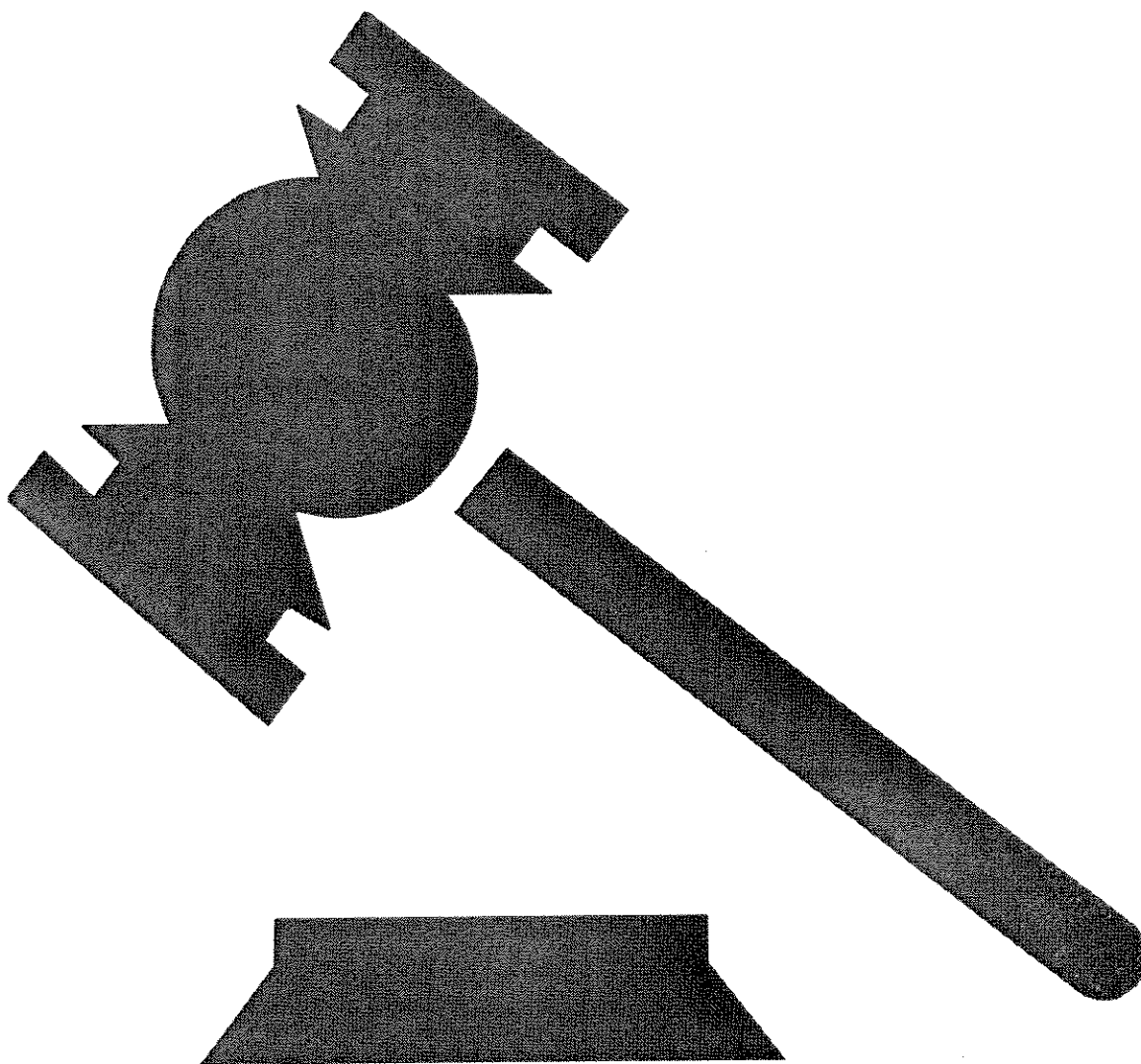




*TRANSPORTATION  
CONSENT ITEMS  
AGENDA ITEMS II. A-F.*



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 14<sup>th</sup> 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

[illegible]

**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.

Date: 11-01-06

Claimant: 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)                                                                      |              |
| <b>TOTAL PROJECT COSTS</b>                                                                     | \$ 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)                                            |              |
| <b>TOTAL PROJECT COSTS</b>                                           | \$ 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](http://www.fresnocog.org)*

The preparation of this report has been financed in part through a grant from the U.S. Department of Transportation, the Federal Transit Administration, and in part through local funds from the Council of Fresno County Governments





# **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



# FY05-06 TRANSIT PRODUCTIVITY EVALUATION

## TABLE OF CONTENTS

|                                                               |   |
|---------------------------------------------------------------|---|
| INTRODUCTION .....                                            |   |
| Overview of Fresno County Public Transportation Systems ..... | v |

### SECTION I FRESNO AREA EXPRESS/HANDY RIDE

|      |                                                                                             |      |
|------|---------------------------------------------------------------------------------------------|------|
| I.   | SUMMARY DESCRIPTION OF SERVICES .....                                                       | I-2  |
| II.  | SIGNIFICANT SERVICE CHANGES OR ACTIVITIES .....                                             | I-2  |
|      | New Fixed-Route Services and Minor Service Modifications .....                              | I-2  |
|      | Exterior Advertising .....                                                                  | I-3  |
|      | Bike N'Bus Program .....                                                                    | I-3  |
|      | Wheelchair Lift Deployments .....                                                           | I-3  |
|      | Handy Ride/Paratransit .....                                                                | I-3  |
|      | Planning .....                                                                              | I-3  |
|      | Operations .....                                                                            | I-4  |
|      | Maintenance .....                                                                           | I-4  |
|      | Public Information and Community Outreach .....                                             | I-5  |
| III. | TRIENNIAL PERFORMANCE AUDIT RECOMMENDATIONS (FY2001 TO FY2003).....                         | I-6  |
|      | A. Arthur Bauer & Associates (State - TDA Required Audit) .....                             | I-6  |
|      | B. Interactive Elements Inc. (Federal - FTA Required Audit) .....                           | I-7  |
| IV.  | FOLLOW-UP ON FY2005 PRODUCTIVITY EVALUATION RECOMMENDATIONS.....                            | I-9  |
| V.   | HIGHLIGHTS OF PRODUCTIVITY DATA .....                                                       |      |
|      | Fresno Area Express.....                                                                    | I-10 |
|      | Handy Ride Division .....                                                                   | I-11 |
| VI.  | FRESNO AREA EXPRESS/HANDY RIDE: FY2005-2006 PRODUCTIVITY<br>COMMITTEE RECOMMENDATIONS ..... | I-12 |

### SECTION II CLOVIS TRANSIT, STAGELINE, AND ROUNDUP

|      |                                                                                      |      |
|------|--------------------------------------------------------------------------------------|------|
| I.   | SUMMARY DESCRIPTION OF SERVICES.....                                                 | II-1 |
| II.  | SIGNIFICANT SERVICE CHANGES OR ACTIVITIES .....                                      | II-2 |
|      | Service.....                                                                         | II-2 |
|      | Planning.....                                                                        | II-2 |
|      | Marketing .....                                                                      | II-3 |
| III. | FOLLOW-UP ON TRIENNIAL PERFORMANCE AUDIT (FY2001 TO FY2003)<br>RECOMMENDATIONS ..... | II-3 |
| IV.  | FOLLOW-UP ON FY2005 PRODUCTIVITY EVALUATION RECOMMENDATIONS.....                     | II-4 |
| V.   | HIGHLIGHTS OF PRODUCTIVITY DATA.....                                                 | II-6 |
|      | Clovis Stageline .....                                                               | II-6 |
|      | Clovis Roundup .....                                                                 | II-6 |
| VI.  | CITY OF CLOVIS: FY2005-2006 PRODUCTIVITY COMMITTEE RECOMMENDATIONS .....             | II-7 |

### **SECTION III**

#### **FRESNO COUNTY RURAL TRANSIT AGENCY**

|      |                                                                                                                                                                                                                                                   |        |
|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| I.   | SUMMARY DESCRIPTION OF SERVICES.....                                                                                                                                                                                                              | III-1  |
| II.  | SIGNIFICANT SYSTEM SERVICE AND ADMINISTRATIVE CHANGES .....                                                                                                                                                                                       | III-3  |
|      | FCRTA Service Modifications for FY2006 .....                                                                                                                                                                                                      | III-3  |
|      | Marketing of Transit Services .....                                                                                                                                                                                                               | III-5  |
|      | Inner City Service Modifications .....                                                                                                                                                                                                            | III-5  |
|      | Ridership by Senior Citizens.....                                                                                                                                                                                                                 | III-6  |
|      | Management and Organization.....                                                                                                                                                                                                                  | III-6  |
|      | Accessible Services in Compliance with the ADA and Subsequent Implementation Regulations .....                                                                                                                                                    | III-7  |
|      | 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 (TCM) Plan and Congestion Management Plan (CMP) ..... | III-7  |
|      | Driver Training.....                                                                                                                                                                                                                              | III-9  |
|      | Vehicle Maintenance.....                                                                                                                                                                                                                          | III-9  |
| III. | TRIENNIAL PERFORMANCE AUDIT RECOMMENDATIONS FY2001 TO FY2003 .....                                                                                                                                                                                | III-10 |
| IV.  | FOLLOW-UP ON FY2005 PRODUCTIVITY COMMITTEE RECOMMENDATIONS.....                                                                                                                                                                                   | III-11 |
| V.   | HIGHLIGHTS OF PRODUCTIVITY DATA .....                                                                                                                                                                                                             | III-12 |
|      | Overall System .....                                                                                                                                                                                                                              | III-12 |
|      | Clarifications .....                                                                                                                                                                                                                              | III-13 |
|      | Subsystem Comments.....                                                                                                                                                                                                                           | III-13 |
| VI.  | FCRTA: FY2005-2006 PRODUCTIVITY COMMITTEE RECOMMENDATIONS .....                                                                                                                                                                                   | III-17 |

### **SECTION IV**

#### **CONSOLIDATED TRANSPORTATION SERVICES AGENCY FOR THE FRESNO METROPOLITAN AREA AND RURAL FRESNO COUNTY**

|       |                                                                |       |
|-------|----------------------------------------------------------------|-------|
| I.    | BACKGROUND.....                                                | IV-1  |
| II.   | SUMMARY DESCRIPTION OF SERVICES .....                          | IV-1  |
| III.  | ANNUAL AND TRIENNIAL REVIEW PROCESS .....                      | IV-4  |
| IV.   | SIGNIFICANT SERVICE/ADMINISTRATIVE CHANGES.....                | IV-5  |
|       | Passenger Transportation .....                                 | IV-5  |
|       | Meal Delivery Transportation .....                             | IV-5  |
|       | Vehicle Maintenance .....                                      | IV-5  |
|       | Maintenance Facilities.....                                    | IV-6  |
|       | Administrative Structure .....                                 | IV-6  |
| V.    | OVERALL CTSA SERVICES .....                                    | IV-7  |
|       | Vehicle Maintenance .....                                      | IV-7  |
|       | Driver Training .....                                          | IV-7  |
|       | Insurance .....                                                | IV-7  |
| VI.   | FOLLOW-UP ON THE FY2005 PRODUCTIVITY RECOMMENDATIONS.....      | IV-7  |
| VII.  | TRIENNIAL PERFORMANCE AUDIT FOR FY2001 TO FY2003.....          | IV-10 |
| VIII. | HIGHLIGHTS OF PRODUCTIVITY DATA.....                           | IV-11 |
| IX.   | CTSA: FY2005-2006 PRODUCTIVITY COMMITTEE RECOMMENDATIONS ..... | IV-11 |

## INDEX OF TABLES

|                                                                     |    |
|---------------------------------------------------------------------|----|
| Table 1 Fresno County Public Transportation Systems, FY2005-06..... | vi |
|---------------------------------------------------------------------|----|

### FRESNO AREA EXPRESS

|                                                                                                        |      |
|--------------------------------------------------------------------------------------------------------|------|
| TABLE I-1 Fresno Area Express Productivity Indicator Comparisons - FY2005 vs. FY2006 .....             | I-11 |
| TABLE I-2 Handy Ride Productivity Indicator Comparisons - FY2005 vs. FY2006.....                       | I-11 |
| TABLE I-3 Fresno Area Express Summary of Key Operational Indicators – FY2003 to FY2006.....            | I-13 |
| TABLE I-4 Fresno Area Express Percentage Change of Key Operational Indicators - FY2003 vs. FY2006..... | I-13 |
| TABLE I-5 Handy Ride Summary of Key Operational Indicators – FY2003 to FY2006.....                     | I-14 |
| TABLE I-6 Handy Ride Percentage Change of Key Operational Indicators – FY2003 to FY2006.....           | I-14 |

### CLOVIS TRANSIT

|                                                                              |      |
|------------------------------------------------------------------------------|------|
| TABLE II-1 Stageline Annual Productivity Trends, FY2004 to FY2006 .....      | II-8 |
| TABLE II-2 Clovis Roundup Annual Productivity Trends, FY2004 to FY2006 ..... | II-9 |

### FRESNO COUNTY RURAL TRANSIT AGENCY

|                                                                                      |        |
|--------------------------------------------------------------------------------------|--------|
| TABLE III-1 FY2003 through FY2005 Summary of FCRTA Totals Data.....                  | III-19 |
| TABLE III-2 FY2003 through FY2005 Summary of FCRTA Performance Characteristics ..... | III-19 |
| TABLE III-3 FY2004 FCRTA System Summary .....                                        | III-20 |
| TABLE III-4 FY2005 FCRTA System Summary .....                                        | III-20 |
| TABLE III-5 FCRTA System Summary (Numeric Change) FY2004 vs. FY2005 .....            | III-21 |
| TABLE III-6 FCRTA System Summary (Percentage Change) FY2004 vs. FY2005.....          | III-21 |
| TABLE III-7 Summary of Performance Characteristics FY2004.....                       | III-22 |
| TABLE III-8 Summary of Performance Characteristics FY2005.....                       | III-22 |

### CONSOLIDATED TRANSPORTATION SERVICES AGENCY FOR THE FRESNO METROPOLITAN AREA AND RURAL FRESNO COUNTY

|                                                            |       |
|------------------------------------------------------------|-------|
| TABLE IV-1 Urban Area, Productivity Data- FY2005 .....     | IV-14 |
| TABLE IV-2 Urban Area, Productivity Data - FY2006.....     | IV-14 |
| TABLE IV-3 Rural Area, Productivity Data - FY2005.....     | IV-15 |
| TABLE IV-4 Rural Area, Productivity Data - FY2006 .....    | IV-15 |
| TABLE IV-5 Combined Area, Productivity Data - FY2006 ..... | IV-16 |
| TABLE IV-6 Combined Area, Productivity Data - FY2005 ..... | IV-16 |

## LIST OF EXHIBITS

### FRESNO AREA EXPRESS

|                                                          |      |
|----------------------------------------------------------|------|
| EXHIBIT I-1 Passengers/Revenue Hour .....                | I-15 |
| EXHIBIT I-2 Operating Cost/Revenue Hour.....             | I-15 |
| EXHIBIT I-3 Operating Cost/Passenger .....               | I-16 |
| EXHIBIT I-4 Passenger/Revenue Mile .....                 | I-16 |
| EXHIBIT I-5 Operating Cost/Revenue Mile.....             | I-17 |
| EXHIBIT I-6 Farebox Recovery Ratio .....                 | I-17 |
| EXHIBIT I-7 Handy Ride Passengers/Revenue Hour .....     | I-18 |
| EXHIBIT I-8 Handy Ride Operating Cost/Revenue Mile ..... | I-18 |
| EXHIBIT I-9 Handy Ride Operating Cost/Passenger .....    | I-19 |
| EXHIBIT I-10 Handy Ride Passenger/Revenue Mile .....     | I-19 |
| EXHIBIT I-11 Handy Ride Operating Cost/Revenue Mile..... | I-20 |
| EXHIBIT I-12 Handy Ride Farebox Recovery Ratio.....      | I-20 |

## **CLOVIS TRANSIT**

|                                                                                |       |
|--------------------------------------------------------------------------------|-------|
| EXHIBIT II-1 Clovis Roundup, Passengers/Revenue Hour .....                     | II-10 |
| EXHIBIT II-2 Clovis Roundup, Passengers/Revenue Mile .....                     | II-10 |
| EXHIBIT II-3 Clovis Roundup, Cost/Vehicle Hour .....                           | II-11 |
| EXHIBIT II-4 Clovis Roundup, Cost/Vehicle Mile .....                           | II-11 |
| EXHIBIT II-5 Clovis Roundup, Percent Farebox Recovery - Less Measure C .....   | II-12 |
| EXHIBIT II-6 Clovis Roundup, Cost/Passenger .....                              | II-12 |
| EXHIBIT II-7 Clovis Stageline, Percent Farebox Recovery - Less Measure C ..... | II-13 |
| EXHIBIT II-8 Clovis Stageline, Passengers/Revenue Hour .....                   | II-13 |
| EXHIBIT II-9 Clovis Stageline, Passengers/Revenue Mile .....                   | II-14 |
| EXHIBIT II-10 Clovis Stageline, Cost/Vehicle Hour .....                        | II-14 |
| EXHIBIT II-11 Clovis Stageline, Cost/Vehicle Mile .....                        | II-15 |
| EXHIBIT II-12 Clovis Stageline, Cost/Passenger .....                           | II-15 |

## **FRESNO COUNTY RURAL TRANSIT AGENCY**

|                                                                          |        |
|--------------------------------------------------------------------------|--------|
| EXHIBIT III- 1 Performance Indicator Summary FY2003 through FY2005 ..... | III-19 |
| EXHIBIT III- 2 Passengers/Hour .....                                     | III-23 |
| EXHIBIT III- 3 Passengers/Mile .....                                     | III-23 |
| EXHIBIT III- 4 Cost/Hour .....                                           | III-24 |
| EXHIBIT III- 5 Cost/Mile .....                                           | III-24 |
| EXHIBIT III- 6 Cost/Passenger .....                                      | III-25 |
| EXHIBIT III- 7 Farebox Return (%) .....                                  | III-25 |

## **CONSOLIDATED TRANSPORTATION SERVICES AGENCY**

|                                      |       |
|--------------------------------------|-------|
| EXHIBIT IV- 1 CTSA Urban Costs ..... | IV-18 |
| EXHIBIT IV- 2 CTSA Rural Costs ..... | IV-18 |

# **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/<br>Hour | Pass/<br>Mile | Cost/<br>Hour | Cost/<br>Pass | Farebox<br>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%           |
| <b>Total</b> | 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](http://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**

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

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

**VI. FRESNO AREA EXPRESS/HANDY RIDE: FY2006-2007 PRODUCTIVITY COMMITTEE RECOMMENDATIONS**

- A. Comply, where feasible, with the Triennial Performance Audit Recommendations for FY2002 through FY2005.
- 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.
- K. Closely monitor Handy Ride reservation call times as identified in the FY 2002 through FY 2005 Triennial Performance Review.
- L. Prepare for the TDA Triennial Performance Audit for FY 2003-2004 through FY 2005-2006.
- M. Prepare and adopt updated Short Range Transit Plans / Operation Program and budget to reflect the inclusion of Measure C funded programs.

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

| <b>Fiscal Year Ending June 30</b>          | <b>FY03</b>  | <b>FY04</b>  | <b>FY05</b>  | <b>FY06</b>  |
|--------------------------------------------|--------------|--------------|--------------|--------------|
| 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

| <b>Percent Change</b>                      | <b>FY03-FY04</b> | <b>FY04-FY05</b> | <b>FY05-FY06</b> | <b>FY03-FY06</b> |
|--------------------------------------------|------------------|------------------|------------------|------------------|
| 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

| <b>Fiscal Year Ending June 30</b>   | <b>FY03</b> | <b>FY04</b> | <b>FY05</b> | <b>FY06</b> |
|-------------------------------------|-------------|-------------|-------------|-------------|
| 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

| <b>Percent Change</b>               | <b>FY03-FY04</b> | <b>FY04-FY05</b> | <b>FY05-FY06</b> | <b>FY03-FY06</b> |
|-------------------------------------|------------------|------------------|------------------|------------------|
| 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%           |

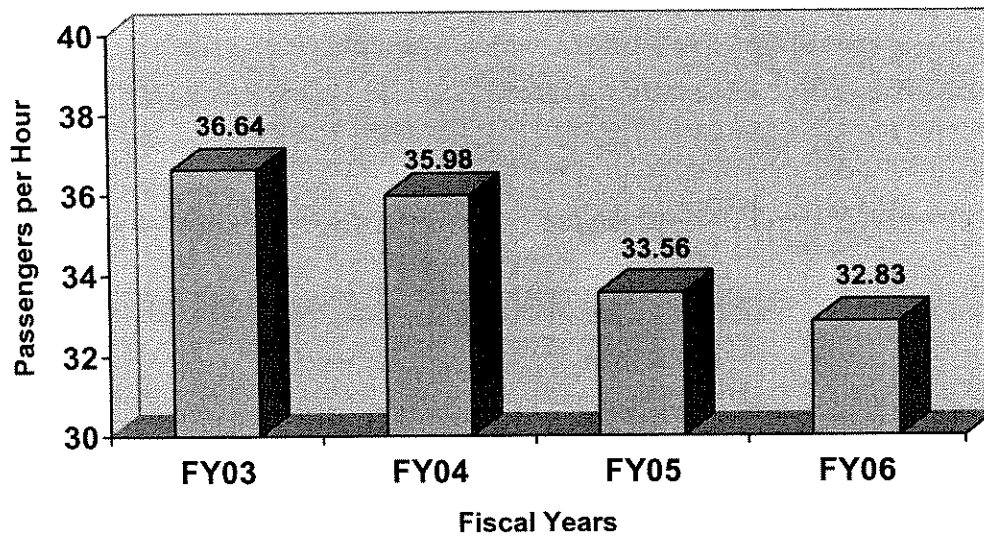
\* FTE - Full-Time Equivalent Employees

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

# Passengers/Revenue Hour

Fixed-Route

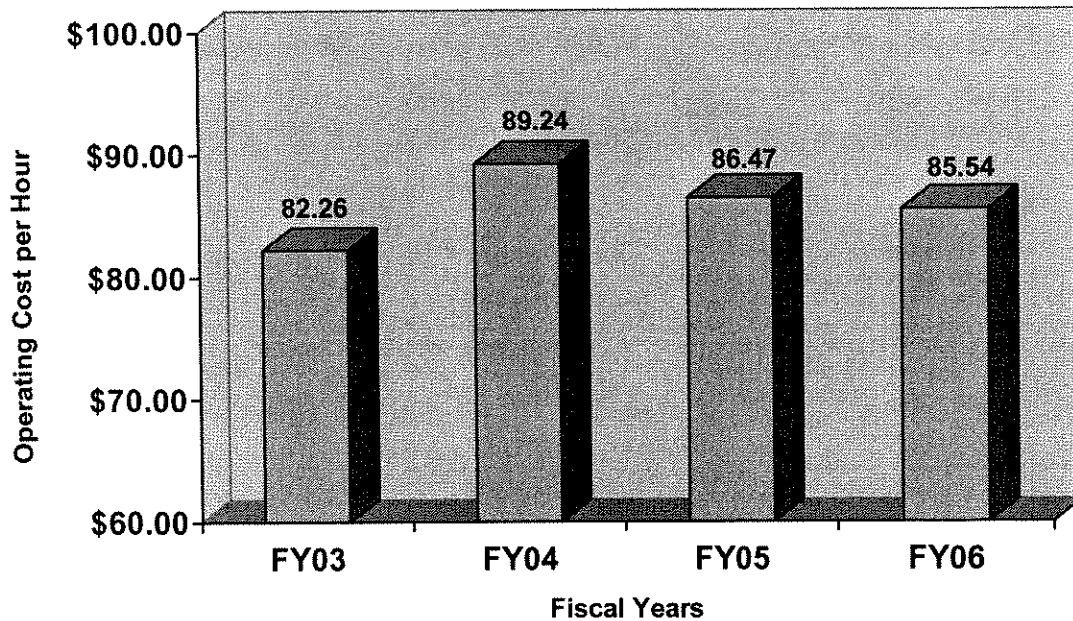
Exhibit I-1



# Operating Cost/Revenue Hour

Fixed-Route

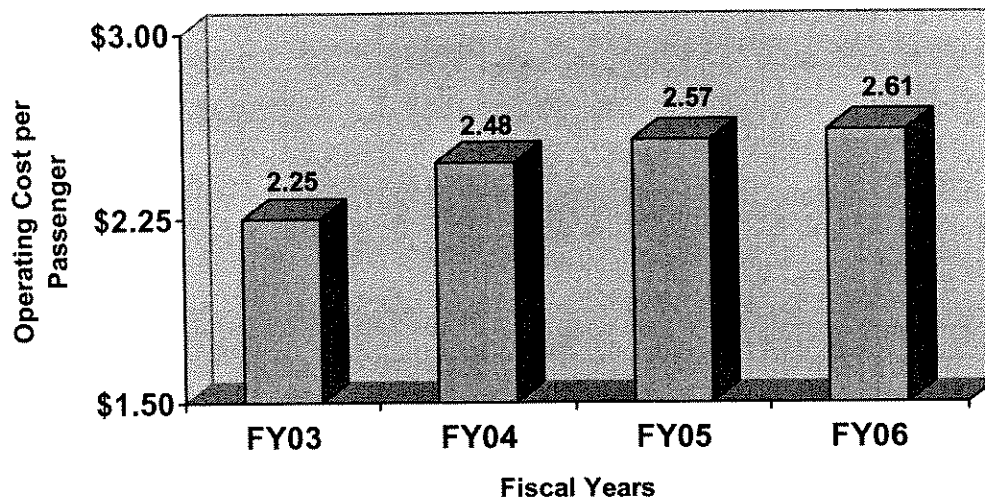
Exhibit 1-2



# Operating Cost/Passenger

Fixed-Route

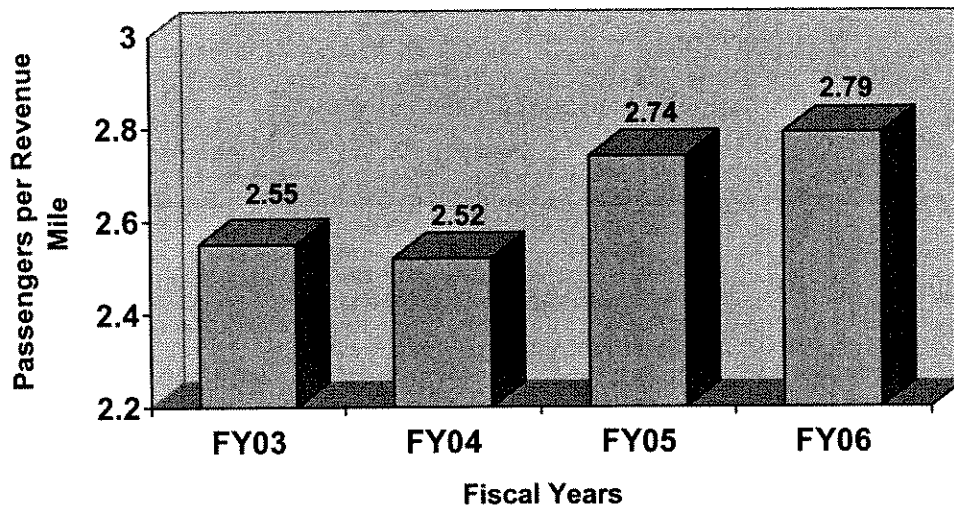
Exhibit I-3



# Passengers/Revenue Mile

Fixed-Route

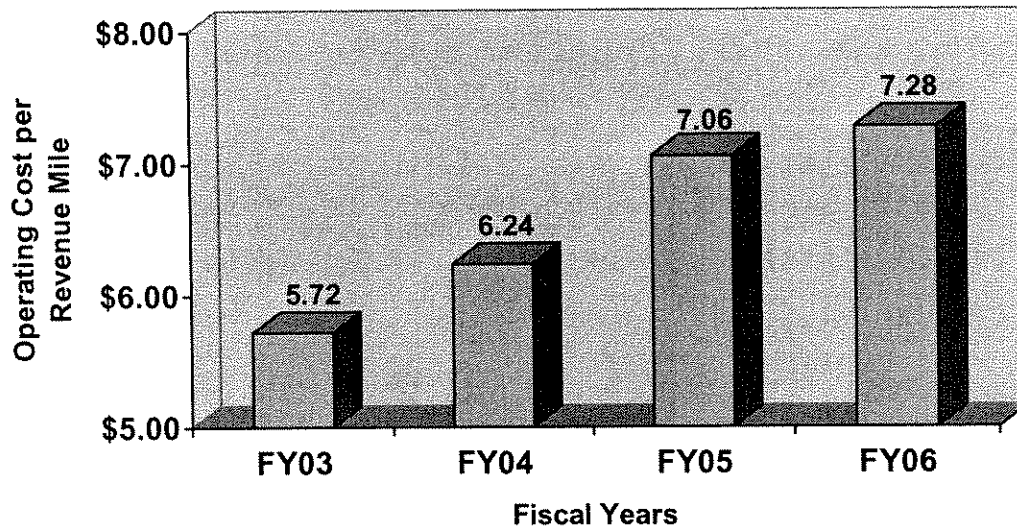
Exhibit I-4



# Operating Cost/Revenue Mile

## Fixed-Route

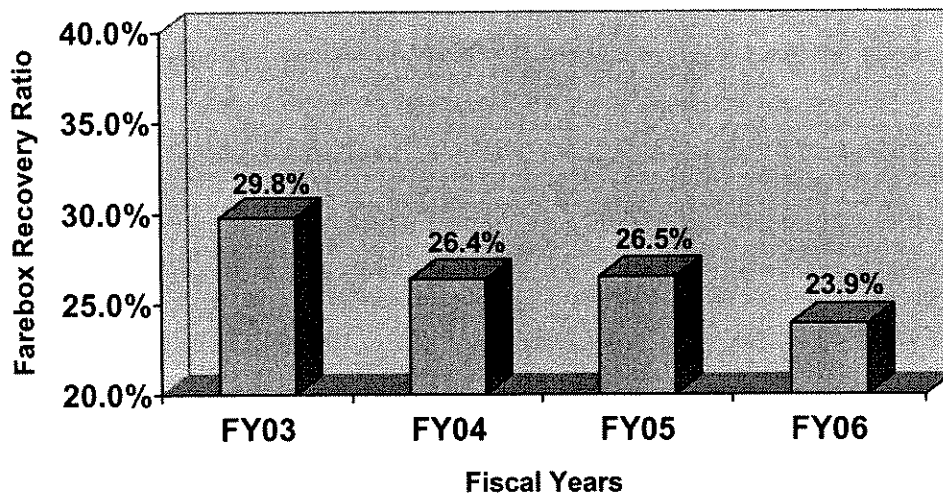
Exhibit I-5



# Farebox Recovery Ratio

## Fixed-Route

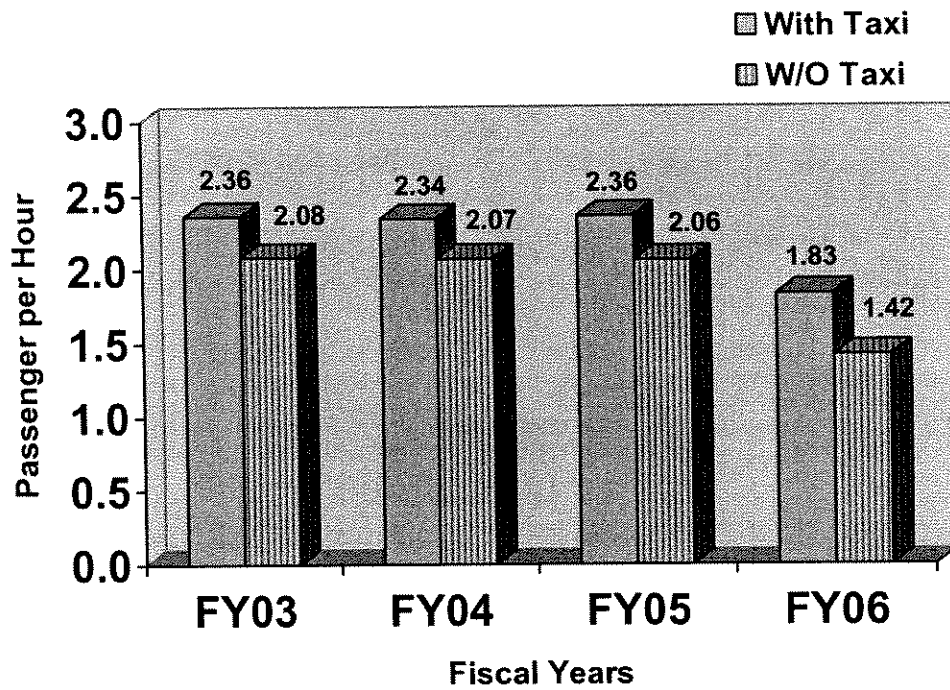
Exhibit I-6



# Passengers/Revenue Hours

## Handy Ride

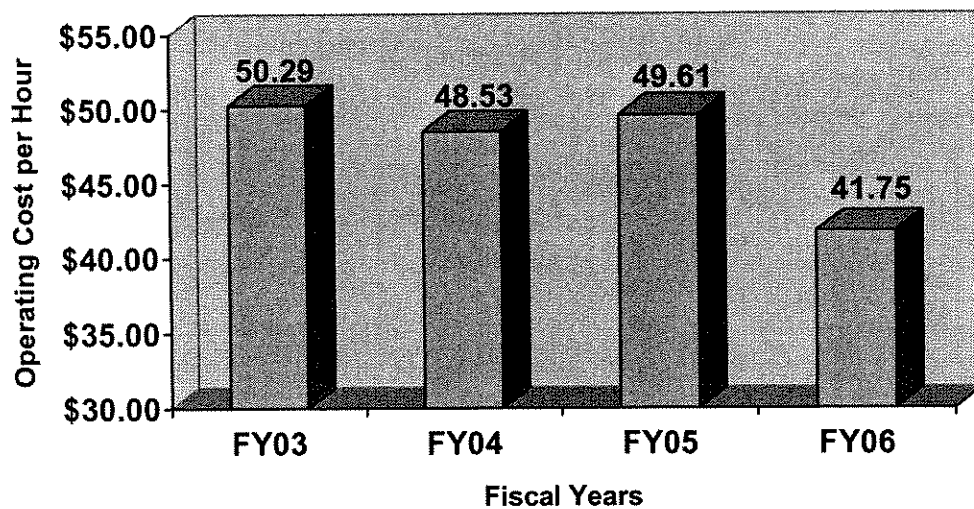
Exhibit I-7



# Operating Cost/Revenue Hour

## Handy Ride

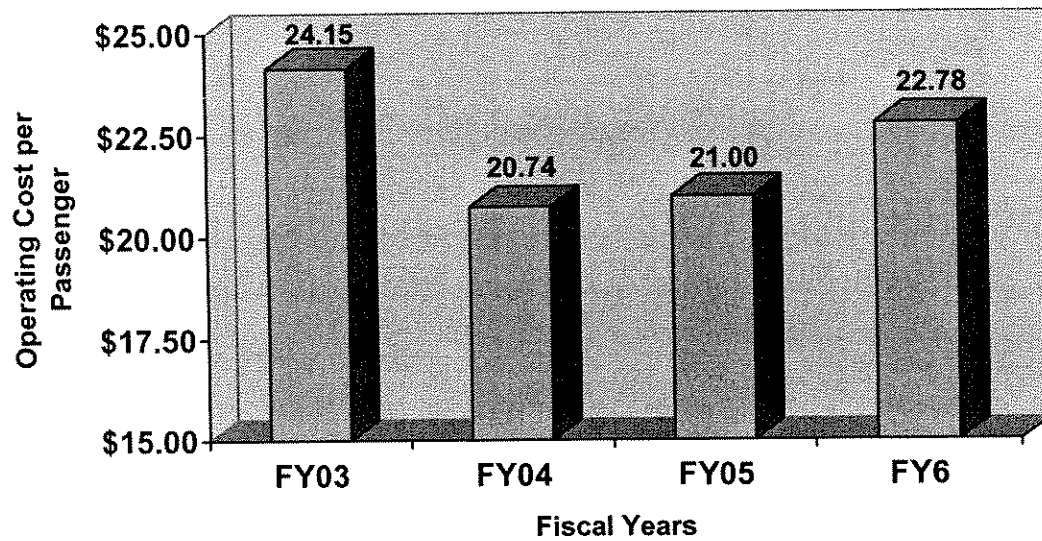
Exhibit I-8



## Operating Cost/Passenger

Handy Ride

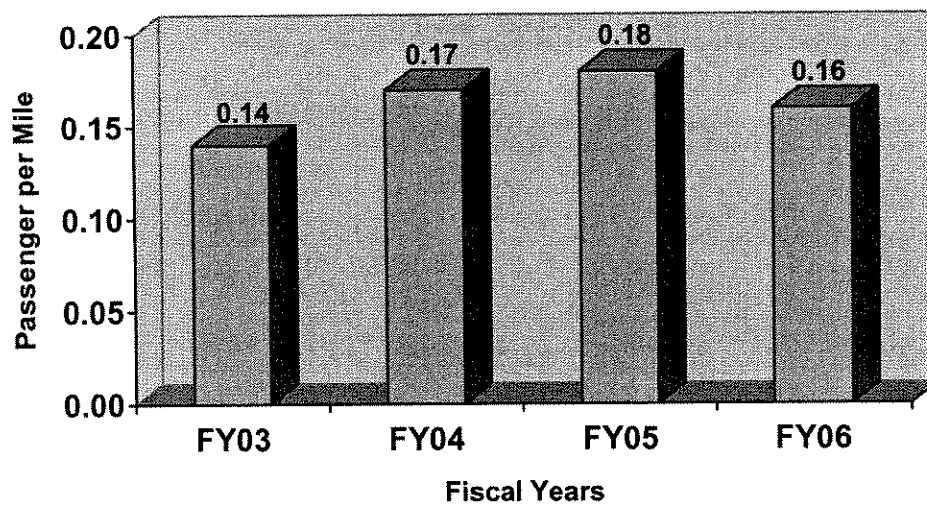
Exhibit I-9



## Passengers/Revenue Mile

Handy Ride

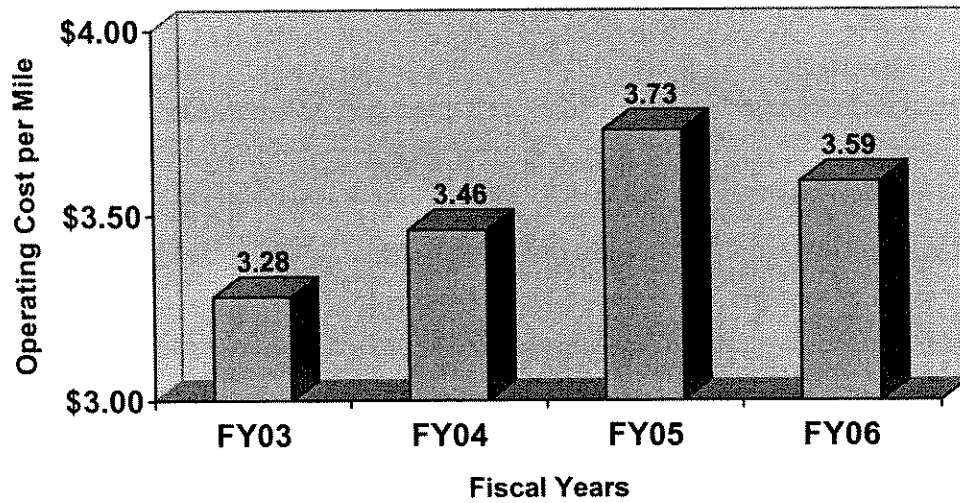
Exhibit I-10



# Operating Cost/Revenue Mile

Handy Ride

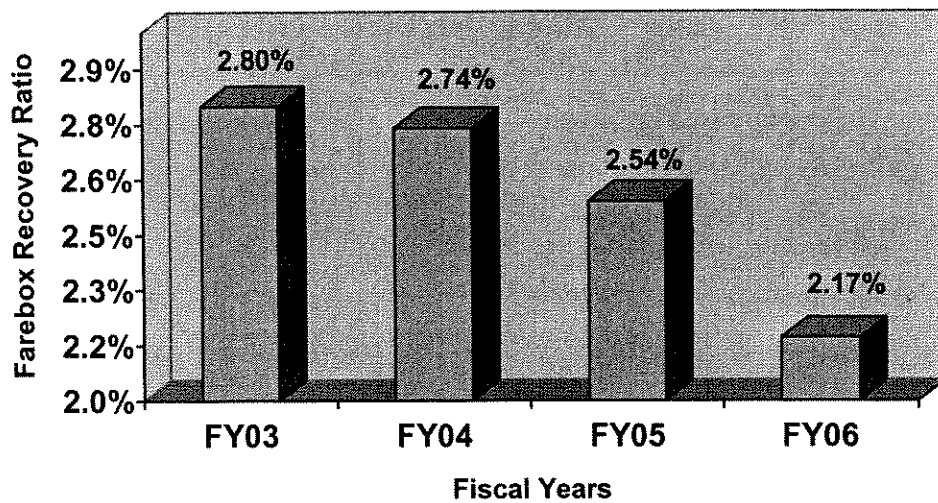
Exhibit I-11



# 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](http://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.

- H. Prepare for the TDA Triennial Performance Audit for FY 2003-2004 through FY 2005-2006.***

This is ongoing.

- I. Prepare and adopt updated Short Range Transit Plans / Operation Program and Budget to reflect the inclusion of Measure C funded programs.***

With the passage of Measure C in November 2006, Clovis Transit will begin the planning process to address the Expenditure Plan as presented to the voters.

## 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:

| <b>Fiscal Year</b> | <b>Fresno</b> | <b>Clovis</b> | <b>Total</b> | <b>% Change</b> |
|--------------------|---------------|---------------|--------------|-----------------|
| 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**

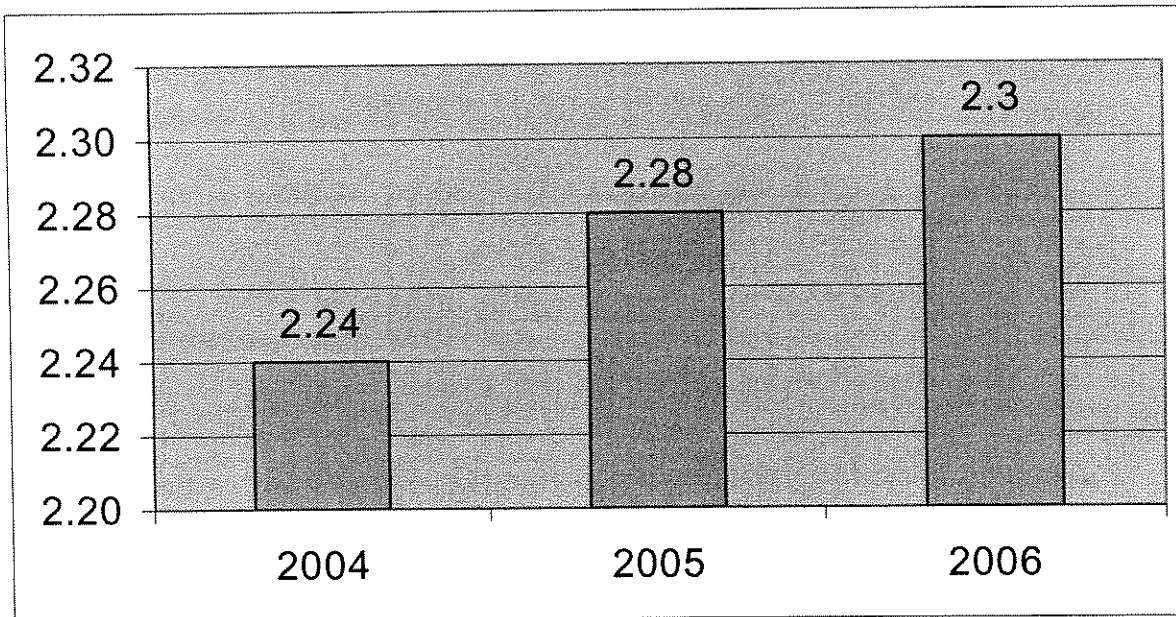


**Exhibit II-2**  
**Clovis Roundup Passengers/Revenue Mile**

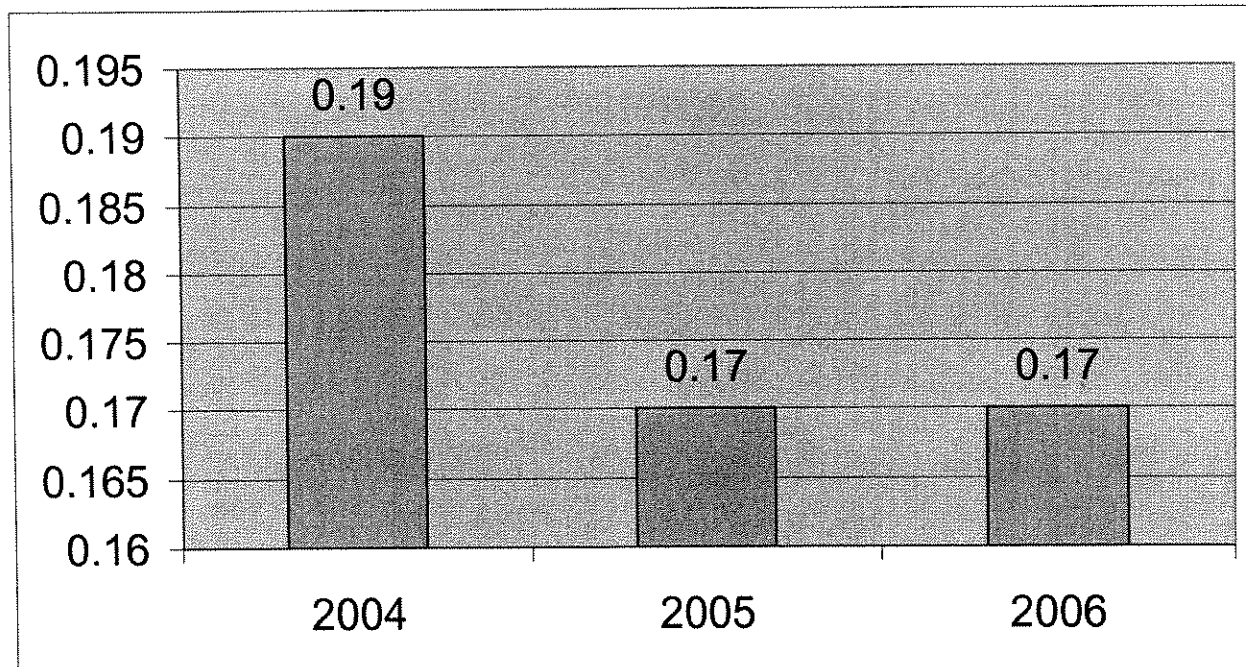


**Exhibit II-3**  
**Clovis Roundup Cost/Revenue Hour**

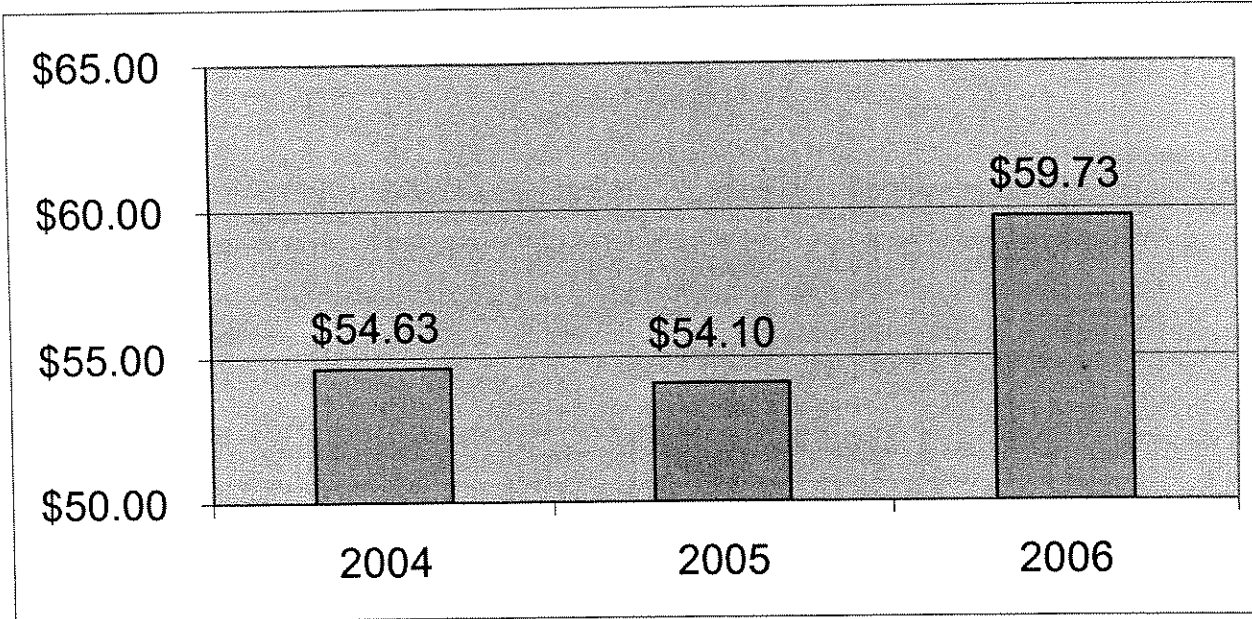


**Exhibit II-4**  
**Clovis Roundup Cost/Revenue Mile**

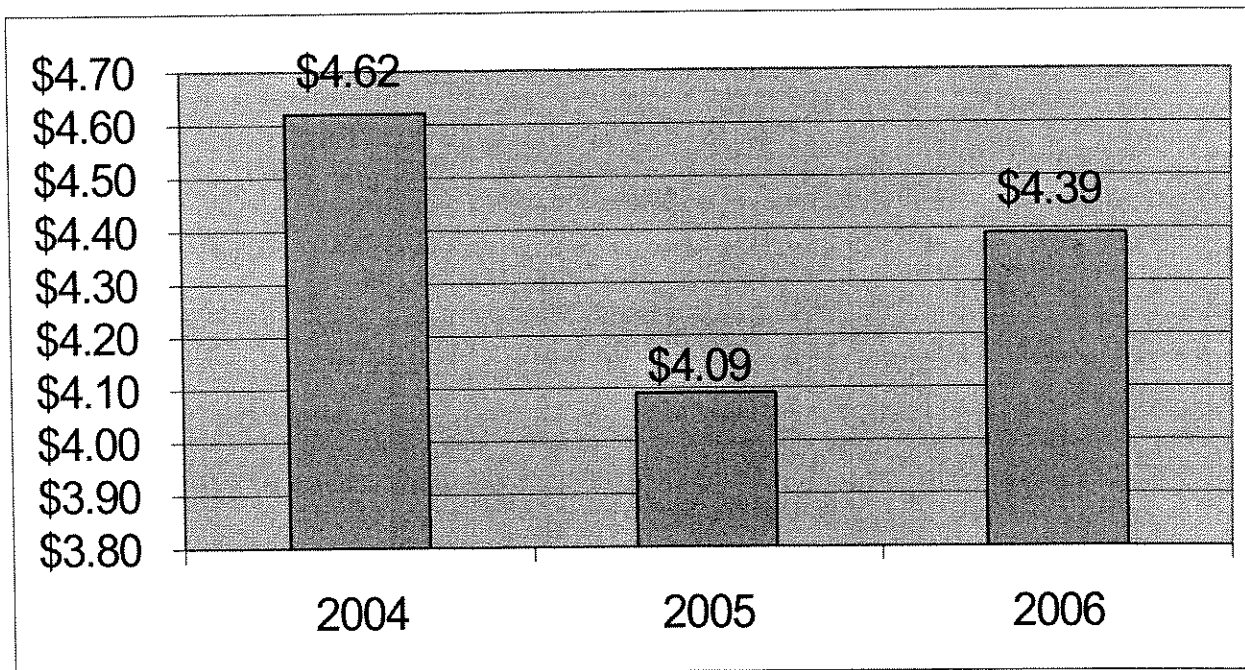


**Exhibit II-5**  
**Clovis Roundup Farebox Recovery Less Measure C**

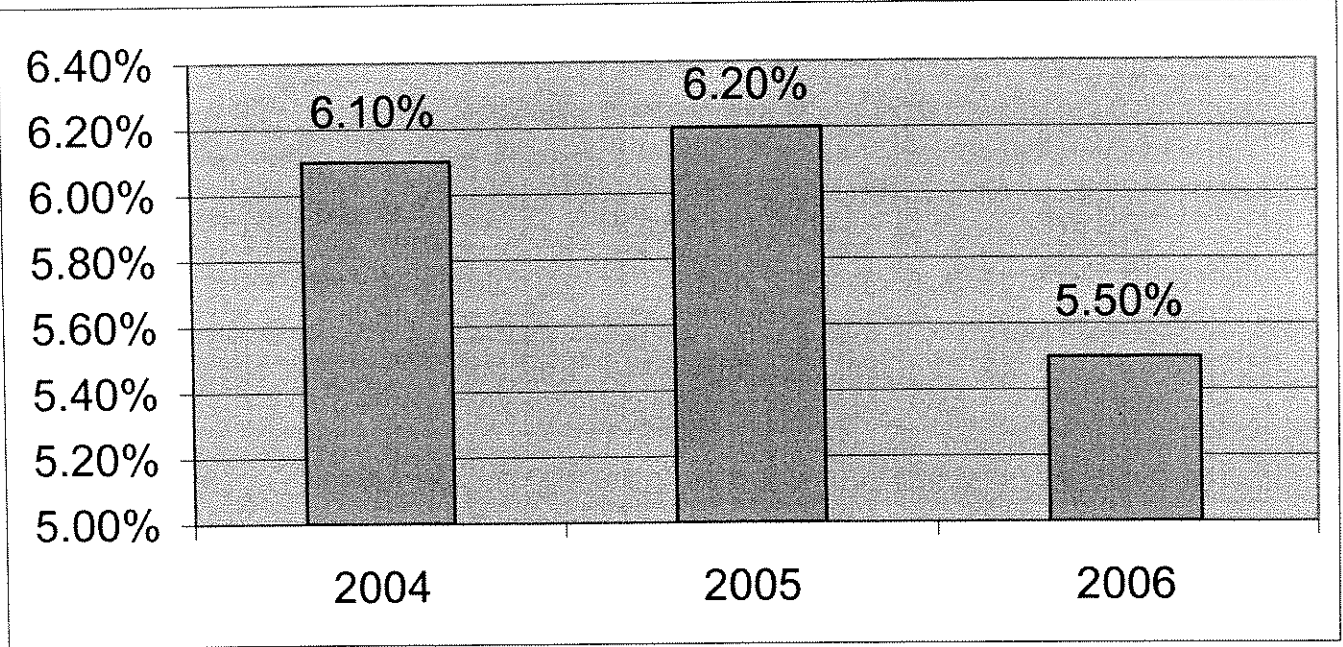


**Exhibit II-6**  
**Clovis Roundup Cost/Passenger**

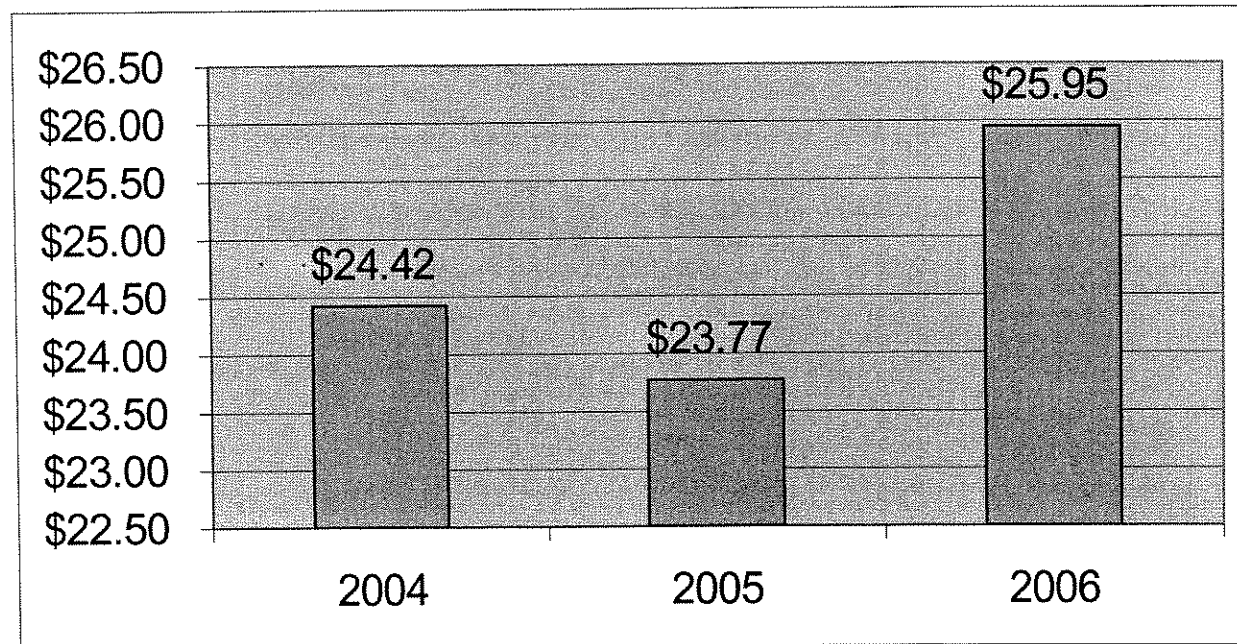


**Exhibit II-7**  
**Clovis Stageline Passengers/Revenue Hour**

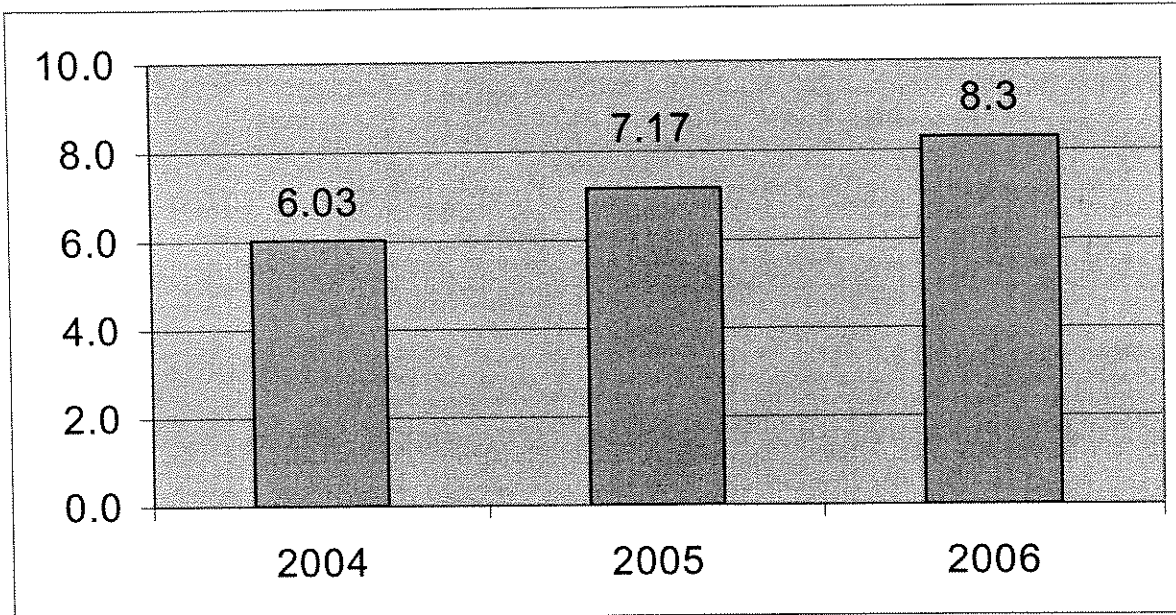


**Exhibit II-8**  
**Clovis Stageline Passengers/Revenue Mile**

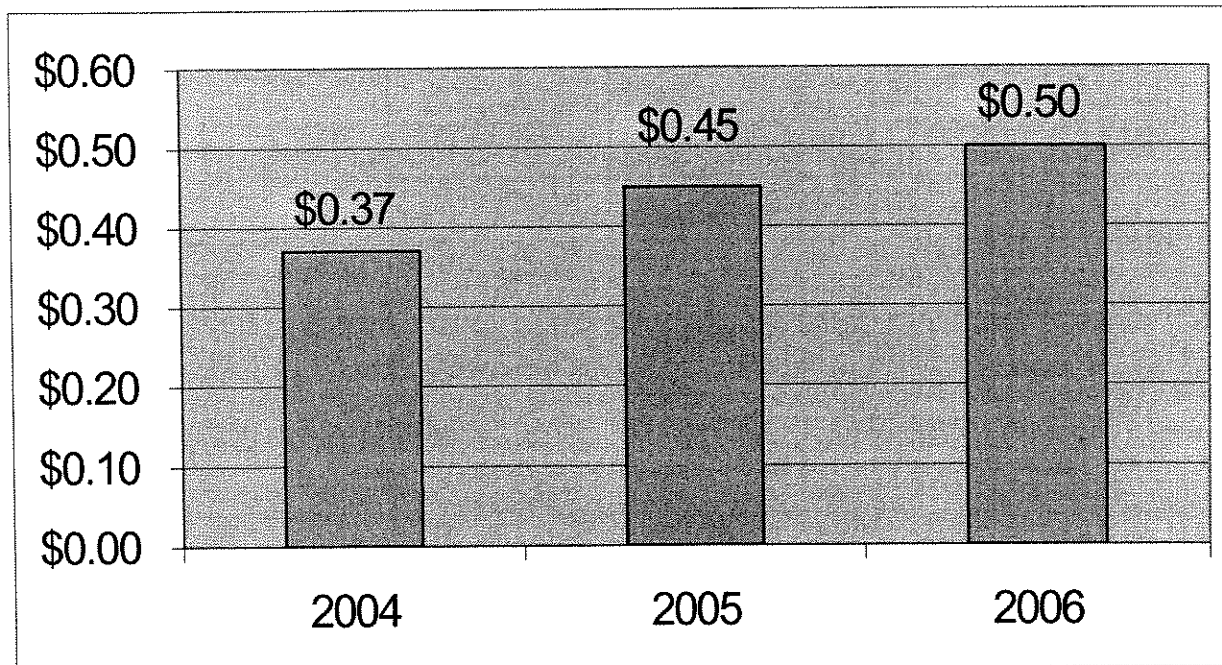


**Exhibit II-9**  
**Clovis Stageline Cost/Revenue Hour**

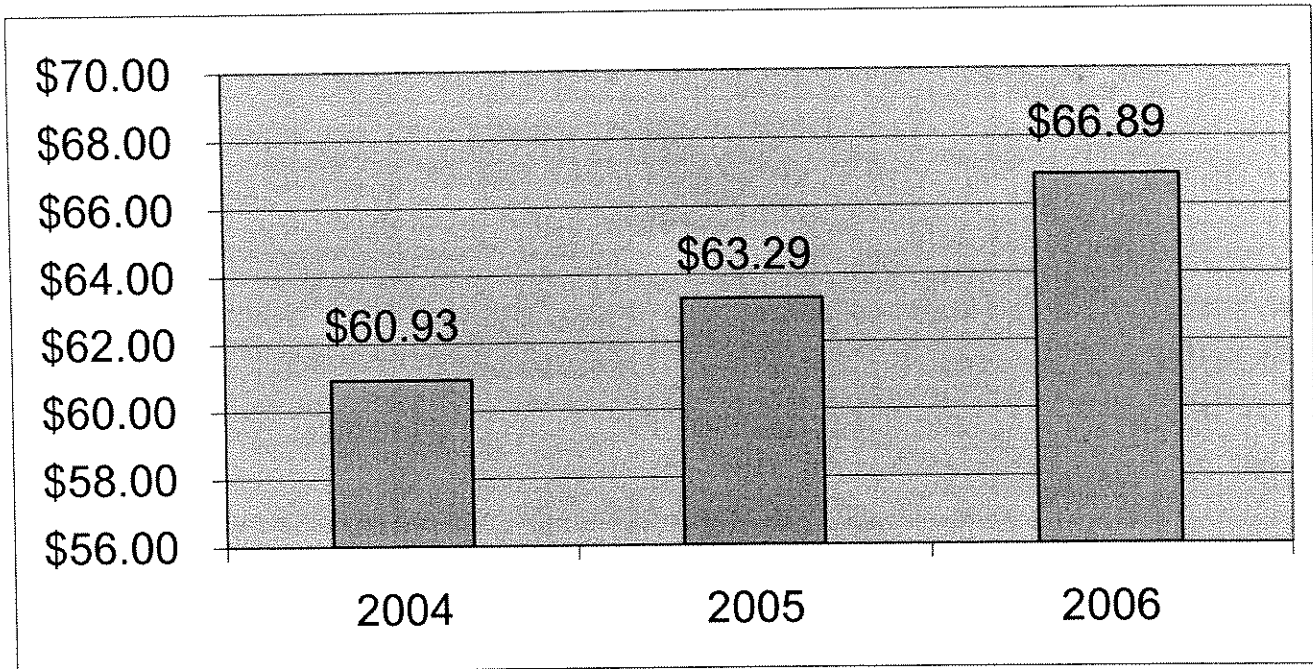


**Exhibit II-10**  
**Clovis Stageline Cost/Revenue Mile**

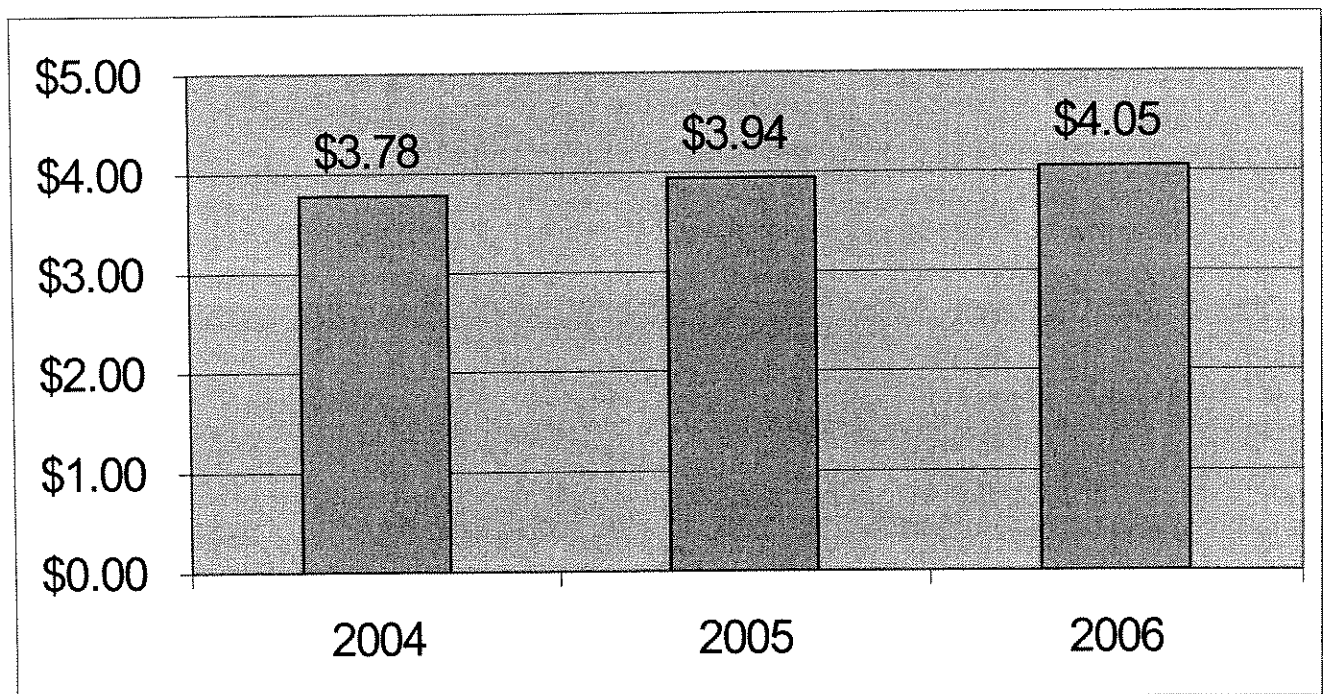


**Exhibit II-11**  
**Clovis Stageline Farebox Recovery Less Measure C**

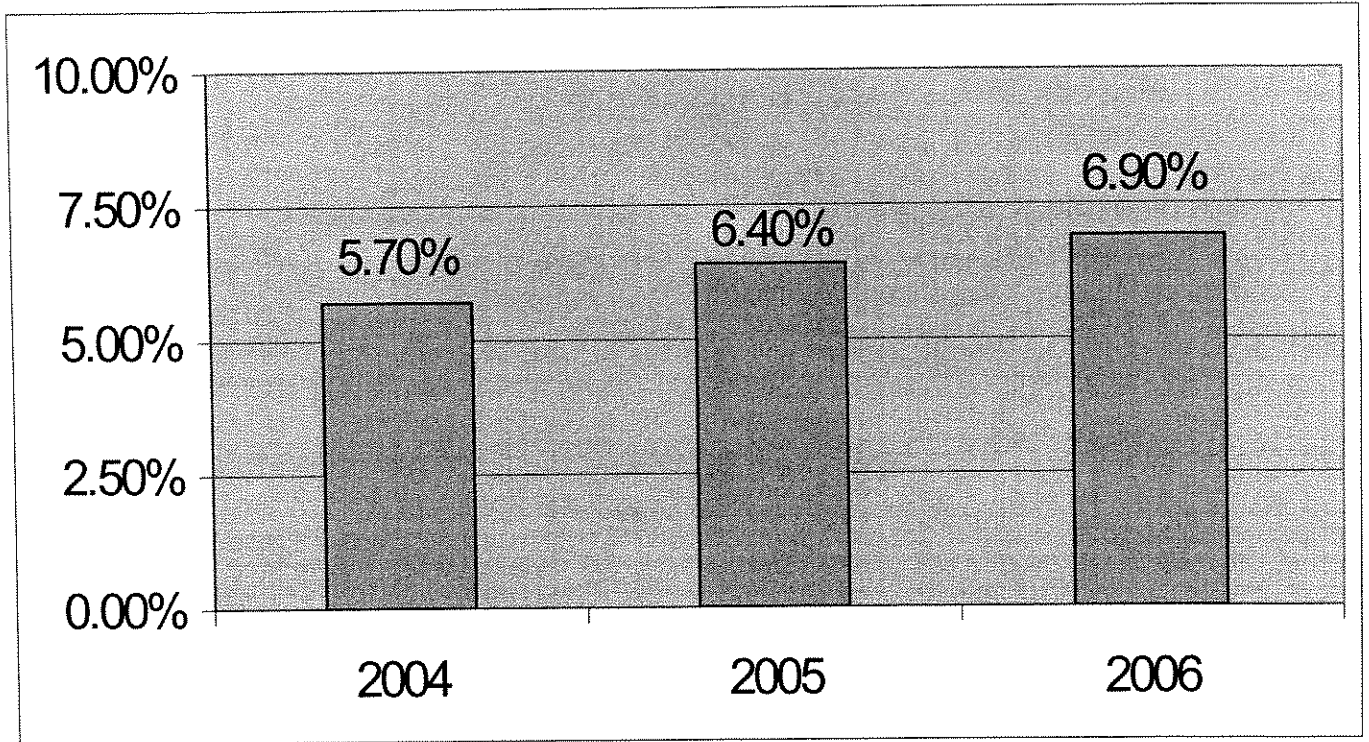
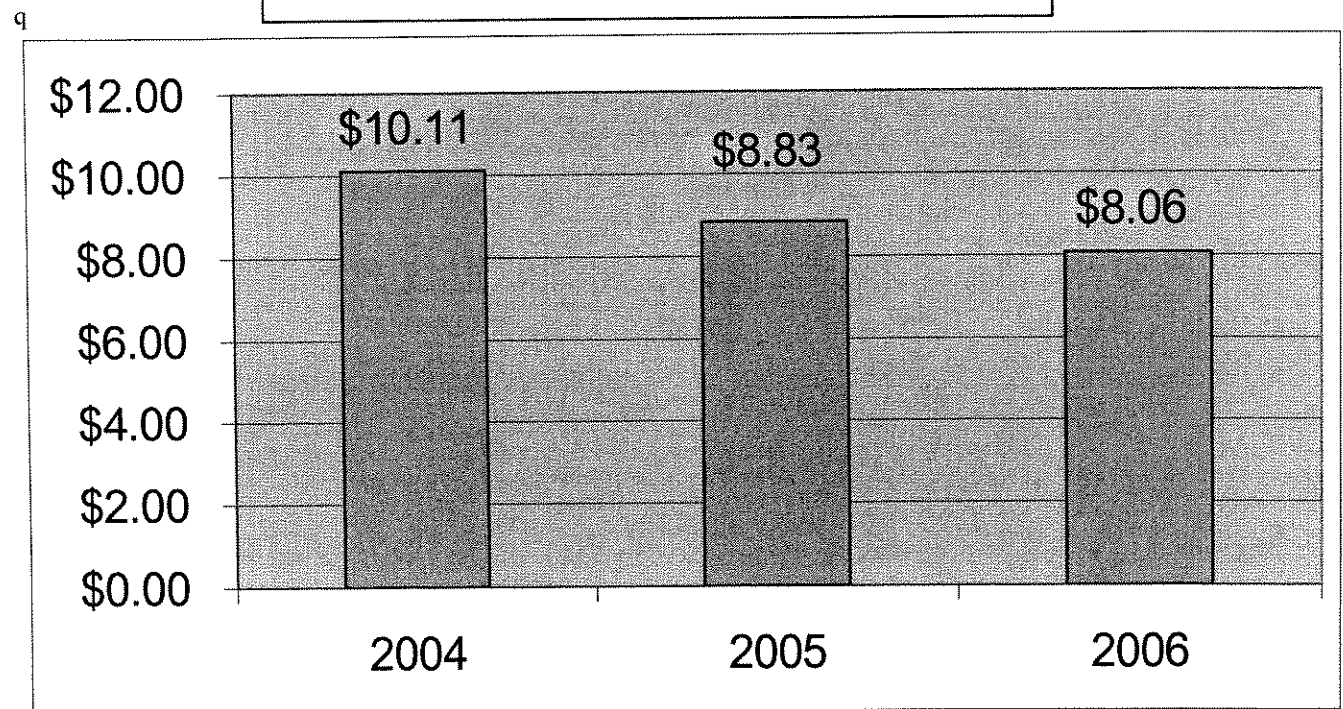


**Exhibit II-12**  
**Clovis Stageline Cost/Passenger**





# 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](http://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           |
| <u>0.8%</u> | 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 (2<sup>nd</sup>) 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 (5<sup>th</sup>) 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 a 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.
- I. Prepare and adopt updated Short Range Transit Plans / Operations Programs and Budgets to reflect the inclusion of Measure C funded programs.

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

| Fiscal Year  | Seniors | Disabled | General<br>Public | Total<br>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     |

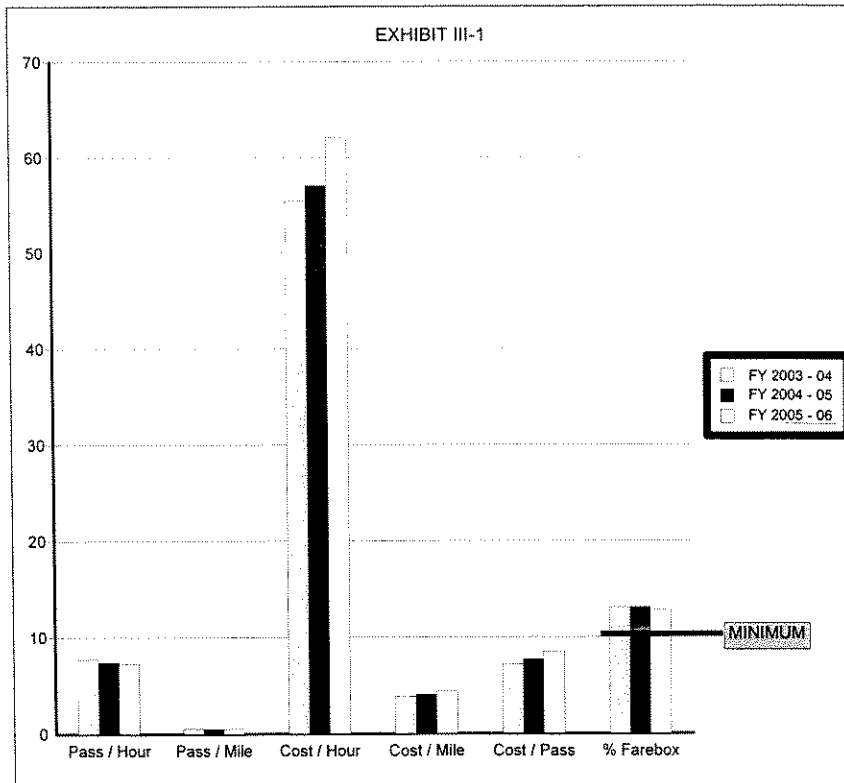


**Table III-3  
FY 2004-2005 FCRTA System Summary**

| <b>FCRTA<br/>Subsystems:</b> | <b>Total<br/>Seniors:</b> | <b>Total<br/>Disabled:</b> | <b>Total<br/>General Public:</b> | <b>Total<br/>Passengers:</b> | <b>Total<br/>Fares:</b> | <b>Total<br/>Mileage:</b> | <b>Total<br/>Hours:</b> | <b>Total<br/>Cost:</b> |
|------------------------------|---------------------------|----------------------------|----------------------------------|------------------------------|-------------------------|---------------------------|-------------------------|------------------------|
| 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           |
| <b>SYSTEM TOTALS</b>         | <b>96,978</b>             | <b>6,834</b>               | <b>302,156</b>                   | <b>405,968</b>               | <b>\$409,519.21</b>     | <b>767,011</b>            | <b>54,783</b>           | <b>\$3,127,875.44</b>  |

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

| <b>FCRTA<br/>Subsystems:</b> | <b>Total<br/>Seniors:</b> | <b>Total<br/>Disabled:</b> | <b>Total<br/>General Public:</b> | <b>Total<br/>Passengers:</b> | <b>Total<br/>Fares:</b> | <b>Total<br/>Mileage:</b> | <b>Total<br/>Hours:</b> | <b>Total<br/>Cost:</b> |
|------------------------------|---------------------------|----------------------------|----------------------------------|------------------------------|-------------------------|---------------------------|-------------------------|------------------------|
| 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           |
| <b>SYSTEM TOTALS</b>         | <b>94,763</b>             | <b>8,225</b>               | <b>298,456</b>                   | <b>401,444</b>               | <b>\$439,078.48</b>     | <b>777,151</b>            | <b>55,015</b>           | <b>\$3,417,765.19</b>  |

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

| <b>FCRTA Subsystems:</b> | <b>Total Seniors:</b> | <b>Total Disabled:</b> | <b>Total General Public:</b> | <b>Total Passengers:</b> | <b>Total Fares:</b> | <b>Total Mileage:</b> | <b>Total Hours:</b> | <b>Total Cost:</b> |
|--------------------------|-----------------------|------------------------|------------------------------|--------------------------|---------------------|-----------------------|---------------------|--------------------|
| 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            |
| <b>SYSTEM TOTALS</b>     | <b>-2,215</b>         | <b>1,391</b>           | <b>-3,700</b>                | <b>-4,524</b>            | <b>\$29,559</b>     | <b>10,140</b>         | <b>232</b>          | <b>\$289,890</b>   |

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

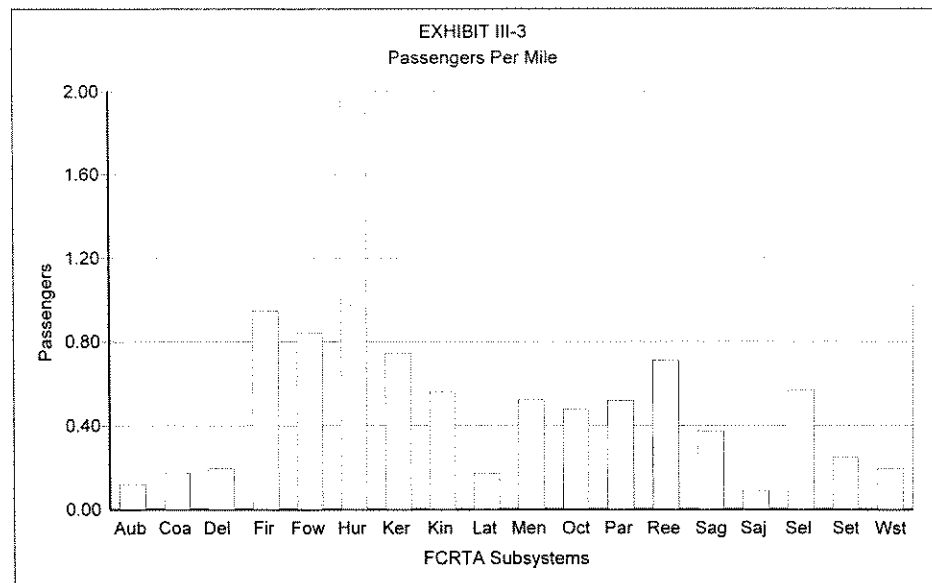
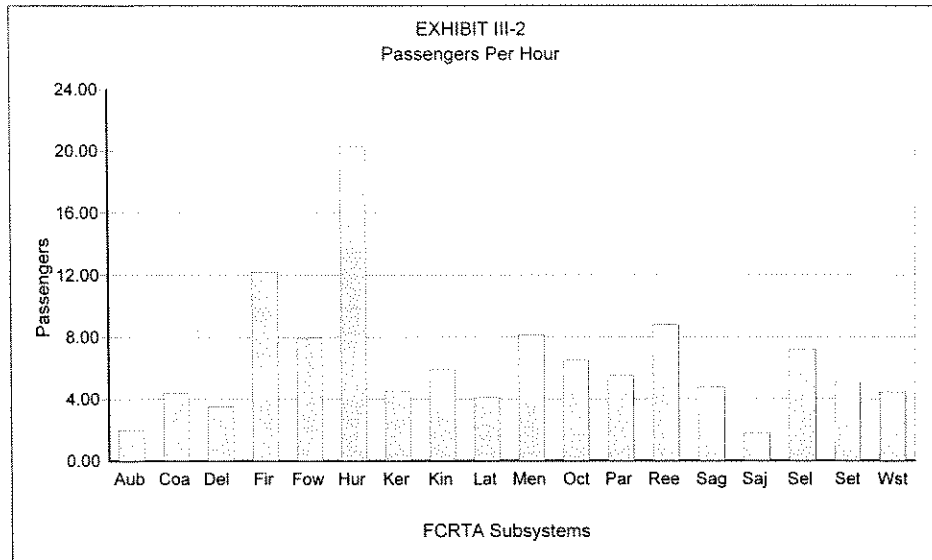
| <b>FCRTA Subsystems:</b> | <b>Total Seniors:</b> | <b>Total Disabled:</b> | <b>Total General Public:</b> | <b>Total Passengers:</b> | <b>Total Fares:</b> | <b>Total Mileage:</b> | <b>Total Hours:</b> | <b>Total Cost:</b> |
|--------------------------|-----------------------|------------------------|------------------------------|--------------------------|---------------------|-----------------------|---------------------|--------------------|
| 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%              |
| <b>SYSTEM TOTALS</b>     | <b>-2.28%</b>         | <b>20.35%</b>          | <b>-1.22%</b>                | <b>-1.11%</b>            | <b>7.22%</b>        | <b>1.32%</b>          | <b>0.42%</b>        | <b>9.27%</b>       |

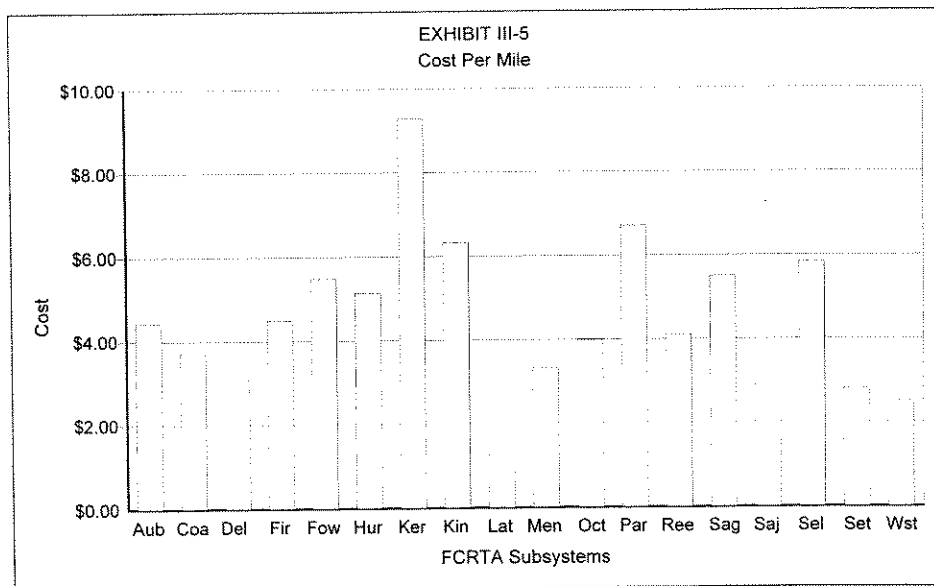
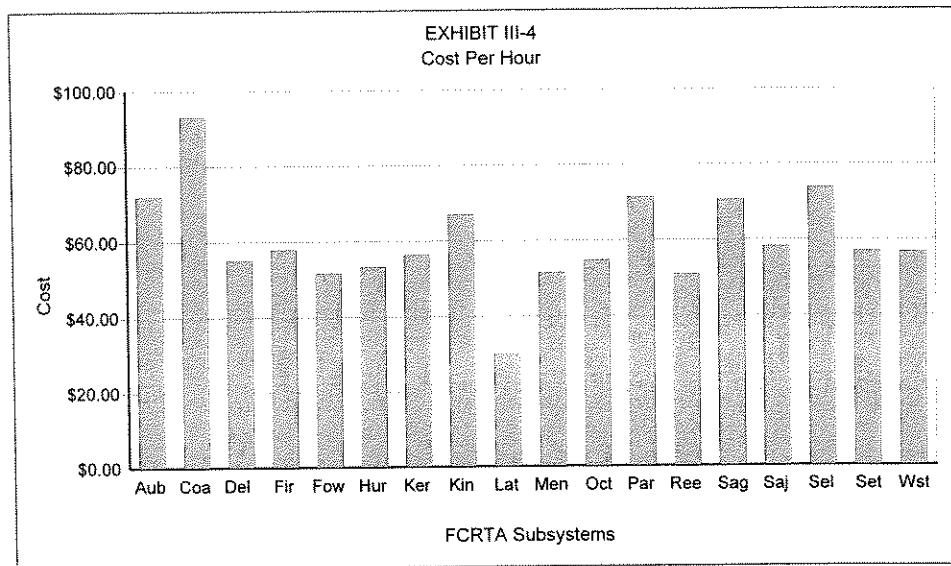
**Table III-7**  
**FY 2004-2005 Summary of FCRTA Performance Characteristics**

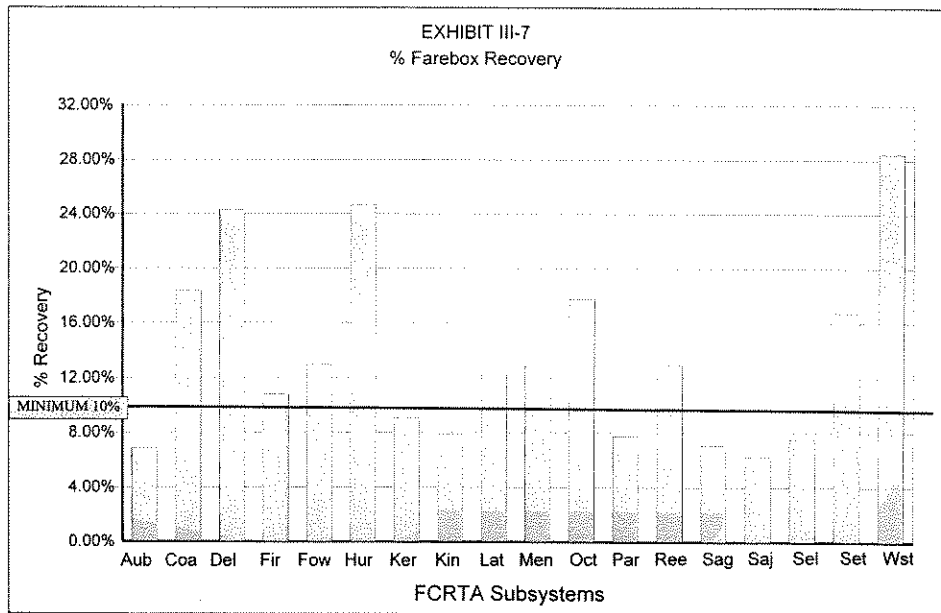
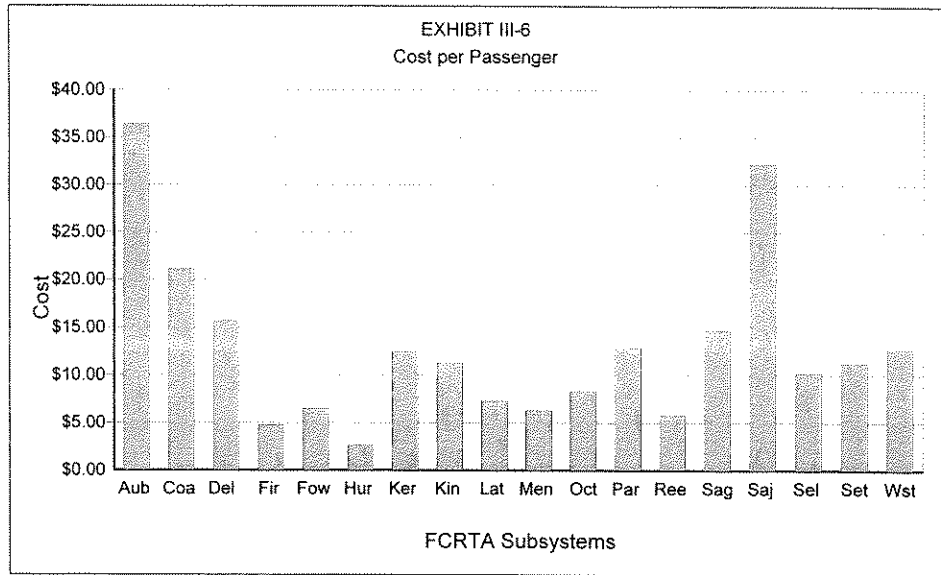
| <b>FCRTA Subsystems:</b>    | <b>Pass / Hour</b> | <b>Pass / Mile</b> | <b>Cost / Hour</b> | <b>Cost / Mile</b> | <b>Cost / Pass</b> | <b>Farebox Percentage</b> | <b>Times Beyond Reasonable Standards</b> |
|-----------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------------|------------------------------------------|
| 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                                        |
| <b>System Average</b>       | 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**

| <b>FCRTA Subsystems:</b>    | <b>Pass / Hour</b> | <b>Pass / Mile</b> | <b>Cost / Hour</b> | <b>Cost / Mile</b> | <b>Cost / Pass</b> | <b>Farebox Percentage</b> | <b>Times Beyond Reasonable Standards</b> |
|-----------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------------|------------------------------------------|
| 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                                        |
| <b>System Average</b>       | 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*

*Fresno County Economic Opportunities Commission*

*3120 W. Nielsen, Suite 101*

*Fresno, CA 93706*

*559-486-6587*

*[www.fresnoeoc.org](http://www.fresnoeoc.org)*



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

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

**The Fresno Rural Area CTSA**

- |    |                     |                                                                                 |
|----|---------------------|---------------------------------------------------------------------------------|
| 1. | FMAAA               | (Elderly Transportation)<br>(Vehicle Maintenance)                               |
| 2. | FCEOC FOOD SERVICES | (SeniorMeals/SummerLunch<br>(Congregate Meal Delivery)<br>(Vehicle Maintenance) |
| 3. | HEAD START          | (Student Transportation)<br>(Congregate Meal Delivery)<br>(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)<br>(Vehicle Maintenance)                            |
| 7.  | Nikkei                                       | (Vehicle Maintenance)                                                        |
| 8.  | Fresno County Office of Education            | (Student Transportation)                                                     |
| 9.  | Central Valley Regional Center               | (Disabled Passengers)<br>(Transportation)                                    |
| 10. | Charter Trips for Social<br>Service Agencies | (General Public and Non-Profits<br>(Transportation)<br>(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: FY2006/2007 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.*

- G. **Prepare for the TDA Triennial Performance Audit for FY 2003-2004 through FY 2005-2006**

## **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/<br>HOUR | CLIENTS/<br>MILES | COST/<br>HOUR | COST/<br>MILE | COST/<br>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/<br>HOUR | CLIENTS/<br>MILES | COST/<br>HOUR | COST/<br>MILE | COST/<br>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/<br>HOUR | MILES | COST/<br>HOUR | COST/<br>MILE | COST/<br>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*          | \$6,153,190 | 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

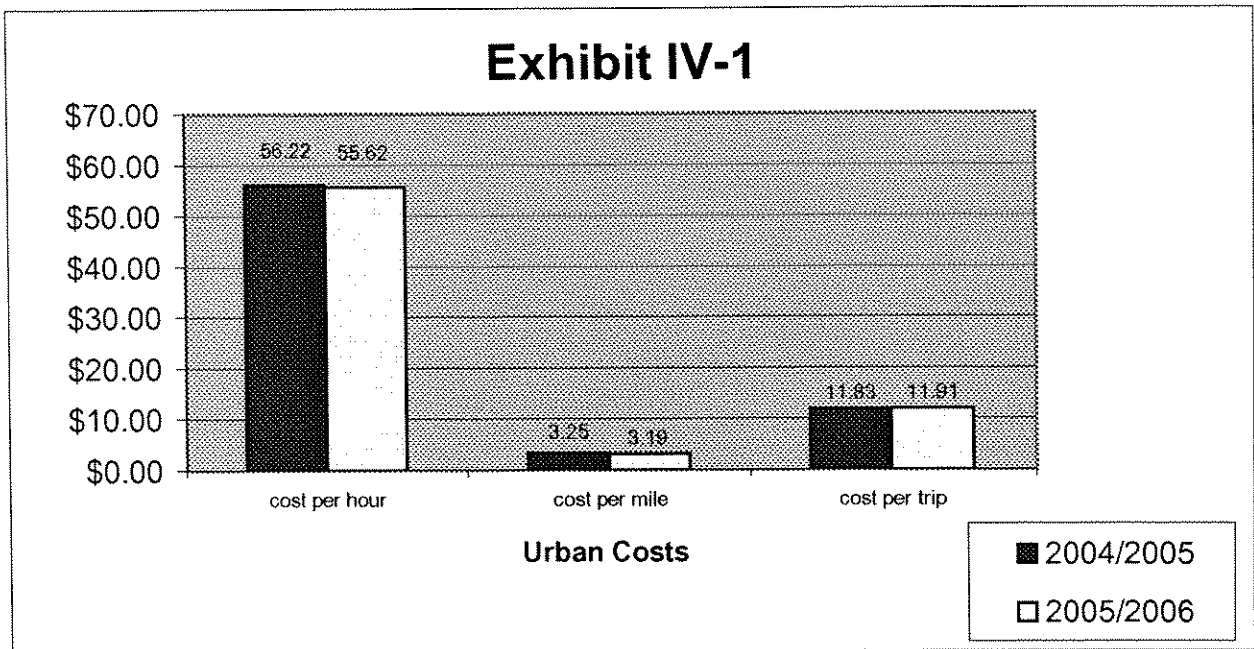
**CONSOLIDATED TRANSPORTATION SERVICES AGENCY  
Urban and Rural Combined TOTALS 2004-2005**

| SERVICE TYPE    | COST        | CLIENTS   | MILES     | HOURS   | REVENUE     | FARES  | CLIENTS/<br>HOUR | MILES | COST/<br>HOUR | COST/<br>MILE | COST/<br>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 | 958,104   |
| 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*          | \$6,070,242 | 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 |

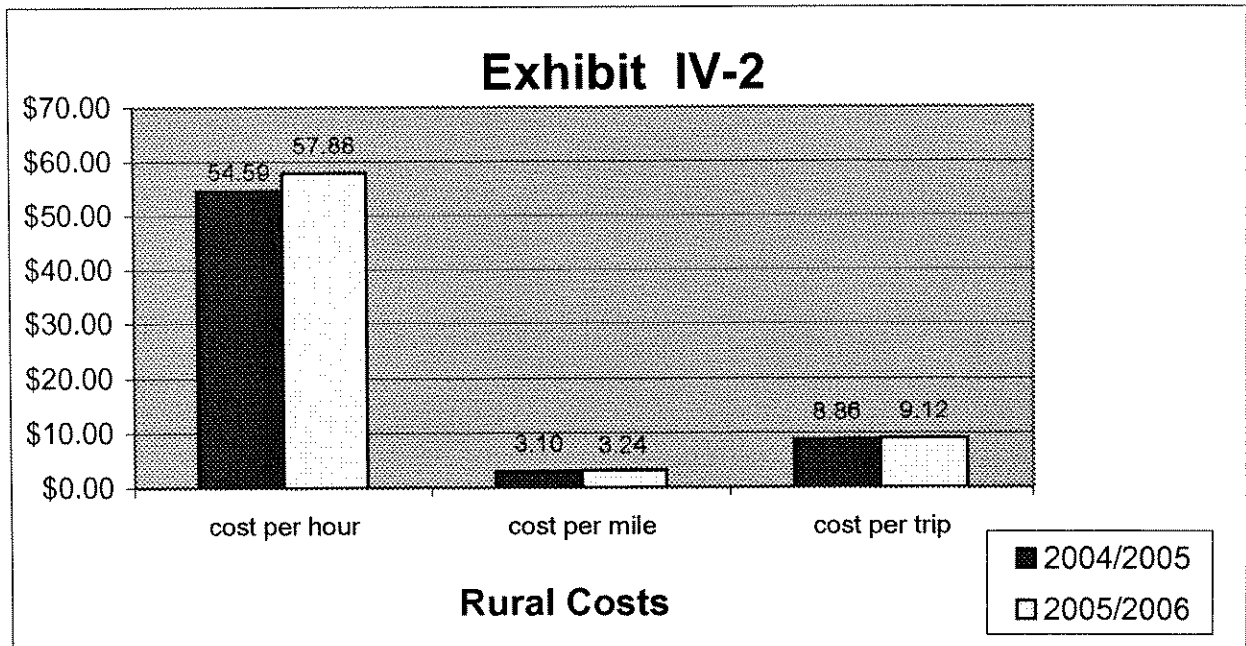
|                         |             |       |        |        |              |        |      |      |        |        |        |         |              |
|-------------------------|-------------|-------|--------|--------|--------------|--------|------|------|--------|--------|--------|---------|--------------|
| 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%         |

IV - 16

Consolidated Transportation Services Agency  
Urban Productivity Data



Consolidated Transportation Services Agency  
Rural Productivity Data



Meal Delivery is not included in statistics.









**YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM**

**369 W. 18th Street, Merced, CA 95340 ■ Phone: (209) 723-3153 ■ FAX: (209) 723-0322 ■ [www.yosemite.com/yarts](http://www.yosemite.com/yarts)**

As the Chair of the Yosemite Area Regional Transportation System (YARTS) Joint Powers Authority, and a Mono County Supervisor, I would like to invite you to join me in a discussion of the future of YARTS.

Now in its seventh year, YARTS has become important to both the employees and the visitors to Yosemite National Park, as a needed alternative to driving. YARTS experienced over 61,000 boarding's and a 2% increase in ridership in the last fiscal year, despite the rockslide on Hwy 140 and has had ridership increases in nearly every year since its inception. (Prior to the rockslide the cumulative FY increase was 15%)

The rockslide on Hwy 140, and subsequent road closure, has had major impacts on the Yosemite Region and YARTS was not spared from them. During this time, YARTS was forced to use many alternate routes and schedules and we partnered with numerous agencies and organizations to the benefit of all concerned.

The road closure turmoil prompted the YARTS Board to revisit the subject of YARTS serving a more regional audience and the benefits of partnering with our neighbors to make the service better and more useful to the Yosemite region. The YARTS Joint Powers Authority is currently made up of representatives from Merced, Mariposa and Mono counties. Merced County Association of Governments has served as the contract manager of the system since the beginning.

YARTS has become an important element in the transportation planning in the areas it currently serves and has played a significant role in the reduction of traffic and congestion in the park and on the roads serving the park. It has also contributed to the quality of the experience of those who choose to drive, through those reductions.

We believe that YARTS currently serves an important function, but that it could be even more valuable to the Yosemite area if it served a broader region. I would like to have the opportunity to meet with you individually and also have you participate in a regional meeting where these ideas can be openly discussed.

I look forward to the opportunity of seeing you soon. (I will be attending the annual CSAC meeting in Anaheim and will have time to meet with you there if you are attending.)

I encourage you to visit the YARTS web site at [www.YARTS.com](http://www.YARTS.com) to learn more about the levels of service YARTS currently provides and to look over the history of the organization, agreements and meeting minutes and agendas.

Vikki Magee Bauer  
Mono County District 3 Supervisor  
P.O. Box 25, June Lake, Ca 93529  
(760)648-7831  
[vbauer@mono.ca.gov](mailto:vbauer@mono.ca.gov)



## **Yosemite Area Regional Transportation System (YARTS)**

The Yosemite Area Regional Transportation System (YARTS) is operating in its seventh year under the guidance of a three-county Joint Powers Authority (JPA); Merced, Mariposa and Mono counties. One supervisor from each of the member counties sits on the JPA Board.

Supervisors currently serving on the YARTS JPA Board include:

Vikki McGee-Bauer, Mono County, Chair

Mike Nelson, Merced County, Vice Chair

Lee Stetson, Mariposa County

An eleven-member Authority Advisory Committee (AAC), which reviews and recommends on agenda items going to the governing body, supports the YARTS Board. The AAC is made up of private citizens from the three JPA counties and represents lodging and business, visitor bureaus, economic development interests, environmental concerns, and others. Yosemite National Park and Caltrans are also represented on the AAC.

YARTS is a public entity separate and distinct from its member entities. YARTS functions as the regional representative, within the combined territory of the members of this Joint Powers Authority, for transit and alternative transportation to and from Yosemite National Park.

YARTS contracts with the Merced County Association of Governments to provide transit management and marketing, financial and grant administration, and transportation planning services. YARTS also contracts for buses, drivers and day-to-day operations. In the past, YARTS has used different contractors on the two service corridors (Hwy. 140 and Hwy. 395/120 East). It is anticipated this practice will change this year as YARTS goes out to bid for a single contractor to provide all of the scheduled service on both corridors.

YARTS has no paid staff at this time.

The stated intent of the JPA agreement is to offer a transportation option to visitors and employees. Additionally, it directs that alternative transportation that does not degrade the visitor experience or the natural resources in the region is to be of key importance.

### **The Service**

YARTS operates on Hwy. 140 year round, 365 days a year. There are multiple runs per day and they are adjusted seasonally as the visitation to Yosemite and the tourist season grow and fade. The timing of the runs and the fare structure are indicated on the attached schedules.

On Hwy. 395/120 East from Mono County, the service operates only during the summer when Tioga Pass is open, typically June through September. In previous years, service was available in June and September on weekends only, with July and August being daily. Only one run is currently scheduled each day because of the distances involved in this run. A schedule for this corridor is also attached.

### **YARTS Funding**

Funding for YARTS has come from local, state and federal sources as well as from the fare box revenues. In the FY 2006-2007 YARTS budget, which is attached, roughly 19% comes from local contributions, about 21% comes from fare box, and roughly 40% comes from state and federal sources. The \$250,000 that YARTS receives from Yosemite National Park represents roughly 20% of the total budget.

### **Ridership**

YARTS has seen slow, but consistent, growth in ridership. However, in FY 2005-2006, ridership on the Hwy. 140 service corridor grew dramatically with a cumulative increase of 15% during the first 10 months of the year. Then the rockslide, which ended up closing Hwy. 140 for about three months, changed everything. YARTS ended the FY with only a 2% increase in ridership.

Since the rockslide, ridership has declined every bit as dramatically, but is now coming back. The attached ridership history shows the effect of the road closure and the return of better numbers following the opening of the highway to length-restricted vehicles in late August.

The length-restricted detour on Hwy 140, that has reopened the road to use, currently limits vehicles traveling across the detour bridges to 28 feet. Normally, YARTS uses 40-foot over-the-road coaches that carry between 45 and 50 passengers. The smaller 26.5 foot buses that we are currently forced to use carry 18 to 22 passengers. The transition to the smaller buses has been challenging.

Caltrans is looking at the possibility of “tweaking” the detour bridges to allow somewhat larger vehicles. There is considerable local pressure to see this change take place.

According to Caltrans, the final solution to how to reopen Hwy 140 to full size vehicles appears to be 3 years away. However, they are working urgently to solve the problem.

Ridership is divided between visitors (roughly 65%) and commuters and locals (35%). The fare structure is noted on the attached schedules. Additionally, YARTS makes available commuter passes that offer significant savings for regular users of the system.

Ridership on the Hwy. 395/120 East service corridor from Mono County has seen erratic growth. In 2005, daily service was extended for the first two weeks of September and in 2006 for the entire month, which created more ridership for the season.

### **Park and Ride Lots in Mariposa County**

YARTS is currently involved in the acquisition and construction of two park-and-ride lots in Mariposa County. Funding has been secured for all phases of this work and YARTS is again going through planning approval due to changes that came about in the encroachment permit processes. A hearing by the Planning Commission is tentatively scheduled for December of 2006.

### **New Buses**

YARTS has programmed the purchase of new over-the-road coaches for the service and has received a \$2.09 million grant from the federal government for that purpose. Additionally, YARTS has approximately \$600,000 in 5309 federal earmark funding that can be used for the purchase of buses or for the contracting for buses. Unless the service expands onto highways other than Hwy 140., or something changes dramatically with the detour bridges, the purchase of new over-the-road coaches will have to wait for the final resolution of the rockslide/detour situation.

### **Attachments:**

YARTS FY 2006-07 Budget  
Hwy. 140 Ridership History  
Hwy. 140 Schedule(s)  
Hwy. 395/120 East Schedule

Misc:YARTStest



# **FY 06-07 Budget**

July 1, 2006 - June 30, 2007

| <b>OPERATIONS</b>                                        |              |                               |              |
|----------------------------------------------------------|--------------|-------------------------------|--------------|
| <b>EXPENDITURES</b>                                      |              | <b>REVENUES</b>               |              |
| Service contract-Hwy 140                                 | \$ 787,150   |                               |              |
|                                                          | \$ 200,000   |                               |              |
| Service contract-Hwy 120-395                             | \$ 76,360    | Mariposa County               | \$ 136,360   |
| Subtotal for Svc Contract(s)                             | \$ 1,063,510 | Mono County                   | \$ 30,000    |
|                                                          |              | NPS Contribution              | \$ 250,000   |
|                                                          |              | FTA Section 5311(f)           | \$ 400,000   |
|                                                          |              | FTA Section 5309              | \$ 97,407    |
| Management, Accounting,<br>Planning & Service Monitoring | \$ 80,000    |                               |              |
| Audit,insurance                                          | \$ 27,500    | NPS Fare Subsidy              | \$ 80,000    |
| Transpo Station Lease                                    | \$ 3,040     | Farebox-Hwy 140               | \$ 165,000   |
| Subtotal                                                 | \$ 110,540   | Farebox-Hwy 120-395           | \$ 25,000    |
| Subtotal                                                 | \$ 1,174,050 |                               | \$ 1,183,767 |
|                                                          |              |                               |              |
| Public Education/Media Relations-<br>Marketing Admin     | \$ 84,717    | Merced County-CMAQ            | \$ 75,000    |
| Subtotal for Public Education                            | \$ 84,717    | Subtotal for Public Education | \$ 75,000    |
| Total                                                    | \$ 1,258,767 |                               | \$ 1,258,767 |
| <b>CAPITAL</b>                                           |              |                               |              |
| <b>EXPENDITURES</b>                                      |              | <b>REVENUES</b>               |              |
| Staging Areas - Admin                                    | \$3,000      | Caltrans-STIP                 | \$3,000      |
| Consultant/Planning                                      | \$2,500      | Caltrans-STIP                 | \$2,500      |
| Total                                                    | \$5,500      |                               | \$5,500      |
| <b>TOTAL OPERATIONS AND CAPITAL FY2006-2007</b>          |              |                               |              |
| EXPENDITURES                                             | \$1,264,267  | REVENUES                      | \$1,264,267  |



Hwy 140 Ridership  
by Fiscal Year

|                              | Jul-99 | Aug-99 | Sep-99 | Oct-99 | Nov-99 | Dec-99 | Jan-00 | Feb-00 | Mar-00 | Apr-00 | May-00 | Jun-00 |
|------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Visitors & Others<br>NPS/YCS |        |        |        |        |        |        |        |        |        |        | 1,541  | 4,779  |
| <b>TOTAL</b>                 |        |        |        |        |        |        |        |        |        |        | 739    | 3,236  |
| year to date                 |        |        |        |        |        |        |        |        |        |        | 2,280  | 8,015  |
| %                            |        |        |        |        |        |        |        |        |        |        | 2,280  | 10,295 |

|                              | Jul-00 | Aug-00 | Sep-00 | Oct-00 | Nov-00 | Dec-00 | Jan-01 | Feb-01 | Mar-01 | Apr-01 | May-01 | Jun-01 |
|------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Visitors & Others<br>NPS/YCS | 3,370  | 3,707  | 2,793  | 2,096  | 1,418  | 1,131  | 1,514  | 1,452  | 1,647  | 2,088  | 2,517  | 3,120  |
|                              | 3,774  | 3,552  | 3,017  | 2,423  | 2,516  | 2,265  | 2,525  | 2,211  | 2,427  | 2,331  | 2,274  | 3,130  |
| <b>TOTAL</b>                 | 7,144  | 7,259  | 5,810  | 4,519  | 3,934  | 3,396  | 4,039  | 3,663  | 4,074  | 4,419  | 4,791  | 6,250  |
| % Change previous year       |        |        |        |        |        |        |        |        |        |        | 110%   | -22%   |
| year to date                 | 7,144  | 14,403 | 20,213 | 24,732 | 28,666 | 32,062 | 36,101 | 39,764 | 43,838 | 48,257 | 53,048 | 59,298 |
| %                            |        |        |        |        |        |        |        |        |        |        |        |        |

|                              | Jul-01 | Aug-01 | Sep-01 | Oct-01 | Nov-01 | Dec-01 | Jan-02 | Feb-02 | Mar-02 | Apr-02 | May-02 | Jun-02 |
|------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Visitors & Others<br>NPS/YCS | 3,641  | 3,980  | 2,848  | 1,842  | 1,640  | 2,056  | 1,671  | 1,749  | 2,189  | 2,423  | 3,496  | 3,795  |
|                              | 3,478  | 3,331  | 2,664  | 1,788  | 1,400  | 1,665  | 1,857  | 1,665  | 1,788  | 1,679  | 1,748  | 1,707  |
| <b>TOTAL</b>                 | 7,119  | 7,311  | 5,512  | 3,630  | 3,040  | 3,721  | 3,528  | 3,414  | 3,977  | 4,102  | 5,244  | 5,502  |
| % Change previous year       | 0%     | 1%     | -5%    | -20%   | -23%   | 10%    | -13%   | -7%    | -2%    | -7%    | 9%     | -12%   |
| year to date                 | 7,119  | 14,430 | 19,942 | 23,572 | 26,612 | 30,333 | 33,861 | 37,275 | 41,252 | 45,354 | 50,598 | 56,100 |
| %                            | 0%     | 0%     | -1%    | -5%    | -7%    | -5%    | -6%    | -6%    | -6%    | -6%    | -5%    | -5%    |

|                              | Jul-02 | Aug-02 | Sep-02 | Oct-02 | Nov-02 | Dec-02 | Jan-03 | Feb-03 | Mar-03 | Apr-03 | May-03 | Jun-03 |
|------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Visitors & Others<br>NPS/YCS | 4,670  | 5,019  | 3,682  | 2,896  | 1,785  | 2,517  | 2,088  | 1,642  | 2,118  | 2,584  | 3,184  | 3,856  |
|                              | 1,926  | 1,929  | 1,764  | 1,663  | 1,448  | 1,626  | 1,687  | 1,554  | 1,697  | 1,678  | 1,777  | 1,480  |
| <b>TOTAL</b>                 | 6,596  | 6,948  | 5,446  | 4,559  | 3,233  | 4,143  | 3,775  | 3,196  | 3,815  | 4,262  | 4,961  | 5,336  |
| % Change previous year       | -7%    | -5%    | -1%    | 26%    | 6%     | 11%    | 7%     | -6%    | -4%    | 4%     | -5%    | -3%    |
| year to date                 | 6,596  | 13,544 | 18,990 | 23,549 | 26,782 | 30,925 | 34,700 | 37,896 | 41,711 | 45,973 | 50,934 | 56,270 |
| %                            | -7%    | -6%    | -5%    | 0%     | 1%     | 2%     | 2%     | 2%     | 1%     | 1%     | 1%     | 0%     |

|                              | Jul-03 | Aug-03 | Sep-03 | Oct-03 | Nov-03 | Dec-03 | Jan-04 | Feb-04 | Mar-04 | Apr-04 | May-04 | Jun-04 |
|------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Visitors & Others<br>NPS/YCS | 4,511  | 4,388  | 3,383  | 2,738  | 1,853  | 2,451  | 2,252  | 1,758  | 1,916  | 2,705  | 3,968  | 4,270  |
|                              | 1,857  | 1,920  | 1,812  | 1,724  | 1,358  | 1,422  | 1,660  | 1,595  | 1,895  | 1,781  | 1,765  | 1,966  |
| <b>TOTAL</b>                 | 6,368  | 6,308  | 5,195  | 4,462  | 3,211  | 3,873  | 3,912  | 3,353  | 3,811  | 4,486  | 5,733  | 6,236  |
| % Change previous year       | -3%    | -9%    | -5%    | -2%    | -1%    | -7%    | 4%     | 5%     | -0.1%  | 5.3%   | 13%    | 17%    |
| year to date                 | 6,368  | 12,676 | 17,871 | 22,333 | 25,544 | 29,417 | 33,329 | 36,682 | 40,493 | 44,979 | 50,712 | 56,948 |
| %                            | -3%    | -6%    | -6%    | -5%    | -5%    | -5%    | -4%    | -3%    | -3%    | -2%    | 0%     | 1%     |

|                              | Jul-04 | Aug-04 | Sep-04 | Oct-04 | Nov-04 | Dec-04 | Jan-05 | Feb-05 | Mar-05 | Apr-05 | May-05 | Jun-05 |
|------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Visitors & Others<br>NPS/YCS | 4,632  | 4,484  | 3,666  | 2,542  | 1,561  | 2,102  | 1,946  | 1,766  | 2,653  | 2,519  | 3,807  | 4,723  |
|                              | 2,220  | 2,123  | 1,871  | 1,643  | 1,877  | 1,628  | 1,690  | 1,428  | 1,909  | 1,761  | 1,778  | 2,287  |
| <b>TOTAL</b>                 | 6,852  | 6,607  | 5,537  | 4,185  | 3,438  | 3,730  | 3,555  | 3,194  | 4,562  | 4,280  | 5,585  | 7,010  |
| % Change previous year       | 8%     | 5%     | 7%     | -6%    | 7%     | -4%    | -9%    | -5%    | 20%    | -5%    | -3%    | 12%    |
| year to date                 | 6,852  | 13,459 | 18,996 | 23,181 | 26,619 | 30,349 | 33,904 | 37,098 | 41,660 | 45,940 | 51,525 | 58,535 |
| %                            | 8%     | 6%     | 6%     | 4%     | 4%     | 3%     | 2%     | 1%     | 3%     | 2%     | 2%     | 3%     |

|                              | Jul-05 | Aug-05 | Sep-05 | Oct-05 | Nov-05 | Dec-05 | Jan-06 | Feb-06 | Mar-06 | Apr-06 | May-06 | Jun-06 |
|------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Visitors & Others<br>NPS/DNC | 4915   | 5289   | 4042   | 3018   | 1949   | 1739   | 1943   | 1960   | 2740   | 3045   | 2465   | 2662   |
|                              | 2480   | 2839   | 2206   | 2174   | 2020   | 1808   | 2174   | 1875   | 2417   | 2331   | 775    | 603    |
| <b>TOTAL</b>                 | 7395   | 8128   | 6248   | 5192   | 3969   | 3547   | 4117   | 3835   | 5157   | 5376   | 3240   | 3265   |
| % Change previous year       | 8%     | 23%    | 13%    | 24%    | 15%    | -5%    | 16%    | 20%    | 13%    | 26%    | -42%   | -53%   |
| year to date                 | 7395   | 15523  | 21771  | 26963  | 30932  | 34479  | 38596  | 42431  | 47588  | 52964  | 56204  | 59469  |
| %                            | 8%     | 15%    | 15%    | 16%    | 16%    | 14%    | 14%    | 14%    | 14%    | 15%    | 9%     | 2%     |

|                              | Jul-06 | Aug-06 | Sep-06 | Oct-06 | Nov-06 | Dec-06 | Jan-07 | Feb-07 | Mar-07 | Apr-07 | May-07 | Jun-07 |
|------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Visitors & Others<br>NPS/DNC | 2921   | 3452   | 3371   | 2610   |        |        |        |        |        |        |        |        |
|                              | 612    | 741    | 1205   | 1409   |        |        |        |        |        |        |        |        |
| <b>TOTAL</b>                 | 3533   | 4193   | 4576   | 4019   |        |        |        |        |        |        |        |        |
| % Change previous year       | -52%   | -48%   | -27%   | -23%   |        |        |        |        |        |        |        |        |
| year to date                 | 3533   | 7726   | 12302  | 16321  |        |        |        |        |        |        |        |        |
| %                            | -52%   | -50%   | -44%   | -39%   |        |        |        |        |        |        |        |        |



# YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM

## IMPORTANT RIDER INFORMATION

- Please wait a minimum of 15 minutes past time listed. Times indicate scheduled departure, but unexpected delays may occur.
- Refer to the YARTS stop map and list located at each stop for complete bus stop information.
- **SOD** – Stop On Demand: stops only when requested by passenger, or when a passenger is waiting at the stop location.
- YARTS provides convenient connections with the Yosemite Park shuttles and tours inside the Yosemite Valley, including the free shuttle that stops at each Yosemite drop-off point.
- With each paid adult passenger, one child 16 or younger rides free.
- YARTS Multi-Use Yosemite passes available. Check with ticket sellers for complete details.
- Runs 1 & 7 **OPERATIONAL MONDAY THRU FRIDAY. NO WEEKENDS OR HOLIDAYS**
- Commuter passes available – check with YARTS driver for prices and information.
- YARTS provides connections to “The Bus” in the city of Merced. Call 384-3111 for more information.
- YARTS does not stop at Merced College on weekends or holidays.
- Please contact YARTS 48hrs in advance if you require a wheel chair equipped bus. 877-989-2787.



[www.yarts.com](http://www.yarts.com)

**FALL 2006 HIGHWAY 140  
SCHEDULE, FARES & TICKET SELLERS  
EFFECTIVE OCTOBER 16, 2006 – OCTOBER 30, 2006**

|                                                                          |                                                                              |
|--------------------------------------------------------------------------|------------------------------------------------------------------------------|
| Bear Creek Cabins<br>Midpines, CA<br>(209) 966-5253                      | KOA – Yosemite<br>Midpines, CA<br>(209) 966-2201                             |
| Best Western –<br>Yosemite Way Station<br>Mariposa, CA<br>(209) 966-7545 | Mariposa County<br>Chamber/Visitors Center<br>Mariposa, CA<br>(209) 966-2456 |
| California Welcome Center<br>Merced, CA<br>(209) 384-2791                | Miners Inn<br>Mariposa, CA<br>(209) 742-7777                                 |
| Cedar Lodge<br>El Portal, CA<br>(209) 379-2612                           | Sierra Stationers<br>Mariposa, CA<br>(209) 966-3083                          |
| Comfort Inn<br>Mariposa, CA<br>(209) 966-4344                            | Yosemite Bug Rustic<br>Mountain Resort<br>Midpines, CA<br>(209) 966-6666     |
| Happy Burger Diner<br>Mariposa, CA<br>(209) 966-2719                     | Yosemite View Lodge<br>El Portal, CA<br>(209) 379-2681                       |

For more information on YARTS call 1-877-98-YARTS  
(1-877-989-2787) or local (209) 388-9589  
If you have experienced a problem with the YARTS service, call  
the YARTS comment line at (209) 723-3153, ext. 345

For information on Mariposa County Transit connections  
call (209) 966-RIDE (209) 966-7433



# FALL 2006 HIGHWAY 140 SCHEDULE & FARES – EFFECTIVE Oct. 16, 2006

NOTE: RUNS 1 & 7 OPERATE MONDAY - FRIDAY ONLY – NO WEEKENDS OR HOLIDAYS

## INBOUND TO YOSEMITE

| Stop Location          | Run 1 | Run 2 | Run 3 | Run 4 | Run 5  | Run 6 |
|------------------------|-------|-------|-------|-------|--------|-------|
| Merced Airport         |       |       |       |       | 10:05A |       |
| Merced College         |       |       |       |       |        | 5:00P |
| Merced Mall/Target     |       |       |       |       |        | 5:05P |
| M Street (PG&E)        |       |       |       |       |        | 5:07P |
| Merced Transpo         |       |       |       |       |        | 5:25P |
| Merced AMTRAK          |       |       |       |       |        | 5:15P |
| Courthouse (M Street)  |       |       |       |       |        | 5:18P |
| Cathays Valley         |       |       |       |       |        | 5:55P |
| Midtown Mariposa       |       |       |       |       |        | 6:12P |
| Roadside Rest          |       |       |       |       |        | 6:15P |
| Visitors Center        |       |       |       |       |        | 6:18P |
| KOA                    |       |       |       |       |        | 6:28P |
| Midpines Park/Ride     |       |       |       |       |        | SOD   |
| Midpines Post Office   |       |       |       |       |        | 6:31P |
| Bug Hostel             |       |       |       |       |        | 6:35P |
| Cedar Lodge            |       |       |       |       |        | 7:04P |
| NPS Maintenance        |       |       |       |       |        | 7:08P |
| Barium Mine Road       |       |       |       |       |        | 7:11P |
| El Portal Post Office  |       |       |       |       |        | 7:14P |
| Yosemite View Lodge    |       |       |       |       |        | 7:17P |
| Curry Village          |       |       |       |       |        | 7:50P |
| Ahwahnee Hotel         |       |       |       |       |        | 7:55P |
| Valley Visitors Center |       |       |       |       |        | 8:00P |
| Yosemite Lodge         |       |       |       |       |        | 8:05P |

## OUTBOUND FROM YOSEMITE

| Stop Location          | Run 7 | Run 8  | Run 9 | Run 10 | Run 11 | Run 12 | Run 14 |
|------------------------|-------|--------|-------|--------|--------|--------|--------|
| Curry Village          |       | 9:32A  | 4:00P | 4:20P  | 5:00P  | 5:30P  | 7:50P  |
| Ahwahnee Hotel         |       | 9:37A  | 4:05P | 4:25P  | 5:05P  | 5:35P  | 7:55P  |
| Valley Visitors Center |       | 9:42A  | 4:10P | 4:30P  | 5:10P  | 5:40P  | 8:00P  |
| Yosemite Lodge         |       | 10:00A | 4:15P | 4:35P  | 5:15P  | 5:45P  | 8:20P  |
| Yosemite View Lodge    |       | 10:25A | 4:40P | 5:05P  | 5:45P  | 6:15P  | 8:45P  |
| El Portal Post Office  |       | 10:28A | 4:43P | 5:08P  | 5:48P  | 6:18P  | 8:48P  |
| Barium Mine Road       |       | 10:31A | 4:46P | 5:10P  | 5:51P  | 6:21P  | 8:51P  |
| NPS Maintenance        |       | 10:34A | 4:49P | 5:12P  | 5:53P  | 6:23P  | 8:54P  |
| Cedar Lodge            |       | 10:37A | 4:52P | 5:15P  | 5:56P  | 6:26P  | 8:57P  |
| Bug Hostel             |       | 10:59A | 5:14P | 5:37P  | 6:18P  | 6:48P  | 9:19P  |
| Midpines Post Office   |       | 6:33A  | SOD   | 5:40P  | 6:20P  | 6:51P  | 9:22P  |
| Midpines Park/Ride     |       | SOD    | SOD   | SOD    | SOD    | SOD    | SOD    |
| KOA                    |       | 6:35A  | 5:21P | 5:43P  | 6:23P  | 6:54P  | 9:25P  |
| Visitors Center        |       | 6:44A  | 5:31P | 5:53P  | 6:33P  | 7:04P  | 9:35P  |
| Roadside Rest          |       | 6:45A  |       | 5:56P  | 6:36P  | 7:07P  | 9:38P  |
| Midtown Mariposa       |       | 6:47A  | 5:33P | 5:59P  | 6:39P  | 7:10P  | 9:41P  |
| Cathays Valley         |       | 7:00A  | 5:46P |        | 6:53P  | 7:24P  | 9:55P  |
| Merced AMTRAK          |       | SOD    | 6:23P |        | 7:46P  | 8:17P  | 10:48P |
| Merced Transpo         |       | 7:47A  | 6:33P |        | 7:56P  | 8:27P  | 10:58P |
| Merced College         |       | 7:37A  | SOD   |        |        |        |        |
| Merced Mall/Target     |       | SOD    |       |        |        |        |        |
| M Street (PGE)         |       | 7:40A  |       |        |        |        |        |
| Courthouse (M St.)     |       | 7:43A  |       |        |        |        |        |
| Merced Airport         |       | SOD    | SOD   |        | SOD    | SOD    | SOD    |

## YARTS FARES

The following fares are good through October 30, 2006.  
With each paid adult ticket, one child 16 and younger rides free!  
Multi-Use passes available. See ticket vendors for details.  
Commuter passes available. Check with driver for prices.

| Merced         | Cathays Valley | Mariposa   | Midpines   | El Portal  | Yosemite    |
|----------------|----------------|------------|------------|------------|-------------|
|                | (\$2) \$3      | (\$6) \$7  | (\$6) \$7  | (\$9) \$10 | (\$14) \$20 |
| Cathays Valley |                | (\$5) \$6  | (\$5) \$6  | (\$6) \$7  | (\$14) \$15 |
| Mariposa       | (\$6) \$7      |            | \$1*       | (\$6) \$7  | (\$9) \$10  |
| Midpines       | (\$6) \$7      | (\$5) \$6  |            | (\$6) \$7  | (\$9) \$10  |
| El Portal      | (\$9) \$10     | (\$6) \$7  | (\$6) \$7  |            | (\$6) \$7   |
| Yosemite       | (\$14) \$20    | (\$9) \$10 | (\$9) \$10 | (\$6) \$7  |             |

## ALL FARES TO YOSEMITE NATIONAL PARK INCLUDE GATE FEE

- On the Mariposa/Midpines run only (\*), passengers pay driver directly. \$1 fee for each direction.
- Passengers bound for Merced receive priority boarding on Run #9 in order to meet connections to other transit.
- Fares listed (except\*) are round trip (US\$), leaving/returning to the same stop.
- One-way tickets cost one half of full trip amount-rounding up the nearest \$
- Fares for children and seniors are indicated with parenthesis(). Children 16 years or younger and seniors 62 or older qualify for this rate.

# YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM

## IMPORTANT RIDER INFORMATION

- Please wait a minimum of 15 minutes past time listed. Times indicate scheduled departure, but unexpected delays may occur.
- Refer to the **YARTS** stop map and list located at each stop for complete bus stop information.
- **SOD** – Stop On Demand: stops only when requested by passenger, or when a passenger is waiting at the stop location.
- **YARTS** provides convenient connections with the Yosemite Park shuttles and tours inside the Yosemite Valley, including the free shuttle that stops at each Yosemite drop-off point.
- With each paid adult passenger, one child 12 or younger rides free.
- **YARTS** Multi-Use Yosemite passes available. Check with ticket sellers for complete details.
- **Runs 1 & 7 OPERATIONAL MONDAY THRU FRIDAY. NO WEEKENDS OR HOLIDAYS**
- Commuter passes available – check with **YARTS** driver for prices and information.
- **YARTS** provides connections to "The Bus" in the city of Merced. Call 384-3111 for more information.
- **YARTS** does not stop at Merced College on weekends or holidays.
- Please contact **YARTS** 48hrs in advance if you require a wheel chair equipped bus. 877-989-2787.



[www.yarts.com](http://www.yarts.com)

## WINTER 2006/2007 HIGHWAY 140

### SCHEDULES, FARES & TICKET SELLERS

EFFECTIVE OCTOBER 31, 2006 – MAY 13, 2007

|                                                                          |                                                                              |
|--------------------------------------------------------------------------|------------------------------------------------------------------------------|
| Bear Creek Cabins<br>Midpines, CA<br>(209) 966-5253                      | KOA – Yosemite<br>Midpines, CA<br>(209) 966-2201                             |
| Best Western –<br>Yosemite Way Station<br>Mariposa, CA<br>(209) 966-7545 | Mariposa County<br>Chamber/Visitors Center<br>Mariposa, CA<br>(209) 966-2456 |
| California Welcome Center<br>Merced, CA<br>(209) 384-2791                | Miners Inn<br>Mariposa, CA<br>(209) 742-7777                                 |
| Cedar Lodge<br>El Portal, CA<br>(209) 379-2612                           | Sierra Stationers<br>Mariposa, CA<br>(209) 966-3083                          |
| Comfort Inn<br>Mariposa, CA<br>(209) 966-4344                            | Yosemite Bug Rustic<br>Mountain Resort<br>Midpines, CA<br>(209) 966-6666     |
| Happy Burger Diner<br>Mariposa, CA<br>(209) 966-2719                     | Yosemite View Lodge<br>El Portal, CA<br>(209) 379-2681                       |

For more information on YARTS call 1-877-98-YARTS  
(1-877-989-2787) or local (209) 388-9589

If you have experienced a problem with the YARTS service, call the YARTS comment line at (209) 723-3153, ext. 345

For information on Mariposa County Transit connections  
call (209) 966-RIDE (209) 966-7433



# WINTER 2006/2007 HIGHWAY 140 SCHEDULE & FARES – EFFECTIVE Oct. 31, 2006

NOTE: RUNS 1 & 7 OPERATE MONDAY - FRIDAY ONLY – NO WEEKENDS OR HOLIDAYS

## INBOUND TO YOSEMITE

| Stop Location          | Run 1 | Run 2 | Run 3 | Run 4  | Run 5  | Run 6 |
|------------------------|-------|-------|-------|--------|--------|-------|
| Merced Airport         |       |       |       |        | 10:05A |       |
| Merced College         |       |       |       |        |        | 5:00P |
| Merced Mall/Target     |       |       |       |        |        | 5:05P |
| M Street (PG&E)        |       |       |       |        |        | 5:07P |
| Merced Transpo         |       |       |       |        |        | 5:25P |
| Merced AMTRAK          |       |       |       |        |        | 5:15P |
| Courthouse (M Street)  |       |       |       |        |        | 5:18P |
| Catheys Valley         |       |       |       |        |        | 5:55P |
| Midtown Mariposa       | 5:52A | 6:24A | 7:57A | 9:50A  | 11:50A | 6:12P |
| Roadside Rest          | 5:54A | 6:26A | 8:00A | 9:53A  |        | 6:15P |
| Visitors Center        | 5:56A | 6:28A | 8:03A | 9:56A  | 11:53A | 6:18P |
| KOA                    | SOD   | SOD   | 8:13A | 10:06A | 12:03P | 6:28P |
| Midpines Park/Ride     | 6:06A | 6:38A | SOD   | SOD    |        | SOD   |
| Midpines Post Office   | 6:07A | 6:39A | 8:16A | 10:09A |        | 6:31P |
| Bug Hostel             | SOD   | SOD   | 8:20A | 10:13A | 12:10P | 6:35P |
| Cedar Lodge            | 6:37A | 7:09A | 8:49A | 10:42A | 12:39P |       |
| NPS Maintenance        | 6:41A | 7:13A | 8:53A | 10:46A |        |       |
| Barium Mine Road       | 6:44A | 7:16A | 8:56A | 10:49A |        |       |
| El Portal Post Office  | 6:47A | 7:19A | 8:58A | 10:52A |        |       |
| Yosemite View Lodge    | 6:50A | 7:22A | 9:01A | 10:55A | 12:46P |       |
| Curry Village          | 7:28A | 8:00A | 9:37A | SOD    | SOD    |       |
| Ahwahnee Hotel         | 7:33A | 8:03A | 9:42A | SOD    | SOD    |       |
| Valley Visitors Center | 7:23A | 7:55A | 9:47A | 11:43A | 1:30P  |       |
| Yosemite Lodge         | 7:38A | 8:08A | 9:52A | 11:48A | 1:20P  |       |

## YARTS FARES

The following fares are good through May 13, 2007.  
 With each paid adult ticket, one child 12 and younger rides free!  
 Multi-Use passes available. See ticket vendors for details.  
 Commuter passes available. Check with driver for prices.

|                | Merced | Catheys Valley | Mariposa | Midpines | El Portal | Yosemite |
|----------------|--------|----------------|----------|----------|-----------|----------|
| Merced         |        |                |          |          |           |          |
| Catheys Valley |        |                |          |          |           |          |
| Mariposa       |        |                |          |          |           |          |
| Midpines       |        |                |          |          |           |          |
| El Portal      |        |                |          |          |           |          |
| Yosemite       |        |                |          |          |           |          |

## OUTBOUND FROM YOSEMITE

| Stop Location          | Run 7 | Run 8  | Run 9 | Run 10 | Run 11 | Run 12 |
|------------------------|-------|--------|-------|--------|--------|--------|
| Curry Village          |       | 9:32A  | 4:00P | 4:20P  | 5:00P  | 5:30P  |
| Ahwahnee Hotel         |       | 9:37A  | 4:05P | 4:25P  | 5:05P  | 5:35P  |
| Valley Visitors Center |       | 9:42A  | 4:10P | 4:30P  | 5:10P  | 5:40P  |
| Yosemite Lodge         |       | 10:00A | 4:15P | 4:35P  | 5:15P  | 5:45P  |
| Yosemite View Lodge    |       | 10:25A | 4:40P | 5:05P  | 5:45P  | 6:15P  |
| El Portal Post Office  |       | 10:28A | 4:43P | 5:08P  | 5:48P  | 6:18P  |
| Barium Mine Road       |       | 10:31A | 4:46P | 5:10P  | 5:51P  | 6:21P  |
| NPS Maintenance        |       | 10:34A | 4:49P | 5:12P  | 5:53P  | 6:23P  |
| Cedar Lodge            |       | 10:37A | 4:52P | 5:15P  | 5:56P  | 6:26P  |
| Bug Hostel             | 6:30A | 10:59A | 5:14P | 5:37P  | 6:18P  | 6:48P  |
| Midpines Post Office   | 6:33A | 11:02A | SOD   | 5:40P  | 6:20P  | 6:51P  |
| Midpines Park/Ride     | SOD   | SOD    | SOD   | SOD    | SOD    | SOD    |
| KOA                    | 6:35A | 11:05A | 5:21P | 5:43P  | 6:23P  | 6:54P  |
| Visitors Center        | 6:44A | 11:15A | 5:31P | 5:53P  | 6:33P  | 7:04P  |
| Roadside Rest          | 6:45A | 11:18A |       | 5:56P  | 6:36P  | 7:07P  |
| Midtown Mariposa       | 6:47A | 11:21A | 5:33P | 5:59P  | 6:39P  | 7:10P  |
| Catheys Valley         | 7:00A | 11:34A | 5:46P |        | 6:53P  | 7:24P  |
| Merced AMTRAK          | SOD   | 12:27P | 6:23P |        | 7:46P  | 8:17P  |
| Merced Transpo         | 7:47A | 12:37P | 6:33P |        | 7:56P  | 8:27P  |
| Merced College         | 7:37A | SOD    |       |        |        |        |
| Merced Mall/Target     |       | SOD    |       |        |        |        |
| M Street (PGE)         | 7:40A | SOD    |       |        |        |        |
| Courthouse (M St.)     | 7:43A | SOD    |       |        |        |        |
| Merced Airport         | SOD   | SOD    | SOD   |        | SOD    | SOD    |

## ALL FARES TO YOSEMITE NATIONAL PARK INCLUDE GATE FEE

- On the Mariposa/Midpines run only (\*), passengers pay driver directly. \$1 fee for each direction.
- Passengers bound for Merced receive priority boarding on Run #9 in order to meet connections to other transit.
- Fares listed (except\*) are round trip (US\$), leaving/returning to the same stop.
- One-way tickets cost one half of full trip amount-rounding up the nearest \$
- Fares for children and seniors are indicated with parenthesis(). Children 12 years or younger and seniors 62 or older qualify for this rate.

**PLEASE CONTACT YARTS 48 HOURS IN ADVANCE  
IF YOU REQUIRE A WHEEL CHAIR EQUIPPED BUS.  
888-899-2787.**

**WE LOOK FORWARD TO MAKING YOUR VISIT TO  
THE PARK ITS BEST!**



**SUMMER 2006 HIGHWAY 120 EAST / HIGHWAY 395  
SCHEDULE & FARES  
EFFECTIVE JUNE 2006 – OCTOBER 1, 2006**

**IMPORTANT RIDER INFORMATION**

- This schedule is for runs along Highway 120E/395. For route information along other highways, check those schedules.
- Please wait a minimum of 15 minutes past time listed. Although times indicate scheduled departure, delays may occur.
- Refer to the YARTS Stop Map. Purchase your ticket from the bus driver.
- Schedules may change within the season. Check online or call the toll free number.

**FOR MORE INFORMATION CALL  
1-888-89-YARTS**

**VISIT YARTS ONLINE AT  
[www.yarts.com](http://www.yarts.com)**



# SUMMER 2006 - HIGHWAY 120E/395 SCHEDULE & FARES - \*Effective June 2006

|                     | YARTS<br>BUS STOP                     | TO<br>YOSEMITE | FROM<br>YOSEMITE |
|---------------------|---------------------------------------|----------------|------------------|
| Mammoth<br>Lakes    | Mammoth Mountain<br>Inn               | 7:00 A.M.      | 8:50 P.M.        |
|                     | Juniper Springs Summit                | 7:15 A.M.      | 8:42 P.M.        |
|                     | HWY 203, Shilo Inn                    | 7:20 A.M.      | 8:35 P.M.        |
|                     | HWY 203, Mammoth<br>Mountain RV Park  | 7:30 A.M.      | 8:33 P.M.        |
| June<br>Lake        | June Mountain Ski Area<br>Parking Lot | 8:05 A.M.      | 8:10 P.M.        |
|                     | Rush Creek Trailhead<br>Parking Lot   | 8:10 A.M.      | 7:55 P.M.        |
|                     | Best Western Motel                    | 8:20 A.M.      | 7:40 P.M.        |
| Lee<br>Vining       | Forest Service<br>Visitor Center      | 8:23 A.M.      | 7:37 P.M.        |
|                     | Tioga Mobil Gas Mart                  | 8:30 A.M.      | 7:32 P.M.        |
|                     | Tuolumne Meadows<br>Store             | 9:05 A.M.      | 6:50 P.M.        |
| Tuolumne<br>Meadows | Tuolumne Meadows<br>Visitor Center    | 9:10 A.M.      | 6:45 P.M.        |
|                     | Cathedral Trailhead                   | SOD            | SOD              |
|                     | White Wolf Lodge                      | 9:50 A.M.      | 6:00 P.M.        |
|                     | Crane Flat Gas Station                | 10:20 A.M.     | 5:30 P.M.        |
|                     | Yosemite Visitor Center               | 10:55 A.M.     | 5:00 P.M.        |

**SOD** -- Stop On Demand: stops only when requested by passenger, or when a passenger is waiting at the stop location.

These runs connect to many tours in Yosemite National Park, including YARTS service on Hwy 140 and the Valley Tour beginning as early as noon. For more information on Yosemite Park tours, please call (209) 372-1240.

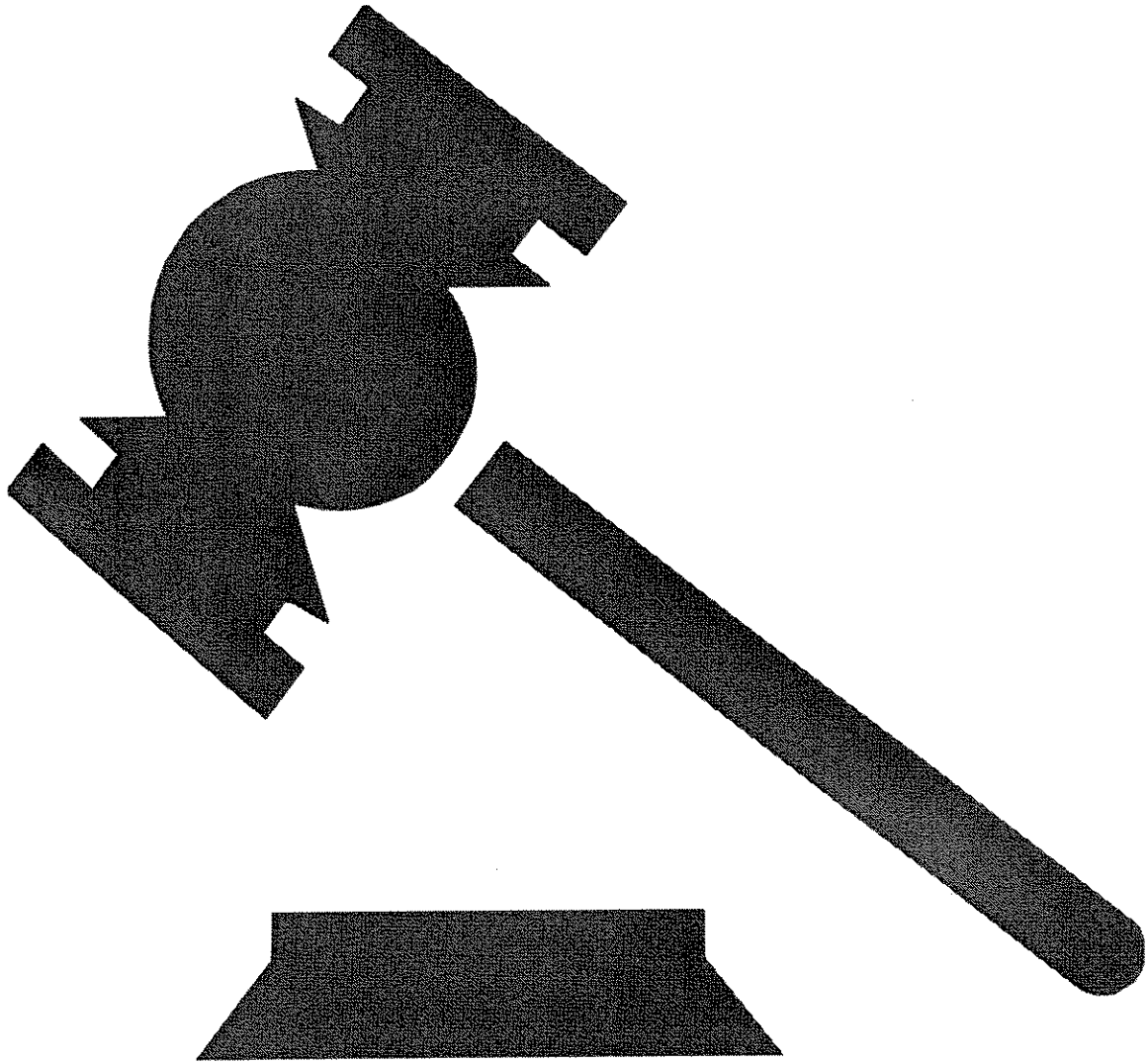
|                     | Kind of<br>Ticket | Mammoth<br>Lakes | June<br>Lake | Lee<br>Vining | Tuolumne<br>Meadows | White<br>Wolf | Crane<br>Flat | Yosemite<br>Valley |
|---------------------|-------------------|------------------|--------------|---------------|---------------------|---------------|---------------|--------------------|
| Mammoth<br>Lakes    | Round<br>trip     |                  | (\$3)        | (\$5)         | (\$10)              | (\$10)        | (\$10)        | (\$10)             |
|                     | One<br>way        |                  | (\$3)        | (\$4)         | (\$8)               | (\$8)         | (\$8)         | (\$8)              |
| June<br>Lake        | Round<br>trip     | (\$3)            |              | (\$3)         | (\$8)               | (\$10)        | (\$10)        | (\$10)             |
|                     | One<br>way        |                  | (\$3)        | (\$3)         | (\$6)               | (\$8)         | (\$8)         | (\$8)              |
| Lee<br>Vining       | Round<br>trip     | (\$3)            | (\$3)        |               | (\$10)              | (\$10)        | (\$10)        | (\$10)             |
|                     | One<br>way        |                  | (\$3)        | (\$4)         | (\$4)               | (\$8)         | (\$8)         | (\$8)              |
| Tuolumne<br>Meadows | Round<br>trip     | (\$8)            | (\$8)        | (\$5)         |                     | (\$5)         | (\$10)        | (\$10)             |
|                     | One<br>way        |                  | (\$6)        | (\$4)         |                     | (\$4)         | (\$8)         | (\$8)              |
| White<br>Wolf       | Round<br>trip     | (\$10)           | (\$10)       | (\$10)        | (\$5)               |               | (\$5)         | (\$5)              |
|                     | One<br>way        |                  | (\$8)        | (\$8)         | (\$4)               |               | (\$4)         | (\$4)              |
| Crane<br>Flat       | Round<br>trip     | (\$10)           | (\$10)       | (\$10)        | (\$10)              | (\$5)         |               | (\$3)              |
|                     | One<br>way        |                  | (\$8)        | (\$8)         | (\$8)               | (\$4)         | (\$8)         | (\$4)              |
| Yosemite<br>Valley  | Round<br>trip     | (\$10)           | (\$10)       | (\$10)        | (\$10)              | (\$10)        | (\$3)         |                    |
|                     | One<br>way        |                  | (\$8)        | (\$8)         | (\$8)               | (\$4)         | (\$3)         |                    |

- Fares for children and seniors are indicated within parenthesis ( ).
- Fares listed include gate fees into Yosemite National Park.
- Call the YARTS information line for more information.

Summer 2006 service runs on Saturday and Sunday only through June. Starting July 1, runs are available daily through October 1, 2006.

**\* Service dates are based on the assumption that Tioga Pass will be open. These dates are subject to change if the status of Tioga Pass differs.**

Service is available on the following holidays: May 30, July 4, September 4.



*TRANSPORTATION  
ACTION/DISCUSSION ITEMS  
AGENDA ITEM III. A.*



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

**Council of Fresno County Governments  
San Joaquin Format (Highest Version)**

| Congestion Mitigation and Air Quality Program (Non-transit) |                                                                                                                                                                                                   |                   |                           |                                                                            |                   |       |       |           |         |                                                                                   |                                                                                                                                                                                                                                        |  |
|-------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|---------------------------|----------------------------------------------------------------------------|-------------------|-------|-------|-----------|---------|-----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Route<br>Postmile<br>PIN<br>Dist-CA<br>Fund<br>AQ<br>Lead   | Description                                                                                                                                                                                       | Phase             | Prior Years               | Program Schedule<br>(Construction costs escalated per Caltrans percentage) |                   |       |       |           |         | Change Description<br>Project Comments<br>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<br>Avenues - Install Traffic Flow Improvements<br>Including Dual EB & WB Left-Turn Lanes and<br>ITS Incident Protected Left Phasing EB & WB.      | PE<br>RW<br>Const | 47,900<br>72,000<br>Const | 515,600                                                                    |                   |       |       |           |         |                                                                                   | Cost/Scope/Sch. Change<br>***** Version 6 - 11/03/2006 *****<br>***** Version 5 - 03/24/2005 *****<br>***** Version 4 - 06/15/2004 *****<br>***** Version 3 - 07/03/2003 *****<br>Prior 13,800<br>Current 59,100<br>105,100<br>456,500 |  |
| CMAQ/CITY<br>5.01<br>Fresno, City of                        | \$ 635,500<br>FTIP Amend 2.00 20300000188                                                                                                                                                         | Total             | 119,900                   | 515,600                                                                    |                   |       |       |           |         |                                                                                   |                                                                                                                                                                                                                                        |  |
| FRE020133                                                   | In Fresno - Lump-Sum Construction of New Trails<br>to Serve Fresno/Clovis Metropolitan Area Trail<br>System. Consistent with 40 CFR part 93.126, 127,<br>128, exempt tables 2&3.                  | PE<br>RW<br>Const | 75,800<br>1,000<br>Const  | 87,500                                                                     | 61,600<br>375,000 |       |       |           |         |                                                                                   | Cost/Scope/Sch. Change<br>***** Version 9 - 11/03/2006 *****<br>***** Version 8 - 05/22/2006 *****<br>***** Version 7 - 03/01/2006 *****<br>***** Version 6 - 06/13/2005 *****<br>Prior 68,000<br>Current 8,800<br>60,100<br>484,000   |  |
| CMAQ/CITY<br>3.02<br>Fresno, City of                        | \$ 600,900<br>FTIP Amend 2.00 20300000227                                                                                                                                                         | Total             | 76,800                    | 87,500                                                                     | 436,600           |       |       |           |         |                                                                                   |                                                                                                                                                                                                                                        |  |
| FRE020134                                                   | In Fresno - Lump-Sum Pedestrian Facilities to<br>Include Sidewalks and Signal Upgrades for<br>Pedestrians. Consistent with 40 CFR part 93.126,<br>127, 128, exempt tables 2&3.                    | PE<br>RW<br>Const | 46,000<br>Const           |                                                                            |                   |       |       | 452,300   |         |                                                                                   | Cost/Scope/Sch. Change<br>***** Version 7 - 11/03/2006 *****<br>***** Version 6 - 03/01/2006 *****<br>***** Version 5 - 03/24/2005 *****<br>***** Version 4 - 06/15/2004 *****<br>Prior 40,700<br>Current 5,300<br>51,900<br>400,400   |  |
| CITY/CMAQ<br>3.02<br>Fresno, City of                        | \$ 498,300<br>FTIP Amend 2.00 20300000228                                                                                                                                                         | Total             | 46,000                    |                                                                            |                   |       |       | 452,300   |         |                                                                                   |                                                                                                                                                                                                                                        |  |
| FRE040109                                                   | Replace existing 4-way stop control at intersection<br>of North and Cedar with fully activated traffic signal.<br>4 legs of intersection will be modified.                                        | PE<br>RW<br>Const | 75,500<br>Const           | 10,100                                                                     |                   |       |       | 603,100   |         |                                                                                   | Cost/Scope/Sch. Change<br>***** Version 4 - 11/03/2006 *****<br>***** Version 3 - 06/22/2006 *****<br>***** Version 2 - 06/15/2006 *****<br>***** Version 1 - 03/22/2005 *****<br>Prior 66,800<br>Current 8,700<br>70,400<br>542,800   |  |
| CMAQ/CITY<br>5.02<br>Fresno, City of                        | \$ 668,700<br>FTIP Amend 2.00 20300000315                                                                                                                                                         | Total             | 75,500                    | 10,100                                                                     |                   |       |       | 603,100   |         |                                                                                   |                                                                                                                                                                                                                                        |  |
| FRE070107                                                   | Traffic synchronization and signal coordination<br>along Shaw Ave. from Highway 99 to Highway 41.<br>Install ITS conduits, fiber, communication cabinets<br>and 2070L traffic signal controllers. | PE<br>RW<br>Const |                           |                                                                            | 350,100           |       |       |           |         |                                                                                   | Cost/Scope/Sch. Change<br>***** Version 2 - 11/03/2006 *****<br>Regional bid<br>***** Version 1 - 04/24/2006 *****<br>Prior 3,718,300<br>Current 481,800<br>3,718,300                                                                  |  |
| CMAQ/CITY<br>5.07<br>Fresno, City of                        | \$ 4,200,100<br>FTIP Amend 2.00 20300000389                                                                                                                                                       | Total             |                           |                                                                            | 350,100           |       |       | 3,185,300 | 664,700 |                                                                                   |                                                                                                                                                                                                                                        |  |
| FRE070109                                                   | Completion of the Sugar Pine Trail from Chestnut<br>to Copper, a Class I bikeway and pedestrian trail.                                                                                            | PE<br>RW<br>Const |                           |                                                                            |                   |       |       | 61,600    |         |                                                                                   | Cost/Scope/Sch. Change<br>***** Version 2 - 11/03/2006 *****<br>Regional bid<br>***** Version 1 - 04/24/2006 *****<br>Prior 595,700<br>Current 146,500<br>595,700                                                                      |  |
| CMAQ/CITY<br>3.02<br>Fresno, City of                        | \$ 744,200<br>FTIP Amend 2.00 20300000391                                                                                                                                                         | Total             |                           |                                                                            |                   |       |       | 61,600    | 682,600 |                                                                                   |                                                                                                                                                                                                                                        |  |

## 2007 Federal Transportation Improvement Program

## 2007 Federal Transportation Improvement Program

| San Joaquin Format (Highest Version) |              |                                     |  |  |                   |  |  |        |                                                                          |
|--------------------------------------|--------------|-------------------------------------|--|--|-------------------|--|--|--------|--------------------------------------------------------------------------|
|                                      |              | Lump sum traffic flow improvements. |  |  | PE<br>RW<br>Const |  |  |        | Cost/Scope/Sch. Change                                                   |
|                                      |              |                                     |  |  |                   |  |  |        | ***** Version 2 - 11/06/2006 *****<br>***** Version 1 - 03/22/2005 ***** |
| FREQ40116                            |              |                                     |  |  |                   |  |  |        |                                                                          |
| CMAQ/AGENCY<br>5.01                  | \$ 96,600    |                                     |  |  |                   |  |  | 96,600 |                                                                          |
| San Joaquin, City                    | 203000000322 |                                     |  |  |                   |  |  |        |                                                                          |
|                                      |              |                                     |  |  | Total             |  |  | 96,600 |                                                                          |
|                                      |              |                                     |  |  |                   |  |  |        | Prior<br>Current<br>11,100<br>85,500                                     |

## Hazard Elimination Safety Program

| Hazard Elimination Safety Program |  |                                                                                                              |  |                   |  |                                                                            |           |                    |       |       |       |                                                                                                                                                                                |                    |                      |
|-----------------------------------|--|--------------------------------------------------------------------------------------------------------------|--|-------------------|--|----------------------------------------------------------------------------|-----------|--------------------|-------|-------|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|----------------------|
| Route Postmile<br>PIN             |  | Description                                                                                                  |  | Phase             |  | Program Schedule<br>(Construction costs escalated per Caltrans percentage) |           | Change Description |       |       |       |                                                                                                                                                                                |                    |                      |
| Dist-EA<br>Fund<br>AQ<br>Lead     |  | Total Escalated Cost                                                                                         |  | Prior Years       |  | Triennial Element                                                          |           | Project Comments   |       |       |       |                                                                                                                                                                                |                    |                      |
|                                   |  | Status                                                                                                       |  |                   |  | 06/07                                                                      | 07/08     | 08/09              | 09/10 | 10/11 | 11/12 | Local                                                                                                                                                                          | State              | Federal              |
|                                   |  |                                                                                                              |  |                   |  |                                                                            |           |                    |       |       |       |                                                                                                                                                                                |                    |                      |
| FREM0401                          |  | Lump-Sum Hazard Elimination Safety Program. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3. |  | PE<br>RW<br>Const |  | 672,000                                                                    |           |                    |       |       |       | Cost/Scope/Sch. Change<br>***** Version 5 - 11/03/2008 *****<br>***** Version 4 - 09/25/2008 *****<br>***** Version 3 - 07/05/2008 *****<br>***** Version 2 - 08/29/2005 ***** |                    |                      |
| STPG-LIAGENCY<br>1.05<br>Caltrans |  | \$ 5,698,900<br>FTIP Amend 2.00                                                                              |  | Total             |  | 1,047,800                                                                  | 3,975,100 |                    |       |       |       | Prior<br>Current                                                                                                                                                               | 104,800<br>452,600 | 943,000<br>4,198,500 |

## Regional Surface Transportation Program

| Regional Surface Transportation Program                   |                                                                                                                                                                                            |                   |                    |                                                                            |                      |         |         |       |                                                                                           |                                                                                                                                                                                |
|-----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|--------------------|----------------------------------------------------------------------------|----------------------|---------|---------|-------|-------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Route<br>Postmile<br>PIN<br>Dist-EA<br>Fund<br>AA<br>Lead | Description                                                                                                                                                                                | Phase             | Prior Years        | Program Schedule<br>(Construction costs escalated per Caltrans percentage) |                      |         |         |       | Change Description<br><br>Project Comments<br><br>Funding Summary (Current & Prior Years) |                                                                                                                                                                                |
|                                                           |                                                                                                                                                                                            |                   |                    | Triennial Element                                                          |                      |         |         |       |                                                                                           |                                                                                                                                                                                |
|                                                           |                                                                                                                                                                                            |                   |                    | 08/07                                                                      | 07/08                | 08/09   | 09/10   | 10/11 |                                                                                           | 11/12                                                                                                                                                                          |
|                                                           |                                                                                                                                                                                            |                   |                    |                                                                            |                      |         |         |       |                                                                                           |                                                                                                                                                                                |
|                                                           | Total Escalated Cost                                                                                                                                                                       |                   |                    |                                                                            |                      |         |         |       |                                                                                           |                                                                                                                                                                                |
|                                                           | Status                                                                                                                                                                                     |                   |                    |                                                                            |                      |         |         |       |                                                                                           |                                                                                                                                                                                |
| FRE020616                                                 | 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<br>RW<br>Const | 70,000             |                                                                            |                      |         |         |       |                                                                                           | Cost/Scope/Sch. Change<br>***** Version 6 - 11/03/2008 *****<br>***** Version 5 - 05/17/2008 *****<br>***** Version 4 - 03/24/2005 *****<br>***** Version 3 - 08/16/2004 ***** |
| STPL/CITY<br>1.07<br>Fresno, City of                      | \$ 724,000<br>FTIP Amend 2.00                                                                                                                                                              | Total             | 70,000             |                                                                            |                      |         |         |       |                                                                                           | Prior 8,000<br>Current 75,000<br>579,000                                                                                                                                       |
| FRE020617                                                 | 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 2A3.       | PE<br>RW<br>Const | 100,000<br>599,900 | 82,300<br>284,000                                                          | 122,000<br>1,723,400 |         |         |       |                                                                                           | Cost/Scope/Sch. Change<br>***** Version 7 - 11/03/2008 *****<br>***** Version 6 - 06/27/2006 *****<br>***** Version 5 - 06/27/2006 *****<br>***** Version 4 - 03/24/2005 ***** |
| STPL/CITY<br>1.10<br>Fresno, City of                      | \$ 4,818,000<br>FTIP Amend 2.00                                                                                                                                                            | Total             | 699,900            | 366,300                                                                    | 1,845,400            | 451,800 | 406,300 |       |                                                                                           | Prior 80,200<br>Current 472,300<br>3,645,800                                                                                                                                   |

**2007 Federal Transportation Improvement Program**

**Council of Fresno County Governments  
San Joaquin Format (Highest Version)**

|                                                         |                                                                                                                                                                                                 |             |                                |                                      |        |         |                              |         |  |  |                                                                                                                                                                                                                                      |
|---------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|--------------------------------|--------------------------------------|--------|---------|------------------------------|---------|--|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| FRED00618<br>STPL/CITY<br>1.16<br>Fresno, City of       | In Fresno - Lump-Sum Median Islands On Various Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3.<br>\$ 1,016,600<br>FTIP Amend 2.00                             | 20300000250 | PE<br>RW<br>Const<br><br>Total |                                      |        |         | 122,000                      |         |  |  | Delete Project<br>***** Version 6 - 11/03/2006 *****<br>***** Version 5 - 05/17/2006 *****<br>***** Version 4 - 03/24/2005 *****<br>***** Version 3 - 06/16/2004 *****<br>Prior<br>Current 116,600 900,000<br>Cost/Scope/Sch. Change |
| FRED00621<br>STPL/CITY<br>4.09<br>Fresno, City of       | 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 2&3.<br>\$ 903,600<br>FTIP Amend 2.00 | 20300000253 | PE<br>RW<br>Const<br><br>Total | 75,000<br><br>280,000<br><br>355,000 |        |         | 63,400<br>485,200<br>548,600 |         |  |  | ***** Version 6 - 11/03/2006 *****<br>***** Version 5 - 05/17/2006 *****<br>***** Version 4 - 03/24/2005 *****<br>***** Version 3 - 06/16/2004 *****<br>Prior 40,700 314,300<br>Current 62,900 485,700<br>Cost/Scope/Sch. Change     |
| FRED00635<br>STPL/CITY/CMAQ<br>4.01<br>Reedley, City of | Manning Avenue Corridor Master Plan & Study Identification of techniques to reduce congestion along corridor.<br>\$ 375,200<br>FTIP Amend 2.00                                                  | 20300000241 | PE<br>RW<br>Const<br><br>Total | 46,000<br><br>46,000<br><br>46,000   | 39,500 |         |                              | 293,700 |  |  | ***** Version 6 - 11/02/2006 *****<br>***** Version 5 - 05/17/2006 *****<br>***** Version 4 - 05/23/2005 *****<br>***** Version 3 - 06/16/2004 *****<br>Prior 5,300 40,700<br>Current 38,200 295,000<br>Cost/Scope/Sch. Change       |
| FRED00623<br>STPL/CITY<br>4.09<br>Reedley, City of      | Gateway landscaped median and misc Improvements<br>\$ 282,400<br>FTIP Amend 2.00                                                                                                                | 20300000371 | PE<br>RW<br>Const<br><br>Total |                                      |        | 120,000 |                              | 162,400 |  |  | 2 phases of CON with 2 contracts<br>***** Version 3 - 11/02/2006 *****<br>***** Version 2 - 05/17/2006 *****<br>***** Version 1 - 05/23/2005 *****<br>Prior<br>Current 32,400 250,000<br>Cost/Scope/Sch. Change                      |
| FRED00610<br>CITY/STPL<br>1.10<br>San Joaquin, City of  | Colorado Ave. from Manning Ave. to Fifth St. and Manning from Sutter to 700 ft. west of Sutter. Repair, reconstruct & install A/C overlay.<br>\$ 350,000<br>FTIP Amend 2.00                     | 20300000341 | PE<br>RW<br>Const<br><br>Total | 26,000<br><br>26,000<br><br>26,000   |        |         |                              | 324,000 |  |  | ***** Version 3 - 11/02/2006 *****<br>***** Version 2 - 04/04/2006 *****<br>***** Version 1 - 03/23/2005 *****<br>Prior 3,000 23,000<br>Current 37,200 286,800<br>Cost/Scope/Sch. Change                                             |
| FRED00619<br>CITY/STPL<br>1.10<br>San Joaquin, City of  | Lump sum A/C overlays and necessary reconstruction on eligible routes for safety (no additional travel lanes).<br>\$ 199,900<br>FTIP Amend 2.00                                                 | 20300000348 | PE<br>RW<br>Const<br><br>Total |                                      |        |         |                              | 199,900 |  |  | ***** Version 2 - 10/24/2006 *****<br>***** Version 1 - 03/23/2005 *****<br>Prior<br>Current 22,900 177,000<br>Cost/Scope/Sch. Change                                                                                                |
| FRED00616<br>STPL/CITY<br>1.10<br>San Joaquin, City of  | Main Street from Arizona Ave. to Placer Ave. Remove and replace existing asphalt paving.<br>\$ 309,500<br>FTIP Amend 2.00                                                                       | 20300000418 | PE<br>RW<br>Const<br><br>Total |                                      |        |         | 23,700                       | 285,800 |  |  | ***** Version 2 - 10/24/2006 *****<br>Regional bid<br>***** Version 1 - 04/26/2006 *****<br>Prior<br>Current 35,500 274,000<br>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<br>Postmile<br>PIN<br>Dist-EA<br>Fund<br>AQ<br>Lead | Description                                                                                                                                                                  | Phase | Prior Years | Program Schedule<br>(Construction costs escalated per Caltrans percentage) |       |       |       |       | Change Description<br>Project Comments<br>Funding Summary (Current & Prior Years) |                                    |
|                                                           |                                                                                                                                                                              |       |             | Triennial Element                                                          |       |       |       |       |                                                                                   |                                    |
|                                                           |                                                                                                                                                                              |       |             | 06/07                                                                      | 07/08 | 08/09 | 09/10 | 10/11 |                                                                                   | 11/12                              |
|                                                           |                                                                                                                                                                              |       |             |                                                                            |       |       |       |       |                                                                                   |                                    |
|                                                           | Total Escalated Cost                                                                                                                                                         |       |             |                                                                            |       |       |       |       |                                                                                   |                                    |
|                                                           | Status                                                                                                                                                                       |       |             |                                                                            |       |       |       |       |                                                                                   |                                    |
| FRE071010                                                 | Lump-Sum "Collision Reduction" Category<br>SHOPP: Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 2&3. | PE    |             | 1,267,000                                                                  |       |       |       |       |                                                                                   | New Project                        |
|                                                           |                                                                                                                                                                              | RW    |             | 399,000                                                                    |       |       |       |       |                                                                                   | ***** Version 1 - 10/30/2006 ***** |
|                                                           |                                                                                                                                                                              | Const |             | 3,592,000                                                                  |       |       |       |       |                                                                                   |                                    |
| SHOPPAC/ST-CAE<br>4.01<br>Caltrans                        | \$ 5,258,000<br>FTIP Amend 2.00<br>20300000468                                                                                                                               | Total |             | 5,258,000                                                                  |       |       |       |       |                                                                                   | Prior<br>Current 5,258,000         |

Transportation Enhancement Activities Program

| Transportation Enhancement Activities Program             |                                                                                                                                                                          |             |       |             |                                                                            |       |         |       |       |                                                                                                                      |       |
|-----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------|-------------|----------------------------------------------------------------------------|-------|---------|-------|-------|----------------------------------------------------------------------------------------------------------------------|-------|
| Route<br>Postmile<br>PIN<br>Dist-EA<br>Fund<br>AQ<br>Lead | Description                                                                                                                                                              | Status      | Phase | Prior Years | Program Schedule<br>(Construction costs escalated per Caltrans percentage) |       |         |       |       | Change Description<br><br>Project Comments<br><br>Funding Summary (Current & Prior Years)                            |       |
|                                                           |                                                                                                                                                                          |             |       |             | Triennial Element                                                          |       |         |       |       |                                                                                                                      |       |
|                                                           |                                                                                                                                                                          |             |       |             | 06/07                                                                      | 07/08 | 08/09   | 09/10 | 10/11 |                                                                                                                      | 11/12 |
|                                                           |                                                                                                                                                                          |             |       |             | Local                                                                      | State | Federal |       |       |                                                                                                                      |       |
|                                                           |                                                                                                                                                                          |             |       |             |                                                                            |       |         |       |       | Cost/Scope/Sch. Change                                                                                               |       |
|                                                           |                                                                                                                                                                          |             |       |             |                                                                            |       |         |       |       | ***** Version 2 - 10/24/2006 *****<br>***** Version 1 - 07/05/06 *****<br>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                                                                     |       |         |       |       |                                                                                                                      |       |
| 06-4C2004                                                 |                                                                                                                                                                          |             | RW    |             | 260,900                                                                    |       |         |       |       |                                                                                                                      |       |
| STPE/CITY                                                 |                                                                                                                                                                          |             | Const |             |                                                                            |       |         |       |       |                                                                                                                      |       |
| 4.12                                                      | \$ 279,000                                                                                                                                                               |             |       |             |                                                                            |       |         |       |       |                                                                                                                      |       |
| San Joaquin, City of                                      | FTIP Amend 2.00                                                                                                                                                          | 10300000225 | Total | 2,300       | 276,700                                                                    |       |         |       |       | Prior 300<br>Current 31,700<br>2,000<br>245,000                                                                      |       |

# Financial Summary Form

## 2007 FSTIP

### MPO:

(Dollars x \$1,000)

| Programmed                                                        | 2006/07          | 2007/08         | 2008/09         | TOTAL            |
|-------------------------------------------------------------------|------------------|-----------------|-----------------|------------------|
| <b>State Highway Account Funds (State &amp; State FHWA Funds)</b> |                  |                 |                 |                  |
| 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            |
| <b>Local Assistance</b>                                           |                  |                 |                 |                  |
| 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          |
| <b>Other Federal Highway Programs</b>                             |                  |                 |                 |                  |
| Federal Lands Highway Program <sup>1</sup>                        | \$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              |
| <b>Federal Transit Administration Funds</b>                       |                  |                 |                 |                  |
| 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              |
| <b>Non-Title 23/Federal Transit Funds (Describe)</b>              |                  |                 |                 |                  |
| <b>Other State Funds</b>                                          |                  |                 |                 |                  |
| Traffic Congestion Relief Program                                 | \$0              | \$0             | \$0             | \$0              |
| Other (Describe)                                                  | \$0              | \$0             | \$0             | \$0              |
| <b>Local Funds</b>                                                |                  |                 |                 |                  |
| 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              |
| <b>Total programmed</b>                                           | <b>\$158,791</b> | <b>\$57,505</b> | <b>\$93,200</b> | <b>\$231,225</b> |

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            |
|-------------------------------------------------------------------|------------------|-----------------|-----------------|------------------|
| <b>State Highway Account Funds (State &amp; State FHWA Funds)</b> |                  |                 |                 |                  |
| 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            |
| <b>Local Assistance</b>                                           |                  |                 |                 |                  |
| 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          |
| <b>Other Federal Highway Programs</b>                             |                  |                 |                 |                  |
| Federal Lands Highway Program <sup>1</sup>                        | \$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              |
| <b>Federal Transit Administration Funds</b>                       |                  |                 |                 |                  |
| 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              |
| <b>Non-Title 23/Federal Transit Funds (Describe)</b>              |                  |                 |                 |                  |
| <b>Other State Funds</b>                                          |                  |                 |                 |                  |
| Traffic Congestion Relief Program                                 | \$0              | \$0             | \$0             | \$0              |
| Other (Describe)                                                  | \$0              | \$0             | \$0             | \$0              |
| <b>Local Funds</b>                                                |                  |                 |                 |                  |
| 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              |
| <b>Total programmed</b>                                           | <b>\$159,021</b> | <b>\$57,646</b> | <b>\$93,436</b> | <b>\$231,833</b> |

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        |
|-------------------------------------------------------------------|--------------|--------------|--------------|--------------|
| <b>State Highway Account Funds (State &amp; State FHWA Funds)</b> |              |              |              |              |
| 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          |
| <b>Local Assistance</b>                                           |              |              |              |              |
| 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          |
| <b>Other Federal Highway Programs</b>                             |              |              |              |              |
| Federal Lands Highway Program <sup>1</sup>                        | \$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          |
| <b>Federal Transit Administration Funds</b>                       |              |              |              |              |
| 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          |
| <b>Non-Title 23/Federal Transit Funds (Describe)</b>              |              |              |              |              |
| <b>Other State Funds</b>                                          |              |              |              |              |
| Traffic Congestion Relief Program                                 | \$0          | \$0          | \$0          | \$0          |
| Other (Describe)                                                  | \$0          | \$0          | \$0          | \$0          |
| <b>Local Funds</b>                                                |              |              |              |              |
| High Priority Projects Program/ Advanced Construction             | \$0          | \$0          | \$0          | \$0          |
| Local city/county/agency                                          | \$0          | \$0          | \$0          | \$0          |
| Measure C                                                         | \$0          | \$0          | \$0          | \$0          |
| <b>Total programmed</b>                                           | <b>\$230</b> | <b>\$141</b> | <b>\$236</b> | <b>\$608</b> |

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

## CMAQ Lump Sum Project Listing

| MPO ID#   | Agency      | FTIP Title                         | FTIP Description                                                                                                                                                              | Federal ID# | Description                                                    | Location                          | From         | To            |
|-----------|-------------|------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|----------------------------------------------------------------|-----------------------------------|--------------|---------------|
| FRE020105 | Clavis      | Lump-Sum Traffic Flow Improvements | In Clavis - Lump-Sum Traffic Flow Improvements. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243.                                                              |             | Traffic Signal                                                 | Clavis at 7th                     |              |               |
| FRE020106 | Clavis      | Traffic Signal Synchronization     | Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243.                                                                                                              |             | Fiber Optic                                                    | Shaw                              | Willow       | Ulla          |
| FRE020132 | Fresno      | Grade Crossings                    | In Fresno - Lump-Sum Construction of New Trails to Serve Bluffs and Pedestrian Trails                                                                                         |             | Underpass                                                      | Super Pine Trail at Fresno Street |              |               |
| FRE020133 | Fresno      | Pedestrian Trail Construction      | In Fresno - Lump-Sum Construction of New Trails to Serve Bluffs and Pedestrian Trails                                                                                         | 5054(14)    | Trail                                                          | Hendon Canal Barabola Trail       | Barabola Ave | Van Ness Blvd |
| FRE020138 | 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 243.                                   |             | Traffic Signals and signal interconnect                        | Wheeler Road                      | Wheeler Ave  | Stairway Ave  |
| FRE020142 | Mendota     | Pedestrian Facilities              | In Mendota - Lump-Sum Traffic Flow Improvements At Various Major Intersections. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243.                              |             | Construction of missing sidewalks and reconfig of curb returns | 4th, 5th, 6th Streets             | Highway 33   | SR 180        |
| FRE020150 | Sanger      | Traffic Flow Improvements          | In Sanger - Lump-Sum Traffic Flow Improvements At Various Major Intersections. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243.                               |             | Traffic signal                                                 | Refuel Avenue at Church Avenue    |              |               |
| FRE020154 | Fresno      | Pedestrian Facilities              | In Fresno - Lump-Sum Pedestrian Facilities to Provide Sidewalks and Signal Upgrade to Pedestrian Facilities. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243. |             | Pedestrian Facilities                                          | City Wide Main Street             | Chico Blvd   | Chico Blvd    |
| FRE020156 | San Joaquin | Lump-Sum Traffic Flow Improvements | Lump-Sum Traffic Flow Improvements                                                                                                                                            |             | Sidewalk                                                       | Chico Blvd                        | Chico Blvd   | Chico Blvd    |

## RSTP Lump Sum Project Listing

| MPO ID#   | Agency   | FTIP Title                                       | FTIP Description                                                                                                                                                                                                                                     | Federal ID# | Description                          | Location        | From                | To           |
|-----------|----------|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|--------------------------------------|-----------------|---------------------|--------------|
| FRE020603 | Clavis   | AC Overlays                                      | In Clavis - Lump-Sum AC Overlays On Various Eligible Routes (No Additional Travel Lanes). Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243.                                                                                           | 5208(071)   | Overlay                              | Brookhaven      | Barlow              | Clavis       |
| FRE020605 | Coalinga | Various AC Overlay/Reconstruction                | In Coalinga - Lump-Sum Various AC Overlay/Reconstruction on Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243.                                                                                                        | 5208(070)   | Overlay                              | Coalinga Street | Cambridge Ave       | Polk Street  |
| FRE020610 | Fowler   | AC Overlays, Curb, Gutter and Sidewalks          | In Fowler - Lump-Sum Traffic Control Options and Operating Alternatives. Complete Comprehensive Plan to Identify Signal Locations. Complete Signing for Major Street Intersections. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243. | 5208(068)   | Overlay                              | Fowler          | Merced Street       | South Street |
| FRE020615 | Fresno   | Traffic Control Devices & Operating Alternatives | In Fresno - Lump-Sum Traffic Control Options and Operating Alternatives. Complete Comprehensive Plan to Identify Signal Locations. Complete Signing for Major Street Intersections. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243. | 5208(105)   | Major Street Signage Upgrade Project | City Wide       |                     |              |
| FRE020617 | Fresno   | AC Overlays of Cold Recycle Overlays             | In Fresno - Lump-Sum AC Overlays of Cold Recycle Overlays on Various Eligible Routes (No Additional Travel Lanes). Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243.                                                                  |             | AC Overlay and Cold Recycling        | City Wide       | Shaw Ave 41         | Chico Blvd   |
| FRE020618 | Fresno   | Median Islands                                   | In Fresno - Lump-Sum Median Islands On Various Eligible Routes. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243.                                                                                                                     |             | Modern Median                        | Freeway 41      | Shaw Ave            | Chico Blvd   |
| FRE020620 | Fresno   | Sound Walls                                      | In Fresno - Lump-Sum Sound Walls. Use for City Match to Citizens Project. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243.                                                                                                           |             | Soundwalls                           | Freeway 41      | North on Audubon Dr | Shaw Ave     |
| FRE020623 | Fresno   | Landscaping & Plantings                          | In Fresno - Lump-Sum Landscaping and Plantings in Median Islands, On Traffic and Signal Upgrades. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243.                                                                                   |             | Landscaping and Planting             | Freeway 41      | Shaw Ave            | Shaw Ave     |
| FRE020622 | Fresno   | Traffic Signals                                  | In Fresno - Lump-Sum Traffic Signals At Major Eligible Road Intersections. Consistent with 40 CFR part 93.126, 127, 128, exempt tables 243.                                                                                                          |             | Signal                               | Freeway 41      | Shaw Ave            | Shaw Ave     |

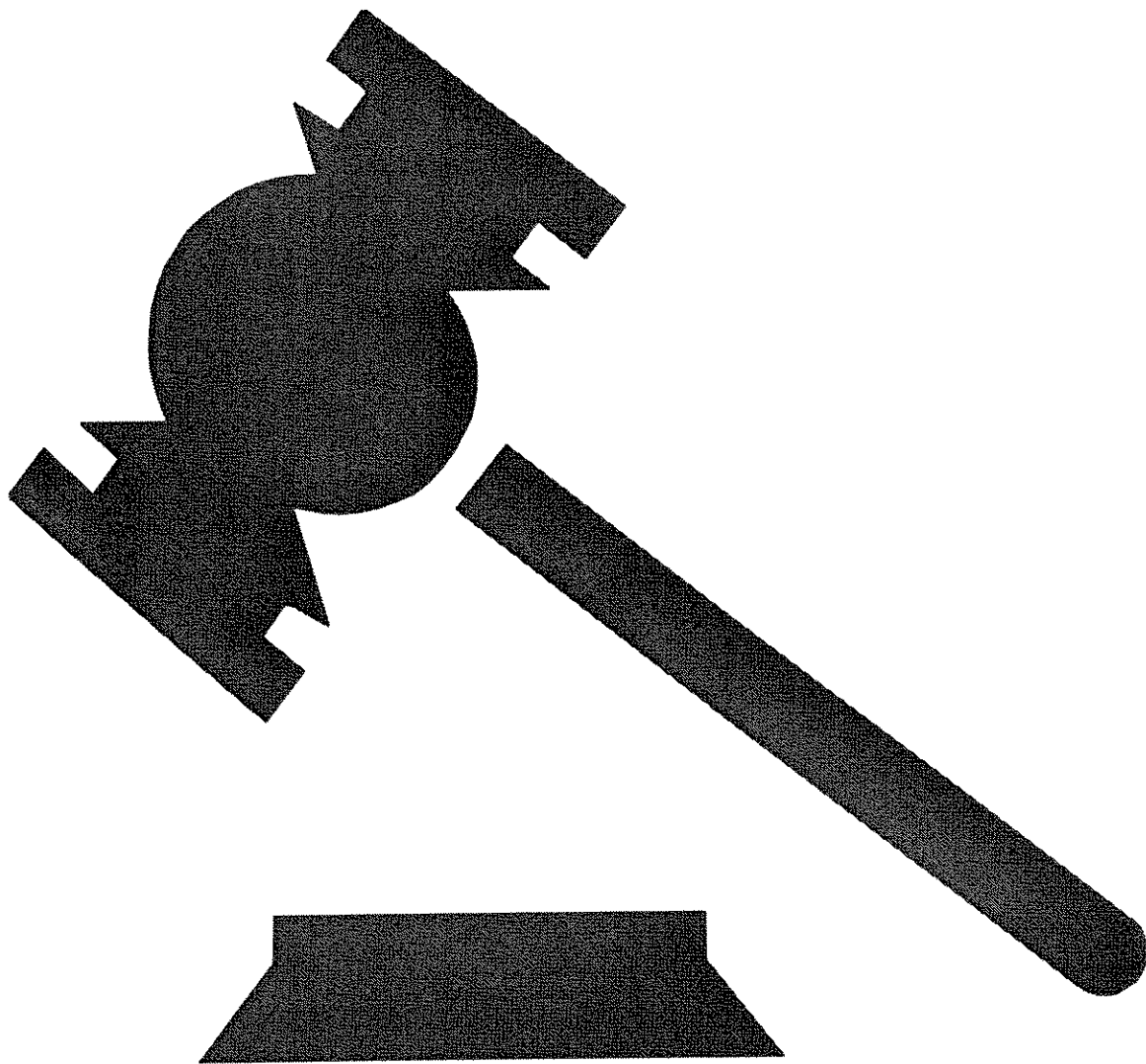


| MPO ID#   | Agency   | FTIP Title                             | FTIP Description                                                                                                                                                             | Federal ID# | Description                                                                                                                                    | Location | From                 | To                          |
|-----------|----------|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------------------|-----------------------------|
| FRE071004 | Caltrans | SHOFP Lump-Sum "Mobility"              | Lump-Sum "Mobility" Category SHOFP. Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93, 126, 127, 128, exempt tables 2A3.              |             | In Fresno - North Avenue to north of San Joaquin River; also in Madera County - install fiber optic system                                     | SR 41    | North Ave.           | North of San Joaquin River  |
|           |          |                                        |                                                                                                                                                                              |             | In Fresno - Ashlan Avenue to Bullard Avenue - install ramp medians at four locations                                                           | SR 41    | Ashlan Ave.          | Bullard Ave.                |
|           |          |                                        |                                                                                                                                                                              |             | In Fresno - Cedar Avenue to Ventura Avenue and from Clinton Avenue to San Joaquin River - install fiber optic system.                          | SR 99    | Clinton Ave          | San Joaquin River           |
| FRE071003 | Caltrans | SHOFP Lump-Sum "Bridge Preservation"   | Lump-Sum "Bridge Preservation" Category SHOFP. Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93, 126, 127, 128, exempt tables 2A3.   |             | Near Fresno - at Wehste Creek (Bridge #42-5078); rehabilitate bridge (focur)                                                                   | SR 180   |                      |                             |
| FRE071007 | Caltrans | SHOFP2-Roadside Preservation           | Lump-Sum "Roadside" Category SHOFP. Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93, 126, 127, 128, exempt tables 2A3.              |             | Near Fowler - Merced undercrossing to Central overcrossing - replacement planting (leguminid mitigation)                                       | SR 99    | Merced undercrossing | Central overcrossing        |
|           |          |                                        |                                                                                                                                                                              |             | Near Mandala - Kernn Avenue to 0.4 miles south of Panoché Road - rehabilitate pavement                                                         | 15       | Kernn Ave.           | Panoché Rd.                 |
|           |          |                                        |                                                                                                                                                                              |             | Near Aranal - north of Route 145 to Kamm - pavement preservation                                                                               | 15       | Route 145            | Kamm                        |
|           |          |                                        |                                                                                                                                                                              |             | In Fresno - South Fresno Viaduct to the Madera County line - pavement preservation                                                             | SR 41    |                      |                             |
| FRE041001 | Caltrans | SHOFP Lump-Sum "Roadside Preservation" | Lump-Sum "Roadside Preservation" Category SHOFP. Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93, 126, 127, 128, exempt tables 2A3. |             | In Fresno - Van Ness Avenue to Shields Avenue - also Route 180 west of 141 Street (PM 57/259.8) - highway painting restoration                 | SR 41    | Van Ness Ave.        | Shields Ave.                |
|           |          |                                        |                                                                                                                                                                              |             | Near Coalinga - Coalinga Avenue Safety Restroom 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    |                      |                             |
| FRE071009 | Caltrans | SHOFP- Emergency Response              | SHOFP- Emergency Response Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93, 126, 127, 129, exempt tables 2A3.                        |             | Near Fresno - at Wehste Creek (Bridge #42-5078) - stabilize embankment                                                                         | SR 180   |                      |                             |
|           |          |                                        |                                                                                                                                                                              |             | Near Auburn - approximately 2 miles west of Auburn Road - remove debris, reconstruct roadway                                                   | SR 168   |                      |                             |
| FRE071010 | Caltrans | SHOFP Lump-Sum "Collision Reduction"   | Lump-Sum "Collision Reduction" Category SHOFP. Non-capacity increasing projects roadside rehabilitation. Consistent with 40 CFR part 93, 126, 127, 128, exempt tables 2A3.   | 3460        | Near Searles - On State Route 43 at Conaso Avenue - install signs, add lighting bollards and construct anti-lean overpass                      | SR 43    |                      | 0.6 miles south of Arroyo   |
|           |          |                                        |                                                                                                                                                                              | 07-20       | Near Coalinga - 0.2 miles south of Route 35 to 0.4 miles south of Arroyo Honda underpassing, small median barrier                              | 15       |                      | 0.2 miles south of Route 35 |

| MPQ ID#  | Agency    | FTIP Title | FTIP Description                                                                                                | Federal ID# | Description                                                                                                                                                                                       | Location                                            | From      | To                   |
|----------|-----------|------------|-----------------------------------------------------------------------------------------------------------------|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|-----------|----------------------|
| FE240401 | Calltrans |            | Lump-Sum Hazard Elimination Safety Program, Consistent with 40 CFR part 83.1, 26, 121, 128, exempt tables 24.3. |             | UPGRADE TRAFFIC SIGNAL; WOODY AND UPGRADE INTERSECTION AND PEDESTRIAN FEATURES<br>Near Coalinga-0.2 miles south of Route 33 to 0.6 miles south of Arroyo Honda Undercrossing-near median barrier. | INTERSECTION OF BLACKSTONE AVE. AND DAYTON AVE.     |           |                      |
|          |           |            |                                                                                                                 |             | Over open irrigation canal, relocated power poles, VDOT road widening, and new drainage.                                                                                                          | 15                                                  |           | Case Valley Rd X-150 |
|          |           |            |                                                                                                                 | 5316        | Install radio signal, construct left-turn drainageway, Cooperative                                                                                                                                | Batholomew Ave                                      | Curto Ave |                      |
|          |           |            |                                                                                                                 | 451         | Install new barriers                                                                                                                                                                              | Intersection of Highland Ave (SR 47) and Concho Ave |           |                      |
|          |           |            |                                                                                                                 | 2026        | Extend box culvert                                                                                                                                                                                | Arroyo Ave - 600' West of McDonald Ave.             |           |                      |
|          |           |            |                                                                                                                 | 2026        | Construct left turn drainageway                                                                                                                                                                   | Arroyo Rd. and Williams Rd.                         |           |                      |

| MPO ID#  | Agency   | FTP Title                           | FTP Description                                                                                                                   | Federal ID# | Description                                                                                                                                | Location                                                                                    | From | To |
|----------|----------|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|------|----|
| ER020701 | Caltrans | 130-Railroad Grade Crossing Program | <p>Time-Sum 130-Railroad Grade Crossing Protections Program. Consistent with 40 CFR part 63.126, 127, 128, exempt tables 243.</p> | 7571867     | Eliminate hazards at railroad grade crossing at the intersection of Fresno Avenue and UPRR in the unincorporated portion of Fresno County. | In the City of Fresno at the intersection of Fresno Avenue and UPRR.                        |      |    |
|          |          |                                     |                                                                                                                                   | 028565J     | Eliminate hazards at railroad grade crossing at the intersection of West Avenue and BNSF in the City of Fresno.                            | In the City of Fresno at the intersection of West Avenue and BNSF.                          |      |    |
|          |          |                                     |                                                                                                                                   | 029352R     | Eliminate hazards at railroad grade crossing at the intersection of Fresno Avenue and SVA in the City of Fresno.                           | In the City of Fresno at the intersection of Fresno Avenue and San Joaquin Valley Railroad. |      |    |
|          |          |                                     |                                                                                                                                   | 028565L     | Eliminate hazards at railroad grade crossing at the intersection of 1st Street and SVA in the City of Fresno.                              | In the City of Fresno at the intersection of 1st Street and San Joaquin Valley Railroad.    |      |    |
|          |          |                                     |                                                                                                                                   | 028381B     | Eliminate hazards at railroad grade crossing at the intersection of Clovis Avenue and SVA in the City of Fresno.                           | In the City of Fresno at the intersection of Clovis Avenue and San Joaquin Valley Railroad. |      |    |
|          |          |                                     |                                                                                                                                   | 029361P     | Eliminate hazards at railroad grade crossing at the intersection of                                                                        | In the City of Fresno at the intersection of Cedar                                          |      |    |





*TRANSPORTATION  
ACTION/DISCUSSION ITEMS  
AGENDA ITEM III. B.*



BEFORE THE  
COUNCIL OF FRESNO COUNTY GOVERNMENTS  
RESOLUTION NO. 2006-42

In the Matter of:                     )  
                                              )  
PROPOSITION 1B                    )  
                                              )  
                                              )  
\_\_\_\_\_ )

RESOLUTION OF APPROVAL OF  
STATE ROUTE 99 & CORRIDOR  
MOBILITY IMPROVEMENT ACCOUNT  
PROGRAM SUBMITTALS

WHEREAS, the Council of Fresno County Governments (Fresno COG) is the Regional Transportation Planning Agency for Fresno County; and

WHEREAS, with the passage of Proposition 1B, the Fresno COG has a responsibility to participate in the funding components that comprise Proposition 1B; and

WHEREAS, the first responsibility is developing and submitting Fresno COG's list of candidate projects for the State Route 99 Corridor Improvements program and the Corridor Mobility Improvement Account (CMIA) program which are consistent with the Guidelines provided by the CTC for each of these programs; and

WHEREAS, the regional candidate project submittals are required to be submitted to Caltrans Headquarters and the California Transportation Commission by January 16, 2007; and

WHEREAS, these projects will compete with other regional candidates for the available Proposition 1B funding; and

THEREFORE, BE IT RESOLVED, that the proposed list was reviewed and analyzed by Fresno COG, Caltrans, District 06, and Fresno County Transportation Authority staff and consensus was reached that based on the guidelines and performance criteria as outlined in the CTC Guidelines, the attached list of projects would be submitted.

BE IT FURTHER RESOLVED, that the Fresno COG hereby approves the submittal of the attached list of candidate projects to Caltrans Headquarters and the California Transportation Commission by January 16, 2007.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 14<sup>th</sup> 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

## Candidate Projects

### Fresno COG SR 99 Corridor Improvement Plan

| Facility | Project Limits        | Project Description  | Project Cost | Delivery Date |
|----------|-----------------------|----------------------|--------------|---------------|
| SR 99    | Ashlan Ave. to Ave. 7 | Const 4 Ln. to 6 Ln. | \$ 98 mil    | 2011          |

### Fresno COG Candidate Projects CMIA Program (Prop. 1B)

| Priority                  | Facility                                  | Project Limits                        | Project Description                                                     | Est. Cost (\$mil.) | Delivery Date |
|---------------------------|-------------------------------------------|---------------------------------------|-------------------------------------------------------------------------|--------------------|---------------|
| <b>Interregional CMIA</b> |                                           |                                       |                                                                         |                    |               |
| 1                         | State Route 180 East (Interregional CMIA) | Academy Ave. to Trimmer Springs Rd..  | Widen Existing SR 180 to a 4 Ln divided Expressway                      | \$61.0             | 2010/11       |
| 2                         | State Route 180 East (Interregional CMIA) | Trimmer Springs Rd. to Frankwood Ave. | Widen Existing SR 180 to a 4 Ln divided Expressway                      | \$66.0             | 2010/11       |
| <b>Urban CMIA</b>         |                                           |                                       |                                                                         |                    |               |
| 1                         | SR 180/168/41 (Urban CMIA)                | SR 180/168/41                         | Braided Ramps to Improve Safety and Connectivity Between State Routes   | \$50.0             | 2012          |
| 2                         | State Route 41 (Urban CMIA)               | Divisadero Ave. to Shields Ave.       | Convert 6 Ln. Freeway to 8 Ln Freeway & Widen SB off-ramp at Divisadero | \$65.0             | 2011          |

**PROPOSITION IB - CALIFORNIA'S TRANSPORTATION INFRASTRUCTURE BOND-CALL FOR PROJECTS**

**Respondents**

City of Selma  
City of Reedley  
City of Kingsburg  
County of Fresno

| <b>1 Corridor Mobility Improvement Account</b>                                       |                                                                                                                                                                                                                                                           |  | Member    | Amount    |
|--------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-----------|-----------|
| Realignment of State Route 43 and Construction of the State Route 43/State Route 99/ |                                                                                                                                                                                                                                                           |  |           |           |
| 1                                                                                    | Dinuba Avenue Interchange                                                                                                                                                                                                                                 |  | Selma     | \$30MM    |
| 2                                                                                    | Reed Avenue Expansion: grind and overlay remaining from I street to North City Limits.                                                                                                                                                                    |  | Reedley   | \$5MM     |
| <b>2 State Route 99 Corridor Improvements</b>                                        |                                                                                                                                                                                                                                                           |  |           |           |
| 3                                                                                    | State Route 99/Floral Ave. Interchange Improvements                                                                                                                                                                                                       |  | Selma     | \$5MM     |
| 4                                                                                    | Manning Avenue Expansion: grind and overlay remaining from City limits to City limits                                                                                                                                                                     |  | Reedley   | \$15MM    |
| <b>3 Ports Infrastructure, Security and Air Quality</b>                              |                                                                                                                                                                                                                                                           |  |           |           |
| <b>4 School bus Retrofit for Air Quality</b>                                         |                                                                                                                                                                                                                                                           |  |           |           |
| <b>5 State Transportation Improvement Program Augmentation</b>                       |                                                                                                                                                                                                                                                           |  |           |           |
| 5                                                                                    | Reconstruct and increase capacity of Dinuba Ave. from Golden State Blvd., to Orange Ave. and Highland Ave. from Dinuba Ave. to Golden State Blvd. and construct Dinuba Avenue under-crossing for the UP Railroad Tracks/Golden State Blvd. Intersections. |  | Selma     | \$6.5MM   |
| 6                                                                                    | The City of Kingsburg will be nominating the following projects for inclusion in the STIP:                                                                                                                                                                |  | Kingsburg |           |
| 6a                                                                                   | 1.) Academy Parkway                                                                                                                                                                                                                                       |  |           |           |
| 6b                                                                                   | 2.) Kamim/Bethel grade crossing at Golden State                                                                                                                                                                                                           |  |           |           |
| 6c                                                                                   | 3.) Golden State upgrades                                                                                                                                                                                                                                 |  |           |           |
| 7                                                                                    | Button Willow from Manning to south City limits: grind overlay and widening                                                                                                                                                                               |  | Reedley   | \$3MM     |
| <b>6 Public Transportation Modernization Improvement and Service Enhancement</b>     |                                                                                                                                                                                                                                                           |  |           |           |
| 8                                                                                    | Construct Roadway under-crossings to the UP Railroad at Floral Avenue.                                                                                                                                                                                    |  | Selma     | \$7.5MM   |
| 9                                                                                    | Floral Avenue from East to Buttonwillow RR crossing                                                                                                                                                                                                       |  | Reedley   | \$3MM     |
| <b>7 State-Local Partnership Program</b>                                             |                                                                                                                                                                                                                                                           |  |           |           |
| 10                                                                                   | City match for the Floral Avenue Reconstruction Project - From McCall to Dockery                                                                                                                                                                          |  | Selma     | \$97,700  |
| 11                                                                                   | City match for the Wright Street Reconstruction Project - From Dinuba to Arrants                                                                                                                                                                          |  | Selma     | \$148,423 |
| 12                                                                                   | City match for the Selma Branch Canal Class I Bike Path project (Phase II) - from Floral Avenue to Stillman Street.                                                                                                                                       |  | Selma     | \$143,930 |

|                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |           |
|-----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------|
| 13                                                                                      | UP Railroad Alignment Class I Bike Path (Phase II) - from North Street to Third Street.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Selma     | \$32,518  |
| 14                                                                                      | Manning Avenue Bridge HBRR work                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Reedley   | \$1.3MM   |
| 15                                                                                      | Frankwood Avenue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Reedley   | \$100,000 |
| 16                                                                                      | Reed Avenue North                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Reedley   | \$450,000 |
| <b>8 Transit System Safety, Security &amp; Disaster Response Account</b>                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |           |
| 17                                                                                      | Kingsburg Depot Loading Platform                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Kingsburg |           |
| <b>9 Local Bridge Seismic Safety Retrofit</b>                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |           |
| 18                                                                                      | Manning Avenue Bridge                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Reedley   | \$1.5MM   |
| <b>10 Highway-Railroad Crossing Safety Account</b>                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |           |
| 19                                                                                      | Improve "At-Grade" R/R crossing at Third Street, Second Street, and Thompson Avenue.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Selma     | \$1.5MM   |
| 20                                                                                      | Kamm/Bethel Railroad crossing and grade separation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Kingsburg |           |
| 21                                                                                      | Sierra Street pedestrian crossing at Railroad and Simpson Street                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Kingsburg |           |
| 22                                                                                      | Floral at Buttonwillow                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Reedley   | \$1.1MM   |
| 23                                                                                      | The County currently has about 7 projects that are on a proposed Federal 130 program list. The estimated match is unknown at this time but would estimate to be approximately \$25K. There are approximately around 50 crossings that may require upgrading to flashing lights and crossing arms, which would be dependent on approval from the Federal 130 program. Cost unknown at this time but could be estimated to be approximately \$175k. There are approximately 3 locations that have been plan lined and may be eligible for grade separation funding. There are 2 locations (Manning at Union Pacific and Mt. View at Union Pacific) that would require other agency approval. There is 1 location that may be controversial. Estimated cost for grade separations would be approximately \$20MM per location. | Fresno Co | \$20MM    |
| <b>11 State Highways Operations &amp; Protection Program (SHOPP)</b>                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |           |
| 24                                                                                      | Add Traffic count capabilities to existing signal interconnect system and other improvements                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Selma     | \$3MM     |
| 25                                                                                      | Signal interconnect in the City                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Reedley   | \$400,000 |
| <b>12 Local Streets and Roads, Congestion Relief and Traffic Safety Account of 2006</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |           |
| 26                                                                                      | This account can be used for the reconstruction/rehabilitation of local streets. This category may also be used to supplement currently programmed projects (2 to 3 years in the future) that are under-funded.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Selma     | \$3MM     |
| 27                                                                                      | Highland Avenue from Dinuba to Golden State Blvd. (Increase Capacity) would be eligible for this program.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Selma     | \$1.75MM  |

|    |                                                                                                                                                                                                                                                                                                                                                                 |         |         |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|---------|
| 28 | Rehabilitation of downtown streets: G street from North Avenue to East Avenue: 10th street from I Street to E Street; 11th Street from I Street to East Avenue: 12th Street from I street to E street; 13th street from I street to E street: 14th street from I street to E street; F street from 9th to 15th street; E street from 9th street to 15th street. | Reedley | \$1.5MM |
| 29 | Local Street improvements                                                                                                                                                                                                                                                                                                                                       | Reedley | \$2MM   |



**PROPOSITION 1B - CALIFORNIA'S TRANSPORTATION INFRASTRUCTURE BOND-CALL FOR PROJECTS**

**Respondents**

City of Selma  
City of Reedley  
City of Kingsburg  
County of Fresno

| <b>1 Corridor Mobility Improvement Account</b>                                   |                                                                                                                                                                                                                                                           |  | Member    | Amount    |
|----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-----------|-----------|
|                                                                                  | Realignment of State Route 43 and Construction of the State Route 43/State Route 99/<br>Dinuba Avenue Interchange                                                                                                                                         |  | Selma     | \$30MM    |
| 1                                                                                |                                                                                                                                                                                                                                                           |  |           |           |
| 2                                                                                | Reed Avenue Expansion: grind and overlay remaining from I street to North City Limits.                                                                                                                                                                    |  | Reedley   | \$5MM     |
| <b>2 State Route 99 Corridor Improvements</b>                                    |                                                                                                                                                                                                                                                           |  |           |           |
| 3                                                                                | State Route 99/Floral Ave. Interchange Improvements                                                                                                                                                                                                       |  | Selma     | \$5MM     |
| 4                                                                                | Manning Avenue Expansion: grind and overlay remaining from City limits to City limits                                                                                                                                                                     |  | Reedley   | \$15MM    |
| <b>3 Ports Infrastructure, Security and Air Quality</b>                          |                                                                                                                                                                                                                                                           |  |           |           |
| <b>4 School bus Retrofit for Air Quality</b>                                     |                                                                                                                                                                                                                                                           |  |           |           |
| <b>5 State Transportation Improvement Program Augmentation</b>                   |                                                                                                                                                                                                                                                           |  |           |           |
| 5                                                                                | Reconstruct and increase capacity of Dinuba Ave. from Golden State Blvd., to Orange Ave. and Highland Ave. from Dinuba Ave. to Golden State Blvd. and construct Dinuba Avenue under-crossing for the UP Railroad Tracks/Golden State Blvd. Intersections. |  | Selma     | \$6.5MM   |
| 6                                                                                | The City of Kingsburg will be nominating the following projects for inclusion in the STIP:                                                                                                                                                                |  | Kingsburg |           |
| 6a                                                                               | 1.) Academy Parkway                                                                                                                                                                                                                                       |  |           |           |
| 6b                                                                               | 2.) Kamm/Bethel grade crossing at Golden State                                                                                                                                                                                                            |  |           |           |
| 6c                                                                               | 3.) Golden State upgrades                                                                                                                                                                                                                                 |  |           |           |
| 7                                                                                | Button Willow from Manning to south City limits: grind overlay and widening                                                                                                                                                                               |  | Reedley   | \$3MM     |
| <b>6 Public Transportation Modernization Improvement and Service Enhancement</b> |                                                                                                                                                                                                                                                           |  |           |           |
| 8                                                                                | Construct Roadway under-crossings to the UP Railroad at Floral Avenue.                                                                                                                                                                                    |  | Selma     | \$7.5MM   |
| 9                                                                                | Floral Avenue from East to Buttonwillow RR crossing                                                                                                                                                                                                       |  | Reedley   | \$3MM     |
| <b>7 State-Local Partnership Program</b>                                         |                                                                                                                                                                                                                                                           |  |           |           |
| 10                                                                               | City match for the Floral Avenue Reconstruction Project - From McCall to Dockery                                                                                                                                                                          |  | Selma     | \$97,700  |
| 11                                                                               | City match for the Wright Street Reconstruction Project - From Dinuba to Arrants                                                                                                                                                                          |  | Selma     | \$148,423 |
| 12                                                                               | City match for the Selma Branch Canal Class I Bike Path project (Phase II) - from Floral Avenue to Stillman Street.                                                                                                                                       |  | Selma     | \$143,930 |

|                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |           |
|-----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------|
| 13                                                                                      | UP Railroad Alignment Class I Bike Path (Phase II) - from North Street to Third Street.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Selma     | \$32,518  |
| 14                                                                                      | Manning Avenue Bridge HBRR work                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Reedley   | \$1.3MM   |
| 15                                                                                      | Frankwood Avenue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Reedley   | \$100,000 |
| 16                                                                                      | Reed Avenue North                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Reedley   | \$450,000 |
| <b>8 Transit System Safety, Security &amp; Disaster Response Account</b>                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |           |
| 17                                                                                      | Kingsburg Depot Loading Platform                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Kingsburg |           |
| <b>9 Local Bridge Seismic Safety Retrofit</b>                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |           |
| 18                                                                                      | Manning Avenue Bridge                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Reedley   | \$1.5MM   |
| <b>10 Highway-Railroad Crossing Safety Account</b>                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |           |
| 19                                                                                      | Improve "At-Grade" R/R crossing at Third Street, Second Street, and Thompson Avenue.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Selma     | \$1.5MM   |
| 20                                                                                      | Kamm/Bethel Railroad crossing and grade separation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Kingsburg |           |
| 21                                                                                      | Sierra Street pedestrian crossing at Railroad and Simpson Street                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Kingsburg |           |
| 22                                                                                      | Floral at Buttonwillow                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Reedley   | \$1.1MM   |
| 23                                                                                      | The County currently has about 7 projects that are on a proposed Federal 130 program list. The estimated match is unknown at this time but would estimate to be approximately \$25K. There are approximately around 50 crossings that may require upgrading to flashing lights and crossing arms, which would be dependent on approval from the Federal 130 program. Cost unknown at this time but could be estimated to be approximately \$175K. There are approximately 3 locations that have been plan lined and may be eligible for grade separation funding. There are 2 locations (Manning at Union Pacific and Mt. View at Union Pacific) that would require other agency approval. There is 1 location that may be controversial. Estimated cost for grade separations would be approximately \$20MM per location. | Fresno Co | \$20MM    |
| <b>11 State Highways Operations &amp; Protection Program (SHOPP)</b>                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |           |
| 24                                                                                      | Add Traffic count capabilities to existing signal interconnect system and other improvements                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Selma     | \$3MM     |
| 25                                                                                      | Signal interconnect in the City                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Reedley   | \$400,000 |
| <b>12 Local Streets and Roads, Congestion Relief and Traffic Safety Account of 2006</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           |           |
| 26                                                                                      | This account can be used for the reconstruction/rehabilitation of local streets. This category may also be used to supplement currently programmed projects (2 to 3 years in the future) that are under-funded.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Selma     | \$3MM     |
| 27                                                                                      | Highland Avenue from Dinuba to Golden State Blvd. (Increase Capacity) would be eligible for this program.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Selma     | \$1.75MM  |

|    |                                                                                                                                                                                                                                                                                                                                                                 |         |         |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|---------|
| 28 | Rehabilitation of downtown streets: G street from North Avenue to East Avenue: 10th street from I Street to E Street; 11th Street from I Street to East Avenue: 12th Street from I street to E street; 13th street from I street to E street: 14th street from I street to E street; F street from 9th to 15th street; E street from 9th street to 15th street. | Reedley | \$1.5MM |
| 29 | Local Street improvements                                                                                                                                                                                                                                                                                                                                       | Reedley | \$2MM   |



## Fresno COG Candidate Projects CMIA Program (Prop. 1B)

| Facility             | Project Description                                                     | Project Limits                        | PSR Phase or beyond (y/n) | Delivery Date | Project Manager | Funding Strategy       | Est. Cost (\$mil.) | Prior Funding Commitments (\$mil.)                        | 2006 Measure C Plan Commitment (\$mil.) | Other Transp Bond Funding Opport. |
|----------------------|-------------------------------------------------------------------------|---------------------------------------|---------------------------|---------------|-----------------|------------------------|--------------------|-----------------------------------------------------------|-----------------------------------------|-----------------------------------|
| State Route 180 East | Widen Existing SR 180 to a 4 Ln divided Expressway                      | Academy Ave. to Trimmer Springs Rd..  | Design 45% Completed      | 2010/11       | Neil Bretz      | CMIA Candidate Project | \$61.0             | STIP \$5.60<br>R/W-\$3.71<br>PS&E-\$772<br>R/W Sup-\$1.12 | \$38.97-\$73.54                         | SLPP GM                           |
| State Route 180 East | Widen Existing SR 180 to a 4 Ln divided Expressway                      | Trimmer Springs Rd. to Frankwood Ave. | Design 35% Completed      | 2010/11       | Neil Bretz      | CMIA Candidate Project | \$66.0             | STIP \$2.35<br>R/W-\$750<br>PS&E-.564<br>R/W Sup.-\$1.04  | \$42.67-\$80.51                         | SLPP GM                           |
| SR 180/168/41        | Braided Ramps to Improve Safety and Connectivity Between State Routes   | SR 180/168/41                         | No                        | 2012          | ?               | CMIA Candidate Project | \$50.0             | NA                                                        | \$29.98-\$56.56                         | SLPP GM                           |
| State Route 41       | Convert 6 Ln. Freeway to 8 Ln Freeway & Widen SB off-ramp at Divisadero | Divisadero Ave. to Shields Ave.       | No                        | 2011          | Jim Bane        | CMIA Candidate Project | \$65.0             | NA                                                        | NA                                      | SLPP GM                           |

SLPP-State-Local Partnership Program (Prop 1B)

GM- Goods Movement Program (Prop 1B)

ARB-Air Resources Board –Goods Movement (Prop 1B)

# **Fresno COG Candidate Projects** **CMIA Program (Prop. 1B)** **(continued)**

| <b>Facility</b>             | <b>Project Limits</b>                                      | <b>Project Description</b>   | <b>Est. Cost (\$mil.)</b>                                   | <b>Bond Program</b>                            | <b>PSR</b>     | <b>Delivery Date</b> | <b>Project Manager</b> |
|-----------------------------|------------------------------------------------------------|------------------------------|-------------------------------------------------------------|------------------------------------------------|----------------|----------------------|------------------------|
| State Route 41              | Convert 6 Ln Freeway to 8 Ln Freeway. Add lanes in median. | Shields Ave. to Bullard Ave. | \$75.0                                                      | CMIA Candidate Project                         | No             | 2011                 | Jim Bane               |
| State Route 41              | Convert 6 Ln Freeway to 8 Ln Freeway. Add lanes in median. | Bullard Ave. to Friant Rd.   | \$50.0                                                      | CMIA Candidate Project                         | No             | 2011                 | Jim Bane               |
| State Route 41              | Ashlan Ave. to Shaw Ave.                                   | Add NB Auxiliary Lane        | \$20.0                                                      | CMIA Candidate Project                         | No             | 2012                 | Jim Bane               |
| State Route 41              | Tulare St. to O St.                                        | Add SB Auxiliary Lane        | \$30.0                                                      | CMIA Candidate Project                         | No             | 2013                 | Jim Bane               |
| State Route 41<br>06-442401 | 2 Lane Expressway to 4 Lane Expressway                     | Excelsior Ave to Elkhorn Ave | \$64.8 total project. Needs \$53.7 in construction funding. | ITIP Candidate project/ CMIA Candidate Project | PA&ED 12/15/05 | 2009                 | Abdul El-Dahabi        |

**DRAFT****CALIFORNIA TRANSPORTATION COMMISSION  
State Route 99 Bond Act Program Guidelines**

1. Purpose of guidelines. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes an authorization of \$1 billion to be available to the Department of Transportation, upon appropriation in the annual Budget Act by the Legislature, for safety, operational enhancements, rehabilitation, or capacity improvements necessary to improve the State Route (SR) 99 corridor in the San Joaquin and Sacramento Valleys.

The purpose of these guidelines is to identify the Commission's policy and expectations for the program and thus to provide guidance to the Department, regional agencies, and other project proponents and implementing agencies in carrying out their responsibilities under the program. The program is subject to the provisions of the Bond Act, in particular subdivision (b) of Section 8879.23 of the Government Code, and these guidelines are not intended to preclude any project nomination or any project selection that is consistent with the Bond Act.

The Department and the Commission agree that the SR 99 Bond Act program will be developed by the Department in consultation with the San Joaquin Valley Regional Transportation Planning Agencies (RTPAs). The Department has agreed with the Commission that the \$1 billion made available under the Bond Act for SR 99 should be made available and administered in a manner that is consistent with the administration of the Commission's CMIA program.

The Department and the Commission cannot anticipate all circumstances that may arise in the course of program implementation, and may find it appropriate to make revisions to any provision in these guidelines or to amend policies as issues arise in program implementation.

2. Project eligibility. Under the Bond Act, Route 99 Bond Act funding is available for safety, operational enhancements, rehabilitation, or capacity improvements necessary to improve Route 99 in the Central Valley. The Commission expects that project nominations submitted by the Department from the San Joaquin Valley will be consistent with the Caltrans *State Route 99 Business Plan Element of the Master Plan* and that project nominations from the Sacramento Valley will be consistent with the *Sacramento Valley Route 70/99 Corridor Business Plan*. Nothing in these guidelines or in the CMIA guidelines is intended to limit the projects that the Department or a regional agency may propose or that the Commission may program from these funds, consistent with the Bond Act.

Projects will be programmed according to the same project components used for the STIP-(1) environmental and permits, (2) plans, specifications, and estimates, (3) right-

**Deleted:** The Department and the Commission therefore agree that the SR 99 Bond Act program will be subject to the provisions of the CMIA program, except as otherwise provided in these guidelines. This includes the schedule and standards for project nominations, adoption of the initial program, program amendments, program updates, project allocation, and project delivery.

**Deleted:** the Commission

**Deleted:** exceptions

**Deleted:** revise or adapt its

November 22, 2006

of-way, and (4) construction. The Commission's general expectation is that each SR 99 program project will have a full funding commitment through construction, either from the SR 99 program alone or from a combination of the Route 99 program and other state, local, or federal funds.

3. Completion of Environmental Process. Funding for project right-of-way or construction may be programmed only if the environmental review process can be implemented in time to have the project ready for construction by 2012.
4. Caltrans/Regional Consultations. Caltrans and regional agencies shall consult with each other in the development of the SR 99 Bond Program. As a part of this consultation, Caltrans will consult early with regional agencies, as far in advance as is practicable, of projects that may be or are likely to be included in the Bond Program, including the potential for joint funding from other county and local sources, and will seek the advice of the regional agencies regarding these projects. The consultation should allow regional agencies to consider and advise Caltrans regarding the potential impact of the programming of these projects.
5. Submittal of SR 99 Bond Program. After consulting with Central Valley RTPAs, The Department shall submit the SR 99 Bond Program (first program document) to the CTC no later than January 16, 2007 and the program submittal will include comments from consultation with RTPAs. At the same time, the Department will transmit a copy to each RTPA. The CTC will meet in February to approve the initial SR 99 Bond Program. The time period from January 16, 2007 thru February 28, 2007 will be considered the public comment period.

The SR 99 Bond Program will not cover project cost increases; these should be addressed by other funding sources. To address cost increases the Department in consultation with the RTPAs may:

- a. Identify appropriate funding source.
- b. Amend project scope accordingly.
- c. If appropriate, amend scope of other projects within the SR 99 Bond Program.
- d. Delete projects as necessary in keeping with the priorities as set forth in these guidelines.

The SR 99 Bond Program encompasses the entire State route commencing at Interstate 5 in Kern County and terminating at State Route 36 in Tehama County. Regional agencies and The Department have agreed upon distribution of SR 99 Bond funds based on a north/south 15 percent /85 percent split. Approximately 15 percent to the

Deleted: a

Deleted: 16

Deleted: sponsoring agency will complete the

Deleted: and

Deleted: advise

Deleted: 5

Deleted: T

Deleted: These proposals may include new projects, program reserves, changes to prior STIP projects, and proposals for jointly funding new projects.

Deleted: The SR 99 Bond Program should include, for each proposed project, information (including assumptions and calculations) to support an objective analysis of the priorities. At minimum, the information should be based on a PSR. The information may also be based on the latest version of the draft project report, project report, PS&E submittal information, or funds requests information. This information should include, but not be limited to, the following

Deleted: • an estimate of total project costs, including mitigation costs and support costs;¶  
• an estimate of the time of completion of project construction;¶  
• an estimate of annual project benefits (at project opening) due to vehicle time savings and vehicle operating costs;¶  
• for road projects, an estimate of annual project benefits (at project opening) due to reductions in fatalities and injuries;¶  
• an outline of how bond funds are used to leverage other funding sources particularly of non-state and non-federal sources

Deleted: increases.

Deleted: The Caltrans SR 99 Bond Program should be based on the SR 99 Master Plan: Business Plan Element or the Sacramento Valley SR 99 Business Plan.¶

Deleted: Interstate 5

Deleted: propose

Deleted: an approximate

north for the Sacramento Valley and counties north of Sacramento/San Joaquin County line, and 85 percent to the south for the San Joaquin Valley.

6. Project Amendment. Caltrans and regional agencies shall consult with each other in the development of an amendment to the SR 99 Bond Program. As a part of this consultation, Caltrans will consult early with RTPAs to develop consensus on program amendments. Similar to the initial program submittal process, program amendments will be submitted to CTC for approval. Any change to the scope, cost, and schedule on the initial program submittal will require a program amendment as stipulated in the CMIA Program.

A new project may not be included in the SR 99 Bond Program without a completed PSR. This requirement applies to the programming of project development components as well as to right-of-way and construction. A PSR is a report that meets the standards of the CTC's PSR guidelines. The PSR need not be submitted at the time of the SR 99 Bond Program nominations if the Department agrees to the scope, cost, and schedule presented in the Project Nomination Sheet.

7. Project Cost Estimates. All cost estimates cited in the project fact sheet and in the benefit/cost analysis input sheet will be escalated to the year of proposed delivery. Only cost estimates approved by the Director of Transportation or by a person authorized by the Director to approve cost estimates for programming will be used.
8. Nomination Forms. The SR 99 Bond Program project fact and funding sheets will be used for nomination of bond funded projects to maintain consistency.

Deleted: Study Reports (PSR)

Deleted: or in either an RTIP or the ITIP

Deleted: ¶  
<#>Programming Project Components.  
Given that the SR 99 Bond Program will fully obligate the entire \$1 billion, it is unlikely that sequential programming will occur with bond funds. However, other fund sources may be used for sequential programming with the bond funds. ¶  
¶  
A project component may only be programmed if it finds that the component itself is fully funded from committed funds. The Commission will regard non-STIP and non-bond funds as committed when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including RSTP, CMAQ, and federal formula transit funds, the commitment may be by federal TIP approval and or amendment. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval. ¶  
¶  
When proposing to program only pre-construction components for a project, the Department or the RTPA should demonstrate the ability to fund the construction of a useable segment, consistent with the RTP or the Caltrans Interregional Transportation Strategic Plan. ¶

Formatted: Bullets and Numbering

Deleted: should



**CALIFORNIA TRANSPORTATION COMMISSION**  
**Corridor Mobility Improvement Account Program Guidelines**  
**Adopted November 8, 2006**

The Corridor Mobility Improvement Account (CMIA) presents a unique opportunity for the state's transportation community to provide demonstrable congestion relief, enhanced mobility, improved safety, and stronger connectivity to benefit traveling Californians. The California Transportation Commission (CTC) will work in partnership and collaboration with Caltrans and regional agencies to identify, program, and deliver priority projects in key corridors that yield the mobility and connectivity benefits Californians expect, consistent with the following CMIA guidelines. In taking advantage of this opportunity, it is vital that the transportation community maintain the trust and confidence of those who have provided the wherewithal to implement this program. The transportation community can fulfill the promise of the CMIA program through strategic investments statewide, consistent with regional and state priorities, combined with a renewed focus on achieving and maintaining needed corridor mobility and continuity benefits, and through efficient and timely project delivery. The Commission recognizes that this program will require flexibility to implement, that no one strategy or approach will work equally well throughout the state, and that success can only be achieved when the Commission, Caltrans and regional agencies share equally in the commitment to implement these high priority corridor investments.

**General Program Policy**

1. Authority and purpose of CMIA guidelines. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes a program of funding from \$4.5 billion to be deposited in the Corridor Mobility Improvement Account (CMIA). The funds in the CMIA are to be available to the California Transportation Commission, upon appropriation in the annual Budget Act by the Legislature, for allocation for performance improvements on the state highway system or major access routes to the state highway system.

The Bond Act mandates that the Commission develop and adopt guidelines for the CMIA program, including regional programming targets, by December 1, 2006. It further mandates that the Commission allocate funds from the CMIA to projects after reviewing project nominations submitted by the Department of Transportation (Caltrans) and the same regional agencies that prepare regional transportation improvement programs (RTIPs) nominating projects for the state transportation improvement program (STIP).

The purpose of these guidelines is to identify the Commission's policy and expectations for the CMIA program and thus to provide guidance to Caltrans, regional agencies, and other project proponents and implementing agencies in carrying out their responsibilities under the program. The program is subject to the provisions of the Bond Act, in particular subdivision (a) of Section 8879.23 of the Government Code, and these guidelines are not intended to preclude any project

nomination or any project selection that is consistent with the Bond Act. The Commission cannot anticipate all circumstances that may arise in the course of program implementation, and the Commission may find it appropriate to make exceptions to any provision in these guidelines or to revise or adapt its policies as issues arise in program implementation.

2. CMIA Program Intent. In selecting projects for funding under the CMIA program, the Commission intends to balance the following three general mandates provided in the Bond Act:
  - a. Mobility improvement and other project benefits. The basic CMIA policy objective is to improve performance on highly congested travel corridors. Improvements may be on the state highway system or on major access routes to the state highway system on the local road system that relieve congestion by expanding capacity, enhancing operations, or otherwise improving travel times within high-congestion travel corridors. To include a project in the CMIA program, the Commission must find that it “improves mobility in a high-congestion corridor by improving travel times or reducing the number of daily vehicle hours of delay, improves the connectivity of the state highway system between rural, suburban, and urban areas, or improves the operation or safety of a highway or road segment.”
  - b. Geographic balance between regions. The Bond Act requires the Commission, in adopting a program for the CMIA, to find that the program is geographically balanced, consistent with the north/south split that applies to the STIP (40% north, 60% south), and to find that it “provides mobility improvements in highly traveled or highly congested corridors in all regions of California.”
  - c. Early delivery. The Bond Act requires the Commission, in adopting a program for the CMIA, to find that the program targets funding “to provide the mobility benefit in the earliest possible timeframe.” It also mandates that the inclusion of a project in the CMIA program be based on a demonstration that the project can commence construction or implementation no later than December 31, 2012.
3. Urban and Interregional Corridors. In selecting projects for funding under the CMIA program, the Commission intends also to balance improvements to mobility in highly congested urban corridors and improvements to mobility and connectivity in interregional state highway corridors. The Commission expects to evaluate urban corridor and interregional corridor improvements separately. The Commission expects that CMIA program improvements outside urbanized areas will be focused primarily, but not exclusively, on the focus routes identified by Caltrans in its Interregional Transportation Strategic Plan (ITSP), as presented to the Commission in 1998. **However, this statement of intent does not exclude the**

nomination and consideration of any project eligible for funding under the program.

4. Evaluation of Project Benefits. The Commission intends to give priority to those projects that provide the greatest benefit in relationship to project cost, as demonstrated by a project nomination and supporting documents. The Commission will consider measurable benefits using the California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) developed and in use by Caltrans. This model includes measures of annual travel time savings and annual safety benefits (reduced injury and fatality rates) in the corridor. The model, however, is but one measure of benefits, and the Commission will also consider other assessments of time savings, safety benefits, quantifiable air quality benefits, and other benefits identified in the project nominations. The Commission's evaluation of project cost effectiveness will be based on the full cost of construction and right-of-way, including engineering costs, without regard for the sources of funding that may be used to meet those costs.
5. Local Funding Contribution. The Commission intends also to consider the contribution of local funding in the selection of projects for CMIA funding. The Commission's expectation of local funding may increase with the size of the project, the share of local traffic in the corridor, and the ability of the regional agency or a local implementing agency to contribute funding to the project.
6. Project eligibility. Under the Bond Act, a CMIA project must be on the state highway system or on a major access route to the state highway system on the local road system. The Commission must also find that:
  - The project either (1) reduces travel time or delay, (2) improves connectivity of the state highway system between rural, suburban, and urban areas, or (3) improves the operation or safety of a highway or road segment.
  - The project improves access to jobs, housing, markets, and commerce.
  - The project can commence construction no later than December 31, 2012.

Under the Bond Act, the Commission may not program a project unless it is nominated by either or both Caltrans and a regional agency. Projects will be programmed according to the same project components used for the STIP—(1) environmental and permits, (2) plans, specifications, and estimates, (3) right-of-way, and (4) construction.

The Commission's general expectation is that each CMIA project will have a full funding commitment through construction, either from the CMIA alone or from a combination of CMIA and other state, local, or federal funds.

The Commission expects the CMIA program to include, though not necessarily be limited to:

- Traffic system management elements, including traffic detection equipment.

- Ramp metering and other operational improvements.
- New traffic lanes to add capacity.
- New or improved alignments for access control, including the conversion of conventional highways to expressway or expressways to freeways.

The Commission expects the inclusion of an interchange project in the CMIA program to be based on the contribution of the interchange to the improvement of traffic flow in a highly congested urban corridor or to the provision of new access control in an interregional corridor.

7. Corridor system management plan. The Commission expects Caltrans and regional agencies to preserve the mobility gains of urban corridor capacity improvements over time and to describe how they intend to do so in project nominations. For urban corridor capacity improvements, the Commission intends to give priority to projects where there is a corridor system management plan in place to preserve corridor mobility or where there is a documented regional and local commitment to the development and effective implementation of a corridor system management plan, which may include the installation of traffic detection equipment, the use of ramp metering, operational improvements, and other traffic management elements as appropriate. Development of a corridor system management plan may occur simultaneously with project implementation, as described in the project nomination.

The capital cost of traffic detection equipment and other elements of a congestion management plan may be included in the cost of an improvement project to be funded from the CMIA. Where they are included in the project nomination, the Commission may require the installation of traffic detection equipment and the implementation of other elements of a congestion management plan as a part of the project approved for CMIA funding.

8. Other funding sources. The Commission recognizes the important funding role that regional agencies play in implementing projects on the state system. The Commission may find it appropriate to develop full funding commitments to CMIA projects that take into consideration additional investments already made, or to be made, by agencies to enhance corridor mobility and connectivity.

However, as a matter of general policy, the Commission does not intend to program CMIA funding to replace funding already programmed in the STIP, including funding from other sources identified in the STIP as providing the full funding commitment for a STIP project component. The Commission may make an exception if it finds that replacing funds already programmed would further the objectives of the CMIA program.

The Commission does not intend generally to program CMIA funding to cover cost increases for project components already programmed in the STIP. The Commission's general expectation is that STIP project cost increases will be

covered from the STIP, including other sources already identified as providing the full funding commitment for the STIP project. However, the Commission may make an exception if it finds that there is no reasonable funding alternative and that covering the cost increase with CMIA funding would further the objectives of the CMIA program.

In selecting projects for CMIA funding, the Commission may also consider the availability and appropriateness of funding for the project from other Bond Act programs.

#### **Project Nomination and Selection Process**

9. Initial Program. The Commission will adopt an initial CMIA program of projects by March 1, 2007. The initial CMIA program will include only projects that are nominated by Caltrans or by a regional agency no later than January 16, 2007. Between March 1, 2007 and the adoption of the first program update (in conjunction with the 2008 STIP), the Commission may amend the initial CMIA program, but will do so only for projects that were nominated for the initial program by January 16, 2007. The consideration of programming for projects not nominated for the initial program will await the first full program update in 2008.
10. Program Updates. The Commission intends to program CMIA funds as soon as possible, consistent with the objectives and statutory mandates of the program. If a portion of the \$4.5 billion authorized for the program remains unprogrammed, the Commission will adopt an update to the CMIA program biennially in conjunction with the development and adoption of the biennial STIP. Each program update will be adopted no later than the date of adoption for the STIP and will include only projects that are nominated by Caltrans or by a regional agency no later than the date on which regional transportation improvement programs nominating projects for the STIP are due.
11. Project nominations. Project nominations and their supporting documentation will form the primary basis for the Commission's CMIA program project selection. Under the Bond Act, all projects nominated to the Commission for CMIA funds shall be included in a regional transportation plan. Each project nomination should include:
  - A cover letter with signature authorizing and approving the nomination.
  - A project fact sheet (see Appendix A) that describes the project scope, cost, funding plan, project delivery milestones, and major benefits.
  - A brief narrative (1-3 pages) that provides:
    - A description of the travel corridor and its function, and how the project would improve mobility, reliability, safety, and connectivity within the corridor.

- A description of project benefits, including how the project would improve travel times or reduce the number of daily vehicle hours of delay, improve the connectivity of the state highway system between areas, or improve the safety of a highway or roadway segment. The description should also include air quality benefits and other benefits. To the extent possible, the narrative should quantify project benefits and cite documentation, including environmental documents, in support of any estimates of project benefits.
  - A description of how the project would improve access to jobs, housing, markets, and commerce.
  - A description of the risks inherent in the nomination's estimates of project cost, schedule, and benefit.
  - A description of the corridor management approach to preserving project mobility gains, which may include the corridor system management plan or the commitment of regional and local agencies to develop and implement a plan.
- A project benefit/cost analysis input sheet (see Appendix B).
  - Documentation of the basis for the costs, benefits and schedules cited in the project nomination. As appropriate and available, the documentation should include the project study report, the environmental document, the corridor system management plan or documentation of the commitment to the development and implementation of a plan, the regional transportation plan, and any other studies and analyses that provide documentation regarding the quantitative and qualitative measures validating the project's consistency with CMIA program objectives.

If the nomination includes CMIA funding to replace other funding for a STIP project component or funding to cover a STIP project cost increase, the narrative should also include a description of how the proposed CMIA funding would further the objectives of the CMIA program.

An agency may nominate a project by submitting an endorsement of a nomination submitted by another agency without submitting a duplicate nomination package and documentation.

An agency that submits or endorses project nominations for more than one project should also identify its project funding priorities and the basis for those priorities.

12. Project Cost Estimates. All cost estimates cited in the project fact sheet and in the benefit/cost analysis input sheet will be escalated to the year of proposed delivery. For projects on the state highway system, only cost estimates approved by the Director of Transportation or by a person authorized by the Director to approve cost estimates for programming will be used. For other projects, only cost

estimates approved by the Chief Executive Officer or other authorized officer of the responsible local implementing agency will be used.

13. Submittal of Project Nominations. For the initial program, the Commission will consider only projects for which a nomination and supporting documentation are **received in the Commission office by 5:00 p.m., January 16, 2007, in hard copy.** A nomination from a regional agency will include the signature of the Chief Executive Officer or other authorized officer of the agency. A nomination from Caltrans will include the signature of the Director of Transportation or a person authorized by the Director to submit the nomination. Where the project is to be implemented by an agency other than Caltrans or the regional agency, the nomination will also include the signature of the Chief Executive Officer or other authorized officer of the implementing agency. The Commission requests that each project nomination include five copies of the cover letter, the project fact sheet, the narrative description, and the benefit/cost analysis input sheet, together with two copies of all supporting documentation.

All nomination materials should be addressed or delivered to:

John Barna, Executive Director  
California Transportation Commission  
Mail Station 52, Room 2222  
1120 N Street  
Sacramento, CA 95814

14. Cost and Delivery Commitments and Expectations. Because estimated project costs and delivery dates are important elements of project evaluation and selection for the CMIA program, the Commission will actively monitor project development and will reevaluate projects as costs and delivery dates may change.

The standards for project programming and project readiness for allocation will be the same as for the STIP. Project components will be programmed for a particular dollar amount in a particular fiscal year, corresponding to the fiscal year when construction (or other component implementation) is to begin.

If the estimated cost for a project increases or if a project fails to meet a project delivery milestone, the Commission will expect Caltrans or the regional agency to report on its plan to bring the project within cost and schedule or to revise the project's funding plan and schedule. The Commission may amend the project's CMIA programming accordingly. If the Commission finds that, as a result of cost increases or schedule delays, the project is either no longer fundable or no longer competitive in terms of cost effectiveness, the Commission may delete the project from the CMIA program. The Commission's intent, however, is to work with Caltrans and regional and local implementing agencies to see that projects proceed to construction.

An implementing agency may identify a project cost increase or delay at any time and request an amendment of the project's programming. With each biennial program update, every project in the program will be reevaluated for cost and delivery schedule.

15. Quarterly CMIA Delivery Report. Commission staff, in cooperation with the Caltrans, regional agencies and local implementing agencies, will report to the Commission each quarter on the status of each project in the CMIA program. The report will identify progress against delivery milestones and any changes in project costs or schedules that may require amendment of the CMIA program.

#### Regional Programming Targets

16. Intent for Targets. The Bond Act calls for the Commission's guidelines to include "regional programming targets," though it does not specify how the targets are to be used or how they are to be determined. The Commission's intent is that target amounts be provided only as general guidance to Caltrans and regional agencies for carrying out their responsibilities in making project nominations. The targets do not constitute an allocation, a guarantee, a minimum, or a limit on programming in any particular county or region of the state.

For this purpose and in consultation with regional agencies, the Commission has defined the following broad regions of the state for use in establishing regional programming targets:

- San Diego County;
- Southern California, to include the six counties of the Southern California Association of Governments (SCAG);
- Eastern Sierra, to include Inyo and Mono counties;
- Central Coast, to include the five counties of Caltrans District 5;
- San Joaquin Valley, include the thirteen counties of Caltrans Districts 6 and 10;
- San Francisco Bay Area, to include the nine counties of the Metropolitan Transportation Commission (MTC);
- Sacramento Valley, to include the ten counties of Caltrans District 3, excluding Glenn County; and
- North State, to include the remaining twelve counties, including Glenn County and Caltrans Districts 1 and 2.

Each regional agency is permitted to make its own project nominations and to identify its own priorities for the Commission. However, the Commission welcomes and encourages the development of joint priorities and proposals from the nominating agencies located within each of these broader regions or between regions. The Commission encourages the two regions that include counties in both the north and south (San Joaquin Valley and Central Coast) to develop their priorities and proposals without regard to the north/south split.

17. Regional Programming Targets. The Commission is providing regional programming targets for the CMIA program, intended as general guidance only. The targets are neither minimums nor maximums. They do not constrain what any agency may propose or what the Commission may approve for programming and allocation within any particular area of the state. The only geographic constraints on the Commission's programming are that, over the life of the CMIA program, the program must be consistent with the north/south split and it must provide mobility improvements in each of the target regions.

| CMIA Regional Programming Targets<br>(Range, in \$ millions) |         |         |
|--------------------------------------------------------------|---------|---------|
|                                                              | Low     | High    |
| Urban Corridors                                              |         |         |
| Sacramento Valley                                            | \$ 82   | \$ 197  |
| San Francisco Bay Area (MTC)                                 | 342     | 821     |
| San Joaquin Valley                                           | 93      | 222     |
| Southern California (SCAG)                                   | 901     | 2,162   |
| San Diego                                                    | 157     | 377     |
| Subtotal, urban                                              | \$1,575 | \$3,780 |
| Interregional Corridors                                      |         |         |
| North State                                                  | \$ 202  | \$ 486  |
| Sacramento Valley                                            | 46      | 110     |
| San Francisco Bay Area (MTC)                                 | 24      | 58      |
| Central Coast                                                | 54      | 130     |
| San Joaquin Valley                                           | 241     | 578     |
| Eastern Sierra                                               | 15      | 36      |
| Southern California (SCAG)                                   | 88      | 211     |
| San Diego                                                    | 5       | 11      |
| Subtotal, interregional                                      | \$ 675  | \$1,620 |
| Total                                                        | \$2,250 | \$5,400 |

The factors used to determine targets were population for urbanized areas over 200,000 and deficient mileage identified by Caltrans for state highway focus routes. The use of these factors, however, does not prescribe or limit where projects may be proposed by any agency or where they may be selected by the Commission.

#### Allocations and Amendments

18. Allocations from the CMIA. The Commission will consider the allocation of funds from the CMIA for a project or project component when it receives an allocation request and recommendation from Caltrans, in the same manner as for the STIP. The recommendation will include a determination of the availability of appropriated CMIA funds. The Commission will approve the allocation if the funds are available, the allocation is necessary to implement the project as included

in the adopted CMIA program, and the project has the required environmental clearance.

19. CMIA Program Amendments. Caltrans and regional agencies may request CMIA program amendments and the Commission will approve amendments in the same manner as for STIP amendments, except that:

- CMIA program amendments will not add new projects that were not included in the nominations for the initial program or the current biennial update.
- CMIA program amendments may amend projects at any time, including projects programmed for the current fiscal year.
- CMIA program amendments need only appear on the agenda published 10 days in advance of the Commission meeting. They do not require the 30-day notice that applies to STIP amendments. However, the Commission will not act on program amendments with less than a 30-day notice without agreement from all project funding partners.
- The Commission may initiate a CMIA program amendment to delete a project, or to revise its scope, cost, or schedule, after a review of the progress of project delivery.

Where the Commission finds that a project nomination is insufficiently developed or documented to support inclusion in the program, it may invite the nominating agency to resubmit the nomination for later amendment into the program.

## CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT

## Project Nomination Fact Sheet

|                           |  |                         |  |
|---------------------------|--|-------------------------|--|
| <b>Nominating Agency:</b> |  | <b>Fact Sheet Date:</b> |  |
| Contact Person            |  |                         |  |
| Phone Number              |  | Fax Number              |  |
| Email Address             |  |                         |  |

|                                                                                                                                                      |                   |                |      |                     |                    |                  |                   |
|------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|----------------|------|---------------------|--------------------|------------------|-------------------|
| <b>Project Information:</b>                                                                                                                          |                   |                |      |                     |                    |                  |                   |
| County                                                                                                                                               | Caltrans District | PPNO *         | EA * | Region/MPO/ TIP ID* | Route / Corridor * | Post Mile Back * | Post Mile Ahead * |
|                                                                                                                                                      |                   |                |      |                     |                    |                  |                   |
| * NOTE: PPNO & EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO. Route/Corridor & Post Mile Back/Ahead used for State Highway System. |                   |                |      |                     |                    |                  |                   |
| Legislative Districts                                                                                                                                | Senate:           |                |      | Congressional:      |                    |                  |                   |
|                                                                                                                                                      | Assembly:         |                |      |                     |                    |                  |                   |
| Implementing Agency (by component)                                                                                                                   | PA&ED:            |                |      | PS&E:               |                    |                  |                   |
|                                                                                                                                                      | R/W:              |                |      | CON:                |                    |                  |                   |
| Project Title                                                                                                                                        |                   |                |      |                     |                    |                  |                   |
| Location - Project Limits - Description and Scope of Work (Provide a project location map on a separate sheet and attach to this form)               |                   |                |      |                     |                    |                  |                   |
|                                                                                                                                                      |                   |                |      |                     |                    |                  |                   |
| Description of Major Project Benefits                                                                                                                |                   |                |      |                     |                    |                  |                   |
|                                                                                                                                                      |                   |                |      |                     |                    |                  |                   |
| Expected Source(s) of Additional Funding Necessary to Complete Project - as Identified Under 'Additional Need'                                       |                   |                |      |                     |                    |                  |                   |
|                                                                                                                                                      |                   |                |      |                     |                    |                  |                   |
| Project Delivery Milestones (month/year):                                                                                                            |                   |                |      |                     |                    |                  |                   |
| Project Study Report (PSR) complete                                                                                                                  |                   |                |      |                     |                    |                  |                   |
| Notice of Preparation                                                                                                                                |                   | Document Type: |      |                     |                    |                  |                   |
| Begin Circulation of Draft Environmental Document                                                                                                    |                   |                |      |                     |                    |                  |                   |
| Final Approval of Environmental Document                                                                                                             |                   |                |      |                     |                    |                  |                   |
| Completion of plans, specifications, and estimates                                                                                                   |                   |                |      |                     |                    |                  |                   |
| Right-of-way certification                                                                                                                           |                   |                |      |                     |                    |                  |                   |
| Ready for advertisement                                                                                                                              |                   |                |      |                     |                    |                  |                   |
| Construction contract award                                                                                                                          |                   |                |      |                     |                    |                  |                   |
| Construction contract acceptance                                                                                                                     |                   |                |      |                     |                    |                  |                   |

NOTE: The CTC Corridor Mobility Improvement Account (CMIA) Program Guidelines should have been read and understood prior to preparation of the CMIA Fact Sheet. A copy of the CTC CMIA Guidelines and a template of the Project Fact Sheet are available at: <http://www.dot.ca.gov/hq/transprog/> and at: <http://www.catc.ca.gov/>

**CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT**  
**Project Nomination Fact Sheet - Project Cost and Funding Plan**  
(dollars in thousands and escalated)  
Shaded fields are automatically calculated. Please do not fill these fields.

|                  |             |        |      |                       |
|------------------|-------------|--------|------|-----------------------|
|                  |             |        |      | <b>Date:</b> 0-Jan-00 |
| County           | CT District | PPNO * | EA * | Region/MPO/TIP ID *   |
| 0                | 0           | 0      | 0    | 0                     |
| Project Title: 0 |             |        |      |                       |

\* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

| Proposed Total Project Cost |       |       |       |       |       |       |       | Project Total |
|-----------------------------|-------|-------|-------|-------|-------|-------|-------|---------------|
| Component                   | Prior | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 |               |
| E&P (PA&ED)                 | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0             |
| PS&E                        | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0             |
| R/W SUP (CT) *              | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0             |
| CON SUP (CT) *              | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0             |
| R/W                         | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0             |
| CON                         | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0             |
| TOTAL                       | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0             |

**Corridor Management Improvement Account (CMIA) Program**

| Component      | Prior | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | Total |
|----------------|-------|-------|-------|-------|-------|-------|-------|-------|
| E&P (PA&ED)    |       |       |       |       |       |       |       | 0     |
| PS&E           |       |       |       |       |       |       |       | 0     |
| R/W SUP (CT) * |       |       |       |       |       |       |       | 0     |
| CON SUP (CT) * |       |       |       |       |       |       |       | 0     |
| R/W            |       |       |       |       |       |       |       | 0     |
| CON            |       |       |       |       |       |       |       | 0     |
| TOTAL          | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |

\* NOTE: R/W SUP and CON SUP to be used only for projects implemented by Caltrans

**Funding Source:**

| Component      | Prior | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | Total |
|----------------|-------|-------|-------|-------|-------|-------|-------|-------|
| E&P (PA&ED)    |       |       |       |       |       |       |       | 0     |
| PS&E           |       |       |       |       |       |       |       | 0     |
| R/W SUP (CT) * |       |       |       |       |       |       |       | 0     |
| CON SUP (CT) * |       |       |       |       |       |       |       | 0     |
| R/W            |       |       |       |       |       |       |       | 0     |
| CON            |       |       |       |       |       |       |       | 0     |
| TOTAL          | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |

**Funding Source:**

| Component      | Prior | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | Total |
|----------------|-------|-------|-------|-------|-------|-------|-------|-------|
| E&P (PA&ED)    |       |       |       |       |       |       |       | 0     |
| PS&E           |       |       |       |       |       |       |       | 0     |
| R/W SUP (CT) * |       |       |       |       |       |       |       | 0     |
| CON SUP (CT) * |       |       |       |       |       |       |       | 0     |
| R/W            |       |       |       |       |       |       |       | 0     |
| CON            |       |       |       |       |       |       |       | 0     |
| TOTAL          | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |

**Funding Source:**

| Component      | Prior | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | Total |
|----------------|-------|-------|-------|-------|-------|-------|-------|-------|
| E&P (PA&ED)    |       |       |       |       |       |       |       | 0     |
| PS&E           |       |       |       |       |       |       |       | 0     |
| R/W SUP (CT) * |       |       |       |       |       |       |       | 0     |
| CON SUP (CT) * |       |       |       |       |       |       |       | 0     |
| R/W            |       |       |       |       |       |       |       | 0     |
| CON            |       |       |       |       |       |       |       | 0     |
| TOTAL          | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |

Shaded fields are automatically calculated. Please do not fill these fields.

**CORRIDOR MANAGEMENT IMPROVEMENT ACCOUNT**  
**Project Nomination Fact Sheet - Project Cost and Funding Plan**  
(dollars in thousands and escalated)

Shaded fields are automatically calculated. Please do not fill these fields.

|                |             |        |     |                     |          |
|----------------|-------------|--------|-----|---------------------|----------|
|                |             |        |     | Date:               | 0-Jan-00 |
| County         | CT District | PPNO * | EA* | Region/MPO/TIP ID * |          |
| 0              | 0           | 0      | 0   | 0                   |          |
| Project Title: |             | 0      |     |                     |          |

\* NOTE: PPNO and EA assigned by Caltrans. Region/MPO/TIP ID assigned by RTPA/MPO

| Funding Source: |       |       |       |       |       |       |       |       |
|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Component       | Prior | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | Total |
| E&P (PA&ED)     |       |       |       |       |       |       |       | 0     |
| PS&E            |       |       |       |       |       |       |       | 0     |
| R/W SUP (CT) *  |       |       |       |       |       |       |       | 0     |
| CON SUP (CT) *  |       |       |       |       |       |       |       | 0     |
| R/W             |       |       |       |       |       |       |       | 0     |
| CON             |       |       |       |       |       |       |       | 0     |
| TOTAL           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |

| Funding Source: |       |       |       |       |       |       |       |       |
|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Component       | Prior | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | Total |
| E&P (PA&ED)     |       |       |       |       |       |       |       | 0     |
| PS&E            |       |       |       |       |       |       |       | 0     |
| R/W SUP (CT) *  |       |       |       |       |       |       |       | 0     |
| CON SUP (CT) *  |       |       |       |       |       |       |       | 0     |
| R/W             |       |       |       |       |       |       |       | 0     |
| CON             |       |       |       |       |       |       |       | 0     |
| TOTAL           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |

| Funding Source: |       |       |       |       |       |       |       |       |
|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Component       | Prior | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | Total |
| E&P (PA&ED)     |       |       |       |       |       |       |       | 0     |
| PS&E            |       |       |       |       |       |       |       | 0     |
| R/W SUP (CT) *  |       |       |       |       |       |       |       | 0     |
| CON SUP (CT) *  |       |       |       |       |       |       |       | 0     |
| R/W             |       |       |       |       |       |       |       | 0     |
| CON             |       |       |       |       |       |       |       | 0     |
| TOTAL           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |

| Funding Source: |       |       |       |       |       |       |       |       |
|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|
| Component       | Prior | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13 | Total |
| E&P (PA&ED)     |       |       |       |       |       |       |       | 0     |
| PS&E            |       |       |       |       |       |       |       | 0     |
| R/W SUP (CT) *  |       |       |       |       |       |       |       | 0     |
| CON SUP (CT) *  |       |       |       |       |       |       |       | 0     |
| R/W             |       |       |       |       |       |       |       | 0     |
| CON             |       |       |       |       |       |       |       | 0     |
| TOTAL           | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |

| Additional Funding Needs (funding needs not yet committed) |       |       |       |       |       |       |        |       |
|------------------------------------------------------------|-------|-------|-------|-------|-------|-------|--------|-------|
| Component                                                  | Prior | 07/08 | 08/09 | 09/10 | 10/11 | 11/12 | 12/13+ | Total |
| E&P (PA&ED)                                                |       |       |       |       |       |       |        | 0     |
| PS&E                                                       |       |       |       |       |       |       |        | 0     |
| R/W SUP (CT) *                                             |       |       |       |       |       |       |        | 0     |
| CON SUP (CT) *                                             |       |       |       |       |       |       |        | 0     |
| R/W                                                        |       |       |       |       |       |       |        | 0     |
| CON                                                        |       |       |       |       |       |       |        | 0     |
| TOTAL                                                      | 0     | 0     | 0     | 0     | 0     | 0     | 0      | 0     |

Shaded fields are automatically calculated. Please do not fill these fields.

APPENDIX B

**CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROGRAM  
BENEFIT/COST ANALYSIS: PROJECT INPUT SHEET**

California Transportation Commission

Route:  EA:

Post mile:  PPNO:

**HIGHWAY ACCIDENT DATA**

**Actual 3-Year Accident Data for Facility**

|                                      | Count (No.)          |
|--------------------------------------|----------------------|
| Fatal Accidents                      | <input type="text"/> |
| Injury Accidents                     | <input type="text"/> |
| Property Damage Only (PDO) Accidents | <input type="text"/> |

**Statewide Average for Highway Classification**

|                                    | w/o Project          | w/ Project           |
|------------------------------------|----------------------|----------------------|
| Accident Rate (per mil. veh-miles) | <input type="text"/> | <input type="text"/> |
| % Fatal Accidents                  | <input type="text"/> | <input type="text"/> |
| % Injury Accidents                 | <input type="text"/> | <input type="text"/> |

**TOTAL PROJECT COSTS (in escalated dollars)**  
From Project Nomination Fact Sheet:

|              |                         |
|--------------|-------------------------|
| Fiscal Year: |                         |
| 2007-08      | \$ <input type="text"/> |
| 2008-09      | \$ <input type="text"/> |
| 2009-10      | \$ <input type="text"/> |
| 2010-11      | \$ <input type="text"/> |
| 2011-12      | \$ <input type="text"/> |
| 2012-13      | \$ <input type="text"/> |

Region/District:  County:

Describe Project:

**PROJECT DATA**

**Type of Project**

|                          | Enter "X"            |
|--------------------------|----------------------|
| Hwy Capacity Expansion   | <input type="text"/> |
| Operational Improvement  | <input type="text"/> |
| Transp MGMT System (TMS) | <input type="text"/> |
| Other (describe: _____)  | <input type="text"/> |

**Project Location**  
(1 = So. Cal., 2 = No. Cal., or 3 = rural)

**Length of Construction Period**  years

**Duration of Peak Period (AM+PM)**  hours

**HIGHWAY DESIGN AND TRAFFIC DATA**

**Highway Design**

|                                  | w/o Project          | w/ Project           | HOV Restriction |
|----------------------------------|----------------------|----------------------|-----------------|
| Number of General Traffic Lanes  | <input type="text"/> | <input type="text"/> | (2 or 3)        |
| Number of HOV Lanes              | <input type="text"/> | <input type="text"/> |                 |
| Highway Free-Flow Speed (in mph) | <input type="text"/> | <input type="text"/> |                 |
| Project Length (in miles)        | <input type="text"/> | <input type="text"/> |                 |

|                                             | w/o Project          | w/ Project           |
|---------------------------------------------|----------------------|----------------------|
| <b>Average Daily Traffic</b>                |                      |                      |
| Current                                     | <input type="text"/> | <input type="text"/> |
| Forecast (20 years after construction)      | <input type="text"/> | <input type="text"/> |
| Average Hourly HOV Traffic (if HOV lanes)   | <input type="text"/> | <input type="text"/> |
| Percent Trucks (include RVs, if applicable) | <input type="text"/> | <input type="text"/> |
| Truck Speed (if passing lane project)       | <input type="text"/> | <input type="text"/> |

**COMMENTS:**

Prepared by: \_\_\_\_\_

Phone No: \_\_\_\_\_

E-Mail: \_\_\_\_\_

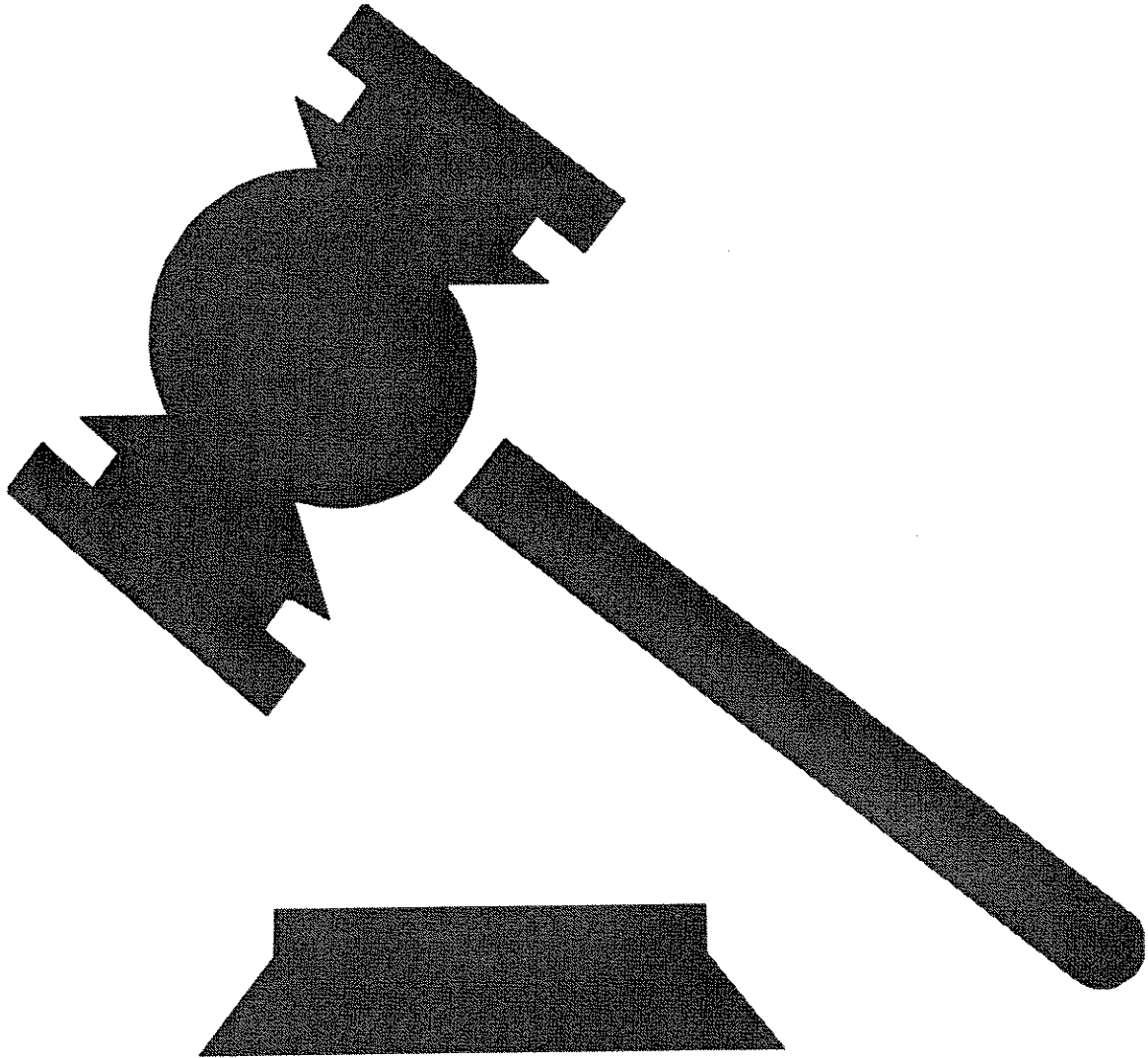
CONTACT:

Mahmoud Mahdavi

916-653-9525

mahmoud\_mahdavi@dot.ca.gov

FAX: 916-653-1447



*TRANSPORTATION  
ACTION/DISCUSSION ITEMS  
AGENDA ITEM III. D.*



# DRAFT TRANSPORTATION CONCEPT REPORT (TCR)

FOR

## STATE ROUTE 33



### A SYNOPSIS ...

---

#### What is a Transportation Concept Report (TCR)?

A Transportation Concept Report (TCR) is a Caltrans long term system planning document that establishes a planning concept for a highway and/or corridor through the year 2030. A planning concept consists of a target (i.e. Concept) level of service (LOS) and a facility type(s).

Capacity-enhancing improvements, such as lane additions, new interchanges etc., are identified if the Concept LOS is not met (i.e. the Actual LOS is D compared to Concept LOS of C).

The Ultimate Transportation Corridor (UTC) is the facility projected beyond the year 2030.

#### Concept Level of Service (2030):

A 2030 Concept LOS D has been assigned to all segments of this route, both the rural and urban portions. A vast majority of the route is rural, connected with some small communities that are not projected to have significant growth. There is little diversity in the route and in the existing level of service.

#### Concept Facility - By Year 2030:

1. Fresno County – Unconstructed JCT Route 180 to Mendota City Limits (Segment 24): 2-lane expressway improved to a 4-lane expressway.

*No improvements are recommended beyond the route's 2 and 4-lane Existing Facilities in Segments 1-23, 25-28 (Fresno County).*

#### Ultimate Transportation Corridor (UTC) - Beyond the Year 2030:

1. Kern County – San Luis Obispo/Kern County Line to Junction Route 58 West (Segments 1-3,5-7): 2-lane conventional highway with improvements improved to a 4-LANE CONVENTIONAL HIGHWAY.
2. Kings County – 36<sup>th</sup> Avenue to Kings/Fresno County Line (Segment 14): 2-lane conventional highway with improvements improved to a 4-LANE CONVENTIONAL HIGHWAY.



3. Fresno County – Junction Route 180 to Helm Canal Road (Segment 26): ): 2-lane conventional highway with improvements improved to a 4-LANE CONVENTIONAL HIGHWAY.

*No improvements are recommended beyond the route's 2030 Concept Facility in Segments (8-11, 12, 13, 15, 16, 21-23 and 28).*

---

*To review and/or print a copy of this Draft TCR please visit <http://www.dot.ca.gov/dist6/planning/tcrs/index.htm>. If you have any comments or suggestions please forward them to this report's Project Manager, Pedro Ramirez, Associate Transportation Planner, at Caltrans District 6 System Planning, 1352 West Olive Avenue, Fresno, CA 93728, by email at [pedro\\_ramirez@dot.ca.gov](mailto:pedro_ramirez@dot.ca.gov), by FAX at (559) 445-5875 or by telephone at (559) 445-6792, by January 5, 2007.*

