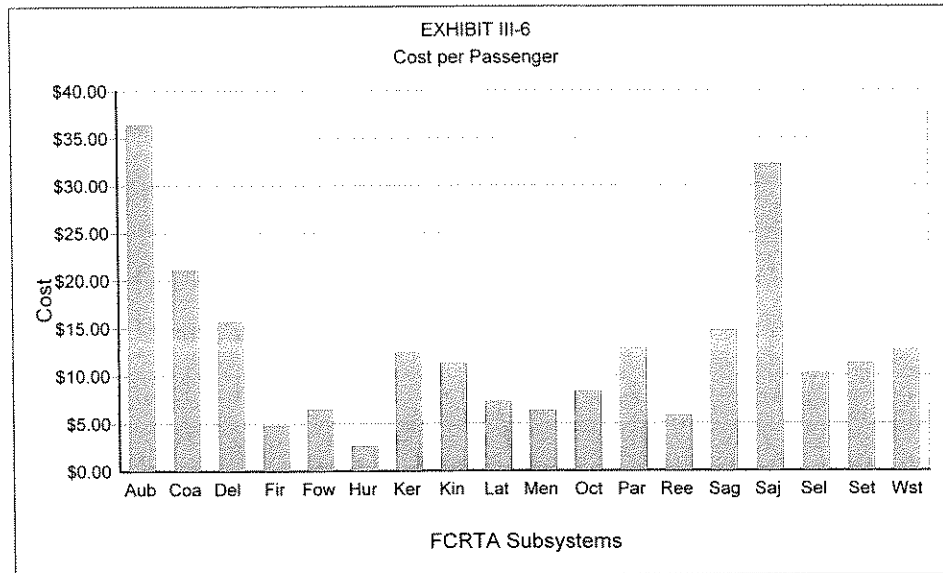
FCRTA Subsystems:	Pass / Hour	Pass / Mile	Cost / Hour	Cost / Mile	Cost / Pass	Farebox Percentage	Times Beyond Reasonable Standards
Auberry Transit	2.71 x	0.18 x	\$66.05	\$4.47	\$24.35 x	7.62% x	4
Coalinga Transit	4.28	0.17 x	\$88.38 x	\$3.55	\$20.66 x	19.48%	3
Del Rey Transit	3.50	0.21 x	\$52.96	\$3.19	\$15.14	23.72%	1
Firebaugh Transit	12.22	0.97	\$52.53	\$4.16	\$4.30	15.11%	0
Fowler Transit	12.65	1.68	\$44.66	\$5.93	\$3.53	14.40%	0
Huron Transit	20.63	1.86	\$49.74	\$4.48	\$2.41	20.34%	0
Kerman Transit	4.59	0.80	\$51.29	\$8.96 x	\$11.17	9.34% x	2
Kingsburg Transit	6.52	0.60	\$63.83	\$5.91	\$9.79	7.51% x	1
Laton Transit	7.29	0.18 x	\$46.33	\$1.12	\$6.35	13.63%	1
Mendota Transit	5.92	0.38	\$50.54	\$3.24	\$8.54	9.11% x	1
Orange Cove Transit	6.18	0.47	\$52.23	\$3.96	\$8.45	18.39%	0
Parlier Transit	5.64	0.49	\$61.06	\$5.32	\$10.82	7.38% x	1
Reedley Transit	8.61	0.67	\$51.71	\$4.02	\$6.01	11.49%	0
Sanger Transit	5.26	0.40	\$62.83	\$4.80	\$11.95	6.69% x	1
San Joaquin Transit	1.80 x	0.11 x	\$54.57	\$3.24	\$30.25 x	6.11% x	4
Selma Transit	6.90	0.54	\$59.93	\$4.69	\$8.68	8.86% x	1
Southeast Transit	4.90	0.25 x	\$50.09	\$2.51	\$10.22	19.94%	1
Westside Transit	3.82	0.17 x	\$51.35	\$2.28	\$13.45	23.97%	1
System Average	7.41	0.53	\$57.10	\$4.08	\$7.70	13.09%	
FCRTA "Intra-City" Standard	5.00	0.50	\$63.00	\$4.33	\$12.60	10.00%	
60% of FCRTA Standard	3.00	0.30	na	na	na	6.00%	
140% of FCRTA Standard	na	na	\$88.20	\$6.06	\$17.64	na	

Table III-8
FY 2005-2006 Summary of FCRTA Performance Characteristics

FCRTA Subsystems:	Pass / Hour	Pass / Mile	Cost / Hour	Cost / Mile	Cost / Pass	Farebox Percentage	Times Beyond Reasonable Standards
Auberry Transit	1.98 x	0.12 x	\$72.00	\$4.43	\$36.43 x	6.88% x	4
Coalinga Transit	4.41	0.18 x	\$93.11 x	\$3.71	\$21.10 x	18.31%	3
Del Rey Transit	3.52	0.20 x	\$55.19	\$3.09	\$15.68	24.27%	1
Firebaugh Transit	12.21	0.95	\$57.92	\$4.49	\$4.75	10.83%	0
Fowler Transit	7.94	0.84	\$51.64	\$5.48	\$6.51	12.95%	0
Huron Transit	20.29	1.96	\$53.27	\$5.14	\$2.62	24.68%	0
Kerman Transit	4.53	0.75	\$56.32	\$9.28 x	\$12.43	9.08% x	2
Kingsburg Transit	5.93	0.56	\$66.87	\$6.33 x	\$11.28	7.88% x	2
Laton Transit	4.10	0.17 x	\$29.93	\$1.26	\$7.30	12.23%	1
Mendota Transit	8.14	0.52	\$51.51	\$3.32	\$6.33	12.94%	0
Orange Cove Transit	6.56	0.48	\$54.76	\$4.00	\$8.35	17.78%	0
Parlier Transit	5.55	0.52	\$71.37	\$6.71 x	\$12.87	7.74% x	2
Reedley Transit	8.80	0.71	\$50.96	\$4.11	\$5.79	12.94%	0
Sanger Transit	4.80	0.37	\$70.54	\$5.51	\$14.71	7.06% x	1
San Joaquin Transit	1.80 x	0.09 x	\$58.18	\$2.90	\$32.26 x	6.27% x	4
Selma Transit	7.23	0.57	\$73.74	\$5.83	\$10.20	7.50% x	1
Southeast Transit	5.06	0.25 x	\$56.83	\$2.81	\$11.24	16.76%	1
Westside Transit	4.46	0.20 x	\$56.64	\$2.50	\$12.71	28.46%	1
System Average	7.30	0.52	\$62.12	\$4.40	\$8.51	12.85%	
FCRTA "Intra-City" Standard	5.00	0.50	\$63.00	\$4.33	\$12.60	10.00%	
60% of FCRTA Standard	3.00	0.30	na	na	na	6.00%	
140% of FCRTA Standard	na	na	\$88.20	\$6.06	\$17.64	na	







Section IV

Consolidated Transportation Services For the Fresno-Clovis Metropolitan Area and Rural Fresno County

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SECTION IV

2005-06 PRODUCTIVITY EVALUATION

CONSOLIDATED TRANSPORTATION SERVICES AGENCY (CTSA) FOR THE FRESNO URBAN AREA AND
THE FRESNO RURAL AREA

I. BACKGROUND

In February 1982, the Council of Fresno County Government's (COFCG) Policy Board adopted "Assembly Bill 120 Action Plan for Fresno County," as mandated by the Social Service Transportation Improvement Act (September 1979). The purpose of the Plan is to guide implementation of social service transportation coordination and consolidation within Fresno County. The Plan co-designated the City of Fresno and the Fresno County Economic Opportunities Commission (FCEOC) as the Urban Consolidated Transportation Services Agency (CTSA) for the Fresno Metropolitan Area and FCEOC and Fresno County Rural Transit (FCRTA) as the CTSA for the Rural Area. The City of Clovis was designated the CTSA for the Clovis Urbanized Area and is included as a separate section in this Report.

The Fresno Urban CTSA resumed operation of social service transportation in the Fresno Metropolitan Area in April 1983. And the Fresno Rural CTSA program resumed social service transportation in May 1983.

II. DESCRIPTION OF URBAN AND RURAL SERVICES AS IDENTIFIED IN THE ADOPTED OPERATIONS PROGRAM AND BUDGET FOR FISCAL YEAR 2005-06 FOR THE FRESNO URBAN CTSA AND THE FRESNO RURAL CTSA.

During fiscal year 2005-06, the following non-profit social service and public agencies participated in the Fresno Urban CTSA and Fresno Rural CTSA process:

AGENCY	TYPE OF SERVICE
The Fresno Urban Area CTSA	
1. Local Conservation Corps	(Vehicle Maintenance)
2. FMAAA Senior Transportation	(Elderly Transportation)
3. FCEOC <i>Senior Meals/Summer Lunch</i>	(Congregate Meal Delivery) (Vehicle Maintenance)
4. Head Start	(Student Transportation) (Vehicle Maintenance)
5. St. Agnes -ADHC	(Elderly transportation) (Vehicle Maintenance)

- | | | |
|-----|--|--|
| 6. | Masten Towers | (Elderly Transportation)
(Vehicle Maintenance) |
| 7. | Nikkei | (Vehicle Maintenance) |
| 8. | Older Adult Social Services | (OASIS)
(Passenger Transportation) |
| 9. | Sanctuary | (Vehicle Maintenance) |
| 10. | Senior Citizens Village | (Elderly Transportation)
(Vehicle Maintenance) |
| 11. | Fresno County CalWORKS | (Passenger Transportation)
(Vehicle Maintenance) |
| 12. | Central Valley Regional Center | (Developmentally Disabled
(Transportation)
(Vehicle Maintenance) |
| 13. | Various chartered trips for Social
Service Agencies and Non-Profits | (General Transportation)
(Vehicle Maintenance) |
| 14. | Pacific Family Health, Inc. | (Emergency Coordinated
(Back-up Transportation) |
| 15. | United Cerebral Palsy | (Emergency Coordinated
(Back-up Transportation) |
| 16. | Valley Adult Day Health Care | (Emergency Coordinated
(Back-up Transportation) |

The Fresno Rural Area CTSA

- | | | |
|----|---------------------|---|
| 1. | FMAAA | (Elderly Transportation)
(Vehicle Maintenance) |
| 2. | FCEOC FOOD SERVICES | (SeniorMeals/SummerLunch
(Congregate Meal Delivery)
(Vehicle Maintenance) |
| 3. | HEAD START | (Student Transportation)
(Congregate Meal Delivery)
(Vehicle Maintenance) |

4. Fresno County Rural Transit Agency

Kingsburg Transit

(Public Agency Contract Services)
(General Public)

Orange Cove Transit

(General Public Inter-City Service)

Huron Inter-City

(General Public)

Selma Transit

(Saturday Only)
(General Public)

Auberry Inter-City

(1 day Per Week)
(General Public Inter-City Service)

Southeast Corridor Service

(Back-Up Service to Inter-City)
(Common Carrier Service for)
(Elderly and Disabled)

Westside Corridor

(General Public Inter-City Service)

5. Ridesharing Services

Firebaugh Transit

(Public Agency Contract Services)
(Shared Gen. Public & Social Service)

Huron Transit

(Social Service)

Mendota Transit

(Shared General Public & Social Service)

Orange Cove Transit(In-City)

(Shared General Public & Social Service)

Parlier Transit

(Shared General Public & Social Service)

San Joaquin Transit

(Shared General Public & Social Service)

Auberry Transit

(Shared General Public & Social Service)

- | | | |
|-----|--|---|
| 6. | Del Rey Service Center | (Elderly Transportation)
(Vehicle Maintenance) |
| 7. | Nikkei | (Vehicle Maintenance) |
| 8. | Fresno County Office of Education | (Student Transportation) |
| 9. | Central Valley Regional Center | (Disabled Passengers)
(Transportation) |
| 10. | Charter Trips for Social
Service Agencies | (General Public and Non-Profits)
(Transportation)
(Vehicle Maintenance) |

These agencies and their respective programs are categorized four types of coordinated transportation services: Vehicle Time Sharing, Ridesharing, Consolidation, and Maintenance. The projected clients' needs and budgets are discussed in the current adopted Urban and Rural Operation's Program and Budget (OPB).

Contracted Transportation Services

- Fresno County Rural Transit Agency (FCRTA)
- a. Auberry Transit
- b. Firebaugh Transit
- c. Huron Transit/Huron Inter-City
- d. Kingsburg Transit
- e. Mendota Transit
- f. Orange Cove Transit
- g. Parlier Transit
- h. San Joaquin Transit
- i. Selma Transit (Saturday Service)
- j. Southeast Corridor Service
- k. Westside Corridor Service
- l. Auberry Inter-City

The Ridership information on both the (Maintenance Only/Transit Service) contracts with the Fresno County Rural Transit Agency (FCRTA) is excluded from the Rural CTSA Productivity Evaluation section. But this information is reported in the FCRTA section of this document.

III ANNUAL AND TRIENNIAL REVIEW PROCESS

Annual Productivity Evaluation

A "Local Policy Commitment" was included in the Action Plan to monitor the development and implementation of the Plan. Since 1984, the COFCG's staffs have conducted an annual assessment of the effectiveness and efficiency of the Fresno Urban Area CTSA and Fresno Rural Area CTSA services. The data used for the evaluation of the CTSA services was derived from monthly Management Information Service (MIS) reports. The MIS report is a compilation of daily driver logs and vehicle mileage reports in a spreadsheet.

Triennial Performance Audit

The Transportation Development Act (TDA) requires that the COFCG, on a triennial basis, engage the service of an outside consultant to conduct a performance audit on all transit operators claiming TDA funds, under California Public Utilities (PUC) Section 99260 of the TDA within their jurisdiction. The performance audit covers the triennial period July 1, 2000 through June 30, 2003 and has been accepted by the COFCG Board in its June 2004 meeting.

IV. SIGNIFICANT SERVICE / ADMINISTRATIVE CHANGES

Passenger Transportation

After five successful years (2001/06) transporting CalWORKS clients, Fresno County renewed the Contract for this dispatched transportation service once again.

In this contract, FCEOC provides transportation services to CalWORKS participants during non-traditional working hours, between 6 p.m and 6 a.m, seven-days per week. Transportation is provided to a place of employment, a training site, or to a childcare facility as requested by Fresno County caseworkers.

During 2005/06, FCEOC again contracted with the Fresno County Office of Education to transport students to and from the Tielman site to their homes in the South Valley. These court appointed students are continuing their education within this special environment.

The use of school buses and vans continue to increase productivity in the services with Fresno County Office of Education. This contract requires FCEOC to transport students from the Fresno rural area to Sunnyside High School located in the Fresno Urban area. This program is set up for the Fresno rural area students who have interest in the medical field.

FCEOC also continues to provide transportation services to the Fresno Interdenominational Refugee Ministries (FIRM). Transportation is provided from the participants homes to FIRM's nutrition site.

Social service transportation continues to show increase in service due to increased revenues by the social service agency requesting the service. For example, the Bureau of Reclamation set a Saturday in October aside to take developmentally disabled children on a fishing trip at Millerton Lake. FCEOC coordinates and provides transportation for this event. We have provided this service now for six (6) years.

Meal Delivery Transportation

Meal Delivery service contracts have not changed significantly from the previous year. The meal volume has remained relatively constant over the past three years and FCEOC continues to serve lunches to the Summer Food Service Program participants throughout Fresno County.

Vehicle Maintenance

During FY 2005-06, the CTSA continued to market vehicle maintenance service to social service agencies. CTSA continues to embark/explore effective and efficient methods of providing low-cost-maintenance services to other social services organization. As part of CTSA's commitment to quality services, CTSA employs four mechanics to handle maintenance duties. Mechanics continue to improve their skills through the Automotive of Society Engineer (ASE) certified mechanic program. CTSA continues to use its "state of the art" Engine Analyzer and upgraded air-conditioning equipment in its vehicle repairs. A maintenance software program that tracks maintenance work and schedule a vehicle preventive maintenance is also used.

Maintenance Facilities

The Triennial Performance Audit conducted by John L. Barnhart, CPA for the period ending June 30, 2002 recommended that FCEOC study the feasibility of constructing a larger, more efficient, maintenance facility. During this period of study, it was determined that a 5000-square foot facility, would allow a more efficient operation and opportunity to expand maintenance service to other social service agencies.

The FCCOG Transportation Technical Committee and the Policy Advisory Board approved the use of capital carry-over funds for the project. The FCCOG approved the use of the funds in its June 2004 Board meeting.

A site plan and Environmental Impact Study were submitted to the City of Fresno Planning Commission. Construction of the 5000 square foot, 4 bay facility was completed and occupancy took place in July 2006.

Administrative Structure and Training

During FY 2005/06, FCEOC continued to employ a multi-tiered management structure that included a Program Director, Operations Coordinator/Senior Accountant, three supervisors and a supervisor trainee. The management team met at least monthly to address an aggressive operational and administrative agenda. These meetings were a vital link between the management team and staff.

During the FY 2005/06, FCEOC continued to attend seminars and workshops, notably, the Transportation Safety Institute/US Department of Transportation Certificate Program, the National HeadStart Association Conference, Mountain Area School Bus Inservice Certificate Programs, California Association of School Transportation Officials (CASTCO) Conference, the Community Transportation Association Training-the-Trainer Passenger Service and Safety Certificate Program and California Association for Coordinated Transportation (CalACT).

The FCEOC Transit Systems maintains the certification of Department of Motor Vehicles Employee Testing Program (DL170). The DL170 certificate permits FCEOC to conduct private driving tests for current/potential FCEOC employees. Since the introduction of the in-house/private testing program at FCEOC, our driver training processes have improved.

The FCEOC Human Resources remain committed in providing the support necessary to educate employees on Labor Laws, Workers Compensation and Safety Training, Time Management, Paperwork Processing, Recruiting Skills, Disciplinary Procedures, Attendance, Workplace Violence, Sexual Harassment and Investigative Procedures.

Transit Systems continued to hold a six (6) two (2) hour driver in-service training meetings each year. The transit systems supervisors and guest speakers provide awareness training on topics such as defensive driving; vehicle code; daily vehicle inspection; patron assistance technique, etc. Awards are also issued during the in-service meeting.

FCEOC continued to track the number of preventable accident – this provides useful data in the driver-training program. A monthly newsletter that features safety issues, new hires, calendar activities, etc., is also published monthly. An employee accident prevention program designed to reward drivers with good driving practice remains active.

V. OVERALL CTSA SERVICES

Through its ability to provide cost effective transportation and maintenance services, the Fresno Urban Area CTSA and the Fresno Rural Area CTSA demonstrates the capability of meeting the objectives of AB 120. The CTSA services also accommodate excess transportation demands for FAX and FCRTA. This service increases overall transportation efficiency in both Urban/Rural areas.

Vehicle Maintenance

The CTSA has one (1) Lead Mechanic and three (3) full-time mechanics. They perform routine and preventive maintenance. Head Start School buses and General Public Paratransit Vehicle (GPPV) transit vehicles are inspected every 45 days or 3,000 miles, as required by the CHP regulations. The "B" buses are inspected every 90 days or 5,000 miles.

Driver Training

The CTSA has three (3) Certified School Bus Classroom Driver Instructors and one (1) Delegated Behind-the-Wheel Instructor to provide behind the wheel and classroom instruction for school bus, GPPV and Class B-P certification. An on-going driver-training program has been maintained and will continue to be offered to social service agencies and to the FCRTA. Our insurance carrier also provides on-going training to staff and drivers to ensure updated material and laws are reviewed.

Following the GPPV Driver's licensing requirements, adopted in January 1, 1989, CTSA has restructured its training programs to reflect the new GPPV requirements. Each driver undergoes, at least, a 40-hour in-class driver-training course.

The CTSA continues to participate in the California Department of Motor Vehicle (DMV) Pull Notice Program. This program allows employers to request/obtain a driving record of an employee. CTSA use the PNP program tool to ensure that drivers remain in good standing to the DMV regulations.

Insurance

The United Non-Profits Insurance Corporation, an insurance pool for non-profit transit agencies, insures CTSA vehicles. This company maintains five (5) different policy levels for liability, including comprehensive and collision on newer vehicles. The insurance pool has provided a substantial cost savings to the CTSA. Older vehicles are self-insured for comprehensive and collision coverage.

VI. CTSA: FY2005/2006 PRODUCTIVITY COMMITTEE RECOMMENDATIONS:

A. Comply, where feasible, with the Triennial Performance Audit Recommendations for FY 2000/2003

Recommendation (1)

- Management should request that the annual fiscal auditors reconcile the performance indicators and

include their results in the fiscal audit reports annually. Complying with this recommendation will serve as a check for all reports the district distributes, and would ease the reconciliation process of the performance indicators on an annual basis versus a triennial basis.

FCEOC Transit Systems discussed this with the Arthur Bauer & Associates, Inc.. The required financial audit is performed under agreement with an independent CPA firm. They are not required nor would they have the expertise to include productivity data analysis in their financial audit. Performance Audit conducted by Arthur Bauer & Associates, Inc. for the 2000/2001 through 2002/2003 periods.

Recommendation (2)

- **Maintenance Study feasibility of expanding maintenance facility.** At a very minimum adding a second hydraulic lift would make for a more efficient operation.
- **Staff space is tight and not conducive for private one on one meeting between supervision and reporting personnel.**

FCEOC Transit Systems (September 2003) has developed a feasibility study and determined it is feasible and cost effective to build a new facility.

The architect has developed a floor/building plan for a four (4) bay facility, which includes four (4) hydraulic lifts, one (1) (Transit) Bus wash-pot, and supervisors' offices. The FCCOG Transportation Technical Committee, the Policy Advisory Board and the FCCOG Board of Directors approved a carry-over fund for this project.

- B. **Pursue contracting of service and continue to consider the potential for and encourage private sector participation in the public transportation planning/service delivery process, and investigate other potential funding sources.**

The FCEOC Transit Systems remain committed to contracting with the public sector for transportation service. The FCEOC Transit Systems provides logistic support to the Valley Adult Day Health Care – VADHC has their own vehicle but lacks the resources to maintain “Class B” certified drivers. FCEOC Transit Systems provides driver and back up vehicle as necessary to transport their clients to and from the center.

FCEOC continues to encourage and make aware the services available in other transportation agencies. Specialized services from agencies such as Center for the Blind can be accommodated with FAX Handy ride service.

FCEOC also continues to explore other funding sources. The revenue from the social service contracts is adjusted at the end of every month to balance the budget.

- C. Continue to coordinate with other general public paratransit service providers to jointly provide the State-required 40 hours of specified training and behind-the-wheel instruction.

The FCEOC Transit Systems continue to train drivers to meet state and federal regulations. FCEOC employs three (3) full time certified Behind the Wheel and one (1) Classroom trainer.

Also, FCEOC staff continues to provide CPR/First Aid, and safety training to other agencies. FCEOC continues to seek opportunities with other social service agencies on driver training programs.

In the FCEOC's Federal Transportation Administration Section 5310 grant application, a list of coordinated training programs with the Family Health, Inc., the United Cerebral Palsy of Central California and the West Care Agencies, and the Fresno Empowerment Institute is attached. We encourage these agencies to attend the CTSA driver safety meetings that are scheduled six (6) times per year. The meetings cover variety of topics including sensitivity training for elderly and disabled clients, defensive driving, emergency and evacuations procedures, and safety equipment-Fire Extinguishers, Flares and First Aid Kits and loading and unloading. Behind-the-Wheel Training is available as scheduled. Annually, FCEOC participates in the California Association of School Training Officials (CASTO) and the Yosemite Community Education seminar.

The Annual California Association for Coordinated Transportation (CalACT) conduct Consolidated Transportation Service Agency (CTSA) roundtable to share and update CTSA designated location to exchange information and ideas. FCEOC participates in these roundtables.

- D. Address responsibilities under the American with Disabilities Act of 1990.

The ADA of 1990 remains to FCEOC, to provide services that accommodate the objectives of ADA. FCEOC also continues to attend ADA sponsored Workshops and seminars to remain effective/current in ADA related issues. Following the Federal Transit Administration (FTA) Section 5310, FCEOC continues to provide wheelchair equipped/accessible school buses and vans.

We have ordered the ADA accessible Bus with full wheel-chair tracking and lift seats systems. Not only dose this allows the maximum amount of disabled passengers possible, but it also allows configuration other passenger needs.

- E. Address responsibilities under the Clean Air Act Amendments of 1990, the San Joaquin Valley Unified Air Pollution Control District Air Quality Plan, the City of Fresno Transportation Management Plan, and the Council of Fresno County Governments Transportation Control Measures Plan, and Congestion Management System (CMS).

FCEOC continuously reviews the progress and recommendations from the Air District and the COFCG regarding the feasibility of

implementing transportation control measures applicable to public/social service transportation.

In FY 1997-98, FCEOC received funding from the Air District for REMOVE Program (Assembly Bill 2766) for alternatively fueled vehicles to support its transportation program.

FCEOC is reviewing the actual implementation of this contract due to the inherent nature of CNG restraints on vehicle range, fuel tank remodification costs, fuel accessibility, longer fueling time, and the effects of the valley heat on CNG fuel tank capacity. We have recently experienced problems with CNG vehicle warranty repairs at the local distributors. We are awaiting commitments from the manufacturers in order to proceed further into the CNG fueled arena. FCEOC remains committed to explore alternate fueled vehicles as expressed by our recent training of FCEOC maintenance mechanics in CNG related repairs.

- F. **Continue to perform community outreach and marketing activities in an effort to increase ridership and improve public awareness and perception of public transit.**

FCEOC Transit Systems continues to consolidate and coordinate services by its outreach and marketing efforts. We work with Fresno County Case Workers to increase ridership on the CalWORKS systems to assure efficiency and productivity. When other systems had space available we added Adult Day Health Care Provider clients to existing routes. We participate in community service events to advertise service and use our agency network to maintain lots of potential entities that may have a use for our service.

VII. TRIENNIAL PERFORMANCE AUDIT (FY 2000 to 2003)

Arthur Bauer & Associates, Inc. has concluded a Triennial Performance Audit for FY 2001, 2002, 2003.

Functional areas of the CTSA along with their recommendations for improvement and suggested implementation time frames are listed below. These recommendations are incorporated into the proposed FY 2002/03 CTSA Productivity Evaluation.

Listed below are our responses and time frame corrective actions to each of the recommendations:

1. Develop performance-reporting program to monitor transit service.

FCEOC should develop an executive style reporting system that allows transit management to review key indicators of the transit system in one comprehensive format. The data could include year-end summaries of ridership, cost, total vehicle breakdowns, and total incidents. Select performance indicators should be developed which represent a cross section of the system, including operations, maintenance, and administration. The TDA indicators used in this audit provide a sample set of such performance standards. These performance indicators would be derived from the year-end data that is already being collected and reported. An executive report would provide a consolidated picture of how the transit system is performing from various aspects of the system, while also showing potential areas for improvement.

FCEOC concurs and will comply with the recommendations.

2. Ensure a continued program for vehicle replacement.

The audit performance measure shows an increase in the number of school bus, mini van repairs. The increase is due to old school buses and vans that have incurred wear-tear during the past years. FCEOC uses federal grants to replace its school buses and vans, and periodically should evaluate how well these vehicles operate and replace them if needed. The increase in school buses and vans operated by FCEOC also caused an increase these vehicles replacement. These challenges have become more difficult to contain with the state and federal budget constraints. FCEOC continues to evaluate other ways to fund the replacement of its vehicles, which may cause changes in the type of service hat FCEOC provides.

FCEOC concurs and will comply with the recommendations.

3. Closely monitor performance trends in service.

A review of performance conducted for this audit shows trends that should continue to be monitored closely, as some trends show slight declines in service efficiency and effectiveness. This recommendation ties into the reporting system also recommended in this audit, but emphasizes the need to closely monitor the trends. Graphic displays and/or other illustrations should be generated to determine historic patterns (e.g. last five years) for both passenger and meal delivery transportation. The performance data should be used for improvements to the service, including negotiations with clients over such areas as maintenance costs and hours and miles of service relative to client trips.

FCEOC concurs and will comply with the recommendations.

VIII. HIGHLIGHTS OF PRODUCTIVITY DATA

It should be noted that the transportation services of the Urban and Rural Area CTSA differ significantly from that of public transit operators. Social service agencies programs can vary significantly from fiscal year to fiscal year because of State and Federal program and policy emphasis versus available funding support.

A few agencies have also been adversely impacted by consistent funding levels that do not include "cost of living adjustments" to reflect normal inflation. This can be further compounded when operating and maintenance cost for an aging fleet of vehicles continue to escalate at disproportionate rates. These are often detrimental to a social service agency's growing client base. When revenues remain unchanged, and cost per clients increase, fewer clients may be transported. Efforts to address this problem by securing new replacement vehicles for the Fresno Urban and Rural Area CTSA's existing fleet of over **120** vehicles through the Federal Transit Administration Section 5310 Program have resulted in fewer than a half dozen vehicles in any single year, prior to the pending award. The decision of FCEOC to replace a portion of it's fleet should help keep maintenance costs at a more predictable level for the next few years. The cost associated with the new vehicles is being depreciated to the budgets over the 5-year life of these vehicles.

Referencing the annually adopted Operations Program and Budget clearly highlights "estimated" and "projected" services from one fiscal year to the next. Mutually negotiated service contracts reflect available "revenues" from the social service agency, their clients, and TDA / Article 4.5 funds. The numbers of potential "clients" to be served are noted in relation to a negotiated number of "service hours" and estimated service "miles". Each program is individually tailored to meet the special needs of the social service funding agency and its respective identified clients needs. Therefore the service costs versus the number of clients served per hour versus the distance between clients and the actual service times vary from program to program. These factors are considered in

determining which type of coordinated transportation service category is to be utilized: vehicle time-sharing; ridesharing; consolidation; and/or maintenance. It should be mentioned that each category has differing cost centers and trade-offs that are acknowledged between the negotiating parties.

The resultant data summarized in this report is a compilation of all the specific individual activities of the respective CTSA operations. The programs are further aggregated by "service type"; "passenger transportation" or "meal delivery transportation". The Fresno Urban Area CTSA summarizes seventeen (17) programs. Twelve (12) are summarized as "passenger transportation", and two (2) are summarized as "meal delivery transportation" and an additional three (3) require vehicle maintenance only. The Rural Area CTSA summarizes nine (9) programs. Seven (7) are summarized as "passenger transportation", and two (2) are summarized as "meal delivery transportation". (Note, it does not include passengers associated with the FCRTA's subsystem services: Auberry Transit; Auberry Inter-City; Firebaugh Transit; Huron Transit; Huron Inter-City; Kingsburg Transit; Mendota Transit; Orange Cove Transit (in-city & inter-city); Parlier Transit; San Joaquin Transit; Selma Transit (Saturday Service); Southeast Corridor Service and Westside Corridor Service. These are summarized in the FCRTA section of this document.)

The data therefore represents totals of resultant values. Neither can the data be used to represent the actual cost of CTSA participants, nor be the basis for determining the cost of programs in the future.

Highlights - Urban Area and Rural Area

The average increase in operating costs for Urban and Rural combined was approximately 5%. Slightly lower ridership in our CVRC, Head Start, and CalWORKS service as well as an effort to maximize our labor hours by more route hour monitoring allowed FCEOC to keep costs to this level. A slight shift in costs to the urban operation was the result of allocated actual expenses. The 5% increase was due to a slight increase in salaries and vehicle insurances rates. Fuel Costs had fluctuated greatly during the year ending June 2005. We have agreements with our fuel vendor for a volume discount through our cardlock system. Our major service contracts include a fuel surcharge to compensate Transit Systems for unforeseen price increases

Fresno Urban Area CTSA Productivity Data

Table IV-1 summarizes the Fresno Urban Area Productivity Data for fiscal year 2003-2004. Table IV-2 summarizes the Urban Data for fiscal year 2004-05.

Chart IV-1 Page 17 illustrates a graphic comparison of performance characteristics from fiscal years 2003-04 and 2004-05.

Revenues

Revenues reflect an increase adequate to cover the cost increase. This was the result of a CVRC one-time only stipend for 2004/2005. Head Start also increased their funding to cover operational cost increases.

Match

The calculated social service match for 2004-05 is 82% compared to 79% from 2003-04. The minimum required is 55%. FCEOC Transit continues to exceed the minimum requirement by focusing on its mission as a CTSA, and coordinating social service transportation for Fresno County.

Cost

Costs in the urban area increased 7.5 % due to increases in our wages from a cost of living adjustment of 2.7%. Fuel increases, and auto insurance increases also affected this increase. We also have expanded our back-up fleet slightly to insure we have adequate Wheelchair vehicles available for our passengers. We have worked diligently to keep our Worker's Compensation premiums at a lower level by switching Insurance carriers and monitoring injury trends with proactive training. A minor allocation adjustment of expenses from Rural to Urban operations also resulted in some of this increase, this likewise accounts for the smaller cost increase in the rural operation described below. A minor ridership decrease also kept expenses from increasing more dramatically.

Fresno Rural Area CTSA Productivity Data

Table IV-3 and IV-4 summarizes the rural data for fiscal year 2003-04 and 2004-05. Charts IV-2 illustrates a graphic comparison of performance characteristics from fiscal years 2003-04 and 2004-05.

Revenues

Revenues reflect an increase adequate to cover the cost increase. This was the result of a CVRC one-time only stipend for 2004/2005. Head Start also increased their funding to cover operational cost increases.

Match

The calculated match for the rural area is 83% compared to 78% from 2003-04. The minimum required match is 55%. FCEOC Transit continues to exceed the minimum requirement by focusing on its mission as a CTSA, and coordinating social service transportation for Fresno County.

Cost

Rural area costs increased by less than 1%. As explained in the Urban area description, our Salary Cost of living, fuel and Insurance cost increases were somewhat offset due to a slight decrease in ridership and an allocation of expenses to the Urban area.

Table IV - 1

**CONSOLIDATED TRANSPORTATION SERVICES AGENCY
URBAN AREA PRODUCTIVITY DATA FISCAL YEAR 2004-05**

SERVICE TYPE	COST	CLIENTS	MILES	HOURS	REVENUE	FARES	CLIENTS/ HOUR	CLIENTS/ MILES	COST/ HOUR	COST/ MILE	COST/ CLIENTS	MATCH	TDA Art. 4.5
Passenger Trans	\$3,954,722	334,182	1,216,647	70,345	3,232,768	0	4.8	0.27	\$56.22	\$3.25	\$11.83		\$721,954
Meal Delivery	\$160,203	476,167	53,673	3,392	131,531	0	140.4	8.87	\$47.23	\$2.98	\$0.34		\$28,672
TOTAL*	\$4,114,925	810,349	1,270,320	73,737	\$3,364,299	\$0	11.0	0.64	\$55.81	\$3.24	\$5.08	82%	\$750,626

Table IV - 2

**CONSOLIDATED TRANSPORTATION SERVICES AGENCY
URBAN AREA PRODUCTIVITY DATA FISCAL YEAR 2005-06**

SERVICE TYPE	COST	CLIENTS	MILES	HOURS	REVENUE	FARES	CLIENTS/ HOUR	CLIENTS/ MILES	COST/ HOUR	COST/ MILE	COST/ CLIENTS	MATCH	TDA Art. 4.5
Passenger Trans	\$3,949,624	331,694	1,237,384	71,007	3,174,610	0	4.7	0.27	\$55.62	\$3.19	\$11.91		\$775,014
Meal Delivery	\$168,213	470,245	59,692	2,363	121,491	0	199.0	7.88	\$71.17	\$2.82	\$0.36		\$46,722
TOTAL*	\$4,117,837	801,939	1,297,076	73,370	3,296,101	\$0.00	10.93	0.62	\$56.12	\$3.17	\$5.13	80%	\$821,736

Passenger Miles and Hours above exclude Deadhead.

Table IV - 3

**CONSOLIDATED TRANSPORTATION SERVICES AGENCY
RURAL AREA PRODUCTIVITY DATA FISCAL YEAR 2004-05**

SERVICE TYPE	COST	CLIENTS	MILES	HOURS	REVENUE	FARES	CLIENTS/ HOUR	CLIENTS/ MILES	COST/ HOUR	COST/ MILE	COST/ CLIENTS	MATCH	TDA Art. 4.5
Passenger Trans	\$1,758,185	198,335	566,810	32,209	\$1,522,035	\$0.00	6.16	0.35	\$54.59	\$3.10	\$8.86		\$236,150
Meal Delivery	\$197,132	336,404	162,477	5,296	107,325	\$0.00	63.52	2.07	\$37.22	\$1.21	\$0.59		\$89,807
TOTAL*	1,955,317	534,739	729,287	37,505	\$1,629,360	\$0.00	14.26	0.73	\$52.13	\$2.68	\$3.66	83%	\$325,957

Table IV - 4

**CONSOLIDATED TRANSPORTATION SERVICES AGENCY
RURAL AREA PRODUCTIVITY DATA FISCAL YEAR 2005-06**

SERVICE TYPE	COST	CLIENTS	MILES	HOURS	REVENUE	FARES	CLIENTS/ HOUR	CLIENTS/ MILES	COST/ HOUR	COST/ MILE	COST/ CLIENTS	MATCH	TDA Art. 4.5
Passenger Trans	\$1,828,364	200,373	563,577	31,591	\$1,522,970	\$0.00	6.34	0.36	\$57.88	\$3.24	\$9.12		\$305,394
Meal Delivery	\$206,989	350,200	162,477	4,183	99,402	\$0.00	83.72	2.16	\$49.49	\$1.27	\$0.59		\$107,587
TOTAL*	\$2,035,353	550,573	726,054	35,773	\$1,622,372	\$0.00	15.39	0.76	\$56.90	\$2.80	\$3.70	80%	\$412,981

Passenger Miles and Hours above exclude Deadhead.

Table IV - 5

**CONSOLIDATED TRANSPORTATION SERVICES AGENCY
Urban and Rural Combined TOTALS 2005-2006**

SERVICE TYPE	COST	CLIENTS	MILES	HOURS	REVENUE	FARES	CLIENTS/ HOUR	CLIENTS/ MILES	COST/ HOUR	COST/ MILE	COST/ CLIENTS	MATCH	TDA Art. 4.5
Passenger Trans	0	532,067	1,800,960	102,597	\$4,697,580	0	5.19	0.30	\$56.32	\$3.21	\$10.86		1,080,408
Meal Delivery	0	820,445	222,169	6,546	\$220,893	0	125.33	10.03	\$57.32	\$1.69	\$0.46		154,309
TOTAL*	0	1,352,512	2,023,129	109,144	\$4,918,473	0	12.39	0.67	\$56.38	\$3.04	\$4.55	79.93%	1,234,717

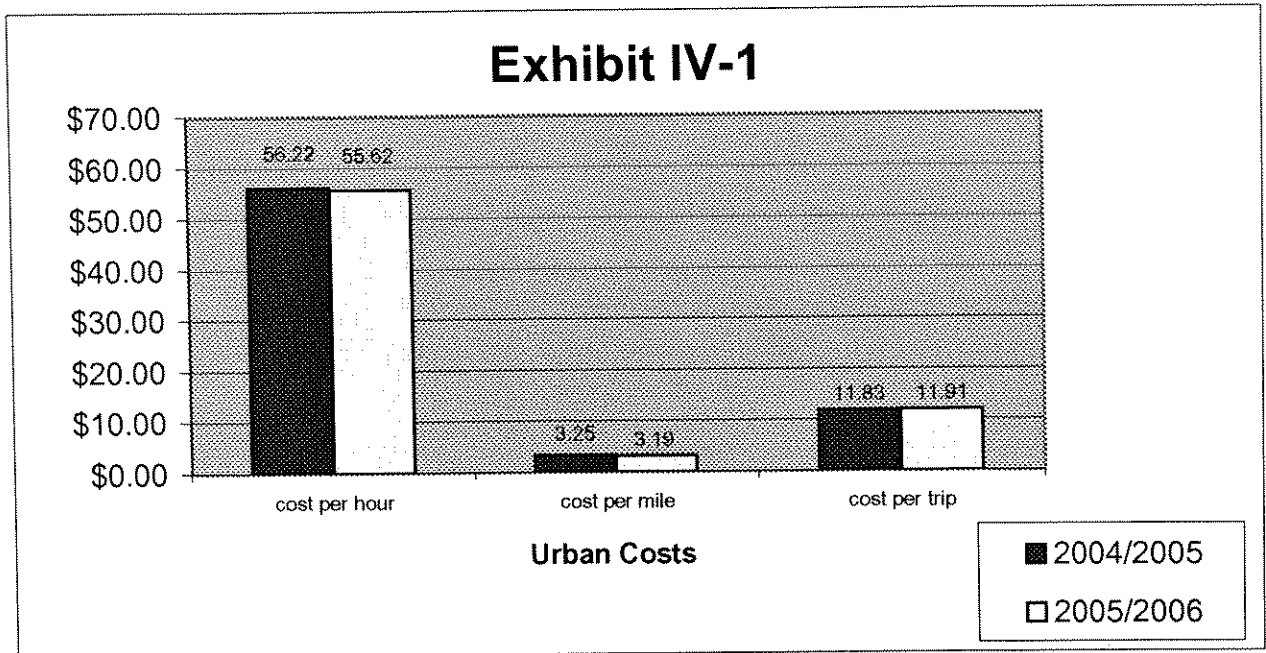
Table IV - 6

**CONSOLIDATED TRANSPORTATION SERVICES AGENCY
Urban and Rural Combined TOTALS 2004-2005**

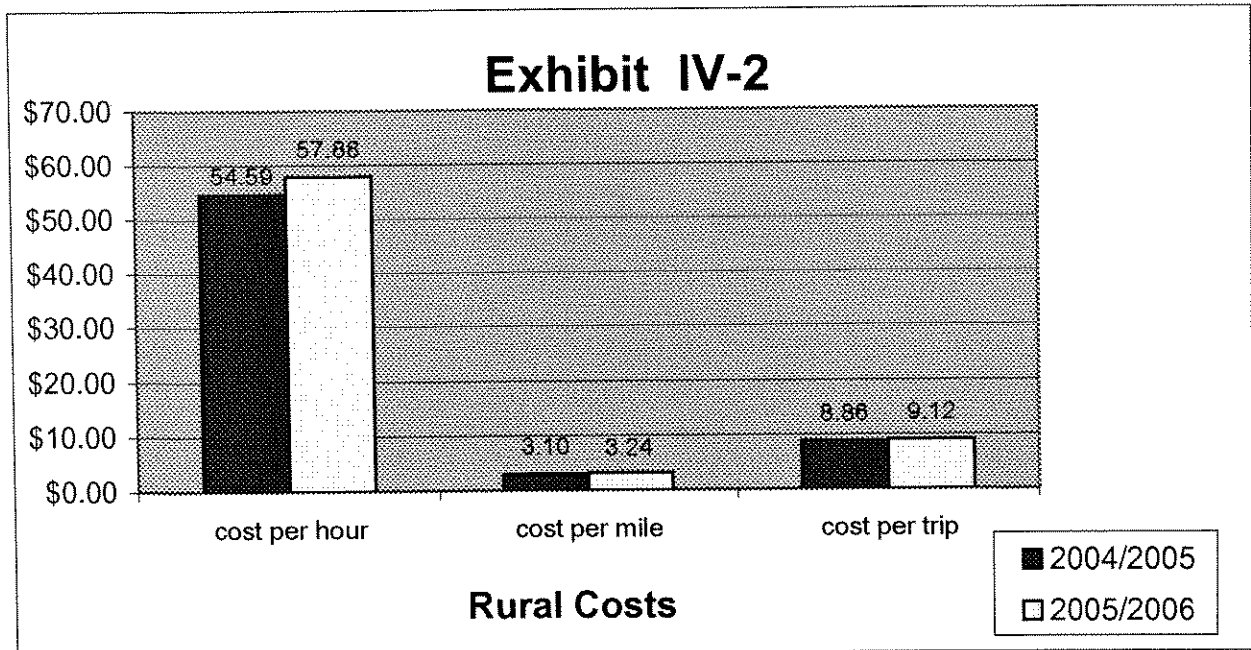
SERVICE TYPE	COST	CLIENTS	MILES	HOURS	REVENUE	FARES	CLIENTS/ HOUR	CLIENTS/ MILES	COST/ HOUR	COST/ MILE	COST/ CLIENTS		
Passenger Trans	0	532,517	1,783,457	102,555	\$4,754,803	\$0.00	5.19	0.30	\$55.71	\$3.20	\$10.73	\$0.00	938,104
Meal Delivery	0	812,571	216,150	8,688	\$238,856	\$0.00	93.53	3.76	\$41.13	\$1.65	\$0.44	\$0.00	118,479
TOTAL*	0	1,345,088	1,999,607	111,243	\$4,993,659	\$0	12.09	0.67	\$54.57	\$3.04	\$4.51	82.26%	1,076,583

VARIANCE	\$82,947.75	7,424	23,522	-2,099	-\$75,186.15	\$0.00	0.30	0.00	\$1.81	\$0.01	\$0.04	-\$0.02	\$158,134.22
Variance Percentage chg	101%	101%	101%	98%	98%		102%	99%	103%	100%	101%	97%	115%

Consolidated Transportation Services Agency
Urban Productivity Data



Consolidated Transportation Services Agency
Rural Productivity Data



Meal Delivery is not included in statistics.

Council of Fresno County Governments First Quarter Progress Report for FY 2006-07 Ending September 30, 2006

WE 110 - Regional Streets and Highways

Objective: To maintain a continuing, cooperative, and coordinated regional streets and highways planning process that is responsive to local needs as well as state and federal requirements.

Accomplishments:

- Participated in the Statewide California Federal Programming Group (CFPG) established to provide a linkage between State, Federal, and Regional Transportation Planning Agencies involved in transportation programming activities.
- **Continued use** of the *California Transportation Improvement Program System* (CTIPS) and involvement in program updates.

Intelligent Transportation Systems (ITS) are also included in the Regional Transportation Modeling Overall Work Plan (OWP). ITS can be thought of the use of advanced technology to improve the safety, capacity and efficiency of the transportation system. Studies have shown that most transportation problems can be more cost effectively solved using ITS than traditional capacity increasing projects (infrastructure).

Accomplishments:

- Did extensive research on ITS systems, documentation, best practices and case studies with the objective of learning as much as possible to position myself as a resource on ITS-related matters.
- Met with several ITS stakeholders within Fresno County to discuss ITS-related projects and issues and identify opportunities for collaboration to increase awareness of ITS technologies and solutions.
- Joined the Fresno County ITS Working Group. A group designed to share knowledge and identify opportunities for collaboration that further the adoption of ITS technologies in Fresno County and the entire region.
- Built consensus and established the need among other ITS stakeholders to develop a program to educate decision-makers on the benefits of and problems that could be solved with ITS technologies.
- The Fresno COG is facilitating the Traffic Operations Center (TOC) working group comprised of stakeholders in the Fresno TOC to find ways to leverage the TOC for the benefit of the entire region. Group members include the cities of Fresno and Clovis, Caltrans, Fresno County, FAX, and other emergency service providers such as police, the Highway Patrol, and the Fire Department. While this group started to focus on the Fresno TOC, it is our desire to see this group evolve into a forum to pursue the 'regionalization' of transportation-related matters and agencies.
- Sacramento Region 511 operators have invited the eight San Joaquin Valley MPOs to participate in the SacRegion 511 system. A 511 system is also known as a traveler information system and exists to inform travelers on such things as weather, road conditions, transportation alternatives and more. Participation in the system is limited to the SacRegion 511 phone system. We have completed the phase where options and costs are explored and are currently starting to engage in dialog with the eight other MPOs. State transportation officials are providing a great deal of assistance in this process.

WE 111 - Regional Transportation Modeling

Objective: To maintain a continuing, cooperative, and coordinated regional transportation modeling process that is responsive to local needs as well as state and federal requirements.

Accomplishments:

- Provided various model data to consultants, member agencies, and Caltrans.
- Continued participation in the Caltrans led Statewide Modeling/Information Sharing Group. Helped coordinate the San Joaquin Valley Regional Transportation Planning Agencies (RTPAs) Modeling/Air Quality Coordinating Committee. This committee was established to provide interagency transportation conformity consultation. The meetings are attended by representatives of the eight Valley RTPAs; the Federal Highway Administration (FHWA); Caltrans; the California Air Resources Board (CARB), the San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD); and the United States Environmental Protection Agency (USEPA).
- Kept the road network database up-to-date. The database is used for modeling and other reporting purposes.
- Participated in the Valley-wide Truck Model Steering Committee, and coordinated grant application for Valley-wide truck model - phase III. Awarded the contract for Phase III to Cambridge Systematics.
- Continuing the land use update for traffic model to year 2003 conditions by updating land use information utilizing 2000 Census data and local data.
- Participated in the Freeway Deficiency Study Modeling effort. Awarded the contract for phase II to Fehr and Peers transportation consultants.

WE 112 - Regional Traffic Monitoring

Objective: To maintain the Fresno Regional Traffic Monitoring Program as a source of current traffic information for use by member agencies and the public, and as a validation tool for the Countywide Traffic Model.

Accomplishments:

- Coordinated the *Traffic Counts Program* and provided technical assistance to member agencies.
- Provided traffic counts in response to public requests.
- Working on an RFP to review and enhance our traffic monitoring program

WE 113 – COG Measure “C” Expenditure Plan

Objective: To update and/or monitor the Fresno COG Measure "C" Expenditure Plan as required, and to provide ongoing traffic analysis and modeling for the Fresno County Transportation Authority and Caltrans in support of the project implementation. This is a delivery plan of state and local highway projects within Fresno County using the proceeds of the ½ percent local sales tax in conjunction with other federal, state and local highway funding.

Accomplishments:

- Fresno COG staff held a meeting with Fresno County Transportation Authority staff to develop a timeline for the final update of the Measure C Expenditure Plan. The next update of the Expenditure Plan is scheduled for completion in Early 2007.

WE 114 – Measure C Reauthorization

Objective: To provide the organizational structure and staffing for development of an Expenditure Plan that will guide the utilization of a proposed ½ cent sales tax measure that is tentatively scheduled for the November 2006 ballot. The Reauthorization process is being guided by a Regional Steering Committee consisting of

elected officials, interested regional stakeholders and the general public. Staffing is provided by COG.

Accomplishments:

- Prepared Draft Expenditure Plan for 2006 ballot
- Developed public information process for presenting Draft Expenditure Plan to the public
- Scheduled presentations on Expenditure Plan to clubs and organization who were interested
- Prepared ballot materials for November 2006 election
- Fresno COG's Policy Board approved an extension to the facilitator contract to assist with public information developments

WE 117 – San Joaquin Valley Goods Movement Study

Objective:

The San Joaquin Valley (SJV) Goods Movement Study project is the third phase of goods movement related studies in the valley. The proposed project will provide improvements to the 8-county (Kern, Fresno, Tulare, Kings, Madera, San Joaquin, Stanislaus, and Merced) SJV truck model and integration with local models. The model has been developed to provide an analytical basis for evaluating the benefits of transportation investments that impact the movement of goods in the Valley. The first phase of the study described the goods movement system and freight flows for the region and generated a list of key goods movement issues and problems. Phase II of the study developed the San Joaquin Valley Truck model tool. In Phase III, the SJV truck model will test modified scenarios from Phase II and other goods movement scenarios in future years, such as: truck bypass in Fresno County, Shafter Intermodal Facility and "all truck" lanes on South and West Beltway facilities around Bakersfield in Kern County, truck movements along the Route 132 Corridor in Stanislaus County, truck diversion potential (in several communities) in Merced County, CIRIS truck related studies in San Joaquin County, and studies in other SJV counties. The completed model product will be used by each of the county Metropolitan Planning Organizations (MPOs) and HQ Modeling and Travel Analysis Branch. The San Joaquin Valley region is one of the four major international trade regions in California, designated in the 2002 Global Gateways Development Program.

Accomplishments:

- Released the Request for Proposal for the San Joaquin Valley Goods Movement Study Phase II – Truck Model Improvement Project. Interviewed consultants and awarded contract to Cambridge Systematics.

WE 118 – Fresno Regional Housing Needs Plan

Objective: To prepare the Fresno County Regional Housing Needs Allocation (RHNA) Plan. The RHNA Plan determines each jurisdiction's existing and projected housing needs for all income levels. Local governments, through their Housing Elements, are individually accountable for demonstrating capacity to accommodate these housing needs for the 5-year planning period from July 1, 2008 through June 30, 2013

Accomplishments:

- Formed a Steering Committee to assist staff with the development of the RHNA Plan.
- Reviewed the Final 2001 RHNA Plan for applicability of methodology for the current Plan.
- Consulted with State Department of Housing and Community Development on the determination of the Housing Need figure, by income group, for Fresno County.

WE 119 – San Joaquin Valley Regional Blueprint Planning Process

Objective: The San Joaquin Valley Regional Blueprint Planning Process is a two-year planning effort envisioned to support long range regional planning through comprehensive development of regional consensus. The goal of the San Joaquin Valley Blueprint Planning Process is to develop a preferred future growth vision for the region through the use of scenario planning.

Accomplishments:

- Entered into a Memorandum of Understanding with the eight Valley COG's outlining our relationship as we move forward with the Blueprint.
- Utilizing the System Development of Informed Consent, Potentially Affected Interests were identified by category and level of priority for the successful implementation of the San Joaquin Valley Regional Blueprint Project.
- A Citizen Participation Plan has been developed and adopted by the eight San Joaquin Valley Council of Governments (COGs).
- The institutional structure of a San Joaquin Valley Blueprint Regional Advisory Committee (BRAC) has been developed. BRAC membership applications are being accepted at this time. The BRAC will advise and interface both the San Joaquin Valley Blueprint products and the San Joaquin Valley Partnership products.
- Local Blueprint Roundtable is being established according to guidelines in the Citizen's Participation plan.
- San Joaquin Valley COGs are in the process of assessing San Joaquin Regional Modeling capability and possible Modeling enhancements.
- Circulated an RFP to solicit proposals for a Community Participation Facilitator to assist Fresno COG with outreach and modeling tasks associated with the Blueprint
- Participated in Valleywide Blueprint Summit with approximately 700 community members in attendance.
- Entered into contract with VRPA Technologies to engage in community outreach activities with stakeholder groups and general public.
- Attended two Blueprint Learning Network sessions (one in Sacramento and one in Oakland) with 3 COG staff, an elected official and 2 community stakeholders.
- Conducted 2 Blueprint Roundtable meetings with excellent turnout and member participation.
- Forwarded BRAC recommendations for Fresno County to Valley COG Directors for final selection and approval.
- Continued presentations and interviews with community members to elicit information on values and vision.

WE 120 - Regional Public Transportation Planning - Urban

Objective: To carry on the continuing urban area public transportation planning process to satisfy the requirements of the Federal Transit Administration under TEA-21 (1997), the Alquist-Ingalls Act (AB-402, 1977) and AB-120 (Statutes of 1979); the Social Service Improvement Act (SB-826, 1988); the Federal Clean Air Act Amendments; the 1988 California Clean Air Act and the Americans with Disabilities Act of 1990 (Public Law 101-336).

Accomplishments:

- *Demand-Responsive Service Evaluation:* Staff continues to monitor and evaluate the paratransit services provided under contract with MV Transit. Service is monitored for productivity, cost effectiveness, contract compliance, as well as compliance with ADA regulations.
- *Management Information Systems:* Staff continues to develop and maintain various MIS programs and services. Major work included beginning the implementation of the new Trapeze fixed-route scheduling software.

- *National Transit Database Report:* National Transit Data Base (NTDB) annual operating statistics for FY2005-06 have been collected and are being compiled for the report to the Federal Transit Administration which is due in October. NTDB data collection is an ongoing process.
- *Coordinate with Air District:* Staff reviews Air District's plans and rule making and attends workshops on topics related to transit planning. Staff also works closely in developing funding request strategies from the SJVUAPCD for related TCM's such as alternative fuels funding and transit pass subsidy funding.
- *Review Development Proposals:* Staff continues to work closely with the development community in order to promote pedestrian and transit-friendly development through review and comment on development proposals.
- *Community Outreach and Public information:* FAX information continues to be maintained on the World Wide Web at <http://www.fresno.gov/index.html>. Staff continues to work with major employers to promote public transit, and to find creative ways to increase transit's market share. Staff received a first place award in the American Public Transportation Association Ad Wheel contest for the FY05 FAX Annual Report.
- *Clean Air Express Vanpool Program:* Staff continues to oversee the downtown Fresno commuter vanpool program that has been expanded to 19 vanpools.
- *Service Coordination:* FAX continues to include transit service schedules and information for Clovis Stageline in the FAX Schedule Guide.
- *Regional Agency Formation Study:* The Steering committee met to discuss the study progress and to consider appropriate peer agencies for evaluation. The peer agency evaluation portion of the study has been prepared by the consultant, and distributed to the Committee for their review.
- *Transit Master Plan:* Staff continues to work with the MAHA, Fancher Creek Development, and the City of Fresno to finalize the consultant contract. Significant disagreement between the parties has delayed the execution of the contract with KHA.
- *Fresno Downtown Transportation Infrastructure Study (DTIS):* The DTIS is a City of Fresno planning effort that is being managed by COG/FAX staff. The DTIS Technical Advisory Committee held meeting in August and September and has completed its review of previous Downtown Fresno plans and studies.

WE 121 – Southeast Asian Transit Ridership Awareness Project

Objective: Through a Caltrans Environmental Justice Grant, the Council of Fresno County Governments and Lao Veterans of America Institute aim to increase transit ridership in the low income and minority Hmong and Laotian communities by increasing awareness of the service.

Accomplishments:

- Staff is working with Caltrans and Lao Veterans of America Institute staff to facilitate contract agreement on this Environmental Justice Grant. Work on the project cannot commence until this is accomplished.
- Staff continues to work with Caltrans to pursue Fund Transfer Agreement. This project has been "in the pipeline" for 9 months and we have yet to receive the papers necessary from Caltrans to move this forward.
- Received Fund Transfer Agreement from Caltrans and entered into contract with Lao Veterans of America Institute (sub-recipient) so that they can proceed with their project.
- Consulted with sub-recipient regarding their progress and their billing procedures with COG.
- Continue to work with sub recipient in hopes that they will find capacity to commence work program.

WE 123 – Fresno-Madera County Freeway Interchange Deficiency Study

Objective: Through a Caltrans Partnership Planning Grant, the Council of Fresno County Governments and the Madera County Transportation Commission are joining the cities of Fresno, Clovis, Madera, Selma, Kingsburg, Chowchilla and the counties of Fresno and Madera in an assessment of the current freeway systems and

interchanges within Fresno and Madera counties. The purpose of the Fresno-Madera County Freeway Interchange Deficiency Study is to determine, based on projected population growth and build out of existing general plans, if a regional transportation impact fee will be required from future development in Fresno County in order to keep the metropolitan transportation system functioning properly.

Accomplishments:

- Released the Request for Proposal for the Freeway Deficiency Study Phase II.
- Interviewed consultants for the phase II deficiency study. Fehr and Peers was selected for the study.

WE 130 - Regional Public Transportation Planning - Rural

Objective: To carry on the continuing rural public transportation planning process to satisfy the requirements of the Alquist-Ingalls Act (AB-402, 1977); the Social Service Improvement Act (AB-120, 1979); the Mello Act (SB-157, 1985); the Specialized Transportation Services Act (SB-826, 1988) the Federal Clean Air Act Amendments (1990); the 1988 California Clean Air Act and the Americans with Disabilities Act of 1990 (Public Law 101-336).

Accomplishments:

- No Work Element tasks were scheduled or performed during the First Quarter

WE 150 - Other Modes - Aviation, Non-Motorized & Rail

Objective: To maintain a continuing, coordinated planning process in the aviation, non-motorized, and rail modes.

Accomplishments/Aviation:

- Monitored aviation issues and legislation important to Fresno County.
- Ongoing participation as a member of the RTPA Aviation System Planning Working Group.

Accomplishments/Non-Motorized:

- Monitored bikeway issues and legislation important to Fresno County.
- Staff sits as a voting member representing the San Joaquin Valley on Caltrans Bicycle Advisory Committee.

Accomplishments/Rail:

- Monitored rail issues and legislation important to Fresno County.
- Monitored activities of the California High-Speed Rail Authority and other activities related to high-speed rail in California.
- Attended meetings of the San Joaquin Valley Rail Committee in Martinez on July 13, 2006 and in Merced on September 14, 2006. Primary agenda items at the first meeting included a presentation by Tom Matoff on the Bar Area Regional Rail plan, a presentation and discussion of the San Joaquin Corridor Strategic Business Plan, and ideas for an on-time performance "Summit." Primary agenda items at the second meeting included a resolution on Merced-Fresno-Visalia-Bakersfield passenger service via the Union Pacific Railroad, a resolution on federal "Tax Credit Bonds" for intercity passenger rail, and a possible meeting with various railroad agencies in San Jose. Regular agenda items included an Amtrak/Caltrans marketing report, an Amtrak California Corridor report, and a Caltrans Division of Rail report, including State and Federal Amtrak budgeting issues. The next meeting of the San Joaquin Valley Rail Committee is scheduled for November 9, 2006 in Hanford.

- Continued efforts with Fresno Area Residents for Rail Consolidation (FARRC) and other interested citizens and organizations regarding the potential rail consolidation project in Fresno and other projects.

WE 170 - Regional Transportation Plan

Objective: To develop and publish on a triennial basis the Regional Transportation Plan (RTP) for Fresno County which addresses at a minimum a twenty-three year planning horizon. The plan shall include both long-range and short-range strategies and actions for implementing an integrated intermodal transportation system. The plan will address the federally required Transportation Equity Act for the 21st Century (TEA 21) five planning emphasis areas as enumerated in the Planning Issues Section and the Federal Highway Administration/Federal Transit Administration Region Nine FY 2004 Emphasis Areas for Metropolitan and Statewide Transportation Planning.

Awaiting formal guidance on implementation of provisions and requirements of the new Federal Surface Transportation Act, The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU),

Accomplishments:

- The Final 2004 RTP was approved by the COG Policy Board at its July 22, 2004 meeting. The document was formally approved by FHWA on October 4, 2004. Amendment No. 01 to the 2004 RTP was approved by the Policy Board on June 30, 2005 and formally approved by FHWA on August 12, 2005. Amendment No. 02 to the 2004 RTP was approved by the Policy Board on July 20, 2006 and submitted to FHWA and is currently awaiting approval.
- Developed strategy to approach the preparation of the 2007 RTP according to guidelines set forth in SAFETEA-LU. Will coordinate RTP with San Joaquin Valley Regional Blueprint planning process.

WE 172 - Congestion Management Planning

Objective: To respond to federal congestion management planning requirements.

Accomplishments:

- Conducted research on congestion management activities and reports provided by other MPOs.
- Discussed congestion management issues at RTP workshop in August 2006.

WE 180 - Air Quality Transportation Planning

Objective: To maintain a coordinated transportation/air quality planning process consistent with the goal of attaining and maintaining federal and state air quality standards.

Accomplishments:

- Worked on an on-going basis with local, State, and Federal agencies regarding air quality and transportation issues.
- Continued participation in the Statewide Air Quality/Conformity Working Group.
- Continued to participate with the other seven Valley TPAs in the San Joaquin Valley Modeling and Air Quality Committees to address pertinent transportation, modeling, air quality, and conformity analysis issues.

- Continued contract administration for the Valley-wide Air Quality Planning and Coordination consultant. Managed the efforts of the air quality consultant (including strategy and review of all materials) on behalf of the eight Valley TPAs.
- Managed the contract for the Valley-Wide Air Quality Policy Services consultant.
- Participated in conference calls with staff from ARB, EPA, FHWA, Caltrans, and various members of the other San Joaquin Valley TPAs.
- Attended and participated in San Joaquin Valley Clean Cities Coalition Board Meetings.
- Attended Air District Board meetings and workshops.
- Presented air quality updates to the San Joaquin Valley TPA Director's Association.
- Participated in development of recommendations from the San Joaquin Valley Partnership Air Quality Work Group.
- Approved Conformity Analysis for the 2007 Federal Transportation Improvement Program (FTIP).
- Continued work with the Air District on implementation of the Indirect Source Review (ISR) Rule.
- Began development of Reasonably Available Control Measures (RACM) process for the 8-hour ozone State Implementation Plan (SIP).
- Developed and presented PM2.5 Hotspot process for the San Joaquin Valley.

WE-220 – Transportation Program Development

Objective: To identify transportation improvements proposed for implementation within a short-range period of compliance with federal and state requirements.

Accomplishments:

- COG staff continues to work with its member agencies in an effort to develop a financially constrained transportation improvement program.
- Correspondence with Agency staff and Caltrans regarding delivery of the Obligation Plan for FFY 2005/06.
- The 2007 FTIP was adopted by the COG Policy Board July 20, 2006. The FTIP has been approved by the Division of Transportation Programming at Caltrans and awaits final approval by the Federal Highway Administration.

WE 310 - Intergovernmental Coordination

Objectives: 1) To promote coordination, cooperation and communication on administrative and planning matters among local agencies, the COG, federal and state agencies. To enable various agencies, including Native Americans, to participate in and review the regional planning process; 2) To provide the public with information on activities, meetings, planning documents and reports, and to seek advice from the public on COG's planning activities; and 3) To provide local agencies and the public the opportunity to review and comment upon federal grant proposals through the Local Clearinghouse Process.

Accomplishments:

- Continued to provide staff support to the Association for the Beautification of State Route 99. Organized bimonthly meetings for the Association, assisted with correspondence, conducted research, and prepared staff reports.
- Continued efforts towards implementing the *2000 Highway 99 Beautification Plan* by recommending the adoption of a draft Highway Beautification Overlay Zoning District by the Cities of Kingsburg, Selma, Fowler, Fresno, and Fresno County.
- Continued monitoring other SR 99 beautification efforts such as the Great Valley Center's Highway 99 Project and Caltrans' *Highway 99 Plan*.

- Provided ongoing support to member agencies of the Abandoned Vehicle Abatement Service Authority in the establishment of this new program in Fresno County. Issues discussed over the course of the quarter include election of Chair and Vice-Chair of the Authority and a determination of time standards and personnel costs for use in calculating program costs.
- Staff continues to outreach to the Native American Tribal governments, both federally and non-federally recognized, in Fresno County to solicit their input and to seek their participation in COG activities. Staff continues to provide all of the tribes with ongoing meeting notifications and any other pertinent information that may be of interest to the tribes.
- Convened Fresno “One Voice” task force to review past successes and plan for February 2006 visit to Washington DC
- Called for “One Voice” projects from member agencies and community organizations. Convened selection committee and selected top five priorities of COG Board approval
- Participated in the coordination of a monthly “Professional Development Roundtable” aimed at public and private agency education and networking.
- Provide follow up on February 2006 “Sacramento One Voice” trip in which a 24 person delegation traveled to the State’s Capitol.
- Met with COG Policy Board members at special meetings in their communities to solicit input on the SJV Regional Blueprint Planning Process.
- Continued outreach with staff and administrators of member agencies to gather input for the Blueprint.
- Provide ongoing updates to member agencies on progress with Blueprint activities.
- Distributed report to member agencies on successes of 2006 “One Voice” Washington DC trip and recommendations for 2007 program.
- Distributed “call for regional projects” for 2007 Washington DC One Voice.
- Planned for project selection committee to meet during next quarter.
- Began trip planning for February 10-15, 2007.

WE 311 - Public Information and Participation

Objective: To provide the public with information on activities, meetings, planning documents and reports, and to seek advice from the public on COG's planning activities. This work element is intended to highlight the COG's desire to encourage more public participation in the transportation planning process, consistent with TEA 21 requirements. This will include public involvement in the development stages of plans and programs as well as throughout the adoption process. COG’s newly adopted Public Involvement Procedures will be consulted and followed during each phase of plan or program development.

In response to Federal and State emphasis on Title VI and Environmental Justice an effort has been added to this work element that will involve establishing an Environmental Justice Task Force to develop a process with which to assess and ensure compliance of Fresno COG’s transportation planning efforts with environmental justice requirements and Title VI. The Task Force will play a key role in evaluating COG’s current Environmental Justice and Public Participation efforts and provide guidance on how to achieve the desired results. The Task Force will also help define the target population within Fresno County, identify the needs of the target population and develop appropriate performance measures for gauging the regional benefit and burdens of transportation system investments on the target population.

An Environmental Justice Report will be prepared, which will include the Environmental Justice Task Force efforts and recommendations, as well as the analysis used to evaluate the Regional Transportation Plan to ensure that the programs, policies, and activities outlined in the plan serve all segments of the region without generating disproportionately high adverse impacts upon target populations.

Caltrans has developed an Environmental Justice Desk Guide that will serve as a resource for COG staff to better understand Environmental Justice issues and provide guidelines for the implementation of Environmental Justice in the planning process. Fresno COG staff has reviewed the Caltrans Desk Guide and plans to use the recommendations provided by incorporating them, as applicable, in our Environmental Justice efforts.

Fresno COG staff plans to use the Environmental Justice studies performed by the Kern Council of Governments and the Mid-Ohio Regional Planning Commission as models for our efforts in this area. The detailed tasks outlined at the end of this work element reflect the anticipated work activities of our staff.

It is Fresno COG's desire that the citizens of Fresno County and its cities assist in delineating values, goals, and objectives of transportation-related services and planning documents. Further, it is Fresno COG's intent that those same citizens, charged with the responsibility of providing feedback on a continuous basis, will participate in the selection of transportation facilities and programs for planning and programming under Fresno COG's authority. Finally, it is the goal of Fresno COG to adequately provide information to and solicit input from historically underserved community of Fresno County (i.e. elderly, minority groups, youth, disabled, and lower income people).

Accomplishments:

- Prepared agenda packages, reports, and notices for COG's three monthly public meetings.
- Developed legislative reports for Fresno COG's monthly public meetings. Tracked legislative items and supplied additional legislative information as requested by COG and member agency staff.
- Filled requests for information about Fresno COG and/or their member agencies and updated various listings.
- Designed and printed graphic design materials for Fresno COG staff as requested.
- 2006 Measure C Extension Expenditure Plan Outreach:
 - Staff worked with VRPA Technologies, FCTA and other consultants to develop presentation materials for Measure C public outreach. The materials include the following: PowerPoint presentations, Measure C Local Project Maps for each jurisdiction, a brochure on the Current Measure C, a brochure on the Measure C reauthorization, Frequently Asked Questions, other project maps and listings as needed.
 - Staff made presentations throughout July and August of 2006 at 15 City Council meetings in Fresno County, as well two presentations at the Fresno County Board of Supervisors.
 - Developed and downloaded content for the Measure C section of Fresno COG's new website.
 - Formed a speakers bureau wherein staff and Steering Committee members made public outreach presentations to community groups as requested.
 - Answered questions received from the media, member agencies and community members on the Measure C Expenditure Plan contents.
- Prepared and sent news releases to the media regarding the 2006 Measure C Extension Expenditure Plan, One Voice, the San Joaquin Valley Regional Blueprint, and the Fresno COG 2006 Transportation Forum and Transportation Achievement Awards
- Complete the design and development of Fresno COG's new website
- Continued involvement in the Valley Blueprint process: Continued participation on the Valleywide Outreach committee, worked with consultants to development an outreach plan, co-hosted the San Joaquin Valley Blueprint Summit, and held the first Blueprint Roundtable meeting.
- Continued update of the Fresno COG Transportation Guide, consulting with transit and rideshare personnel, as well as users of the systems and the guide
- Published the Fall 2006 COG Outlook newsletter. Mailed it out to an expanded list of 4,000. (Up from 1,200 previously)
- Planned and implemented the Fresno COG 2006 Transportation Forum and Transportation Achievement Awards held in September 2006.

Environmental Justice Study:

The COG's Environmental Justice Task Force, whose members include representatives from community based organizations that represent low-income, minority, elderly, disabled, Native American, and farmworker communities as well as representatives from local government agencies, Caltrans, and FHWA, met on a monthly basis from March of 2004 through spring of 2005.

Accomplishments:

- Staff began drafting the final copy of the Environmental Justice report.
- Staff is awaiting findings from consultant in order to complete the Environmental Justice report.

WE 312 - COGView Internet Home Page

Objective: To create a source providing easy access to government and other information for Fresno County residents, member agencies, and perspective business interests using the latest technology of the World Wide Web. To enhance potential economic development and increase public knowledge and involvement in COG activities.

Accomplishments:

- Traffic Modeling, Air Quality, and Conformity issues are regularly updated on the COGView home page.
- COGView maintains minutes and agendas for the Fresno COG, Technical Advisory Committee Meetings, the Policy Advisory Meetings and the Policy Committee Meetings.
- Continued to provide *COG Outlook Newsletter* on the COGView web site.
- Updated information on Reasonable Available Control Measures (RACM) and Best Available Control Measures (BACM) to the website.
- Posted the draft 2004 Regional Transportation Plan, the 2004-05 to 2009-10 Federal Transportation Plan and the 2004 Transportation Conformity Determination on the web site.
- Updated the Ridesharing/vanpooling section of the COGView web site.
- Added section on Environmental Justice, the Public Transportation Infrastructure Study and the Freeway Deficiency Study.
- Added a One-Voice section to the Website.
- Created a Measure "C" re-authorization website
- Posted December 2005 Conformity finding on website
- The major COGView website upgrade is in testing with most programming having been completed. In addition to testing, we are loading documents onto the site as well as working with COG staff to review and train. The site is to be completed in it's entirety before being released to the Public.
- The FresnoCOG website has been completed and is in BETA or user acceptance testing. It has been several weeks now since the Web site has been released to the public and we are receiving suggestions and comments regarding the new site.
- Discussion boards, and weblogs are in the process of being integrated into the Website.

WE 313 – Environmental Justice, Title VI

Objectives: Devise ways to ensure that Fresno County's disadvantaged and minority populations are being included in the transportation planning process.

Accomplishments:

- No activity this quarter. Still awaiting modeling results from consultants.

WE 314 – Public Transit-Human Services Transportation

Objectives: The Human Services Transportation Coordination work element's aim is to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by ensuring that public and non-profit agencies coordinate transportation resources provided through multiple federal programs including the Formula Program for Elderly Persons and Persons with Disabilities; the Job Access and Reverse Commute Program; and the New Freedom Program.

Accomplishments:

- Staff has reviewed preliminary program criteria for Job Access and Reverse Commute and New Freedom programs. Staff has also reviewed several examples of the studies that are part of the Job Access and Reverse Commute program requirements that are to begin for the 2007 funding cycle. At this point in time, we are awaiting the release of the final requirements for the JARC and New Freedom programs by the Federal Government. With the final program requirements in hand, Fresno COG staff will go about creating a plan to implement the requirements called for by the Job Access and Reverse Commute and New Freedom Programs.

WE 320 - Technical Assistance to Members

Objective: To provide member governments with specialized technical assistance services. It is intended that the major beneficiaries of this service be the smaller cities with limited technical staff resources.

Accomplishments:

Rural Communities Collaborative of Fresno County (RCCFC): Served on RCCFC Steering and General Committees. The RCCFC is a volunteer organization geared toward helping rural communities to become self-sufficient through increased social and economic development. The Collaborative acts as a catalyst in identifying available federal, state, and local resources available to serve local community needs and provides access to and dissemination of those resources.

WE 330 – Outside Technical Assistance

Objective: To provide traffic modeling information to outside agencies on a cost reimbursement basis. Also, to provide program support functions for microcomputer applications (accounting, utility billing, etc.) to interested parties on a cost reimbursement basis.

Accomplishments:

- No activity this quarter.

WE 340 – Traffic Demand Management Program

Objective: Transportation Demand Management (TDM) includes a wide variety of transportation control measures having a goal of reducing overall motor vehicle usage. In prior years, the predominate effort of this activity has been promotion of ridesharing. Declining state and federal revenue to support this effort in recent years has resulted in a less ambitious Program beginning in 1996/97.

Accomplishments/Ridematching:

- Currently have nearly 1,000 registered users in the *Carpool/Vanpool Online Matchlist* program at www.Valleyrides.com. Maintained this current and active database of commuters, referring callers to the online system or inputting information for clients.
- Worked with other TDM agencies, employers and vanpool agencies to facilitate matches and refer clients. These agencies include: CSU Fresno, South Valley Rideshare, San Joaquin Commute Connection, Fresno Area Express and Enterprise Rideshare.
- Continued servicing the city of Fresno's Downtown Vanpool Program. Staff receives calls and emails requesting information on available seats on one or more of the 18 available vanpools, and either refers commuters to an appropriate vanpool or places them on the waiting list for upcoming vanpool opportunities. As the program experiences changes and growing pains COG staff handles vanpoolers concerns and issues regarding the program.

Accomplishments/Information Services:

- Filled requests for transit referrals; park and ride lot information; vanpool subsidies and referrals; transportation guides; bikeway maps; and additional bikeway information.
- Continuing the update on portions of the Fresno County Transportation Guide.
- Received updates to the Fresno/Clovis and Kingsburg bikeway maps.

Accomplishments/Administration:

- Prepared and maintained program records, invoices, budget and Quarterly Report.
- Attended Fresno COG Committee meetings as appropriate.

WE 350 - Fresno Regional Data Center

Objectives: To perform the duties as an Affiliate State Census Data Center and provide assistance to member agencies and the general public in obtaining, analyzing and utilizing census and other demographic data in support of the area-wide planning process. Also to provide continuing support to the internal data needs for traffic simulation modeling requirements including the updating and development of alternative socio-economic scenarios and providing data support for COG prepared reports and plans.

Accomplishments:

- Assisted 75 individuals from governmental agencies, businesses, and the public, in their information needs.
- Monitored, prepared and distributed newly released Census 2000 and other data to member agencies and the public.
- Developed socio-economic data for alternative land use scenarios for consultants' traffic impact studies and special studies.
- Provided demographic information for COG-prepared documents and presentations including Measure C, Blueprint Planning Process, and the Regional Housing Needs Study. Update of base socio-economic model data.
- Prepared Affiliate State Census Data Center activity report as required.

WE 910 – COG Administration

Objective: To effectively administer the planning program and fiscal operations of the COG.

Accomplishments:

- Staff monitored funding levels, expenses and budgets. Development of the 2006/07 Overall Work Program is scheduled to begin in January.
- Supervised planning staff activities and progress on work assignments.

- Coordinated preparation of agendas, related materials and committee schedules.
- Conducted ongoing management team meetings to coordinate staff assignments and outcomes.
- Conducted staff evaluations as needed.

WE 911 - OWP and Budget

Objective: To develop an Overall Work Program (OWP) and Budget consistent with federal and state funding priorities and local agency needs.

Accomplishments:

- Staff monitored funding levels, expenses and budgets. Development of the 2006/07 Overall Work Program is scheduled to begin in January 2006.

WE 912 - Local Transportation Funds Administration

Objective: To administer the Local Transportation Fund (LTF) and State Transit Assistance (STA) Fund in accordance with the California Transportation Development Act.

Accomplishments:

- Staff recorded sales tax deposits from the State Board of Equalization and STA allocations from the State Controllers Office. Member Agency Claims were processed. Allocation Instructions were prepared and sent to the Auditor Controllers Office. Changes in state regulations were monitored through the TDA Ad Hoc committee chaired by the Division of Mass Transportation.

WE 913 - Valley RTPA Coordination

Objective: To ensure a coordinated and comprehensive approach to transportation and air quality planning among the eight San Joaquin Valley transportation planning agencies and the San Joaquin Valley Unified Air Pollution Control District.

Accomplishments: COG staff and the Director continue to work with the other seven San Joaquin valley RTPAs on issues that have valleywide significance including air quality, pursuit of Interstate designation for SR 99.

- Worked with all Valley COGs to submit a proposal to Caltrans to develop a coordinated San Joaquin Valley Regional Blueprint planning effort.
- Upon notification by BT & H that we were successful in our funding application for the Blueprint, began intensive coordination with other Valley COGs to begin the preliminary planning of this two year project.
- Attend "Consent Building Workshop" at UC Merced with other Valley COG representatives in preparation for work on Blueprint.
- Participated in bi-weekly conference calls/face-to-face meetings with members of the Blueprint Coordinating committee and Blueprint Modeling committee and Public Outreach committee.

WE 920 – Fresno County Rural Transit Agency Administration

Objective: To provide under contract, administrative and fiscal management services for the Fresno County Rural Transit Agency (FCRTA).

Accomplishments:

- During the First Quarter, Staff closed out the 2005-06 books for auditing purposes.
- Staff also performed a variety of administrative functions concerning: general administration; accounting; risk management; procurement; and statistical analysis.
- The General Manager began data analysis for the Transit Operators Report, and Annual Productivity Evaluation Report.
- Staff began implementation of the Juvenile Justice Campus Transit service in early August. Staff continued to work with the Community of Biola to implement the Biola Transit Demonstration service in mid-October.

WE 930 – Fresno County Transportation Authority Administration

Objective: To provide personnel support services to the Fresno County Transportation Authority.

Accomplishments:

Staff provided payroll and benefit administration for the Fresno County Transportation Authority.

WE 940 - Freeway Service Patrol

Objective: To continue the Freeway Service Patrol, in coordination with Caltrans and the California Highway Patrol, in an effort to remove minor incidents rapidly, thereby reducing congestion, secondary accidents, and vehicle emissions.

Accomplishments:

- Administered the FSP tow contracts. This primarily included reviewing and paying invoices for towing services and radio use, both on a monthly basis, and paying for radio repairs and miscellaneous supplies (i.e. brochures) on an as-needed basis.
- Ongoing coordination and communication with the Freeway Service Patrol Statewide Oversight Committee and with Caltrans Traffic Operations, including annual program benefit/cost evaluations.

WE 945 – Abandoned Vehicle Abatement Program

Objective: To administer the activities and duties of the Fresno County Abandoned Vehicle Abatement (AVA) Service Authority.

Accomplishments:

- Ongoing communication with AVA Service Authority members regarding issues related to establishment of this new program in Fresno County, particularly regarding eligible expenses for reimbursement and reporting requirements.
- Conducted a quarterly meeting of the AVA local agency staff on August 11, 2006. Agenda items included a workshop with CHP regarding their perspectives on the AVA Program, a Fiscal Year 2005-06 Program Summary, discussion regarding non-participating members, a discussion regarding eligible expenses, and other program issues.
- Calculated payment amounts to eligible local jurisdictions for AVA expenses.

WE 951 – Non-Point Source Water Quality Management

Objective: The purpose of this work element is to allow the Council of Fresno County Governments to act as a conduit for funding for an Environmental Protection Agency grant to conduct a non-point source water quality management program. The primary objective is to develop an educational program for farmers and ranchers on ground and surface water quality.

Accomplishments:

- Fresno COG's role in this project is to provide administrative services in determining eligibility and processing reimbursement requests by the Fresno County Farm Bureau.

WE 952 - Fresno Yosemite Village Revitalization Implementation Plan

Objective: Through a Caltrans Environmental Justice: Context Sensitive Planning for Communities Grant, the Council of Fresno County Governments and the Housing Authority of the City of Fresno will undertake the following activities. This project will establish and promote guidelines that will make the Fresno Yosemite Village Revitalization Implementation Plan an area that is inviting to people who are walking or taking transit; fostering connectivity between a compatible mix of land uses and the creation of a traditional neighborhood community. The street types and intersection designs envisioned by the West Fresno Community Vision Plan are the basis of the traditional neighborhood design for this area. Pedestrian-friendly street designs can provide equity between pedestrian comfort and automobile traffic. This project seeks to accomplish the following:

- Develop conceptual pedestrian-oriented street design guidelines for the project area and identify pedestrian circulation paths, street trees and linkages to community services in accordance with the West Fresno Community Vision plan and the adopted Fresno General Plan "Landscape of Choice" and the Ahwahnee Principles to improve mobility, access to services and equity in providing for an improved quality of life for the project area.
- Promote cooperation between the public agencies and resident community members in improving their access to critical community services
- Promote the development of Healthy Communities and Sustainable Sites in accordance with the West Fresno Community Vision plan, the adopted Fresno General Plan "Landscape of Choice" and the Ahwahnee Principles, and developing access to critical services
- Promote the development of Healthy Communities and Sustainable Sites. Develop energy efficiency strategies for the community's transportation infrastructure and quantify the resulting energy savings and air quality benefits
- Promote adoption of these guidelines within the community and among Fresno regulatory agencies (City of Fresno and Fresno Redevelopment Agency)

Accomplishments:

- Staff is working with Caltrans and the Housing Authority of the City of Fresno staff to facilitate contract agreement on this Environmental Justice Grant. Work on the project cannot commence until this is accomplished.
- Staff continues to work with Caltrans to pursue Fund Transfer Agreement. This project has been "in the pipeline" for 9 months and we have yet to receive the papers necessary from Caltrans to move this forward.
- Received Fund Transfer Agreement from Caltrans and entered into contract with Housing Authority of the City of Fresno (sub-recipient) so that they can proceed with their project.
- Consulted with sub-recipient regarding their progress and their billing procedures with COG.
- Continue to work with sub-recipient to facilitate progress on their work program.

COUNCIL OF FRESNO COUNTY GOVERNMENTS
SCHEDULE OF FUNDS ALLOCATED & EXPENDED
For the Quarter Ended September 30, 2006

[illegible]

**BUSINESS, TRANSPORTATION AND HOUSING AGENCY
California Partnership for the San Joaquin Valley**

Announces the

**Solicitation for Concept Proposals
for
Partnership Seed Grants**

***DEADLINE FOR RECEIPT OF CONCEPT PROPOSALS:
5:00 p.m., January 16, 2007***

Business, Transportation and Housing Agency
980 9th Street, Suite 2450
Sacramento, California 95814
(916) 322-5400

RECEIVED

NOV 20 2006

BY: _____
FRESNO COG

SOLICITATION FOR CONCEPT PROPOSALS FOR PARTNERSHIP SEED GRANTS

A. INTRODUCTION

The Business, Transportation, and Housing Agency (Agency) on behalf of the California Partnership for the San Joaquin Valley (Partnership), requests submittals of Concept Proposals for Partnership Seed Grants. Eligible applicants include government entities (including school districts and institutions of higher education), other organizations (public or private), and consortia of public or private organizations, private firms, or individuals. A maximum of \$2,500,000 in State funds is available for awards. It is anticipated that projects funded under this solicitation will be for up to \$250,000. Funded projects are expected to begin in the spring of 2007.

B. PURPOSE

The Governor and Legislature approved a total of \$2,500,000 million for Seed Grants in the State Budget for Fiscal Year 2006-2007. Seed Grants are intended to jumpstart major initiatives, as set forth in the Partnership Strategic Action Proposal, that will result in significant immediate impact or will lay a solid foundation for long-term priority strategies and investments,. It is expected that the Seed Grants will attract other partners and investors and will facilitate new ways for existing organizations to improve region-wide collaborations.

The Partnership invites creative and cost-effective proposals that have the most potential for transforming the San Joaquin Valley to achieve the outcomes articulated in the Strategic Action Proposal. Applicants are also encouraged to be innovative both in their approaches and in their arrangements among and between participants (individuals and organizations) included in the proposals.

C. BACKGROUND

Applicants should become very familiar with the work products of the Partnership and the content of the Strategic Action Proposal, titled *San Joaquin Valley—California's 21st Century Opportunity*. These are available online at the Business, Transportation and Housing Agency (BTH) website: www.bth.ca.gov. The following summarizes background information about the Partnership and sets forth the requirements of the responses to the Request for Concept Proposals (RCP).

Applicants are encouraged to be innovative in proposed approaches and arrangements among and between participants (individuals and organizations) in the proposals. The Partnership invites creative and cost-effective proposals that have the most potential for transforming the San Joaquin Valley to achieve the outcomes articulated in the Strategic Action Proposal.

Governor Arnold Schwarzenegger established the Partnership through Executive Order S-5-05, signed on June 24, 2005 in Fresno. The San Joaquin Valley region includes eight counties—Kern, Tulare, Kings, Fresno, Madera, Merced, Stanislaus and San Joaquin Counties—with sixty-two cities and a total population of more than 3.4 million residents.

The Board of the Partnership is comprised of twenty-six members appointed by the Governor. These include eight Cabinet Secretaries, eight locally-elected officials, eight civic leaders, and two Deputy Chairs (one elected official and one civic leader). In addition, five liaisons to key policy bodies (Federal Interagency Task Force on the San Joaquin Valley, California Transportation Commission, California Air Resources Board, California Workforce Investment Board, and the Economic Strategy Panel) are also members of the Partnership. The Governor designated the Secretary of the Business, Transportation and Housing Agency as Chair of the Partnership and directed preparation and submission of a Strategic Action Proposal for the long-term well-being and economic prosperity in the San Joaquin Valley to be prepared and submitted to the Governor by October 31, 2006. The Partnership Board has conducted extension outreach to obtain public input and to involve stakeholders in the development of the Strategic Action Proposal which will be submitted to the Governor on time.

The Partnership Board members were appointed in September 2005. At the first meeting in September, the Board adopted a Work Plan (including Principles and Ground Rules) and established ten Work Groups (along with Scopes of Work based on Overview Reports) to focus on: Economic Development; Higher Education and Workforce Development; K-12 Education; Transportation; Land Use, Agriculture and Housing; Air Quality; Water Quality, Supply and Reliability; Energy; Health and Human Services; and Advanced Communications Services and Information Technology.

The Strategic Action Proposal (which contains detailed Work Group Reports) sets forth overall strategies and specific actions, with accompanying indicators to measure progress. It builds on the existing strengths of the San Joaquin Valley and addresses the current challenges to minimize weaknesses. It recognizes the Valley's heritage of agriculture as the foundation for economic development—as the roots to grow the future—and forges new frontiers for prosperity. It embraces and enhances the assets that define and unify the region—such as the San Joaquin River and Highway 99—as leading strategies to attract investment. It calls for a sustained public-private partnership over the next decade to mobilize essential government and civic leadership dedicated to achieving measurable results. It proposes that the initial organizational structure for implementation be established through a new Governor's Executive Order and that State legislation then be enacted to ensure commitment and continuity for the full decade.

The Governor and Legislature approved an appropriation of \$5 million in the State Budget for Fiscal Year 2006-2007 for the California Partnership for the San Joaquin Valley for implementation of the Strategic Action Proposal. At the request of the Legislature, the Partnership Board developed and approved the following working budget for use of the \$5 million:

\$5 Million in Fiscal-Year 2006-2007 State Budget
1.7 Management Personnel and Consultants

- .1 Community Outreach
- .2 Communications (including multi-language materials)
- .3 Annual Progress Reports for Accountability
- .2 Regional Conferences for Periodic Reporting and Mobilization of Volunteers
- 2.5 Seed Grants to Implement Strategic Action Proposal

This funding and all expenditures related to it are subject to the completion and submission of the Strategic Action Proposal, which was submitted to the Governor at the end of October 2006. All of the \$5 million in the FY 2006-2007 State Budget must be encumbered by June 30, 2007.

The \$1.7 million specified above for Management Personnel and Consultants is being used to engage contracted professional support for the secretariat function and staffing services to coordinate the meetings and deliberations of the Partnership Board and to staff Work Groups (or their successor committees) in implementing the Strategic Action Proposal. The secretariat function management also will oversee, or directly provide services related to, community outreach, communications, annual progress reports, and annual regional conferences. Thus, there could be one or more contracts to carry out these functions in implementing the Strategic Action Proposal, depending on the responses to the RFP. In addition, the budget appropriation provided that the \$1.7 million also may be used to support up to two fixed-term positions at BTH to develop and manage the initial RFP invitation and contract process. It is the current intent of BTH to use one position which will cost approximately \$180,000 during the term of the contracts. The secretariat and staffing functions were the subject of a previous RFP process announced by BTH.

As shown above, the approved funding in the State Budget includes \$2,500,000 million for Seed Grants up to \$250,000 each to begin implementation of the Strategic Action Proposal. It is envisioned that potentially there will be multiple applicants for a wide variety of projects. The Partnership Board reserves the right to reject all proposals, award no grant contracts, and to negotiate among the proposal sponsors the most appropriate grant contracts for implementation of the Strategic Action Proposal. Should the Partnership Board determine that there are not enough meritorious proposals to award grant contracts for the full \$2.5 million in Seed Grants, the Partnership Board will develop and announce an additional process for accepting proposals.

Contract administration will be provided by BTH. However, the secretariat and staffing contractor(s) will be involved in evaluation of effectiveness of impact of the Seed Grants and performance of the contractors in the annual progress reports.

D. TIME SCHEDULE

In this solicitation, a short Concept Proposal will be due to the Agency by 5:00 p.m. on January 16, 2006. In order to be considered for a grant award, this concept paper must be submitted by the aforementioned time. A notification of invitation for a full proposal will be sent to qualifying applicants on or around January 31, 2007. The Concept Proposals will be evaluated using the same criteria for the full proposals which is detailed under Section H. in this document. An invitation to submit a full proposal shall not obligate the Partnership to award a grant to the

applicant. Submission of a full proposal will be due Friday, March 2, 2007 by 5:00 p.m. Grant contracts for accepted proposals will be completed by April 30, 2007.

Three (3) proposal workshops will be held during the month of December in various locations throughout the eight county area. The locations and dates for these workshops are Bakersfield on December 1st, Fresno on December 8th and Modesto on December 15th. Notification of these workshops will be posted on the Business, Transportation and Housing Website at www.bth.ca.gov.

Implementation of the grant contract work plans and submission of all work products and deliverables must be completed no later than December 31, 2008.

E. FOCUS OF SEED GRANTS

Applicants may submit concept proposals only to implement a component(s) of the Strategic Action Proposal, which includes initiatives in the Section IV, Summary of Principal Recommendations Strategies; and/or specific recommended action(s) from Section V Work Group Recommendations set forth in the 10-year timeframe. Applicants also should review the complete Work Group Reports (available online at the BTH website www.bth.ca.gov) for the following ten focus topics: Economic Development; Higher Education and Workforce Development; K-12 Education; Transportation; Land Use, Agriculture and Housing; Air Quality; Water Quality, Supply and Reliability; Energy; Health and Human Services; and Advanced Communications Services and Information Technology.

Applicants must clearly identify the specific initiative(s) (one of six in the Section IV Summary Matrix), and Section V Work Group recommended goal(s), objective(s) and action(s) being addressed in the proposal. No proposals will be accepted for initiatives or actions not contained in the Strategic Action Proposal.

As stated above, all concept proposals will be accepted and evaluated based on the implementation strategy above. No concept proposal will be accepted that does not assist in the implementation of a component (s) of the Strategic Action Proposal. Those entities submitting concept proposals meeting that criterion will be invited to submit a full Request for Seed Grant and be considered for funding up to \$250,000 each. Applicants are encouraged to be as cost effective as possible in the amount requested. The Partnership Board will seek to optimize impact from the \$2.5 million for Seed Grants by considering how to achieve sufficient impact from each grant while investing in a variety of components of the Strategic Action Proposal.

F. SCOPE OF WORK, PRODUCTS AND DELIVERABLES, AND OUTCOMES

Applicants must briefly specify the scope of work, products and deliverables, and expected outcomes (with associated indicators of success to measure progress) in the concept proposal, including details regarding timetable for activities along with a proposed budget. The burden is on the applicant to provide sufficient detail for the Partnership to be able to evaluate the cost-effectiveness of the proposals and to determine the value to the public.

The concept proposal must delineate, in detail, all of the following using the Concept Proposal Form provided in this packet:

- Full Legal Name and addresses of entity (s) submitting the proposal.
- Names and contact information for each partner in the proposal.
- Project Name (short title up to 50 letters).
- Project Partners (Names and Contact Information)
- Component (or components) of the Strategic Action Proposal to be supported.
- Project Summary (include products, deliverables and expected outcomes).
- Amount of funding requested and a brief description of how the funding will be used.
- Matching funds (In-kind or Cash) and Source.
- Certification and Signatures.

H. EVALUATION CRITERIA

As indicated, the evaluation criteria for the Concept Proposal will be that it assists with the implementation of one or more of the components of the Strategic Action Proposal. For those entities invited to submit a full proposal, those proposals will be evaluated with a heavy emphasis on the innovation and cost-effectiveness in implementing a component of the Strategic Action Proposal. The full proposals will be evaluated on thoroughness and quality of writing, as a key indication of the ability of the applicant to communicate clearly and accurately, using proper spelling and punctuation, parallel construction in text, logical headings and sections, and appropriate, professional format. Specific proposal evaluation criteria is as follows:

- Addresses a high priority initiative or recommendation in the Strategic Action Proposal. Up to twenty (20) points.
- Achieves immediate results or lays a solid foundation for a priority long-term initiative. Up to twenty (20) points.
- Establishes an innovative regional approach to working together that will achieve a greater impact with existing resources. Up to ten (10) points.
- Augments leadership from the Partnership or from existing organizations to foster systemic change and reform. Up to ten (10) points.
- Provides matching resources (cash and in-kind). Up to ten (10) points.
- Fosters greater public-private collaboration throughout the region. Up to ten (10) points.
- Involves all levels of government. Up to five (5) points.
- Engages citizenry and mobilizes volunteers. Up to five (5) points.
- Sets forth concepts in a clear, concise, and logical manner, exhibiting quality writing capabilities. Up to five (5) points.
- Complements other Seed Grants and initial activities of the Partnership. Up to five (5) points.

I. REVIEW AND EVALUATION PROCESS OF FULL PROPOSALS

A committee of the Partnership Board composed of the Chair, Deputy Chairs, and eight additional members (representing a cross-section of expertise and geographic diversity) has been

established to review and evaluate the proposals and present recommendations to the Partnership Board who will make the final decisions. Applicants shall refrain from inappropriate communications to, or lobbying of, Partnership Board Members. Reviewers reserve the right to contact Applicants in order to clarify information pertinent to the Proposals.

J. CONCEPT PROPOSAL SUBMITTAL PROCESS

Applicants must submit their Concept Proposals to:

California Partnership for the San Joaquin Valley
Business, Transportation and Housing Agency
980 9th Street, Suite 2450
Sacramento, CA 95814

A signed original, fourteen unbound reproducible copies, and an electronic file of the Proposal must be **received** by the Agency by **5:00 p.m. on Friday, January 16, 2007**. An electronic file is also requested to be sent to jdias@bth.ca.gov. Concept Proposals received after this deadline will not be considered.

Questions regarding this Solicitation for Concept Proposal must be submitted, in writing or by email, to the Business, Transportation and Housing Agency, 980 9th Street, Suite 2450, Sacramento, CA 95814 or jdias@bth.ca.gov. All responses will be posted online, as well as provided to the inquirer.

K. CONFIDENTIALITY

All information included as part of the Solicitation is a public record unless a determination is made that it is exempt from the Public Records Act. In the experience of the Agency, the only applicable exemption is for trade secrets. If you believe that any portion of the Proposal is confidential because it is a trade secret, or for any other reason, you must check "Yes" on the cover sheet for confidentiality, and you must mark each confidential page with the word "Confidential" at the top and bottom. Confidential pages should be kept separate from the remainder of the Proposal, and cross-referenced to that part of the Proposal to which it relates. All materials, including confidential materials shall be mailed to the Agency in the same package. Please read the Attachment II (regulations on confidential materials) in order to complete the statement accompanying the confidential materials which sets forth the reasons for the confidentiality.

**California Partnerships for the San Joaquin Valley Seed
Grant Program
Concept Proposal Form**

**Full Legal Name(s) and Address(es) of Entity Submitting the Proposal
(Applicant):**

Phone #:

Fax number:

E-mail:

Project Name (short title up to 50 letters):

**Partners Who Will Be Included In Working on the Project:
(Names and Contact Information)**

Component(s) of the Strategic Action Proposal to be Implemented:

Project Summary (Limit Project Summary to no more than 5 pages. Include products, deliverables and expected outcomes. Explain precisely how the Seed Grant will result in the region working together more effectively and/or with more efficient use of resources. Briefly explain how the proposal will meet the required criteria indicated on page 6.):

Funding Requested – Please Complete Attached Budget Form

I hereby certify that the information provided in the Proposal is correct and represents the intended use of all sources of funds identified in the Proposal, and that I will inform the Business, Transportation and Housing Agency immediately of any changes in the funding Proposal.

Signature of Authorized Representative

Date:

Entity

Signature of Authorized Representative

Date:

Entity

Budget Form

Partnership Seed Grants

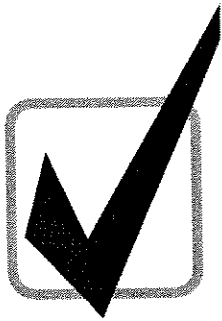
SOURCES

Sources of Funds	Cash	In-Kind	Total
A. Business, Transportation and Housing Agency			
B. Other State Agency(ies)			
C. Federal			
D. Applicant			
E. Other(s)			
F.			
Total			

USES

Budget Categories**	Federal	Applicant	Business, Transportation and Housing Agency	Other State Agency(ies)	Other Sources	Total
Salaries and Wages						
Benefits						
Contractual Services						
Travel						
Operating Expenses						
Other (specify)						
Total Budget						

Joint TTC/PAC Meeting



ACTION/DISCUSSION ITEMS
AGENDA ITEM III. A.

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT**

1800 Third Street, Suite 430
P. O. Box 952053
Sacramento, CA 94252-2053
(916) 323-3177
FAX (916) 327-2643



September 8, 2006

Ms. Barbara Goodwin, Executive Director
Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Dear Ms. Goodwin:

RE: Regional Housing Needs Determination

This letter transmits Fresno County's Regional Housing Needs Determination upon the conclusion of the consultation process with Fresno Council of Governments (COG) as part of its important role in advancing the State's housing policies in the Fresno County region. Pursuant to State housing element law (Government Code Section 65584 – 65584.01), the Department of Housing and Community Development (Department) is required to provide the COG its determination of Fresno County's existing and projected housing needs.

The attached determination reflects the minimum housing need for Fresno County to enable the COG to prepare its new Regional Housing Needs Plan in accordance with Government Code Sections 65584.04-05 for use in updating the housing elements of each general plan within the County (see Attachment I). Housing elements are required to be updated by June 30, 2008 to accommodate each local government's share of the regional housing need pursuant to Government Code Section 65588(e)(3). Regarding local government's regional housing need allocation, credit may be taken for housing units permitted since the January 2006 baseline of the housing element planning period ending in 2013.

The Department conducted outreach on this regional housing needs assessment process, in consultation Mr. Clark Thompson and Ms. Kathy Chung, of your staff, since late spring of this year. This included a meeting on June 1, 2006 at your office to brief COG staff and representatives of member cities and Fresno County on applicable requirements, as amended effective in 2005. Department staff noted, for example, that the methodology to be developed by the COG involves new requirements relating to development of the allocation and factors to be considered.

This determination has resulted from consultation with COG staff and the Department of Finance's (DOF) Demographic Research Unit. Consultation was completed on September 5, 2006 with Mr. Thompson when agreement was reached concerning the methodology and assumptions for population growth and housing need applicable to Fresno County during the allocation period.

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BY: _____
FRESNO CO

The Regional Housing Needs Determination for Fresno County has been calculated from a baseline of January 2006 through the end of the housing element planning period ending June 2013. This determination projects the minimum housing need to be accommodated in the region over this period. In light of the rate of population growth in the region, jurisdictions should consider planning for housing need above the minimum determination.

The Regional Housing Needs Plan developed by the COG is required to be consistent with the following objectives, as set forth in more detail in statute (Section 65584(d)):

- (1) Increasing the housing supply and the mix of housing types, tenure, and affordability;
- (2) Promoting infill development and socioeconomic equity, protection of environmental and agricultural resources, and encouragement of efficient development patterns;
- (3) Promoting an improved intraregional relationship between jobs and housing; and
- (4) Balancing the distribution of households by income category.

The Department is available to further discuss development and implementation of Fresno County's Regional Housing Needs Plan and assist the County and cities in addressing local housing needs. Please contact Glen Campora at (916) 327-2640.

Sincerely,



Cathy E. Creswell
Deputy Director

Enclosures

cc: Clark Thompson, Planning Coordinator, Fresno Council of Governments
Kathy Chung, Planning Coordinator, Fresno Council of Governments

Attachment 1

Regional Housing Need Determination

Fresno County

For the Period January 2006 Through June 30, 2013

<u>Income Category</u>	<u>Housing Unit Need</u>	<u>Percent</u>
Very Low	12,379	23.8
Low	8,473	16.2
Moderate	9,434	18.1
Above Moderate	<u>21,856</u>	<u>41.9</u>
Total	52,142	100%

Attachment 2

Explanation of Fresno County Regional Housing Need Determination For the Period January 1, 2006 Through June 30, 2013

Methodology, Assumptions, and Data Sources Used to Project Housing Unit Need:

1. Household (HH) growth (50,078 "occupied housing units" 1/1/2006): estimate by California Department of Finance (DOF) in its E-5 report (Population and Housing Estimates for Cities, Counties and the State, 2001-2006, with 2000 Benchmark, May 2006). Population projections for 7/1/2013 are based on DOF's P-3 report (Population Projections by Race/Ethnicity, Gender and Age for California and Its Counties 2000-2050, May 2004). DOF 2013 projected HHs are derived using the cohort-component method by applying age- and ethnicity-specific HH formation ratios from Census 2000 to the projected population. Projected change in population (99,849) reflects the change between January 1, 2006 (899,517) through June 30, 2013 (999,366). Projected change in HH growth (50,078) also reflects the change between January 1, 2006 (278,195) through June 30, 2013 (328,273). Projected HH growth was derived from averaging Census 2000 HH formation ratios with trended HH formation ratios that Fresno COG used in projections and then multiplying the derived HH formation ratios against DOF's 2013 projected HH population change. This HH growth reflects lower household formation ratios compared to those of the 1990 Census which would yield projected HH growth of 72,575 and total housing unit need of 75,566.
2. Homeowner and Renter households (HHs): allocation based on Census 2000 proportion of owner-occupied HHs (56.5%) held constant through projection period. Renter HHs reflect the difference in subtracting homeowner HHs from projected HH growth.
3. Vacancy allowance: rates of 1.8% (owner) and 5.0% (renter) reflect adjustments from standard targets of 2.0% and 6.0%, respectively, for current conditions. Standard targets identified by Office of Planning and Research, Economic Practices Manual (1984:37).
4. Replacement allowance: empirical demolition rate per housing unit averages .06% per year for 2000 through 2005 based on DOF demolition permit data (990 total demolition permits in Fresno county, 2000-2005). This number was adjusted to .12% per year to account for missing permits and use conversions not involving demolition. This figure was multiplied by 7.5 (to derive percentage replacement over the entire planning period) to yield the .9% replacement allowance rate.
5. Income category allocation: each income category was calculated by multiplying total housing need by the proportion of HHs in each income category based on Fresno County median income (Census 2000) and income definitions (Health and Safety Code Sections 50079.5 and 50105, et.seq.).

Housing Unit Need Projection:

Household growth, Census 2000 headship rates (1)		50,078
Homeowner HHs (2)	56.5%	28,294
Homeowner HH vacancy allowance (3)	1.8%	509
Renter HHs	43.5%	21,784
Renter HHs vacancy allowance (3)	5.0%	1,089
Subtotal		51,676
Replacement allowance (4)	0.9%	466
Total		52,142

Survey

Regional Housing Needs Allocation (RHNA) Plan

The purpose of this survey is to gather information regarding local government infrastructure, housing market, and other local conditions that could influence the development of a methodology for distributing the existing and projected regional housing need to cities within Fresno County and to the County itself. None of the information received in response to this survey may be used as a basis for reducing the total housing need established for Fresno County. Furthermore, the share of the regional housing need distributed to a jurisdiction represents a planning objective, not a construction quota, to be addressed by the jurisdiction in its Housing Element.

The methodology used in the development of the RHNA Plan, as with previous RHNA Plans, will be very objective. However, the final distribution of regional housing need may result in part from negotiations among various agencies. Information developed from this survey will be most appropriately utilized during this negotiation period, should it be necessary. Other sources of information will also be utilized including, for example, the COG Traffic Model, which has information on jobs/housing ratios.

In a few instances, it may be difficult to know what the survey question is trying to get at (the questions were taken directly from statute). Please do not hesitate to contact Clark Thompson at 233-4148 or by email at clarkt@fresnocog.org to discuss. For the other questions, please utilize only sufficient, readily-available data in support of your answer. Also, please let Clark know if you would like the survey emailed to you.

1. Would you say your jurisdiction is different than, or pretty much the same as, other jurisdictions in Fresno County regarding existing and projected jobs and housing relationship? If different, indicate how.

2. Opportunities and constraints to development of additional housing:

- a. Is there a lack of capacity for sewer or water service due to state laws, regulations or regulatory actions, or supply and/or distribution decisions made by a sewer or water service provider other than the local jurisdiction that precludes your jurisdiction from providing necessary infrastructure for additional development during the planning period? If so, please explain.

b. Is there available land suitable for urban development or for conversion to residential land use, including underutilized land use and opportunities for infill development and increased residential densities, within your jurisdiction and sphere of influence? If not, indicate why. [Note: In developing the RHNA Plan, COG may not limit its consideration of suitable housing sites or land suitable for urban development to existing zoning ordinances and land use restrictions of a locality, but shall consider the potential for increased residential development under alternative zoning ordinances and land use restrictions.]

c. Are there lands within your jurisdiction that are preserved or protected from urban development under existing federal or state programs, or both, designed to protect open space, farmland, environmental habitats, and natural resources on a long-term basis? If so, please identify.

d. **For Fresno County only.** Are there county policies to preserve prime agricultural land within the unincorporated area? If so, what are they?

3. **For Fresno COG only.** What is the distribution of household growth assumed for purposes of a comparable period of regional transportation plans and what are the opportunities to maximize the use of public transportation and existing transportation infrastructure?

4. Do you believe the market demand for housing in your jurisdiction, relative to the market demand for housing in other Fresno County jurisdictions, will change significantly between January 1, 2006 and July 1, 2013? If so, explain.

5. **For Fresno County only.** Do agreements exist between the county and the cities in the county to direct growth toward incorporated areas of the county? If so, please explain.

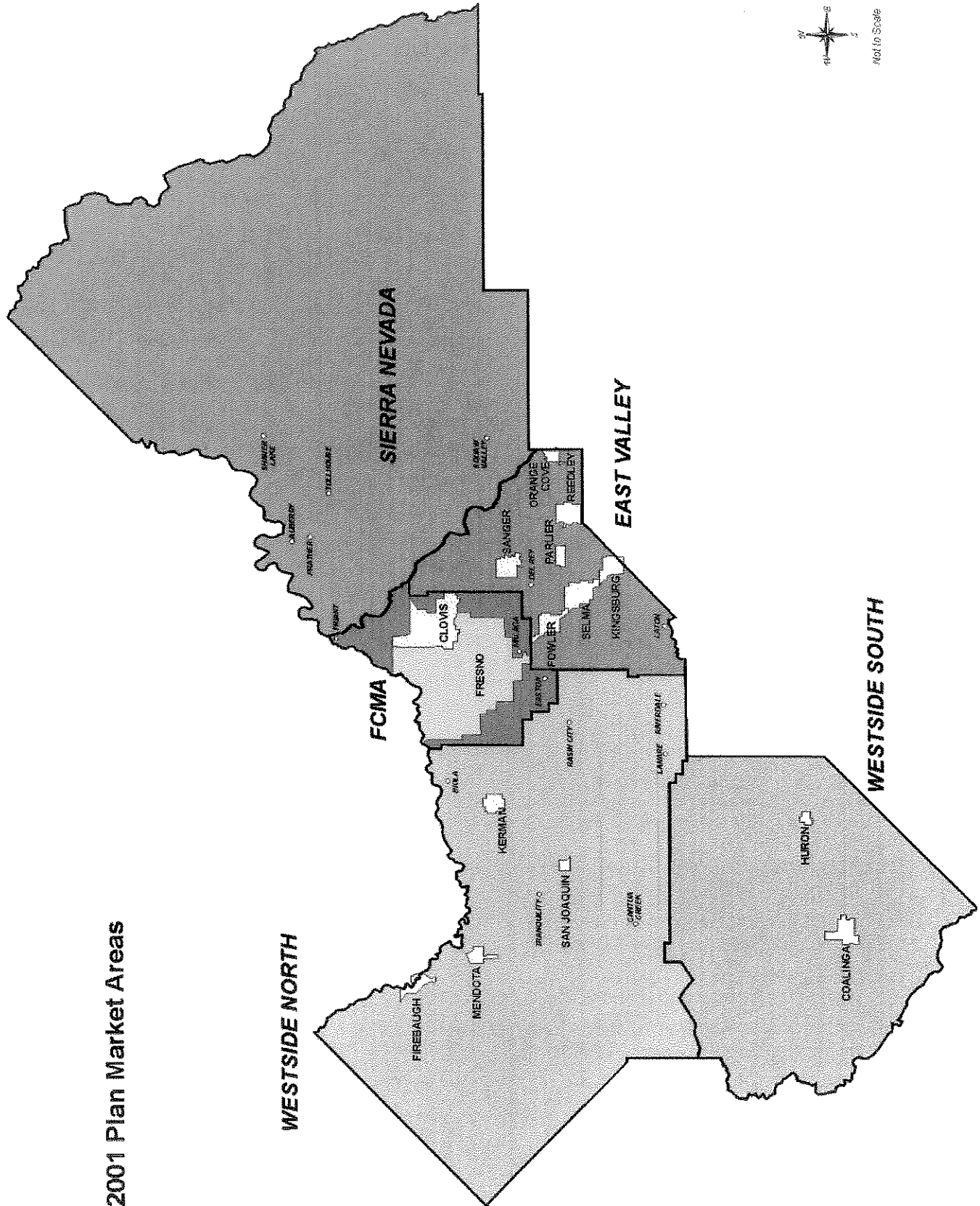
6. **For Housing Authorities of Fresno only.** Has there been a loss of units contained in assisted housing developments that changed to non-low-income use through mortgage prepayment, subsidy contract expirations, or termination of use restrictions.

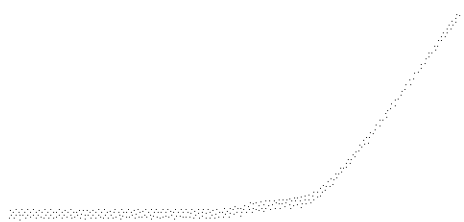
7. Do you think that high housing costs are more of a burden in your jurisdiction than they are in other jurisdictions in Fresno County?

8. Do you think that the housing needs of farmworkers are a more serious issue in your jurisdiction than in the other jurisdictions in Fresno County.

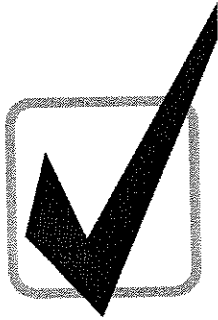
9. Are there any other factors which in your view should be incorporated into the methodology that allocates regional housing needs to the individual jurisdictions?

2001 Plan Market Areas





Joint TTC/PAC Meeting



ACTION/DISCUSSION ITEMS
AGENDA ITEM III. B.

CITY OF FIREBAUGH



FRESNO COUNTY, CALIFORNIA

1575 ELEVENTH STREET
FIREBAUGH, CALIFORNIA 93622-2547
(559) 659-2043
FAX (559) 659-3412

November 9, 2006

Fresno County Abandoned Vehicle
Abatement Service Authority

Via

Barbara Goodwin, Executive Director
Council of Fresno County Governments
2035 Tulare Street, Suite 201
Fresno, Ca. 93721

RE: Code Enforcement Tracking Database

The Firebaugh Police Department has purchased the Code Enforcement database software from Gary Bufkin, Computer Consultant specifically for the Fresno County Abandoned Vehicle Abatement Program. The cost of the database is \$7,500.00, which will be shared by Code Enforcement, which is the Fire Chief who also does abatement of abandoned vehicles.

The City of Firebaugh is requesting that \$5,000.00 be reimbursed as an equipment purchase under the AVA Program. This database will allow us to better track vehicle abatements, necessary letters and notices that are generated by this database to owners, and generate reports for internal or external purchases. This amount is two-thirds (2/3) of the total amount and the other one-third (1/3) will be shared by Code Enforcement for tracking of other city code violations. The database can easily be integrated with other departments (building, etc) in the future.

The database is tremendously assisting the police department in conducting and ensuring accurate reporting and tracking. The police department is the department responsible for all reporting purposes to Fresno County COG – AVA Program.

Should you have any questions regarding this letter, please contact me at (559) 659-3051.

Respectfully,

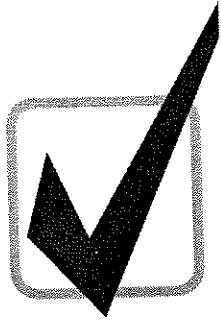
Elsa Lopez
Chief of Police
Firebaugh Police Department

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BY: _____
FRESNO COG

Joint TTC/PAC Meeting



ACTION/DISCUSSION ITEMS
AGENDA ITEM III. C.

Objective

To develop and demonstrate an approach, which can be used to establish public and private sector consensus on transportation issues associated with the State Route 99 corridor.

To build a much needed valleywide consensus on how to improve the State Route 99 corridor so it can best support economic vitality in the most economically depressed region in California.

To incorporate the concepts of the Directors Policy on Context Sensitive Solutions on the State Route 99 corridor. This project will also support Business, Transportation and Housing Agency Secretary's specific request that stakeholder consensus be developed on whether or not to support designation of State Route 99 as an Interstate route and how to modernize Safety Roadside Rest Stops to meet the needs of 21st century travelers.

Discussion

The State Route 99 corridor in the San Joaquin Valley traverses seven counties and passes through over 25 cities and communities. This project will develop and demonstrate an approach, which can be used to establish public and private sector consensus on transportation issues associated with this very long and diverse corridor.

The project will focus on conducting comprehensive outreach, which will result in consensus on critical issues facing the 275-mile State Route 99 corridor in the San Joaquin Valley. Outreach and consensus building will focus around several key issues facing the San Joaquin Valley. Business, Transportation and Housing Agency Secretary Sunne Wright McPeak has specifically requested that the Great Valley Center take a leadership role in developing consensus on specified transportation issues in the San Joaquin Valley. The Great Valley Center will be the lead consultant on this project.

The first goal of this project is to demonstrate how consensus can be attained among citizens and public and private sector entities on controversial issues along the 275-mile State Route 99 corridor. The second goal is to establish key elements, to modernize Safety Roadside Rest Areas for 21st Century travelers as well as provide safety through reduced driver fatigue. The objective is to plan and implement an initial phase for the ITS World Conference to be held in California in November, 2005. The third goal is to provide valleywide consensus among stakeholders regarding whether or not the State administration should support Interstate designation for State Route 99 in the San Joaquin Valley. The fourth goal is to help Caltrans establish a corridor theme as an economic catalyst for the San Joaquin Valley using the Great Valley Center sponsored "Highway 99 Task Force".

Previous Work Completed

Caltrans has developed the draft Route 99 Corridor Enhancement Master Plan which is intended to unify aesthetic treatments with corridor roadway improvements and establish a corridor theme. There has been wide spread support for the Master Plan. This Work Element can build upon current community and elected officials support for the Master Plan by promoting the linkage of transportation, business enhancement and job creation.

Products

- Interstate designation Summary report.
- Report to BT&H Secretary.
- Facilitate joint agency meetings.
- Final report summarizing 21st Century Rest Stop elements such as interactive kiosks, internet access, real time congestion and accident info with alternate routing suggestions.

- Completion of four Hwy 99 Corridor Task Force outreach meetings.
- Meeting materials and web site updates.
- Conduct Route 99 Corridor concurrent session at the Annual Great Valley Conference.
- Final report with recommendations for the Route 99 Corridor Theme.

Tasks

- 914.01 Facilitate Interstate 99 outreach.
- 914.02 Prepare Interstate designation report.
- 914.03 Host meetings to develop 21st Century Rest Stop.
- 914.04 Prepare 21st Century Rest Stop report/recommendations.
- 914.05 Conduct public outreach meetings.
- 914.06 Prepare outreach meeting materials.
- 914.07 Develop Route 99 Corridor concurrent session at the Annual Central Valley Conference in Sacramento.
- 914.08 Establish consensus for a Route 99 corridor theme.

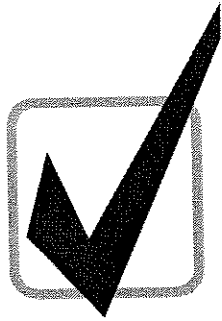
914 State Route 99 Consensus Building																	914		
Task Description	C O G	C N T Y	F R E S	F A X	C L O V	O T H R	% of Work	J U L	A U G	S E P	O C T	N O V	D E C	J A N	F E B	M A R	A P R	M A Y	J U N
914.01 Interstate 99 outreach.							20												
914.02 Interstate designation report.							15												
914.03 Develop 21 st Cent. Rest Stop.							5												
914.04 Prepare Rest Stop report							15												
914.05 Conduct pub. outreach mtgs.							5	■	■	■	■	■	■	■					
914.06 Prepare outreach mtg mat.							10	■	■	■	■	■	■	■					
914.07 Rte 99 Pres @ GV Conf.							15												
914.08 Estab. cons for Rte 99 theme.							15	■	■	■	■	■	■	■					

914 State Route 99 Consensus Building

Revenues	\$\$\$\$
FTA MPO 5303	
FTA Section 5307	
FTA /TPA 5313(b)	
FHWA PL	
FHWA/STATE SB 45	
FHWA/STATE ITS	
STATE Planning & Research	18,000
STATE FSP	
COFCG LTF	
FCTA	
OTHER	4,500
Total	22,500

Expenditures	\$\$\$\$	-py-
Fresno COG		
County		
Fresno		
Clovis		
FCEOC		
Contracts	22,500	
Total	22,500	

Joint TTC/PAC Meeting



ACTION/DISCUSSION ITEMS
AGENDA ITEM III. D.

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2006-41

In the Matter of:)
)
2007)
Federal Transportation)
Improvement Program)

RESOLUTION ADOPTING AMENDMENT 2
(FORMAL) TO THE 2007 FTIP.

WHEREAS, the Council of Fresno County Governments (COFCG) is a designated Regional Transportation Planning Agency (RTPA) and a Metropolitan Planning Organization (MPO), pursuant to State and Federal designation; and

WHEREAS, the **2007 Federal Transportation Improvement Program** has been prepared to comply with Federal and State requirements for local projects; and

WHEREAS, the **Federal Transportation Improvement Program** has been prepared through a cooperative process between the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the State Department of Transportation (Caltrans), principal elected officials of general purpose local governments and their staffs, and public owner operators of mass transportation services acting through the COFCG forum and general public involvement; and

WHEREAS, this Amendment (1) Revises schedules, phases and funding amounts of projects currently programmed in the 2007 FTIP in order to achieve financial constraint and to accommodate local agency requests (2) Revises project descriptions and makes other minor changes as warranted (3) Revises the schedule and funding amounts of currently programmed projects (4) Revises Appendixes.

WHEREAS, the program listing is consistent with: 1) the amended **2004 Regional Transportation Plan**; 2) the **State Transportation Improvement Program**; and 3) the **July 2006 Air Quality Conformity Determination**; and

WHEREAS, the Federal Transportation Improvement Program contains the MPO's certification of the transportation planning process assuring that all federal requirements have been fulfilled; and

WHEREAS, projects submitted in the TIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, the COFCG process for TIP project selection is currently serving as the MPO's formal Project Selection Process as required under SAFETEA-LU and is consistent with the outlined guidance; and

WHEREAS, the proposed projects are determined to be exempt from the conformity determination requirement per 40 CFR 93.126

WHEREAS, the amendment has been circulated and reviewed by the Council of Fresno County Governments' member agencies representing their technical and management staffs; representatives of other governmental agencies, including State and Federal; representatives of special interest groups; representatives of the private business sector; and residents of Fresno County; and

WHEREAS, a public hearing was held on December 14, 2006 to consider Amendment 2 to the Federal Transportation Improvement Program.

NOW THEREFORE BE IT RESOLVED, that the Council of Fresno County Governments hereby amends the **2007 Federal Transportation Improvement Program for Fresno**.

BE IT FURTHER RESOLVED, that the approval of this resolution constitutes a recommendation for funding approval by the Council of Fresno County Governments this 14th day of December, 2006.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 14th day of December, 2006.

Signed: _____
Barbara Goodwin, Executive Director

Signed: _____
Trinidad M. Rodriguez, Chairman

Congestion Mitigation and Air Quality Program (Non-transit)												
Route Postmile PIN Dist-EA Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)					Change Description Project Comments Funding Summary (Current & Prior Years)			
				Triennial Element								
				06/07	07/08	08/09	09/10	10/11		11/12		
	Total Escalated Cost											
	Status											
FRE020128	In Fresno - At Intersection of Clinton and West Avenues - Install Traffic Flow Improvements Including Dual EB & WB Left-Turn Lanes and Protected Left Phasing EB & WB. ITS smart- \$ 635,500	PE RW Const Total	47,900 72,000 119,900	515,600						Cost/Scope/Sch. Change ***** Version 6 - 11/03/2006 ***** ***** Version 5 - 03/24/2005 ***** ***** Version 4 - 06/15/2004 ***** ***** Version 3 - 07/03/2003 ***** Prior 13,800 106,100 Current 59,100 456,500		
CMAQ/CITY 5.01 Fresno, City of	FTIP Amend 2.00 20300000188			515,600								
FRE020133	In Fresno - Lump-Sum Construction of New Trails to Serve Fresno/Clovis Metropolitan Area Trail System. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	PE RW Const Total	75,800 1,000 76,800	87,500	61,600 375,000					Cost/Scope/Sch. Change ***** Version 9 - 11/03/2006 ***** ***** Version 8 - 05/22/2006 ***** ***** Version 7 - 03/01/2006 ***** ***** Version 6 - 06/13/2005 ***** Prior 8,800 68,000 Current 60,100 464,000		
CMAQ/CITY 3.02 Fresno, City of	\$ 600,900 20300000227 FTIP Amend 2.00			87,500	436,600							
FRE020134	In Fresno - Lump-Sum Pedestrian Facilities to Include Sidewalks and Signal Upgrades for Pedestrians. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	PE RW Const Total	46,000							Cost/Scope/Sch. Change ***** Version 7 - 11/03/2006 ***** ***** Version 6 - 03/01/2006 ***** ***** Version 5 - 03/24/2005 ***** ***** Version 4 - 06/15/2004 ***** Prior 5,300 40,700 Current 51,900 400,400		
CITY/CMAQ 3.02 Fresno, City of	\$ 498,300 20300000228 FTIP Amend 2.00					452,300						
FRE040109	Replace existing 4-way stop control at intersection of North and Cedar with fully activated traffic signal. 4 legs of intersection will be modified.	PE RW Const Total	75,500	10,100						Cost/Scope/Sch. Change ***** Version 4 - 11/03/2006 ***** ***** Version 3 - 05/22/2006 ***** ***** Version 2 - 05/15/2006 ***** ***** Version 1 - 03/22/2005 ***** Prior 8,700 66,800 Current 70,400 542,800		
CMAQ/CITY 5.02 Fresno, City of	\$ 668,700 20300000315 FTIP Amend 2.00			10,100		603,100						
FRE070107	Traffic synchronization and signal coordination along Shaw Ave. from Highway 98 to Highway 41. Install ITS conduits, fiber, communication cabinets and 2070L traffic signal controllers.	PE RW Const Total			350,100					Cost/Scope/Sch. Change ***** Version 2 - 11/03/2006 ***** Regional bid ***** Version 1 - 04/24/2006 ***** Prior Current 481,900 3,718,300		
CMAQ/CITY 5.07 Fresno, City of	\$ 4,200,100 20300000389 FTIP Amend 2.00				350,100	3,185,300	664,700					
FRE070109	Completion of the Sugar Pine Trail from Chestnut to Copper, a Class I bikeway and pedestrian trail.	PE RW Const Total			61,600					Cost/Scope/Sch. Change ***** Version 2 - 11/03/2006 ***** Regional bid ***** Version 1 - 04/24/2006 ***** Prior Current 148,500 595,700		
CMAQ/CITY 3.02 Fresno, City of	\$ 744,200 20300000391 FTIP Amend 2.00					61,600	682,600					

San Joaquin Format (Highest Version)

San Joaquin Format (Highest Version)						
Lump sum traffic flow improvements.						Cost/Scope/Sch. Change
						***** Version 2 - 11/06/2008 ***** ***** Version 1 - 03/22/2005 *****
FRE040116						
CMAQ/AGENCY 5.01	\$ 96,600					Prior
San Joaquin, Cty	FTIP Amend 2.00	20300000322	Total		96,600	Current
						85,500

Hazard Elimination Safety Program

Hazard Elimination Safety Program														
Route Postmile PIN		Description		Phase		Prior Years		Program Schedule (Construction costs escalated per Caltrans percentage)					Change Description	
Dist-EA Fund		Total Escalated Cost						Triennial Element					Project Comments	
AQ Lead		Status						06/07	07/08	08/09	09/10	10/11	11/12	Funding Summary (Current & Prior Years)
FRED0401		Lump-Sum Hazard Elimination Safety Program. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.		PE RW Const		1,047,800		672,000						Cost/Scope/Sch. Change ***** Version 5 - 11/03/2006 ***** ***** Version 4 - 09/26/2006 ***** ***** Version 3 - 07/05/2006 ***** ***** Version 2 - 06/29/2005 *****
STPG-UAGENCY 1.06 Caltrans		\$ 6,698,900 FTIP Amend 2.00		Total		1,047,800		4,651,100						Prior 943,000 Current 4,198,500

Regional Surface Transportation Program

Regional Surface Transportation Program										
Route Postmile PIN Dist-EA Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)					Change Description Project Comments Funding Summary (Current & Prior Years)	
				Triennial Element						
				06/07	07/08	08/09	09/10	10/11		
				11/12						
	Total Escalated Cost			654,000						
	Status									
FREQ20616	In Fresno - Lump-Sum Traffic Control Devices and Operating Assistance. Complete Comprehensive Plan to Identify Signal Locations. Complete Signing for Major Streets/Schools. Consistent w/	PE RW Const	70,000						Cost/Scope/Sch. Change ***** Version 6 - 11/03/2006 ***** ***** Version 5 - 05/17/2008 ***** ***** Version 4 - 03/24/2005 ***** ***** Version 3 - 06/16/2004 *****	
STPL/CITY 1.07 Fresno, City of	\$ 724,000 FTIP Amend 2.00	Total	70,000	654,000					Prior 8,000 Current 75,000 579,000	
FREQ20617	In Fresno - Lump-Sum A/C Overlays or Cold Recycle Overlays on Various Eligible Routes (No Additional Travel Lanes). Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.	PE RW Const	100,000 599,900		82,300	122,000			Cost/Scope/Sch. Change ***** Version 7 - 11/03/2006 ***** ***** Version 6 - 06/27/2008 ***** ***** Version 5 - 06/27/2006 ***** ***** Version 4 - 03/24/2005 *****	
STPL/CITY 1.10 Fresno, City of	\$ 4,816,000 FTIP Amend 2.00	Total	699,900	1,048,300	366,300	1,845,400	451,800	406,300	Prior 80,200 Current 472,300 619,700 3,645,800	

San Joaquin Format (Highest Version)

San Joaquin Format (Highest Version)									
	In Fresno - Lump-Sum Median Islands On Various Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243.								Delete Project
FREQ020618	STPL/CITY 1.16 Fresno, City of			PE RW Const					***** Version 6 - 11/03/2006 ***** ***** Version 5 - 05/17/2006 ***** ***** Version 4 - 03/24/2005 ***** ***** Version 3 - 06/16/2004 *****
	\$ 1,016,600 FTIP Amend 2.00	203000000250		Total				1,016,600	Prior Current 116,600 900,000
									Cost/Scope/Sch. Change
FREQ020621	STPL/CITY 4.09 Fresno, City of			PE RW Const					***** Version 6 - 11/03/2006 ***** ***** Version 5 - 05/17/2006 ***** ***** Version 4 - 03/24/2005 ***** ***** Version 3 - 06/16/2004 *****
	In Fresno - Lump-Sum Landscaping and Plantings In Median Islands, On Trails, and Streetscapes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243.								Prior 314,300
	\$ 903,600 FTIP Amend 2.00	203000000253		Total				548,600	Current 62,900 485,700
									Cost/Scope/Sch. Change
FREQ020635	STPL/CITY/CMAQ 4.01 Reedley, City of			PE RW Const					***** Version 6 - 11/02/2006 ***** ***** Version 5 - 05/17/2006 ***** ***** Version 4 - 06/23/2005 ***** ***** Version 3 - 06/16/2004 *****
	Manning Avenue Corridor Master Plan & Study Identification of techniques to reduce congestion along corridor.								Prior 40,700
	\$ 379,200 FTIP Amend 2.00	203000000241		Total				293,700	Current 38,200 295,000
									Cost/Scope/Sch. Change
FREQ040623	STPL/CITY 4.09 Reedley, City of			PE RW Const					2 phases of CON with 2 contracts ***** Version 3 - 11/02/2006 ***** ***** Version 2 - 05/17/2006 ***** ***** Version 1 - 05/23/2005 *****
	Gateway landscaped median and misc Improvements								Prior 250,000
	\$ 282,400 FTIP Amend 2.00	203000000371		Total				162,400	Current 32,400
									Cost/Scope/Sch. Change
FREQ040610	CITY/STPL 1.10 San Joaquin, City of			PE RW Const					***** Version 3 - 11/03/2006 ***** ***** Version 2 - 04/04/2006 ***** ***** Version 1 - 03/23/2005 *****
	Colorado Ave. from Manning Ave. to Fifth St. and Manning from Sutter to 700 ft. west of Sutter. Repair, reconstruct & install A/C overlay.								Prior 23,000
	\$ 350,000 FTIP Amend 2.00	203000000341		Total				324,000	Current 37,200 286,800
									Cost/Scope/Sch. Change
FREQ040619	CITY/STPL 1.10 San Joaquin, City of			PE RW Const					***** Version 2 - 10/24/2006 ***** ***** Version 1 - 03/23/2005 *****
	Lump sum A/C overlays and necessary reconstruction on eligible routes for safety (no additional travel lanes).								Prior 177,000
	\$ 199,900 FTIP Amend 2.00	203000000348		Total				199,900	Current 22,900
									Cost/Scope/Sch. Change
FREQ070616	STPL/CITY 1.10 San Joaquin, City of			PE RW Const					***** Version 2 - 10/24/2006 ***** ***** Version 1 - 04/25/2006 *****
	Main Street from Arizona Ave. to Placer Ave. Remove and replace existing asphalt paving.								Prior 274,000
	\$ 309,500 FTIP Amend 2.00	203000000418		Total				23,700	Current 35,500
									Cost/Scope/Sch. Change

Council of Fresno County Governments 2007 Federal Transportation Improvement Program

San Joaquin Format (Highest Version)

State Highway Operations and Protection Program

State Highway Operations and Protection Program										
Route Postmile PIN Dist-EA Fund AQ Lead		Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)					Change Description Project Comments Funding Summary (Current & Prior Years)
		Total Escalated Cost			Triennial Element					
		Status			06/07	07/08	08/09	09/10	10/11	11/12
FRE071010		Lump-Sum "Collision Reduction" Category	PE		1,267,000					
		SHOPP: Non-capacity increasing projects roadside	RW		395,000					
		rehabilitation. Consistent with 40 CFR part 93.126	Const		3,592,000					
		127, 128, exempt tables 2&3.								
SHOPPAC/ST-Cat 4.01		\$ 5,258,000			5,258,000					
Caltrans		FTIP Amend 2.00	Total							

Transportation Enhancement Activities Program

Transportation Enhancement Activities Program										
Route Postmile PIN Dist/EA Fund AQ Lead	Description	Phase	Prior Years	Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description Project Comments Funding Summary (Current & Prior Years)
				Triennial Element						
				06/07	07/08	08/09	09/10	10/11	11/12	
				Local	State	Federal				
	Total Escalated Cost									Cost/Scope/Sch. Change
	Status									***** Version 2 - 10/24/2006 ***** ***** Version 1 - 07/05/06 ***** Project data transferred from 2006 STIP 4.
FRE041818	In the City of San Joaquin along Main Street from Colorado Avenue to Nevada Avenue. Install decorative crosswalks, landscaped planter islands, streetlights and benches.	PE	2,300	15,800						Prior 300 Current 31,700 2,000 245,000
06-4C2004		RW		260,900						
STPE/CITY		Const		276,700						
4.12	\$ 279,000	Total	2,300							
San Joaquin, City of	FTIP Amend 2.00	103000000225								

Financial Summary Form

2007 FSTIP

MPO:

(Dollars x \$1,000)

Programmed	2006/07	2007/08	2008/09	TOTAL
State Highway Account Funds (State & State FHWA Funds)				
SHOPP (State Cash)	\$1,944	\$683	\$16,096	\$18,383
SHOPP (AC)	\$15,004	\$5,260	\$19,255	\$36,888
SHOPP Prior	\$566	\$0	\$0	\$566
STIP Int (state Cash)	\$0	\$0	\$120	\$120
STIP Int	\$0	\$30	\$123	\$153
STIP Regional	\$8,360	\$115	\$216	\$8,691
STIP Prior	\$1,500	\$0	\$0	\$1,500
STIP TE	\$1,026	\$1,616	\$763	\$3,405
AB 3090	\$0	\$135	\$0	\$135
Local Assistance				
Congestion Mitigation and Air Quality	\$10,543	\$11,189	\$11,406	\$33,138
Regional Surface Transportation Program	\$9,460	\$10,512	\$10,506	\$30,477
Highway Bridge Program	\$841	\$0	\$0	\$841
Highway Safety Improvement Program (HES)	\$4,199	\$0	\$0	\$4,199
Safe Routes to School Program	\$0	\$0	\$0	\$0
Railway - Highway Crossings	\$1,000	\$2,000	\$0	\$3,000
Other Federal Highway Programs				
Federal Lands Highway Program ¹	\$0	\$0	\$0	\$0
High Priority Projects Program	\$6,945	\$192	\$2,800	\$9,937
High Priority Projects Program Adv. Con. Conversion	\$240	\$2,060	\$2,108	\$4,408
Demonstration - TEA21	\$26,123	\$0	\$8,800	\$34,923
Coordinated Border Infrastructure Program	\$0	\$0	\$0	\$0
Recreational Trails Program	\$0	\$0	\$0	\$0
National Corridor Infrastructure Improvement Program	\$0	\$0	\$0	\$0
Ferry Boat Discretionary	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$0	\$0	\$0	\$0
Projects of National and Regional Significance	\$0	\$0	\$0	\$0
Emergency Relief Program	\$50	\$50	\$50	\$150
Other (Describe)	\$0	\$0	\$0	\$0
Federal Transit Administration Funds				
5303 - Metropolitan Planning Program	\$0	\$0	\$0	\$0
5307 - Urbanized Area Formula Program	\$10,009	\$10,752	\$11,506	\$32,267
5308 - Clean Fuel Formula Program	\$0	\$0	\$0	\$0
5309 - Bus and Bus Facility Grants	\$2,160	\$1,360	\$960	\$4,480
5309 - Capital Investment Grants "New Starts"	\$0	\$0	\$0	\$0
5310 - Formula Program for Elderly & Persons with Disabilities	\$0	\$0	\$0	\$0
5311 - Other Than Urbanized Area Formula Program	\$1,426	\$1,039	\$1,099	\$3,564
5311 © - Public Transportation on Indian Reservations	\$0	\$0	\$0	\$0
5316 - Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0
5317 - New Freedom Program	\$0	\$0	\$0	\$0
5320 - Transit in the Parks	\$0	\$0	\$0	\$0
Non-Title 23/Federal Transit Funds (Describe)				
Other State Funds				
Traffic Congestion Relief Program	\$0	\$0	\$0	\$0
Other (Describe)	\$0	\$0	\$0	\$0
Local Funds				
High Priority Projects Program/ Advanced Construction	\$3,640	\$48	\$0	\$0
Local city/county/agency	\$7,224	\$9,314	\$7,392	\$0
Measure C	\$46,531	\$1,150	\$0	\$0
Total programmed	\$158,791	\$57,505	\$93,200	\$231,225

1. Federal Lands Highway Program includes
- Indian Reservation Roads
 - NPS Parkway and Park Roads
 - F&WS Refuge Roads
 - Public Lands Program
 - Forest Highways
 - Public Land Highways Discretionary

Financial Summary Form

2007 FSTIP

MPO:

(Dollars x \$1,000)

Revenue	2006/07	2007/08	2008/09	TOTAL
State Highway Account Funds (State & State FHWA Funds)				
SHOPP (State Cash)	\$1,944	\$683	\$16,096	\$18,383
SHOPP (AC)	\$15,004	\$5,260	\$19,255	\$36,888
SHOPP Prior	\$566	\$0	\$0	\$566
STIP Int (state Cash)	\$0	\$0	\$120	\$120
STIP Int	\$0	\$30	\$123	\$153
STIP Regional	\$8,360	\$115	\$216	\$8,691
STIP Prior	\$1,500	\$0	\$0	\$1,500
STIP TE	\$1,026	\$1,616	\$763	\$3,405
AB 3090	\$0	\$135	\$0	\$135
Local Assistance				
Congestion Mitigation and Air Quality	\$10,694	\$11,330	\$11,450	\$33,474
Regional Surface Transportation Program	\$9,539	\$10,512	\$10,698	\$30,749
Highway Bridge Program	\$841	\$0	\$0	\$841
Highway Safety Improvement Program (HES)	\$4,199	\$0	\$0	\$4,199
Safe Routes to School Program	\$0	\$0	\$0	\$0
Railway - Highway Crossings	\$1,000	\$2,000	\$0	\$3,000
Other Federal Highway Programs				
Federal Lands Highway Program ¹	\$0	\$0	\$0	\$0
High Priority Projects Program	\$6,945	\$192	\$2,800	\$9,937
High Priority Projects Program Adv. Con. Conversion	\$240	\$2,060	\$2,108	\$4,408
Demonstration - TEA21	\$26,123	\$0	\$8,800	\$34,923
Coordinated Border Infrastructure Program	\$0	\$0	\$0	\$0
Recreational Trails Program	\$0	\$0	\$0	\$0
National Corridor Infrastructure Improvement Program	\$0	\$0	\$0	\$0
Ferry Boat Discretionary	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$0	\$0	\$0	\$0
Projects of National and Regional Significance	\$0	\$0	\$0	\$0
Emergency Relief Program	\$50	\$50	\$50	\$150
Other (Describe)	\$0	\$0	\$0	\$0
Federal Transit Administration Funds				
5303 - Metropolitan Planning Program	\$0	\$0	\$0	\$0
5307 - Urbanized Area Formula Program	\$10,009	\$10,752	\$11,506	\$32,267
5308 - Clean Fuel Formula Program	\$0	\$0	\$0	\$0
5309 - Bus and Bus Facility Grants	\$2,160	\$1,360	\$960	\$4,480
5309 - Capital Investment Grants "New Starts"	\$0	\$0	\$0	\$0
5310 - Formula Program for Elderly & Persons with Disabilities	\$0	\$0	\$0	\$0
5311 - Other Than Urbanized Area Formula Program	\$1,426	\$1,039	\$1,099	\$3,564
5311 © - Public Transportation on Indian Reservations	\$0	\$0	\$0	\$0
5316 - Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0
5317 - New Freedom Program	\$0	\$0	\$0	\$0
5320 - Transit in the Parks	\$0	\$0	\$0	\$0
Non-Title 23/Federal Transit Funds (Describe)				
Other State Funds				
Traffic Congestion Relief Program	\$0	\$0	\$0	\$0
Other (Describe)	\$0	\$0	\$0	\$0
Local Funds				
High Priority Projects Program/ Advanced Construction	\$3,640	\$48	\$0	\$0
Local city/county/agency	\$7,224	\$9,314	\$7,392	\$0
Measure C	\$46,531	\$1,150	\$0	\$0
Total programmed	\$159,021	\$57,646	\$93,436	\$231,833

1. Federal Lands Highway Program includes
- Indian Reservation Roads
 - NPS Parkway and Park Roads
 - F&WS Refuge Roads
 - Public Lands Program
 - Forest Highways
 - Public Land Highways Discretionary

Financial Summary Form

2007 FSTIP

MPO:

(Dollars x \$1,000)

Revenue Vs. Programmed	2006/07	2007/08	2008/09	TOTAL
State Highway Account Funds (State & State FHWA Funds)				
SHOPP (State Cash)	\$0	\$0	\$0	\$0
SHOPP (AC)	\$0	\$0	\$0	\$0
SHOPP Prior	\$0	\$0	\$0	\$0
STIP int (state Cash)	\$0	\$0	\$0	\$0
STIP Int	\$0	\$0	\$0	\$0
STIP Regional	\$0	\$0	\$0	\$0
STIP Prior	\$0	\$0	\$0	\$0
STIP TE	\$0	\$0	\$0	\$0
AB 3090	\$0	\$0	\$0	\$0
Local Assistance				
Congestion Mitigation and Air Quality	\$151	\$141	\$44	\$336
Regional Surface Transportation Program	\$79	\$0	\$192	\$272
Highway Bridge Program	\$0	\$0	\$0	\$0
Highway Safety Improvement Program (HES)	\$0	\$0	\$0	\$0
Safe Routes to School Program	\$0	\$0	\$0	\$0
Railway - Highway Crossings	\$0	\$0	\$0	\$0
Other Federal Highway Programs				
Federal Lands Highway Program ¹	\$0	\$0	\$0	\$0
High Priority Projects Program	\$0	\$0	\$0	\$0
High Priority Projects Program Adv. Con. Conversion	\$0	\$0	\$0	\$0
Demonstration - TEA21	\$0	\$0	\$0	\$0
Coordinated Border Infrastructure Program	\$0	\$0	\$0	\$0
Recreational Trails Program	\$0	\$0	\$0	\$0
National Corridor Infrastructure Improvement Program	\$0	\$0	\$0	\$0
Ferry Boat Discretionary	\$0	\$0	\$0	\$0
National Scenic Byways Program	\$0	\$0	\$0	\$0
Projects of National and Regional Significance	\$0	\$0	\$0	\$0
Emergency Relief Program	\$0	\$0	\$0	\$0
Other (Describe)	\$0	\$0	\$0	\$0
Federal Transit Administration Funds				
5303 - Metropolitan Planning Program	\$0	\$0	\$0	\$0
5307 - Urbanized Area Formula Program	\$0	\$0	\$0	\$0
5308 - Clean Fuel Formula Program	\$0	\$0	\$0	\$0
5309 - Bus and Bus Facility Grants	\$0	\$0	\$0	\$0
5309 - Capital Investment Grants "New Starts"	\$0	\$0	\$0	\$0
5310 - Formula Program for Elderly & Persons with Disabilities	\$0	\$0	\$0	\$0
5311 - Other Than Urbanized Area Formula Program	\$0	\$0	\$0	\$0
5311 © - Public Transportation on Indian Reservations	\$0	\$0	\$0	\$0
5316 - Job Access and Reverse Commute Program	\$0	\$0	\$0	\$0
5317 - New Freedom Program	\$0	\$0	\$0	\$0
5320 - Transit in the Parks	\$0	\$0	\$0	\$0
Non-Title 23/Federal Transit Funds (Describe)				
Other State Funds				
Traffic Congestion Relief Program	\$0	\$0	\$0	\$0
Other (Describe)	\$0	\$0	\$0	\$0
Local Funds				
High Priority Projects Program/ Advanced Construction	\$0	\$0	\$0	\$0
Local city/county/agency	\$0	\$0	\$0	\$0
Measure C	\$0	\$0	\$0	\$0
Total programmed	\$230	\$141	\$236	\$608

1. Federal Lands Highway Program includes
 - Indian Reservation Roads
 - NPS Parkway and Park Roads
 - F&WS Refuge Roads
 - Public Lands Program
 - Forest Highways
 - Public Land Highways Discretionary

MPO ID#	Agency	F/TIP Title	F/TIP Description	Federal ID#	Description	Location	From	To
FRED020105	Covina	Lump-Sum Traffic Flow Improvements	In Clovis - Lump-Sum Traffic Flow Improvements. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 263.		Traffic Signal	Clovis at 7th		
FRED020106	Covina	Traffic Signal Synchronization	In Clovis - Lump-Sum Traffic Signal Synchronization. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 263.ITIS Project.		Fiber Optic	Shaw		Villa
FRED020132	Fresno	Grade Crossing	In Fresno - Lump-Sum Construction of Grade Crossings Along Brea and Pleasanton Streets.		Underpass	Sugar Pine Trail at Fresno Street		
FRED020135	Fresno	Pedestrian Trail Construction	Brea and Pleasanton Streets Construction of New Trail to Serve Fresno/Clovis Metropolitan Area Trail System. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 263.	3650(14)	Trail	Harrison Canal Bridge at Tule	Blackstone Ave	Nashville Blvd
FRED020136	Kerman	Traffic Flow Improvements	In Kerman - Lump-Sum Traffic Flow Improvements On Various Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 263.		Traffic Signals and signal interconnect	Whitebridge Road	Vineyard Ave	Sakurui Ave
FRED020142	Mendota	Pedestrian Facilities	In Mendota - Lump-Sum Pedestrian Facilities On Various Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 263.		Construction of missing sidewalks and curbs returns.	4th, 5th, 6th Streets		SR 160
FRED020150	Sanger	Traffic Flow Improvements	In Sanger - Lump-Sum Traffic Flow Improvements At Various Major Interactions. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 263.		Traffic signal	Behal Avenue at Church Avenue		
FRED020134	Fresno	Pedestrian Facilities	In Fresno - Lump-Sum Pedestrian Facilities To Provide Safe Access To Transit for Pedestrians. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 263.		Feasibility Studies	Capo Middle Main Street	Cordova	Gallup
FRED020146	San Joaquin	Lump Sum Traffic Flow Improvements	In San Joaquin - Lump-Sum Traffic Flow Improvements		Sidewalks	Merced California	Merced	Coronado

MPD ID#	Agency	FTP Title	FTP Description	Federal ID#	Location	From	To
FRED0603	Clovis	AC Overlays	In Clovis - Lump-Sum AC Overlays On Various Eligible Routes (w/ Additional Travel Lanes). Consistent with 40 CFR part 93.126, 127, 128, exempt tables 23.3.	5208 (0711) 5208 (070) 5208 (068)	Brookhaven Peach Villa	Lowell Saville Shaw	Clovis Masoli Santa Ana
FRED0605	Coalinga	Various AC Overlays/Reconstruction	In Coalinga - Lump-Sum Various AC Overlays/Reconstruction on Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 23.3.		Coalinga Street		Total
FRED0610	Fowler	AC Overlays, Curb, Gutter and Sidewalks	In Fowler - Lump-Sum Various AC Overlays On Various Eligible Routes (w/ Additional Travel Lanes) and Provide Curb, Gutter, and Sidewalks. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 23.3.	Full width overlay	Coalinga Street	Cambridge Ave	Polk Street
FRED0615	Fresno	Traffic Control Devices & Operating	In Fresno - Lump-Sum Traffic Control Devices and Operating Assistance. Complete Comprehensive Plan to Identify Signal Locations. Consistent with Major Street Schedule.	5060 (05)	Fowler	Merced Street	South Street
FRED0617	Fresno	AC Overlays of Curb/Nozzle Overlays	In Fresno - Lump-Sum AC Overlays of Curb/Nozzle Overlays on Various Eligible Routes (w/ Additional Travel Lanes). Consistent with 40 CFR part 93.126, 127, 128, exempt tables 23.3.	AC Overlay and Cold Recycling	City-Made		
FRED0618	Fresno	Median Islands	In Fresno - Lump-Sum Median Islands/On Various Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 23.3.	AC Overlay and Cold Recycling	City-Made	State Rte 41	Crossing
FRED0620	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0621	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0622	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0623	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0624	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0625	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0626	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0627	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0628	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0629	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0630	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0631	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0632	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0633	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0634	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0635	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0636	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0637	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0638	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0639	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0640	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0641	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0642	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0643	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0644	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0645	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0646	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0647	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0648	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0649	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0650	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0651	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0652	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0653	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0654	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0655	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle	State Rte 99	Total
FRED0656	Fresno	Sound Walls	In Fresno - Lump-Sum Sound Walls. Use for City Match To Caltrans Project On Freeways for Noise Attenuation.	Medians	Vehicle</		

SHOPP Lump Sum Project Listing

MPO ID#	Agency	FTP Title	FTP Description	Federal ID#	Description	Location	From	To
FRE071004	Caltrans	SHOPP Lump-Sum "Mobility"	Lump-Sum "Mobility" Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243.		In Fresno - North Avenue to north of San Joaquin River, also in Madera County - install fiber optic system in Fresno - Adrian Avenue to Bullard Avenue - install ramp meters at four locations	SR 41	North Ave	North of San Joaquin River
					In Fresno - Cedar Avenue to Ventura Avenue and from Clinton Avenue to San Joaquin River - install fiber optic system	SR 41	Adrian Ave	Bullard Ave
						SR 99	Clinton Ave	San Joaquin River
FRE071003	Caltrans	SHOPP Lump-Sum "Bridge Preservation"	Lump-Sum "Bridge Preservation" Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243.		Near Fresno - at Whitehorse Creek (Bridge #42-0078) - rehabilitate bridge (scour)	SR 190		
FRE071007	Caltrans	SHOPP Roadway Preservation	Lump-Sum "Roadside" Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243.		Near Fowler - Merced undercrossing to Central overcrossing - replacement planthole (potholes milled)	SR 99	Merced undercrossing	Central overcrossing
					Near Mendota - Kern Avenue to 0.4 miles south of Panchito Road - rehabilitation	15	Kern Ave	Panchito Rd
					Near Fresno - north of Route 145 to Kerman - pavement reconstruction	15	Route 145	Kerman
					In Fresno - South Fresno Viaduct to the Madera County line - pavement preservation	SR 41		
FRE041001	Caltrans	SHOPP Lump-Sum "Roadside Preservation"	Lump-Sum "Roadside Preservation" Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243.		In Fresno - Van Ness Avenue to Shields Avenue, also Route 180 west of 1st Street (SR 97/228/3) - improve bridge structure	SR 41	Van Ness Ave	Shields Ave
					Near Coalinga - Coalinga/Kerman State Roadside Rest Area - rest area improvements	15		
					In Fresno - El Dorado Street to Kerman Branch Underpass, also on Route 99 from 180 to North Fresno Overcrossing - highway planting restoration	SR 99		
FRE071008	Caltrans	SHOPP Emergency Response	SHOPP: Emergency Response Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243.		Near Fresno - at Whitehorse Creek (Bridge #42-0078) - stabilize bridge piers	SR 190		
					Near Auberry - approximately 2 miles west of Auberry Road - remove debris, reconstruct overpass	SR 168		
FRE071010	Caltrans	SHOPP Lump-Sum "Collision Reduction"	Lump-Sum "Collision Reduction" Category SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243.	64-60	Near Selma - On State Route 43 at Cornop Avenue, install left-turn lane and left-turn lane lighting	SR 24		
				65-29	Near Coalinga - 0.2 miles south of Route 33 to 0.4 miles south of Arroyo Honda undercrossing - bridge median barrier	15		0.6 miles south of Arroyo Honda

HES Lump Sum Project Listing

MPO ID#	Agency	FTP Title	FTP Description	Federal ID#	Description	Location	From	To
FRE040401	Caltrans	Lump-Sum Hazard Elimination Safety	Lump-Sum Hazard Elimination Safety Program. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243.		UPGRADE TRAFFIC SIGNAL, MODIFY AND UPGRADE INTERSECTION AND PEDESTRIAN FEATURES	INTERSECTION OF BLACKSTONE AVE AND DAYTON AVE		
					Near Coalinga-0.2 miles south of Route 33 to 0.6 miles south of Arroyo Honda Undercrossing - install median barrier	15		Yosemite Valley RR Crossing
				59-18	Cover open irrigation system - relocated power poles - water main	Substation Ave		
				65-41	Install traffic signal at intersection with turn lane - intersection of Highway 41 and Highway 41	Intersection of Highway 41 and Highway 41		
				2028	Expand box culvert	Arroyo Ave - 0.501 Miles of McDowell Ave		
				2032	Construct left turn lane	Adelphi Rd. and Millerton Rd.		

130- Railroad Grade Crossing Protection Program

MPO ID#	Agency	FTP Title	FTP Description	Federal ID#	Description	Location	From	To
FRE070701	Caltrans	130-Railroad Grade Crossing Program	Lump-Sum "130-Railroad Grade Crossing Protection Program. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243.	757184	Eliminate hazards at railroad grade crossing at the intersection of Central Avenue and UPRR in the unincorporated portion of Fresno County.	In the County of Fresno at the intersection of Central Avenue and UPRR.		
				026545	Eliminate hazards at railroad grade crossing at the intersection of West Avenue and BNSF.	In the City of Fresno at the intersection of West Avenue and BNSF.		
				026526	Eliminate hazards at railroad grade crossing at the intersection of Fresno Avenue and SJVR in the City of Fresno.	In the City of Fresno at the intersection of Fresno Avenue and San Joaquin Valley Railroad.		
				026355L	Eliminate hazards at railroad grade crossing at the intersection of 1st Street and SJVR in the City of Fresno.	In the City of Fresno at the intersection of 1st Street and San Joaquin Valley Railroad.		
				026361B	Eliminate hazards at railroad grade crossing at the intersection of Clovis Avenue and SJVR in the City of Fresno.	In the City of Fresno at the intersection of Clovis Avenue and San Joaquin Valley Railroad.		
				026361P	Eliminate hazards at railroad grade crossing at the intersection of Cedar Avenue and SJVR in the City of Fresno.	In the City of Fresno at the intersection of Cedar Avenue and San Joaquin Valley Railroad.		

