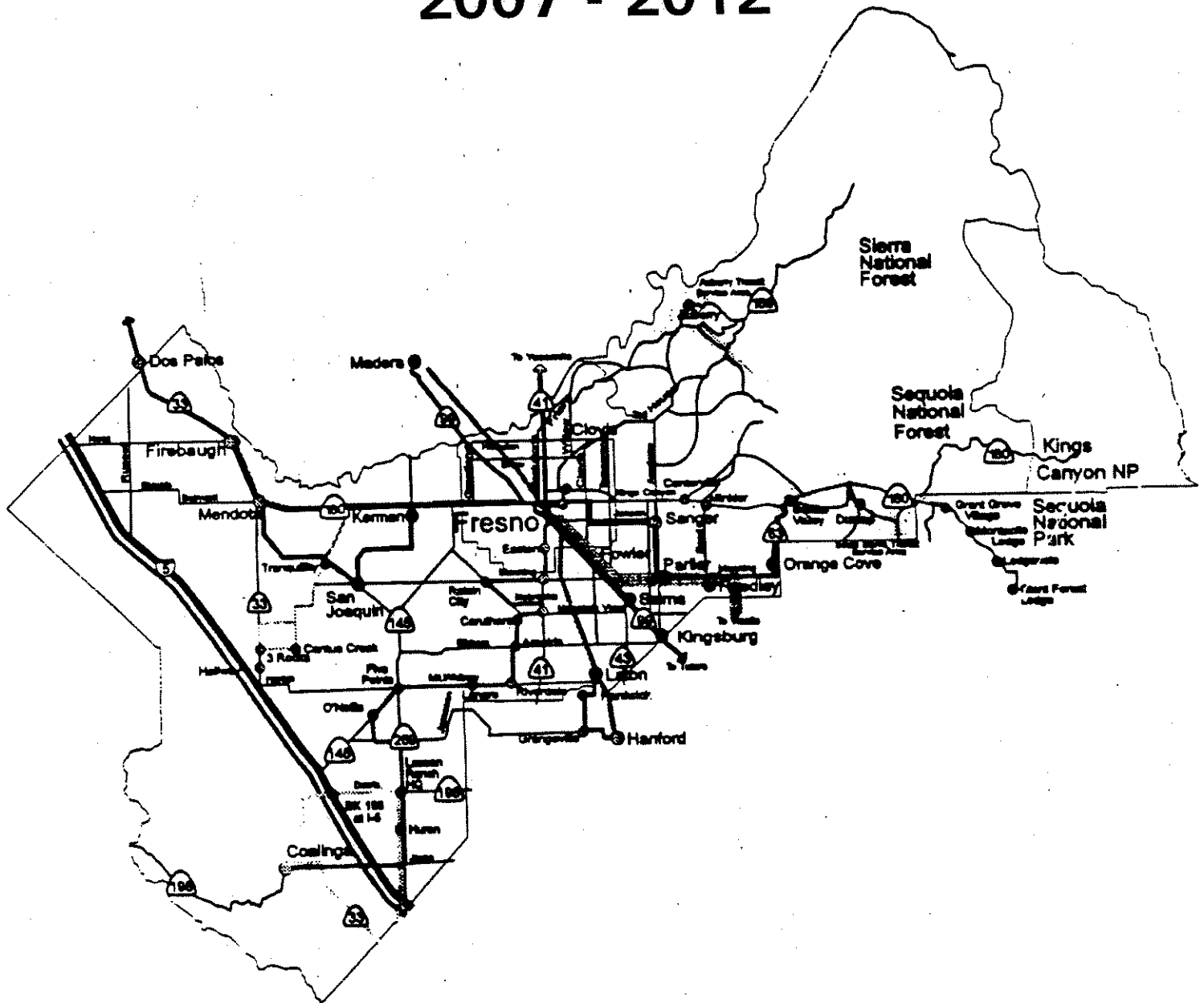


SHORT RANGE TRANSIT PLAN FOR THE RURAL FRESNO COUNTY AREA 2007 - 2012



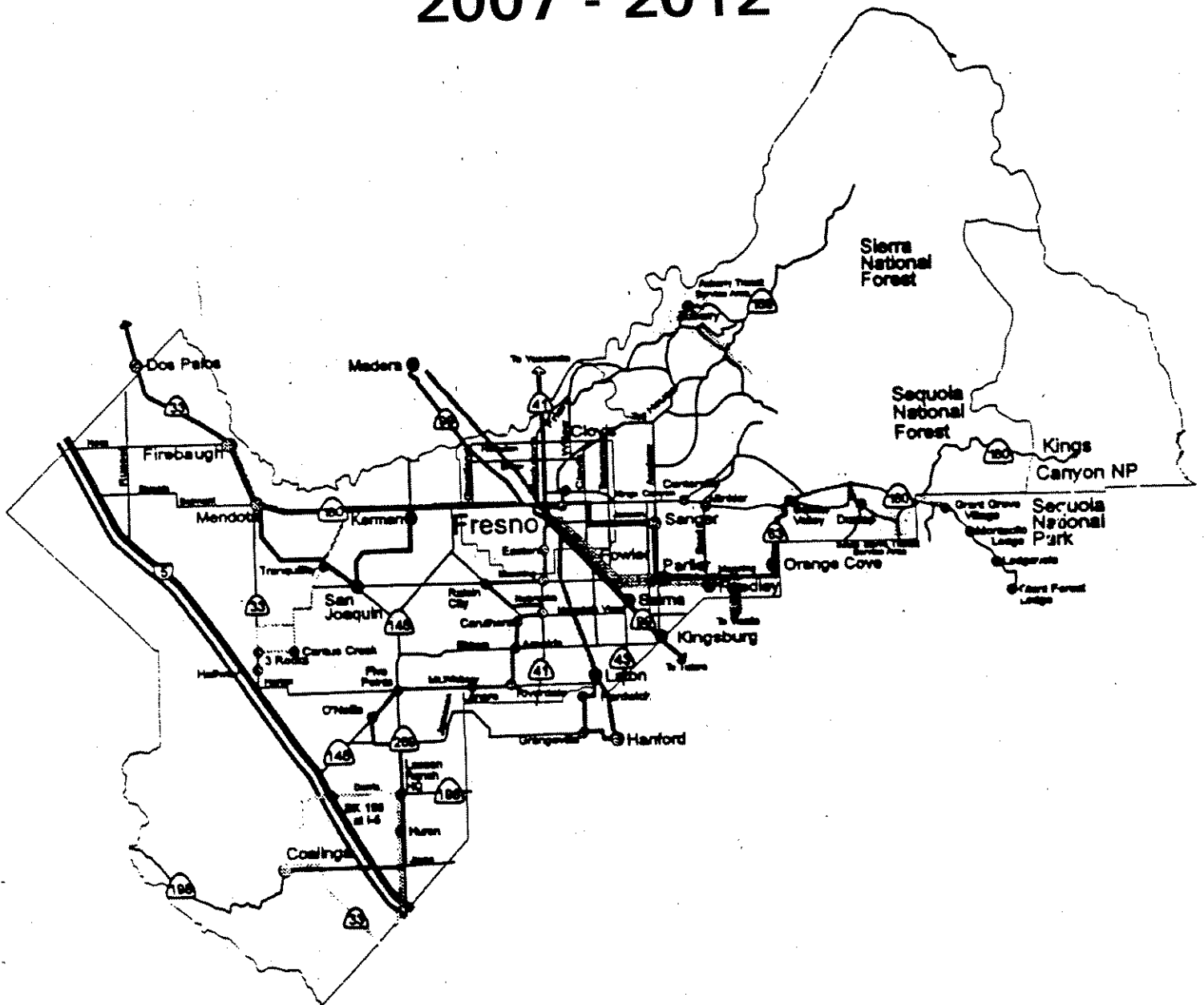
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2035 Tulare St., Suite 201
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Reference List of Acronyms

Caltrans	California Department of Transportation
CARB	California Air Resources Board
CHP	California Highway Patrol
CMAQ	Congestion Mitigation/Air Quality program
CNG	Compressed Natural Gas
COFCG	Council of Fresno County Governments
CTC	California Transportation Commission
CTSA	Consolidated Transportation Service Agency
EPA	Environmental Protection Agency
FAX	Fresno Area Express
Fresno COG	Council of Fresno County Governments
FCEOC	Fresno County Economic Opportunities Commission
FCMA	Fresno-Clovis Metropolitan Area
FCRTA	Fresno County Rural Transit Agency
FCTA	Fresno County Transportation Authority
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic Information Systems
GPS	Global Positioning Satellite
HOV	High Occupancy Vehicle
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation System
LTF	Local Transportation Fund
LNG	Liquid Natural Gas
Measure "C"	Fresno County's self imposed 1/2% sales tax
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
OWP	Overall Work Program
PAC	Policy Advisory Committee
Propane	Liquid Petroleum Gas
RSTP	Regional Surface Transportation Program
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SAFETEA	Safe, Accountable, Flexible & Efficient, Transportation Equity Act
Section 16(b)(2)	Former Federal Transit Administration Non-Profit Elder & Disabled Capital Fund Program
Section 5310	Current Federal Transit Administration Non-Profit Elderly & Disabled Capital Fund Program
Section 18	Former Federal Transit Administration Rural Capital & Operating Fund Program
Section 5311	Current Federal Transit Administration Rural Capital & Operating Fund Program
Section 5311(f)	Current Federal Transit Administration Inter-City Bus Funding Program
SIP	State Implementation Plan
SJVAPCD	San Joaquin Valley Unified Air Pollution Control District\
SOV	Single Occupant Vehicle
SRTP	Short Range Transit Plan
SSTAC	Social Services Transportation Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program
TEALU	Transportation Efficiency Act, A Legacy for Users
TCM	Transportation Control Measure
TDA	Transportation Development Act
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TTC	Transportation Technical Committee
VMT	Vehicle Miles Traveled

SHORT RANGE TRANSIT PLAN FOR THE RURAL FRESNO COUNTY AREA 2007 - 2012



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CHAPTER I

INTRODUCTION

The Short Range Transit Plan (SRTP) for the Rural Fresno County Area has been developed by the Council of Fresno County Governments (Fresno COG) in cooperation with the Cities of Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Sanger, San Joaquin, Selma, the County of Fresno, and Fresno County Economic Opportunities Commission (FCEOC). It is intended to serve the following four (4) purposes:

- A. The SRTP for the Rural Fresno County Area provides a five (5)-year, action-oriented program to implement the Public Transportation Element of the Regional Transportation Plan.

In March 1975, the first edition of the Regional Transportation Plan (RTP) was adopted. It recommended that provisions for public transportation services in rural portions of Fresno County should include the following by 1995:

1. Demand-responsive intra-city service in the small incorporated cities; and
2. Fixed-route inter-city service along the following five (5) corridors (Exhibit I-1) for service to the Fresno-Clovis Metropolitan Area (FCMA):
 - a. Firebaugh-Mendota-Kerman Corridor.
 - b. Fowler-Selma-Kingsburg Corridor.
 - c. Orange Cove-Reedley-Parlier-Sanger Corridor.
 - d. Coalinga-San Joaquin Corridor.
 - e. Coalinga-Huron-Riverdale-Caruthers-Easton Corridor.

From the perspective of the local governments responsible for carrying out the Public Transportation Element recommendations, the Plan offered new opportunities for long-range mutual involvement and interaction. Political recognition of local needs provided the consensus that the recommended services were necessary during the twenty (20) year planning period. Local governments further demonstrated their willingness to undertake broad-scale implementation of the Plan by adopting a "Short Range Transit Planning Process" on May 27, 1976. A total of 36 public hearings (including continued hearings) were held during the initial process of developing and approving the previous individual Fresno County Rural TDP's. The City Councils and the Fresno County Board of Supervisors were extensively involved in the decision-making process and made commitments toward implementation.

The intended services have been implemented. Ridership statistics are continually monitored and evaluated to determine beneficial modifications and/or Plan amendments. Public involvement is continually sought in conjunction with the continuing planning and implementation process. This document is a direct result of that process.

- B. The SRTP for the Rural Fresno County Area, as implemented, provides a basis for local governments to demonstrate that public transportation needs within their jurisdiction have been, and may continue to be, reasonably met.

COFCG, acting in its capacity as the Regional Transportation Planning Agency for Fresno County is required by the Transportation Development Act to annually make findings that public transportation needs have been reasonably met before it may approve Local Transportation Fund claims for streets and roads projects. A copy of Section 6658 of the California Administrative Code which details this process is included in Appendix A of this document.

- C. The SRTP for the Rural Fresno County Area may serve to document the "planning basis" for Federal and State assistance programs for public transportation in rural areas of Fresno County.

Currently, the principal sources of grant funding for rural public transportation services are from the Federal Transit Administration (FTA)-Section 5311 (formerly 18) Capital and Operating Assistance grants and Congestion Mitigation / Air Quality (CMAQ) grants.

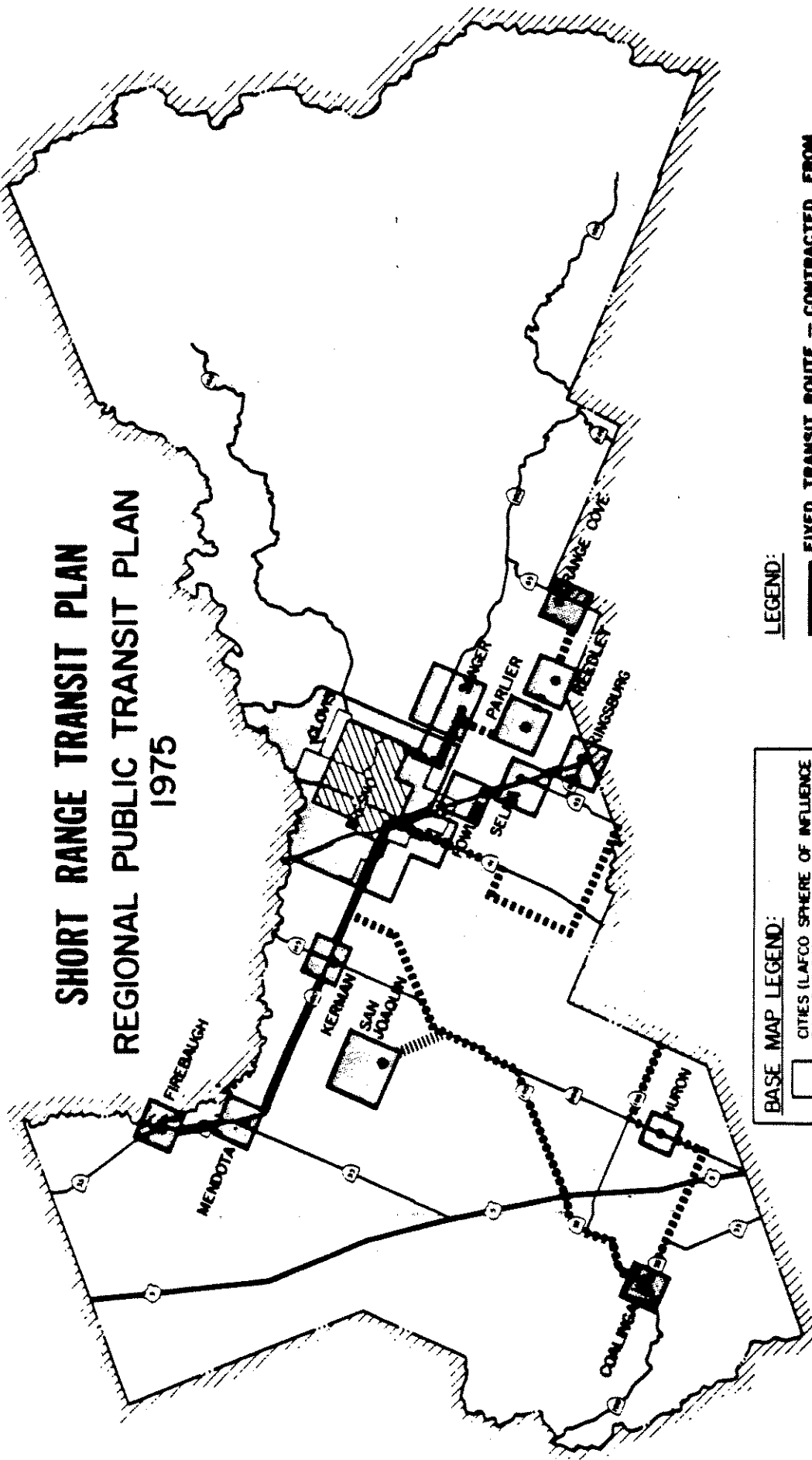
Additional supplemental grant funding for specialized service is also available from State Transportation Development Act, Article 4.5 funds. These funds are used to support Consolidated Transportation Service Agency (CTSA) activities.

The SAFETEA-LU Program set aside additional new funding to support the implementation of Human Service / Social Service Plans. Additional Federal funding through FTA Section 5316 – "Job Access / Reverse Commute" (JARC) and FTA Section 5317 – "New Freedoms" will provide further enhancements in the time frame of this document.

In November 2006, Fresno County voters approved (78%) an extension of Measure – C the ½ cent local sales tax to fund specific transportation programs over the next twenty (20) years (2027). The Expenditure Plan designates four percent (4%) of the annual funds to be directed to the FCRTA for expansion and enhancements to the rural transit services.

- D. The SRTP for the Rural Fresno County Area serves as a valuable resource document of specific information for citizens and local elected officials.

SHORT RANGE TRANSIT PLAN REGIONAL PUBLIC TRANSIT PLAN 1975



BASE MAP LEGEND:

□ CITIES (LAFCO SPHERE OF INFLUENCE BOUNDARIES)

TRANSPORTATION FACILITIES

— INTERSTATE FREEWAYS

— STATE FREEWAY/HIGHWAY

LEGEND:

— FIXED TRANSIT ROUTE — CONTRACTED FROM TRANSIT DISTRICT

..... FIXED TRANSIT ROUTE — COALINGA TRANSIT

□ DEMAND-RESPONSIVE ZONE

▨ FIXED-ROUTE COVERAGE

||||| TAXI LINKAGE



EXHIBIT
I-1

CHAPTER II

GOALS, OBJECTIVES AND POLICIES FOR RURAL PUBLIC TRANSPORTATION

The adopted Regional Transportation Plan (Fifteenth Edition - 2004) declares many goals, objectives and policies for the Consolidated Multi-Modal Plan. The following goals and objectives are "generally" applicable to rural public transportation operation:

GOAL: PROVIDE PUBLIC TRANSPORTATION MOBILITY OPPORTUNITIES TO THE MAXIMUM NUMBER OF PEOPLE IN THE REGION.

Objective:

Continue to pursue expanded federal, state and local funding for both public and social service transportation.

Policies:

- * Provide a transit system that meets the public transportation needs of the service area.
- * Provide transit services that serve elderly and disabled communities.
- * Support the coordination and consolidation of social service transportation.

GOAL: PROVIDE QUALITY, CONVENIENT AND RELIABLE PUBLIC TRANSPORTATION SERVICE

Objective:

Encourage safety, appropriate frequency of bus service, reasonable fares and the provision of adequate service to satisfy the transit needs which are reasonable to meet.

Policies:

- * Provide reliable and convenient public transit service.
- * Provide clean, attractive and comfortable vehicles and facilities.
- * Provide a safe system.

GOAL: PROVIDE AN EFFICIENT AND EFFECTIVE PUBLIC TRANSPORTATION SYSTEM

Objective:

Consider advantages and disadvantages of projects, including economic, environmental and social factors.

Policies:

- * Maximize public transportation patronage.
- * Minimize operating and capital expenses.
- * Encourage the private sector to provide service when economically feasible.

GOAL: PROMOTE PUBLIC TRANSIT'S SERVICE AND IMAGE IN COMMUNITY

Objective:

Provide complete and accurate information that makes public transportation "user friendly".

Policies:

- * Create and produce publications that promote the use of public transportation.

GOAL: PROVIDE FOR AN INTEGRATED MULTI-MODAL TRANSPORTATION SYSTEM WHICH FACILITATES THE MOVEMENT OF PEOPLE AND GOODS.

Objective:

Develop a multi-modal transportation network.

Policies:

- * Coordinate service to facilitate multi-modal and inter-system transfers.
- * Coordinate fare and transfer policies along with service information programs.

GOAL: COORDINATE PUBLIC TRANSPORTATION POLICIES WITH LAND USE AND AIR QUALITY POLICIES

Objective:

Support transportation investments that work toward accomplishing air quality goals, optimize utilization of land and encourage a stable economic base.

Policies:

- * Provide incentives to reduce dependency on automobile travel without compromising travel mobility.
- * Evaluate the transportation system for air quality, energy and efficiency impacts.

The Fresno County Rural Transit Agency has further developed Goals, Objectives, and Policies for the four (4) functional areas of its operations. The areas are:

- Transportation;
- Maintenance;

- Service Planning; and
- Administration.

Each is discussed in terms of the area Goal, Objective, Policy, and Standard for implementation evaluation purposes. The on-going process shall be evaluated annually as part of the Performance Evaluation Process.

TRANSPORTATION

GOAL: THE FRESNO COUNTY RURAL TRANSIT AGENCY SHALL PROVIDE GENERAL PUBLIC TRANSIT IN ACCORDANCE TO THE COUNCIL OF FRESNO COUNTY GOVERNMENT'S REGIONAL TRANSPORTATION PLAN AND SHORT RANGE TRANSIT PLAN FOR RURAL FRESNO COUNTY.

OBJECTIVE: To provide a transit system that meets the public transportation needs within the specified service areas.

POLICY: To provide transit service within each rural incorporated city's Sphere of Influence as designated by the Fresno County Local Agency Formation Commission.

To provide transit service through unincorporated rural communities as warranted.

To work with common carrier operators that provide inter-city services within Fresno County.

To provide "back-up" inter-city accessible transit services to individuals that are unable to negotiate the steps of the common carrier vehicles.

STANDARDS: The performance characteristics of the implemented services shall be evaluated for:

- Passenger per Hour;
- Passengers per Mile;
- Cost per Hour;
- Cost per Mile;
- Cost per Passenger; and
- Farebox Recovery.

Recorded information shall be averaged for the entire operation, any yet analyzed on a Subsystem by Subsystem basis. The System "Mean" shall be noted. Performance adherence shall be evaluated on: "60% of Mean" for "Passengers per Hour" and "Passengers per Mile"; "140% of Mean" for "Cost per Hour", "Cost per Mile", and "Cost per Passenger"; and "60% of Farebox Standard". The number of occurrence beyond "Acceptable Standards" shall be noted for resolution purposes.

Transit fares shall be set a rates consistent with stipulated regulatory agencies, and to meet minimum farebox recovery requirements as stipulated by the Council of Fresno County Governments.

MAINTENANCE

GOAL: EQUIPMENT SHALL BE MAINTAINED TO STANDARDS ESTABLISHED BY THE MANUFACTURER, STATE AND FEDERAL REGULATORY AGENCIES, AND PROVEN STAFF PRACTICES.

OBJECTIVE: To maintain equipment within factory specifications at all times to ensure safe reliable equipment.

POLICY: To adhere to stipulated specifications of parts and system components to ensure equipment reliability.

To ensure that detailed records are maintained in accordance with regulations and agency practices.

To provide safe, reliable equipment for delivery of services to the staff and patron of services.

STANDARDS: To maintain equipment in a reliable condition.

Each vehicle driver shall perform the specified pre-trip inspect daily, defects shall be recorded and reported for appropriate resolution by responsible qualified personnel.

Vehicles shall be inspected as specified every 45 days or 3,000 miles, which ever comes first, to ensure that preventative maintenance is scheduled and completed in a timely basis.

Vehicle equipment failures shall be resolved as quickly as possible. Equipment failure documentation shall be maintained to determine if a pattern of component reliability is evident, if so, modifications to the inspection process shall be noted and implemented.

Back-up service vehicles shall be dispatched, in a timely fashion, to ensure service reliability to patrons requesting specified services.

SERVICE PLANNING

GOAL: BE AN ACTIVE PARTICIPANT IN THE COUNCIL OF FRESNO COUNTY GOVERNMENT'S ANNUAL UNMET TRANSIT NEEDS PROCESS.

OBJECTIVE: To adhere to the stipulated transportation planning process as stipulated by state and federal laws and regulatory agencies.

POLICY: To cooperate to the maximum extent feasible to ensure that existing operations are evaluated, as appropriate (daily, monthly, quarterly, semi-annually, annually, and triennially).

To participate with the COFCG's Social Service Transportation Advisory Council (SSTAC) on-going mandated evaluation process to ensure that transit needs are identified, analyzed, addressed and resolved to the mutual satisfaction of all affected parties.

STANDARDS: To address each request as it is received to determine adherence to the adopted policy and implementation documents, or amend as warranted.

Complete, at a minimum, one cycle of the planning and implementation process annually to coincide with the July through June Fiscal Year.

Determine compliance with the "Transportation" Functional Area "Policies" and "Standards" to guard against system degradation.

Fixed route service should be available to passengers within three-quarters of a mile, on either side of the route. Route deviation shall be practiced for frail elderly and disabled passenger who are unable to access the service at designated bus stops.

ADMINISTRATION

GOAL: ADMINISTER THE FRESNO COUNTY RURAL TRANSIT AGENCY UNDER THE RULES AND REGULATIONS OF A JOINT POWERS AGENCY RESPONSIBLE FOR IMPLEMENTING GENERAL PUBLIC TRANSIT SERVICES TO RURAL PORTIONS OF FRESNO COUNTY IN ACCORDANCE WITH POLICIES SET FORTH BY THE COUNCIL OF FRESNO COUNTY GOVERNMENTS, AND STATE AND FEDERAL REGULATORY AGENCIES.

OBJECTIVE: To ensure a well managed operation for the benefit of all affected parties, agencies, and the general public.

POLICY: To practice administrative skills consistent with those stipulated in the Joint Powers Agreement as adopted, and amended, by member agencies.

To regulate and manage the operation as efficiently and effectively as possible.

To ensure fiscal responsibility over the assets of the Agency.

To provide required services with a minimum of personnel.

STANDARDS: Maintain records in accordance with generally acceptable office principals, procedures and accounting practices.

Respond to requirements as stipulated and warranted.

CHAPTER III

THE RURAL AREA SERVICE PROVIDERS

A. Fresno County Rural Transit Agency (FCRTA)

The primary provider of public transportation services in the rural areas of Fresno County is the Fresno County Rural Transit Agency (FCRTA). This Agency was formed under a Joint Powers Agreement (signed September 27, 1979) which delegated overall administrative and financial supervision of governmentally-financed rural transit operations to the FCRTA. Signatories to the Agreement include all non-metropolitan rural area cities (Cities of Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Sanger, San Joaquin and Selma) plus the County of Fresno. FCRTA is considered the overall operator of all rural systems, with most of the day-to-day operational authority vested with the local agencies or service contractors. FCRTA staff is responsible for preparing budgets, allocating financial resources, conducting marketing programs, preparing grant applications, and contracting for services where required. The potential service area for FCRTA is shown in Exhibits III-1 and III-2; FCRTA may provide service within this area only if the service is in conformity with that shown in the Regional Transportation Plan.

At the present time, public transportation wheelchair lift-equipped services are available within the Spheres of Influence of each of the thirteen (13) incorporated cities in rural Fresno County, with the cities linked to the Fresno Metropolitan Area.

B. Consolidated Transportation Service Agency (CTSA) for the Rural Fresno County Area

In 1979, the State mandated through Assembly Bill 120 that Consolidated Transportation Service Agencies (CTSA's) be considered to improve the coordination and efficiency of transportation provided by social service agencies. The Council of Fresno County Governments subsequently developed a report entitled "Assembly Bill 120 Action Plan Concerning Consolidated Transportation Service Agency Designation for Fresno County (February 1982). The document and the Inventory were updated pursuant to Senate Bill 826 (1988) and adopted in January 2002. The Plans designated FCRTA and the Fresno County Economic Opportunities Commission (FCEOC), as the co-designated CTSA for rural Fresno County. FCEOC is the lead agency responsible for the overall administration of social service transportation operations.

Several distinctions exist between FCRTA and the CTSA with respect to who is served and where service is provided. Prior to the formation of the rural CTSA, FCRTA served the general public, including the elderly, disabled and low-income individuals. The AB 120 law recognized that many social service agencies also provided "special" transportation to their immediate clients. The Legislature was aware of the obvious duplication of services by various agencies and mandated that consolidation be considered in these times of increasing needs and diminishing financial resources. With the initiation of CTSA service, however, FCRTA's primary focus is to serve the general public. FCRTA serves the Spheres of Influence of each incorporated city in rural Fresno County and provides inter-city fixed-route service.

SHORT RANGE TRANSIT PLAN PUBLIC TRANSPORTATION AREAS

EXHIBIT
III-1

LEGEND:

	POTENTIAL METRO SERVICE AREA
	POTENTIAL FCRTA SERVICE AREA

BASE MAP LEGEND:

TRANSPORTATION FACILITIES

	INTERSTATE FREEWAYS
	STATE FREEWAY/HIGHWAY



PREPARED BY: COUNCIL OF FRESNO COUNTY GOVERNMENTS JULY, 1987



PREPARED BY: COUNCIL OF FRESNO
COUNTY GOVERNMENTS JULY, 1987

BASE LEGEND:

- STATE FREEWAY/HIGHWAY
- EXPRESSWAY
- SUPER ARTERIAL
- ARTERIAL
- COLLECTOR
- RAILROAD
- SPHERE OF INFLUENCE BOUNDARY

LEGEND:

- BOUNDARY FIXED ROUTE SERVICE AREA
- BOUNDARY HANDY RIDE SERVICE AREA
- CLOVIS SPHERE OF INFLUENCE
- CLOVIS CITY BOUNDARY

FRESNO AND CLOVIS TRANSIT SERVICE AREAS

SHORT RANGE TRANSIT PLAN

The CTSA provides specialized service to social service agencies located anywhere in rural Fresno County or participates financially to allow social service agencies to utilize existing resources. The provision of such service improves the coordination and consolidation of rural transportation services. It also reduces the need for the FCRTA to provide "specialized service" to social service patrons associated with social service agencies working with the Rural CTSA.

A more detailed description of CTSA services in the rural Fresno County area can be found on page III-20 of this Plan and in the updated "Operations Program for the Consolidated Transportation Service Agencies for Metropolitan Fresno and Rural Fresno County 2007-08" (proposed adoption June 28, 2007).

C. Existing Transit Services (through 2006-2007)

The following listing shows the sub-systems and services operating within each of the rural incorporated cities in Fresno County, as well as between cities and rural communities:

<u>Intra-City Operations</u>	<u>Inter-City Operations</u>	<u>Inter-Community Operations</u>
Coalinga Transit	Auberry Transit	Auberry Transit
Del Rey Transit	Coalinga Transit	South Sierra Transit
Firebaugh Transit	Huron Transit	Biola Transit
Fowler Transit	Laton Transit	Juvenile Justice
Huron Transit	Orange Cove Transit	Campus Transit
Kerman Transit	Southeast Transit	
Kingsburg Transit	Westside Transit	
Mendota Transit		
Orange Cove Transit		
Reedley Transit		
Sanger Transit		
San Joaquin Transit		
Selma Transit		

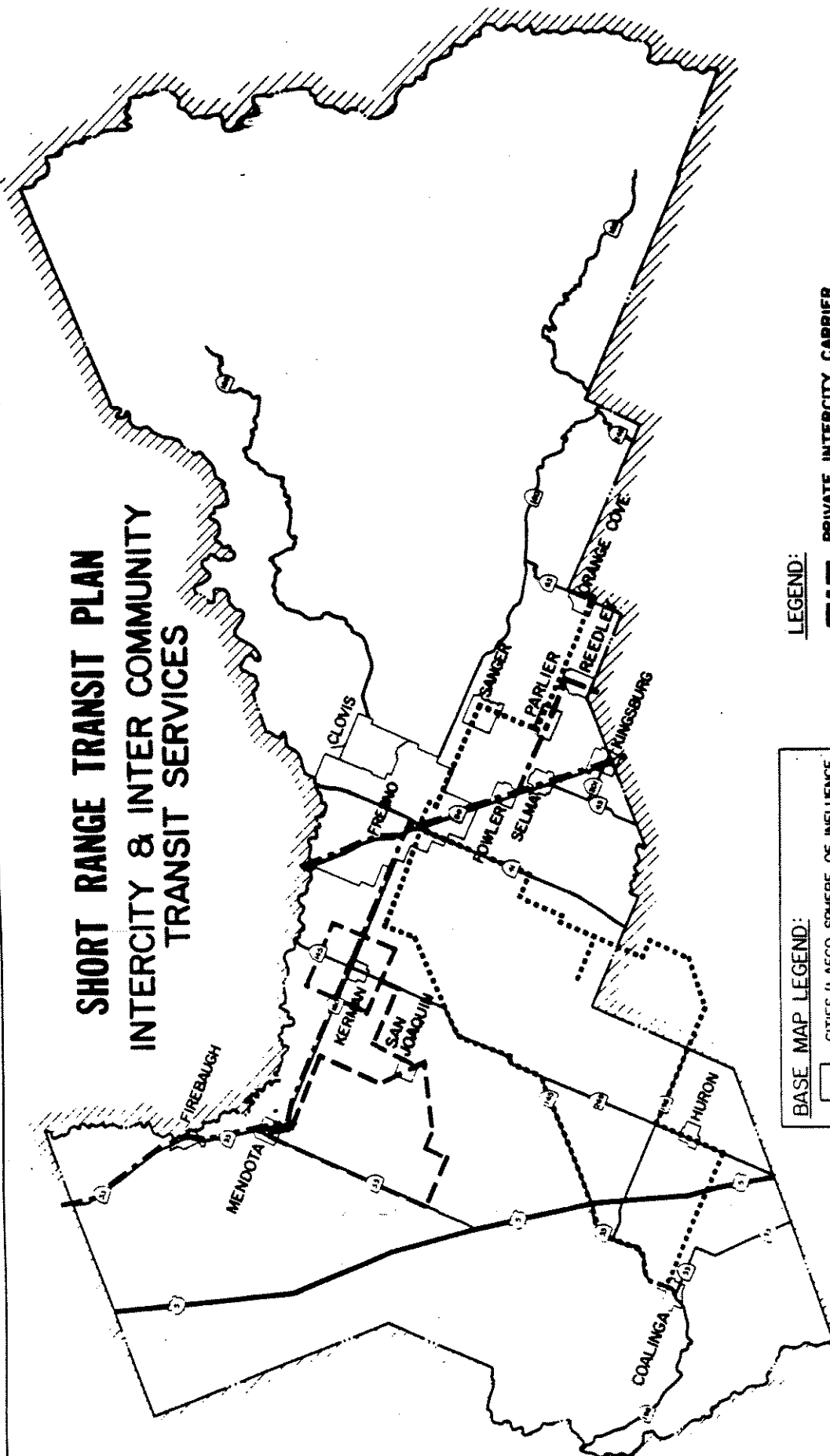
Exhibit III-3 shows the relationship of rural inter-city and inter-community transit services. Exhibit III-4 provides a detailed description of each of FCRTA's subsystems. Population statistics for each of the cities and their Spheres of Influence are contained in Appendix B. Also included are population comparisons of inter-city route segments and total population of rural unincorporated communities.

The following narrative details the services available within and between communities, while the accompanying maps indicate the service areas and additional communities served.

D. Marketing of Transit Services

In the Spring of 2007 the Council of Fresno County Governments (Fresno COG) published its Fifth 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

SHORT RANGE TRANSIT PLAN INTERCITY & INTER COMMUNITY TRANSIT SERVICES



BASE MAP LEGEND:

- CITIES (LAFCO SPHERE OF INFLUENCE BOUNDARIES)
- TRANSPORTATION FACILITIES
- INTERSTATE FREEWAYS
- STATE FREEWAY/HIGHWAY

LEGEND:

- PRIVATE INTERCITY CARRIER (GREYHOUND AND/OR ORANGE BELT STAGES); HANDICAPPED BACK-UP SERVICE BY PUBLIC OPERATOR
- PUBLICLY OPERATED INTERCITY CARRIER
- PUBLICLY OPERATED INTER COMMUNITY TRANSIT SERVICE



EXHIBIT
III-3

Exhibit III-4
FCRTA Service Summary

FCRTA Subsystem	Days and Times of Operation	Type of Service	Frequency of Inter-City Trips	Also Serves
Auberry Transit Inter-Community Service Inter-City Service	M-F; 8:00am-3:00pm Tu; 8:00am-5:00pm	Demand-Responsive 24 Hour Prior Reservation-Demand Responsive	-- One R.T. Tu	Adler Springs Auberry New Auberry, Big Sandy Indian Rancheria, Burrough Valley, Cold Springs Indian Rancheria, Friant, Jose Basin, Marshall Station, Meadow Lakes, Mile High, Prather, Sycamore, Tollhouse, Fresno-Clovis Metropolitan Area
Biola Transit	Tu, 8:00am-5:00pm	24 Hour Prior Reservation-Demand Responsive	Tu	Fresno-Clovis, Kerman
Coalinga Transit Intra-City Service General Public Disabled Inter-City Service General Public/Disabled	M-F; 8:00am-5:00pm M-Sa; 8:00am-6:15pm	Demand-Responsive Fixed-Route with Route Deviation	-- One R.T. M-Sa	Sphere of Influence Huron, Five Points, Lanare, Riverdale, Caruthers, Raisin City, Easton Fresno
Del Rey Transit Intra-City Service and Inter-Community Service	M-F; 8:00am-5:00pm	Demand-Responsive	Demand-Responsive	Del Rey Sanger
Firebaugh Transit Intra-City Service Inter-City Service General Public Westside Transit	M-F; 7:00am-5:30pm M-F; 7:00am-5:30pm	Demand-Responsive Fixed-Route with Route Deviation	-- Two R.T. M-F	Sphere of Influence Fresno Firebaugh, Mendota, Kerman San Joaquin Cantua Creek El Porvenir Half Way Tranquility Three Rocks
Fowler Transit Intra-City Service Inter-City Service General Public/Disabled Southeast Transit	M-F; 7:00am-5:30pm M-F; 7:00am-5:30pm	Demand-Responsive Fixed-Route with Route Deviation	-- Three R.T. M-F	Sphere of Influence Fresno, Fowler, Selma, Kingsburg
Huron Transit Intra-City Service Inter-City Service General Public/Disabled Coalinga Transit Inter- Community Service General Public/Disabled Huron Transit	M-F; 6:00am-6:00pm M-F; 8:00am-6:15pm M-F; 9:00am-3:00pm	Demand-Responsive Fixed-Route with Route Deviation Fixed-Route with Route Deviation	-- One R.T. M-F Two R.T. M-F	Sphere of Influence Coalinga, Huron, Riverdale, Lanare, Caruthers, Easton, Fresno Coalinga, West Hills College, I-5/198 Interchange, Harris Ranch, Huron

FCRTA Service Summary (Continued)

FCRTA Subsystem	Days and Times of Operation	Type of Service	Frequency of Inter-City Trips	Also Serves
Kerman Transit				
Intra-City Service	M-F; 7:00am-4:00pm	Demand-Responsive	--	Sphere of Influence
Inter-City Service General Public/Disabled Westside Transit	M-F; 7:00am-5:30pm	Fixed-Route with Route Deviation	Two R.T. M-F	Firebaugh, Mendota, Kerman San Joaquin Cantua Creek El Porvenir Half Way Tranquility Three Rocks Fresno
Kingsburg Transit	M-F; 7:00am-5:30pm	Demand-Responsive	--	Sphere of Influence
Intra-City Service	Sa; 8:00am-5:00pm			
Southeast Transit	M-F; 7:00am-5:30pm	Fixed-Route with Route Deviation	Three R.T. M-F	Kingsburg, Selma, Fowler, Fresno
Juvenile Justice Campus Transit	W-F; 3:00pm-9:15pm; Sa ; 9:00am-4:45pm	Fixed Route		Fresno, JJ Campus
Laton Transit (KART)				
Inter-City Service General Public Kings Rural Area Transit (Kings County)	Scheduled M-F	Fixed-Route	One R.T. M-F	Grangeville (K.C.), Hanford (K.C.), Hardwick (K.C.)
Fresno	Scheduled M, W, F	Fixed_Route	One R.T. M, W, F	Hanford (K.C.), Selma, Fresno- Clovis
Mendota Transit	M-F; 7:00am-5:30pm	Demand-Responsive	--	Sphere of Influence
Intra-City Service				
Inter-City Service General Public/Disabled Westside Transit	M-F; 7:00am-5:30pm	Fixed-Route with Route Deviation	Three R.T. M-F	Firebaugh, Mendota, Kerman, San Joaquin Cantua Creek El Porvenir Half Way Tranquility Three Rocks Fresno
Orange Cove Transit	M-F; 7:00am-5:30pm	Demand-Responsive	--	Sphere of Influence
Intra-City Service				
Inter-City Service General Public/Disabled	M-F; 7:00am-5:30pm	Fixed-Route with Route Deviation	Two R.T. M-F	Orange Cove, Reedley, Parlier, Sanger, Fresno
Parlier Transit				
Intra-City Service	M-F; 7:30am-4:30pm	Demand-Responsive	--	Sphere of Influence
Inter-City Service Orange Cove Transit	Scheduled	Fixed-Route with Route Deviation	Two R.T. M-F	Orange Cove, Parlier, Reedley, Sanger, Fresno

FCRTA Service Summary (Continued)

FCRTA Subsystem	Days and Times of Operation	Type of Service	Frequency of Inter-City Trips	Also Serves
Reedley Transit Intra-City Service	M-Sa; 7:00am-5:30pm	Demand-Responsive	--	Sphere of Influence
Inter-City Service General Public/Disabled Orange Cove Transit	M-F; 7:00am-5:30pm	Fixed-Route with Route Deviation	Two R.T. Wkdays	Orange Cove, Reedley, Parlier, Sanger, Fresno
Sanger Transit Intra-City Service	M-Sa; 7:00am-5:30pm	Fixed-Route and Demand Responsive	--	Sphere of Influence
Inter-City Service General Public/Disabled Orange Cove Transit	M-F; 7:00am-5:30pm	Fixed-Route with Route Deviation	Two R.T. Wkdays	Orange Cove, Reedley, Parlier, Sanger, Fresno
San Joaquin Transit Intra-City Service and Inter-Community Service	M-F; 8:00am-5:00pm	Demand-Responsive	One R.T.	Sphere of Influence San Joaquin, Cantua Creek, El Porvenir, Half Way, Tranquility, Three Rocks, Kerman, Mendota, Firebaugh
Westside Transit	M-Sa; 7:00am-5:30pm	Fixed-Route with Route Deviation	Two R.T. M-F	Kerman, Fresno
Selma Transit Intra-City Service	M-F; 7:00am-5:30pm Sa; 8:00am-5:00pm	Demand-Responsive Fixed Route	--	Sphere of Influence
Southeast Transit	M-F; 7:00am-5:30pm	Fixed-Route with Route Deviation	Three R.T. Wkdays	Kingsburg, Selma, Fowler, Fresno
Southeast Transit Inter-City Service	M-F; 7:00am-5:30pm	Fixed-Route with Route Deviation	Three R.T. Wkdays	Kingsburg, Selma, Fowler, Fresno
South Sierra Transit Inter-Community Service	Requests Received M-F 8:00am-5:00pm; Service available as requested and coordinated	Demand-Responsive Volunteer Driver Mileage Reimbursement Program	As requested and coordinated	Pinehurst, Miramonte, Dunlap, Squaw Valley, Reedley, Fresno
Westside Transit Inter-City Service General Public/Disabled	M-F; 7:00am-5:30pm	Fixed-Route with Route Deviation	Two R.T. M-F	Firebaugh, Mendota, Kerman, San Joaquin, Cantua Creek, El Porvenir, Half Way, Tranquility, Three Rocks, Fresno

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 have been produced for even greater distribution. Despite significant publication cost, the "Guides" will 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 is indented to address suggestions offered by the current transit users.

E. 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.

F. Ridership Survey

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

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

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

G. 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)

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

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 *ASpecialty Vehicle Manufacturing Corporation*, later to be referred to as *AElectric Vehicle International*, and now referred to as *AE-Bus* of Downey, California). One vehicle is a twenty-three (23) passenger air conditioned (by a propane powered Auxiliary Power Unit) *Acontemporary* bus. The second vehicle is a nineteen (19) passenger ADA accessible *Atrolley*. 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.

I. Driver Training

Eighteen (18) 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.

J. 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.

K. Triennial Performance Audit Recommendations (FY2000-01 to FY2002-03)

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 2 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 2006-07 fiscal year..

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

L. COFCG Staff Recommendations

In addition to the recommendations presented by the Transit Productivity Evaluation Committee, COFCG staff recommends that two (2) major areas of concern be addressed in their on-going regional transportation planning process. These pertain to (1) interface between FCRTA and metropolitan area transit operations; and (2) implementation of inter-city services to replace withdrawn services by common carriers.

1. Interface between FCRTA and Metropolitan Area Operations

- A. The Greyhound Depot in downtown Fresno, has reverted to a "commission agent" form of operation. An evaluation of their eighteen (18) bus bay facility and building space needs clearly indicate that other transit operations, including FCRTA's, could successfully negotiate terminal and office rights to facilitate inter-modal transfers.
- B. FCRTA shall also participate with the COFCG's multi-modal facilities study to coordinate the proposed new Amtrak Depot on the Burlington Northern Santa Fe rail lines. All service providers could transfer patrons at one common location.

In the long term, it was recommended that FCRTA consider some arrangement with the designated metropolitan area CTSA's to provide the more personalized services that elderly and infirm persons require.

2. Future Expansion of Service

A. 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.

- B. FCRTA members have also expressed a desire to program a couple of inter-community/regional demonstration programs to promote economic and community development. They envision short-term, subsidized transit operations that could prove self-supporting and assumable by the private sector.

Several specific projects have been suggested. FCRTA's plans could include subsidizing a service for up to a (6) six-month period in which ridership would be attracted to make the service totally self-supporting by participants. Some of the programs would invite contracting with a vanpool vehicle provider. Possible examples include:

1. Offering services to employees living in and around Fresno County Communities. The program could involve multiple vehicles.

In 1994, the Fresno County Economic Opportunities Commission (FCEOC) as the Consolidated Transportation Service Agency (CTSA) submitted a Grant Application for a Federal Demonstration Program through the U.S. Department of Health and Human Services' - Job Opportunities and Basic Skills Training Program. The demonstration program was referred to as "Joblinks". It is administered by the Community Transportation Association of America (CTAA).

In February 1995, the CTAA awarded California's only Joblinks Contract to the FCEOC. The FCEOC will be providing transportation services for clients participating in Job Training Partnership Act (JTPA) training programs for three (3) employment and training agencies in Fresno County: the Fresno Private Industry Council (FPIC); the Fresno County Department of Social Services' Greater Avenues in Independence (GAIN) Program; and Proteus, Inc.. The target area of service to be covered will consist of the thirteen (13) incorporated rural cities in Fresno County and inner-city neighborhoods of the City of Fresno. The eleven (11) month Contract is for \$108,148, of which \$83,000 would come from the grant and \$25,148 will come from the CTSA's Transportation Development Act, Article 4.5 Local Transportation Funds.

The program should continue utilizing participant and local program resources to address a portion of the commuter "home" to "training / work" needs in Fresno County.

2. Volunteer Driver Mileage Reimbursement Program for rural residents who do not live within existing transit service areas.
3. FCEOC's Rural Passenger Transportation Technical Assistance Plan for the I-5 Business Development Corridor Area in Western Fresno County

In December 1996, the Fresno County Economic Opportunities Commission (FCEOC) as a non-profit organization submitted a Grant Application to the Community Transportation Association of America (CTAA) in response to a U.S. Department of Agriculture funded program. The grant was one (1) of just five (5) projects that were selected nationwide for funding.

The purpose of the study was to develop a comprehensive Subregional Transit Plan to address and facilitate inter-community travel needs of Firebaugh, Kerman, Mendota, San Joaquin and unincorporated communities of Western Fresno County. The study results complimented the I-5 Business Development Corporations School-to-Work Grant from the Federal Departments of Education and Labor; address the dynamics of community health care services; and inter-community transportation to employment opportunities in the area; and local adult education and training programs to address changes in the Federal Welfare Program.

The consulting firm of TPG Consulting, Inc. (Transportation Planning Group) of Visalia and Fresno was selected to perform the FCEOC's Rural Passenger Transportation Technical Assistance Grant for the I-5 Business Development Corridor Area of Western Fresno County.

The resultant plan was completed in September 1998. It recommended twelve (12) hours of service per week day to adequately address the diverse needs of the Area. However, some entities felt that a phased approach would be more reasonable. Service was expanded to ten (10) hours pr day for the 1998-99 Fiscal Year. Ridership continues to grow in the Area. Service interaction to neighboring communities has proved to be very successful. Further expansion has been proposed for the 2000-01 Fiscal Year.

4. Service Expansion Analysis

Staff studied service expansion proposals to address changing service needs following the Federal adoption of Welfare Reform Act (WRA). Extensive regulations were imposed on the State and County governments. Affected service needs included: home to work; home to job training; home to health care services; and home to child care services.

Staff initially attempted to work with the staff of the Fresno County Department of Social Services (DSS) to identify potential impacts to the rural transit services.

The State certified the County's CalWorks Plan in the Spring of 1998. It referenced a cooperative working relationship with the existing transit operators in Fresno County.

Four (4) years ago, attention was focused on the Fresno-Clovis Metropolitan Area (FCMA). The DSS and the Fresno Workforce Development Corporation (FWDC) purchased Fresno Area Express (FAX) monthly passes for social service case workers to hand out to welfare clients needing transportation within the FCMA. The arrangement was quite simple at the time, FAX operated on a twelve (12) hour per day basis (generally 6:30am to 6:30pm). The fixed route system operates on a grid pattern throughout the Area, clients can generally walk to a bus stop location within a half (1/2) mile of their residence and the buses generally takes them within a half mile of their employment or training location destination. The passes are the same ones used by the general public so one can distinguish them as a welfare client. This arrangement continues to maintain a high degree of confidentiality and autonomy.

In the rural areas the situation is quite different. In 1975 when the Council of Fresno County Governments (Fresno COG) first prepared and adopted its Regional Transportation Plan (RTP), the Plan reflected rural Board Policy stipulating that transportation "to" and "from" employment was the responsibility of the employee and/or the employer. This Policy was reinforced when specific Transportation Development Plans (TDPs) were developed in 1978. Previously, rural transit service have "primarily" operated on a demand responsive basis Monday through Friday from 8:00am to 5:00pm with an hour lunch break for the drivers.

The FCRTA's twenty (20) individual services have recognized the holiday schedule of the local City in which they are operated. As such service may not be provided eight (8) to thirteen (13) weekdays a year. It is acknowledged that many employers do not recognize the same holidays as our local governments. This type of arrangement has been "certified" annually by the COFCG Policy Board at the recommendation of its advisory committees, and following an opportunity for written and oral public testimony at legally noticed Public Hearings, to meet the rural transit needs within Fresno County.

Under the previous arrangements, a few of FCRTA's daily general public passengers used the rural transit services one-way to a full time job or round trip if they have a part-time position that takes place within FCRTA's operating period.

The circumstances of these previous arrangements were seriously challenged by the Federal Welfare Reform Act. The Federal law

stipulates maximum walking distances and travel times while in transit for child day care and employment/training. The maximum travel time is one (1) hour. No provisions exist to adjust this regulation. Simply, its somewhat difficult (and in many cases impossible) to travel from "home" to "work or training" and "a child care location" within most urban metropolitan areas (including our own FCMA) within one (1) hour. This provision is even more difficult in a rural County such as ours with 6,005 square miles.

In preliminary discussions four (4) years ago with DSS staff, staff was told that approximately 40,000 Fresno County residents were on welfare. The location of these clients are scattered throughout the County, with concentrations in each incorporated City. The number of welfare residents living beyond the fifteen (15) incorporated City's Sphere of Influence boundaries (generally the rural intra-city service area boundary) is quite staggering. The referenced unincorporated communities include: Auberry; Big Creek; Friant; Pinedale; Prather; Shaver Lake; Tollhouse; Burrel; Caruthers; Del Rey; Dunlap; Laton; Piedra; Riverdale; Squaw Valley; Cantua Creek; Dos Palos; Five Points; Helm; Raisin City; Tranquillity. No travel patterns were readily evident.

Staff respectfully asked if they could determine where specific clients live, their intended employment or training destination and when they need to come and go there. DSS staff reported that the information was "confidential". Staff informed them that they understand, but without this information it was impossible to provide appropriate services in existing service areas, or expand our operations to meet additional needs in unincorporated communities or areas.

In 1998-99 staff was faced with the dilemma of having to prepare plans and budgets with incomplete information. The result was a "status quo" Plan and Budget. Staff, however, felt that the Rural SRTF should be prepared to enhance flexibility for inter-community travel between Cities in sub-regions of our County. Existing transit service area boundaries were relaxed from the City's Sphere of Influence limits to accommodate residents within close proximity to their respective city. Such actions allowed the FCRTA to augment its services to respond to the changing needs of all residents.

In support of this recommendation staff offers the following observations:

- A number of new rural health care facilities have been created within the last three (3) years. Specific services are not being duplicated at each facility. Patients are needing to travel between facilities in the rural area to receive required care.
- The County Board of Supervisors had directed its staff in 1999 to merge the Departments of Health and Social Services. These departments operate numerous programs that directly impact rural residents. The delivery of service is oriented away from the FCMA to better serve rural residents. Specific proposals were evaluated.
- The first Fresno County Human Service System Regional Center was established to serve the Eastern Communities in Fresno County. The site was dedicated in the Autumn of 1999. Nearly one hundred (100) employees were reassigned to the Center to address the needs of Fowler, Kingsburg, Orange Cove, Parlier, Reedley and Selma.

- The Coalinga Service Center was expanded in the winter of 2000, a Satellite office was also opened in Huron.
- The FCHSS staff has been working to establish a Western Fresno County site to serve the needs of Firebaugh, Kerman, Mendota, San Joaquin and the surrounding rural unincorporated Communities. The implementation of a specific site has been hampered by the unavailability of a vacant facility that can meet the needs of staff. The I-5 Business Development Corridor favors building a new facility in the areas between Kerman and Mendota. Financing and construction of a facility could delay implementation of a western regional center over a year.
- The one (1) hour travel time limitation on rural welfare clients is requiring job creation and training programs to be located within closer proximity to rural cities.

In order to facilitate these changing objectives, the Board felt the policy towards employment travel on FCRTA's subsystems needed to be refocused to a new minimum standard. Staff suggested that each of FCRTA's existing services be expanded one (1) hour before an 8:00am work/training period and one (1) hour after 5:00pm (representing the typical 8:00am to 5:00pm work day period). The Board supported this recommendation realizing that FCRTA's services would be in operation from 7:00am to 6:00pm, or ten (10) hours per service day, again considering an hour lunch period for the driver.

Staff initially suggested that these additional hours, beyond the existing service periods that have been deemed to "meet unmet transit needs" be paid for by new funding sources. The obvious new resources were tied to the Federal mandate and funding imposed by the Welfare Reform Act. Staff recognized that the County's CalWorks Plan was to receive \$50 million per year for five (5) years. Staff also knew that the U.S. Department of Labor was funding Private Industry Councils (PIC), (Fresno County's Workforce Development Corporation), \$50 million per year for five (5) years. It was felt that between these two (2) sources, there should be adequate monies to fund these minimal services. In fact, as these two (2) agencies continue to refine their respective programs, and identify their additional needs, additional service hours may be funded for subsequent implementation.

M. Service Responsibilities

Transportation service responsibilities are addressed by a number of organizations both in the public and private sector. The COFCG's Regional Transportation Planning Process recognizes the roles and cooperative partnerships that ensure adequate service to the individual, at a reasonable cost.

Over the past twenty-two (22) years the COFCG has been actively involved in addressing service needs, a number of questions have arisen regarding the primary roles and responsibilities of delivering transit services. While overlap is understood, certain considerations have been expressed as they relate to the implementation of rural transportation services.

The following Exhibit IV-15 summarizes a number of these relationships:

EXHIBIT III-5
Primary Service Responsibilities

SERVICE PROVIDER	TYPES OF SERVICE					
	General Public	Employment	Social Service	Recreation	School Pupils	Medical Healthcare
FCRTA	X	X				
RURAL CTSA		X	X	X		
SCHOOL DISTRICTS					X	
MEDICAL SPECIALISTS						X

Clearly, the FCRTA is responsible for serving the "general public" transportation "needs" of County residents living beyond the Fresno-Clovis Metropolitan Area, to the extent that they are reflected in the adopted Regional Transportation Plan and the Rural Short Range Transit Plan. Services are available equally to the able-bodied and the disabled. Transit disadvantaged individuals, including: elderly, disabled, and low-income individuals may utilize the services with "other" patrons. All forms of trip purposes may be addressed within the limits of the specified service area, during the specified time periods. Priority service continues to be extended to elderly patrons attending noon-time meal programs. Trips for employment, training, education and child care purposes may also be accommodated.

Subscription services are also available when requested services are beyond those described in the transportation plans. Costs are calculated to return the actual cost of operations. Service restrictions may be imposed as a condition of our existing insurance coverage.

During the first six (6) years of FCRTA's existence, limited services were offered on a one hundred percent (100%) reimbursement of costs basis, when the vehicles were not in regular scheduled service.

The Federal Government has since mandated that federally funded transit vehicles and services may no longer offer "charter" services in locations where private providers are capable of offering their services for such purposes. Fresno County alone, has over two (2) dozen such providers.

While the recent federal law may appear counterproductive to our general public service responsibilities, alternative service arrangements may be handled by local private sector operators. Staff shall continue to offer their assistance, by referring requests.

Private Sector involvement is encouraged. Portions of FCRTA's operations have been, and will continue to be competitively bid to ensure that transportation cost remain as low as market conditions will allow.

Rural CTSA (Consolidated Transportation Service Agency)

The Consolidated Transportation Service Agency (CTSA) is for coordinating the social service transportation needs of social services agency clients. Individual program and service objects are addressed within the financial framework of the funding sources. All types of trips, including: meal; medical; shopping; social; welfare services and training; employment; recreational; etc., may be provided within parameters specified by a social service agency. Unfortunately, the number of clients served by a typical organization versus their available resources limits the extent of personalized individual services. Therefore, group services are often arranged to meet the needs of their clientele. Many organizations schedule annual assessment of service needs to ensure their respective programs are responsive to the constituents.

School Districts

It is understood that local school districts and boards are responsible for the provision of services to their pupils. Transportation services for school aged children, Kindergarten through 12th Grade, are regulated by the State to insure their safety. Service decisions should continue to rest with elected school board representatives. Budgetary decisions by these individuals should continue to be conducted in public forums. Parents, teachers, administrators and interested parties should continue to express their values as to the means (walking, biking, automobile, bus, etc.) by which children get "to" and "from" their school.

Medical Specialists

Medical patient transportation services remain the primary responsibility of qualified commercial providers. Trips prescribed by a medical doctor are considered to be part of the health care system. Service arrangements are to be handled on an individual basis by trained personnel.

N. Insurance

The FCRTA, like many other transit operators who are not self-insured, have experienced significant fluctuations in insurance rates as well as availability of coverage.

The Agency was forced to exercise an option in June 1987 to join the State's "Assigned Risk" Program.

In the Spring of 1991, the FCRTA General Manager worked through the California Transit Association to determine the feasibility of the Agency joining the California Transit Insurance Pool (CalTIP). The results did not net a savings to the Agency.

The FCRTA has been successful in securing insurance for its entire fleet of fifty-eight (58) passenger vehicles at very competitive rates, because the FCRTA's experience rating is remarkably low for such a diverse rural operation. Primary and excess coverage totaling \$6,500,000 continues to be secured through conventional insurance companies.

O. Estimating Demand for Rural Public Transportation Service

Prior to the formation of FCRTA, individual Transportation Development Programs (TDP's) were developed at the end of the 1978-79 fiscal year. As input to these programs and to better understand the demand for rural public transportation services, a socio-economic analysis of each rural incorporated City, its Sphere of Influence and the unincorporated communities was undertaken.

This socio-economic information served as input into a mathematical model used to estimate the scale of latent public transportation demand in these areas. The model used, the Proportional Demand Model, is designed to forecast the number of public transportation trips

based on the trip- making frequency of elderly and low-income persons. The model assumes that eighty percent (80%) of the transit trips will be made by persons from these two (2) groups with the remaining twenty percent (20%) made by "other" persons in the community. A comparison of the forecasted transit trips and actual ridership in fiscal year 1980-81 revealed that actual ridership was approximately half (1/2) of what the Proportional Demand Model projected.

P. Service Evaluation - New Service

Throughout the year, requests for service to rural areas not currently served by FCRTA are directed either to the Council of Fresno County Governments (acting as the Regional Transportation Planning Agency (RTPA)) or the FCRTA. A particularly important forum for the presentation of these service requests occurs during the annual "Unmet Public Transit Needs" public hearings.

Prior to the allocation of any Transportation Development Act funds for streets and roads related activities, the COFCG must make a finding that there are no unmet transit needs that can be reasonably met. Definition and documentation of "Unmet Transit Needs" and "Reasonable to Meet" are wholly the responsibility of the RTPA (Section 6658, California Administrative Code).

The following definitions have been formulated in accordance with the mandate of the aforementioned section and include factors related to transit services deemed appropriate by the RTPA:

1. Unmet Transit Needs

"Those public transportation or specialized transportation services that are identified in the Regional Transportation Plan and that have not been implemented or funded."

2. Reasonable to Meet

"Those public transportation services identified in the Regional Transportation Plan, or proposed amendment thereto which meet the following criteria:

- A. Services which, if implemented or funded, would not cause the responsible operator or service claimant to exceed its appropriations limitation as set forth by Proposition 4 (Gann Limit).
- B. Service which, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of:
 - (1) Local Transportation Funds and State Transit Assistance Funds which may be available for such operator to claim;
 - (2) Urban Mass Transportation funds or other Federal and/or State support for public transportation services which are committed by Federal and/or State agencies by formula or tentative approval of specific grant requests; and
 - (3) Farebox and local funding in compliance with PUC Section 99268 et. seq. The fact that an identified need cannot fully be met based on available resources, however, shall not be the sole reason for finding that a transit need is not reasonable to meet.
- C. Services which, if implemented or funded, would result in the responsible operator or service claimant meeting the farebox recovery and local support

requirements as set forth by PUC Section 99268 et. seq. Evaluation of existing operators shall be based on records provided to COFCG by operators pursuant to the Transit Productivity Evaluation Process (PUC Section 99244). Evaluation of proposed new service shall be based upon a feasibility analysis which includes, but is not limited to:

- (1) Forecast of anticipated ridership if service is provided.
- (2) Estimate of capital and operating costs for the provision of such services.
- (3) Estimate of fares and local support in relation to estimated operating costs for providing such services (Fresno County Rural Transit Agency - 10%; Clovis Stagelines - 20%; Clovis Seniors Round Up - 10%; Fresno Transit - 20%).
- (4) An estimated fare which the COFCG Board would determine to be sufficient to meet farebox recovery requirements, but would not be so high that it would pose a financial burden on transit dependent patrons.

Subsequent to these evaluations, any new service recommended by the COFCG Policy Board will be incorporated into the Short Range Transit Plan for the Rural Fresno County Area. The evaluation of service requests should occur concurrent with the "Unmet Transit Needs" hearings. The purpose of attempting to schedule the evaluation (and any subsequent changes resulting there from) is to maintain system familiarity for users, and insure that system changes are coordinated with annual funding cycles.

In 1993, at the direction of the COFCG's Social Service Transportation Advisory Council (STACY), staff was directed to seek more definitive information from individuals and/or agencies that may request or suggest new transit services. The initial evaluation criteria includes:

- service area boundary;
- specific origin and destination information;
- trip times and frequency;
- estimate of potential patrons or clients who intend to utilize the service on an infrequent, regular, and/or consistent basis;
- special needs of ambulatory and/or disabled passengers;
- ability, source of funding, and potential constraints in paying required share of transit expenditures and/or subsidized fares.

In 1998 the requested supported information was simplified to attract additional public comments:

- Where new service is needed, and where the potential trips would begin and end,
- When and how often trips need to be scheduled,
- A description of the individual needing the service including age group, financial constraints and whether they have disabilities requiring special services.

If adherence to minimum urban/rural performance evaluation standards (passenger per hour, passengers per mile, cost per passenger, cost per hour, cost per mile and farebox recovery) were possible, then an in depth service proposal may be developed by staff for further consideration.

As part of our expanded information gathering process of 2007, the Council of Fresno County Governments= (Fresno COG) Social Service Transportation Advisory Council (SSTAC) mailed over 500 letters to interested parties and held three (3) public meetings to seek additional opportunities for Unmet Transit Needs comments from County-wide residents.

Staff from each of the four (4) transit agencies in Fresno County were present to give detailed presentations about each of their respective services. The City of Fresno=s Transit Department staff were prepared to described the services of Fresno Area Express (FAX) and Handy Ride. The City of Clovis= Transit Department staff were present to described the services of Round-Up and Stage Lines. The staff of the Fresno County Rural Transit Agency (FCRTA) were present to described the existing twenty-one (21) individual transit subsystems operated in each of the rural incorporated communities, between communities, and to the Fresno-Clovis Metropolitan Area (FCMA). The staff of the Fresno County Economic Opportunities Commission (FCEOC) were also prepared to described its Urban and Rural Services to participating social service agencies as the Consolidated Transportation Service Agencies (CTSA). Handout materials were also distributed. Most of the comments pertained to operational concerns. All together, approximately a half-dozen (6) persons attended the meetings.

The meetings, and rural comment summaries, and staff responses are summarized as follows:

Western Fresno County, in the City of Firebaugh at the Firebaugh Community Center in the City Council Room on February 20, 2007 at 1:30pm. The location was selected to facilitate comments from the residents of Western Fresno county including: Coalinga, Firebaugh, Huron, Kerman, Mendota, San Joaquin, and the surrounding unincorporated communities.

The only persons in attendance were members of SSTAC, and no comments were received.

Eastern Fresno County, in the City of Fowler at the City Council Room on February 21, 2007 at 2:30 p.m.. The meeting location was set to facilitate comments from the residents of Eastern Fresno County including: Fowler, Kingsburg, Orange Cove, Parlier, Reedley, Sanger, Selma, and the surrounding unincorporated communities.

There were seven individuals in attendance including SSTAC members. The only comments received came from Ms. Sandie Monis, Fowler Senior Coordinator, who expressed a need for an additional vehicle to service the City of Fowler. Ms. Monis explained that the Fowler transit lacked sufficient capacity to provide needed service to the many Fowler residents. The primary reason, according to Ms. Monis, is that parents are using the system to arrange school transportation for their students. Ms. Monis requested additional service during the school year. FCRTA staff indicated that the funding provided through Measure C will allow Fowler Transit to add an additional vehicle and driver during FY07-08.

Fresno-Clovis Metropolitan Area, in the City of Clovis Senior Center Conference Room on February 22, 2007 at 1:00pm. The meeting location was selected to facilitate comments from the residents of the Fresno-Clovis Metropolitan Area (FCMA) and surrounding unincorporated communities.

No comments were received during the meeting.

In a Letter from Ms. Lupe Canales-Shrum, Traffic Operations Lieutenant, from Fresno State University, among other requests she requested a better transit service to Fresno State from outlying communities. In the SSTAC response correspondence to her it was noted that the Fresno County Rural Transit Agency (FCRTA) provides regular scheduled service into Fresno on a variety of routes. For example, service is available from as far away as Coalinga and Firebaugh in Western Fresno County, and Orange Cove in eastern Fresno County. For the last six (6) years, SSTAC has been conducting public meetings in communities such as Kerman, Reedley, Kingsburg, Mendota, Orange Cove, Sanger, San Joaquin, Parlier and Coalinga and has *not* received any requests to provide additional service to Fresno State..

Of the written comments received by the SSTAC, none pertained to the Fresno County Rural Area.

Other specific Fresno and Clovis comments and responses are contained in the COFCG's "Unmet Transit Needs" staff report that is forwarded to their SSTAC for review, comment and recommendations.

The COFCG's Social Service Transportation Advisory Council (SSTAC) will continue to be involved in determining appropriate staff responses. Other proposals may yet be presented at the COFCG's Annual Unmet Transit Needs Public Hearing scheduled for 7:00pm on Thursday, June 28, 2007. After adoption, other amendments may be funded with available contingency funds.

Q. Specialized Services

Since the enactment of Assembly Bill 120--the Social Service Transportation Improvement Act in September 1979, much has been accomplished with respect to improved coordination and consolidation of transportation services for social service agencies within Fresno County. In June 1988 an inventory of public and private social service agencies in Fresno County was completed by a consultant hired by the COFCG and is contained in two (2) documents entitled "Updated Rural AB 120 Action Plan - 1988" and "Updated Social Service Transportation Inventory - 1988". The documents were further updated in 1990-91. A 1994-95 Inventory was completed on June 30, 1994. Subsequent updates were completed in December 1995 and December, 2001.

An Action Plan, "Assembly Bill 120 Action Plan Concerning Consolidated Transportation Service Agency Designation for Fresno County" (February 1982), was subsequently developed by COFCG staff describing the steps required to accomplish consolidation of social service transportation services. The Plan recommended co-designation of FCRTA and FCEOC as the Consolidated Transportation Service Agency (CTSA) for the rural area. Biannual updates of the Inventory and Action Plan are submitted to Caltrans for compilation and submittal to the State Legislature as per Senate Bill 826. The latest submission was completed in December 2001. The report documents the continued successful operation to coordinate and consolidate social service agency transportation within Fresno County.

In 2006-07 the Rural CTSA provided transportation services to six (6) social service agencies, operating ten (10) different social service programs. The organization is projected to provide 805,271 passenger trips in 2006-07. CTSA operations are coordinated to high degrees with the public transit services of FCRTA to optimize the effectiveness of the services provided.

The CTSA as a part of its operation plan, opened a centralized maintenance program on March 3, 1988. The facility currently has two (2) service bays for a maximum of three (3) vehicles, and the necessary equipment to conduct most repairs. The facility currently has a staff of one (1) lead mechanic, three (3) mechanics, a parts puller and a gas pump attendant.

During 2004-05, construction of a new maintenance facility was approved. The new facility is over 5,000 square feet, with eight service bays and new equipment. The facility was opened on June 18, 2006.

The maintenance facility has enabled affected agencies to realize the goal of cost savings through centralized maintenance.

Exhibits III-6 reflects the existing fiscal year 2006-07 Rural Area Program and Operations. Exhibit III-7 reflects the 2007-08 fiscal year. For complete details of the CTSA program, consult the draft CTSA Operations Program and Budget for fiscal year 2007-08.

R. Service Recognition

In October 1991, at the National Rural Public Transit Conference in Asheville, North Carolina, the FCRTA was singled out from among 650 other rural transit operators by Mr. Brian Clymer, Administrator of the Federal Transit Administration (formerly the Urban Mass Transportation Administration). He presented his ***Outstanding Public Service Award*** "*in recognition of FCRTA's outstanding efforts in coordination of rural public transit service and efficient and effective service delivery*".

The Council of Fresno County Governments' **Transportation Achievement Award for a Rural Program** was presented to the "Fresno County Rural Transit Agency in recognition of our outstanding contributions in enhancing transportation services in Fresno County". A plaque was presented on March 20, 1997 as part of their Annual Transportation Forum at the Center Plaza Holiday Inn in Fresno.

United States Congressman George Radanovich also recognized the tribute by stating: "This award signifies the great honor and respect with which the FCRTA is held by the community. I applaud your dedication to the enhancement of the rural areas. I am confident that whichever new endeavors you seek will provide an even greater source of inspiration for the citizens of the Central Valley. Congratulations again and thank you for your outstanding accomplishments. I send to you my best wishes for every continued success."

California Senator Jim Costa also issued a "Certificate of Recognition in Honor of the Award for Years of Outstanding Dedication and Community Service".

S. Farm Labor Transportation

The California Department of Transportation (Caltrans) funded the Agricultural Industries Transportation Services (AITS) Statewide Needs Assessment Study to determine the existence and extent of the unmet transportation needs among the State's agricultural worker population. Additionally, Caltrans wanted to initiate a pilot agricultural worker transportation program in four (4) Central Valley Counties: Fresno, Kern Kings and Tulare. The objective of the study was to build upon the limited information compiled on this population, and to recommend strategies to address the outstanding issues surrounding this form of transportation. In order to achieve the stated goals, the consultant team engaged in several data collection activities which included focus groups and community forums with farmworkers and their families conducted throughout the State's major growing regions, telephone and personal interviews with major stakeholder representatives, and mail surveys to the State's licensed farm labor contractors

Exhibit 11-6

AGENCY	TRANSPORTATION					MEAL DELIVERY		HOME-BOUND	MAINTENANCE
	GENERAL	ELDERLY	DISABLED	STUDENT	INTERCITY	SHARED PUBLIC & SOCIAL SVC	CONGRE-GATE		
CENTRAL VALLEY REGIONAL CENTER			X						X
FRESNO COUNTY EOC									
Head Start				X			X		X
FMAAA Senior Meals							X		X
Rural Meal Delivery Contracted							X		X
FRESNO COUNTY DEPT. OF EDUCATION:									
COURT SCHOOLS				X					X
SUNNYSIDE HIGH MEDICAL SCHOOL PROGRAM				X					X
Special Events-Non-Profit Charter Timeshares	X		X	X					X
Services below are not in Rural OPB Rural Budget:									
FRESNO COUNTY RURAL									
TRANSIT AGENCY -SUB-CONTRACTED									
Auberry Transit-	X		X			X			
Auberry Transit-Inter-City Transit	X				X				
Blais Transit	X		X			X			
Del Rey Transit	X		X			X			
Firebaugh Transit	X		X						
Fowler Transit	X		X						
Huron Inter-City Transit	X				X				
Huron Transit	X		X			X			
Juvenile Justice Shuttle	X					X			
Kingsburg Transit	X		X			X			
Mendota Transit	X		X			X			
Orange Cove Transit	X		X						
Orange Cove Inter-City Transit	X				X				
Parlier Transit	X		X			X			
San Joaquin Transit	X		X			X			
Selma Transit (Saturday Service)	X								
Southeast Corridor Service	X				X				
Westside Corridor Transit	X				X				

**** Provide own transportation and Driver.**

Exhibit III-7
Fresno Rural CTSA
FY 2003-04 Estimated Budget
FY 2004-05 Projected Budget

FRESNO RURAL CTSA SERVICES

SERVICE DESCRIPTION	FY 2006-07 (ESTIMATE)				FY 2007-08 (PROJECTED)		
	TYPE	PASSENGER TRIPS	VEHICLE HOURS	VEHICLE MILES	PASSENGER TRIPS	VEHICLE HOURS	VEHICLE MILES
PASSENGER TRANSPORTATION:							
Student (School Bus) Programs							
Head Start	Consolidate	109,776	6,182	81,964	110,874	6,244	82,784
Other Programs							
Central Valley Regional Center	Timeshare	66,717	24,908	474,541	67,384	25,157	479,286
Fresno County Office of Education -Court School	Consolidate	8,110	3,166	26,920	8,191	3,198	27,189
Fresno County Office of Education -Medical School	Consolidate	7,308	1,176	25,608	7,381	1,188	25,864
Special Trips	Consolidate	764	238	3,719	772	240	3,756
Subtotal		82,899	29,488	530,788	83,728	29,783	536,096
FCRTA (Public Transportation)							
Kingsburg Transit		17,680	3,261	27,776	17,680	3,261	27,776
Selma Transit (Saturdays)		3,210	392	4,303	3,210	392	4,303
Southeast Corridor Service		10,140	2,091	39,638	10,140	2,091	39,638
Westside Corridor		9,580	2,244	49,526	9,580	2,244	49,526
Huron Inter-City		7,048	1,230	27,790	7,048	1,230	27,790
Orange-Cove Inter-City-In-City		32,348	4,960	62,180	32,348	4,960	62,180
Subtotal		80,006	14,178	211,213	80,006	14,178	211,213
FCRTA (Shared Public & Social Svc)							
Auberry Transit (inclds. Inter-City)	Rideshare	4,082	1,920	30,934	4,082	1,920	30,934
Biola		604	504	8,739	604	504	8,739
Firebaugh Transit		23,838	2,442	30,948	23,838	2,442	30,948
Fowler Transit		13,986	2,452	21,602	13,986	2,452	21,602
Huron Transit		62,382	2,752	11,504	62,382	2,752	11,504
Juvenile Justice		992	1,108	26,782	992	1,108	26,782
Mendota Transit		19,980	2,460	38,954	19,980	2,460	38,954
Del Rey Transit		6,542	1,984	31,022	6,542	1,984	31,022
Partier Transit		9,830	1,994	18,658	9,830	1,994	18,658
San Joaquin Transit		3,328	1,984	33,478	3,328	1,984	33,478
Subtotal		145,564	19,600	252,621	145,564	19,600	252,621
Passenger total		418,245	69,448	1,076,586	420,172	69,805	1,082,714
MEAL DELIVERY TRANSPORTATION:							
Congregate							
FCEOC Meal Delivery -All	Timeshare	387,026	5,274	157,848	390,896	5,327	159,426
Delivery Total		387,026	5,274	157,848	390,896	5,327	159,426
FRESNO RURAL CTSA TOTAL		805,271	74,722	1,234,434	811,068	75,131	1,242,140

The results of the study are contained in a 132 page final report entitled, "Agricultural Industries Transportation Services (AITS) Statewide Needs Assessment Study" that was completed after a three (3) year effort in May 2003. There are several transportation and related improvements needed to create sufficient opportunities for farmworkers to avail themselves of safe, affordable and dependable transportation. Further, fundamental changes in access to vehicle insurance, the introduction of vanpools, modifications of federal rules and greater enforcement of vehicle safety lanes will improve the existing situation for the targeted implementation. The final report includes seventeen (17) recommendations for Caltrans to consider for further review, and implementation. The report also recommends further review of both the AITS Pilot Program, and the Farmworker Driver Safety Program, which were beginning to be implemented in late Spring 2003.

The tragic 1999 collision of a van transporting field laborers with a semi truck at Five Points in Fresno County caused thirteen farmworker's fatalities and became an unfortunate landmark in the history of transportation for agricultural workers in the State of California. This event, which resonates for farmworkers even today, resulted in a directive from the Governor's office to begin the AITS Project in July 2001 with funding from Caltrans and the Federal Transit Administration. Its purpose was to address the pervasive absence of safe and viable options for traveling "to" and "from" the agricultural worksites for thousands of workers who sustain California's agricultural industry.

The AITS Pilot Project budget totals \$8 million; \$4 million from an FTA Job Access/Reverse Commute (JARC Grant) and \$4 million in matching funds from the Public Transportation Account. An additional \$1 million grant from the National Agency of Traffic Safety Administration to the California Office of Traffic Safety is to fund seat belt education and CHP inspection of farm labor vehicles.

The AITS needs assessment may be used to guide the expansion of the Pilot Project currently underway in Fresno, Kern, Kings, and Tulare Counties into a Statewide public transportation service available to farmworkers and meeting the needs of the agricultural industry.

The Fresno, Kings, Tulare County AITS project has become a non-profit entity in order to come into compliance with the Federal Department of Labor regulatory guidelines. An ever-expanding fleet of fifteen passenger vans has been purchased. The program began with forty-eight (48) vehicles in Kings County. Following the FCRTA Board of Directors action to enter into a Memorandum of Understanding (MOU) with Kings County, seventy-five (75) additional vans were ordered for eventual service introduction to address the needs in Fresno County.

The Central Valley AITS Pilot Project seeks to target transportation services specifically for agricultural workers. Via inter-agency agreements with Fresno and Tulare Counties, the Kings AITS project endeavors to deliver a unique hybrid system of public transportation that is a combination of public sector management services and a private section business model to aid sustainability. They have collaborated with Proteus, the leading service provider in the region and have designed the pilot program with the potential of inherent sustainability given a business model of affordable fares and controlling program overhead costs.

In the Spring of 2007, the Project has 105 farm labor vanpools in operation by residents in each of the three Counties. The residents are trained and certified, to safely operate the vanpool vehicles. The operators of these vehicles both drive the vans and work at agricultural fields and packing facilities in the designated service area. Vanpool fares are \$60 per person per month and the operating costs of the vehicle are estimated at \$750.00 per month.

The initial efforts of the Pilot Program has been confronted with numerous obstacles, barriers, and unforeseen challenges. A few examples of these barriers are the United States Department of Labor (USDOT) regulations barring the project from charging passengers the estimated fares, limits on the number of passengers that can be transported in these vehicles by drivers that are also workers and other impediments that have prevented the Project from being fully implemented in a more timely manner. Over the past year additional concessions have been reached with the Department of Labor.

The Pilot Program now focuses its attention on marketing the program to the target population. Interested individuals continue to participate in bilingual classroom and behind-the-wheel training. Numerous participants have graduated, been tested and licenses and are now successfully providing transportation service to fellow farm labor workers.

The Central Valley AITS Project has been embraced by workers, local community service providers, legislators, the media and the California Highway Patrol as the single best effort in meeting the transportation needs of both the agricultural industry and the people that work for them. Ongoing performance evaluation status reports will be provided to the FCRTA Board of Directors and the general public.

The ATIS program continues to be recognized for its positive results. In 2006, SB 1135 was signed by the Governor. It set aside \$20 million dollars over the next three (3) years to further implement Farmlabor Vanpools throughout the State, beginning in January 2007. During the first funding cycle, \$255,552 were awarded for planning grants and \$5 million to further expand the existing programs in Fresno, Kings and Tulare Counties. Forty (40) additional vans were ordered in the Spring of 2007. Madera County decided in the Spring of 2007 to participate. With \$14 million still available for the funding Cycle 2 the program will surely continue to grow.

Locally, Measure – C will add to additional available funding in Fresno County. Annually through 2027, \$500,000 will be available to expand Farmlabor vanpools and an equal amount (\$500,000) will be available for commuter vanpools. This Farm labor vanpool program may yield over 100 vans during the next five years.

T. Measure C

The final edition of the Measure C Expenditure Plan included the following text relating specifically to rural transit to be addressed and implemented over the next twenty year. These provision were specifically approved by the Fresno County voters in November 2006. Staff will address the specifics through the Short Range Transit Plan for the Rural Fresno County Area document and annual FCRTA Budgets. Many implementation details are yet to be addressed.

Fresno County Rural Transit Agency

Primary Program

- Install and integrate a regional automated farebox system to enhance transit coordination and seamless passenger travel between transit systems
- Expand intra-city services to improve demand responsive paratransit service frequencies to the elderly, disabled, low-income, and youth of rural Fresno County.
- Complete fleet conversion to low emission buses.
- Deploy other operational and infrastructure improvements such as construction of a dispatch terminal, utilizing intelligent transportation system technology such as safety surveillance cameras and global positioning systems to provide better

services within and between the rural incorporated cities and unincorporated communities.

- Expand inter-city service to improve scheduled fixed-route service frequencies to address trips for employment.
- Implement an unincorporated County area shuttle program.
- Implement escort medical transit service program.
- Expand transit services to the Eastside and Westside of Fresno County.
- Implement sub-regional Eastside and Westside transit terminal facilities with compressed natural gas and hydrogen refueling stations.

Secondary Program

- FCRTA's phased implementation will accomplish all the Primary Programs within the twenty year time frame of available funding resources.

The following Measure "C" funding policies will apply to each of the transit agencies, and/or entity, to implement with their respective programs.

Seniors Fare Subsidy Earmark Programs

Primary Program

- Free General Public Transit Fare Program for Seniors 65 years of age and Older.
- Each transit agency will commit to implement a Measure "C" reimbursement program from earmarked funds, to implement free fares for general transit ridership, for seniors 65 years of age and older.
- At five (5) year intervals, each transit agency will conduct a performance evaluation to determine if the free senior fare reimbursement program is meeting its intended goals of increasing senior ridership on general public transit services. The evaluation will measure actual senior usage and fare reimbursement versus available program funding to ensure continued viability.
- If ridership increases beyond the earmark of available Measure "C" funding other funding sources may be utilized to continue the free senior fare program, otherwise the transit agencies may charge a reduced fare to augment and continue this Measure "C" fare subsidy program.

Secondary Program

- Taxi Script Program for Seniors seventy (70) years of age and Older.
- Each of the three (3) transit agencies will commit to develop a Taxi Script Program for persons seventy (70) years of age and older, who do not meet ADA eligibility requirements for access to paratransit services.
- The program will be uniform between the three agencies and will provide for the purchase of a predetermined amount of script to be used for taxi service by those who are qualified to use the program.
- The details of the "script ratio" will be determined by the transit agencies at the time the program is implemented

- At five (5) year intervals each transit agency will conduct a performance evaluation to determine if the program is meeting its intended goals of increasing ridership amongst eligible seniors of the Taxi Script Program and assess whether or not to continue, or redirect the funding to a more effective alternative

Public Transit Agency Performance Criteria

- Measure "C" funds can be used to provide new / demonstration service for a period of up to three (3) years. The service must meet the minimum performance standards of each transit agency
- Service that does not meet the minimum performance standards may be discontinued; unless the transit agency can demonstrate that continued reduced / minimal "life-line" service is in the best interest of the community
- Any request to extend such "life-line" service(s) shall be reviewed by the Council of Fresno County Government's Fresno COG Social Service Transportation Advisory Council (SSTAC) with final approval made by the appropriate transit agency board

PTIS / Transit Consolidation

Phase 2 – Public Transportation Infrastructure Study (PTIS)

- Fresno COG would be responsible for preparing or retaining a team of consultants to prepare Phase II of the Public Transportation Infrastructure Study (PTIS). Phase I of this Study is almost complete and will identify existing infrastructure, review current policy documents and peer studies, and formulate recommendations for transit supportive strategies that will lead to a set of viable Public Transportation projects in Fresno County. The Phase I Study will set the stage for development of the Phase II effort funded in this Expenditure Plan.

Transit Consolidation

- Fresno COG has already commissioned a study to determine if consolidation of the various public transit agencies is viable. This Measure "C" Plan will provide funding to implement study recommendations should consolidation be warranted. Activities would include coordination with each transit agency to discuss the consolidation effort, development of a Joint Powers Agreement (JPA) or some other similar document to consolidate under one agency all transit service functions, and other required consolidation tasks that will result in implementation of Study recommendations.

ADA / Seniors / Paratransit

- Dedicated funding would be available for ADA and Senior / Paratransit services under the Regional Public Transit Program and could be used as matching funds for state or federal funds or to augment funding under the Public Transit Agencies Program or programs contained in the Local Transportation Program. Details regarding the funding process and implementing guidelines will be further defined by Fresno COG and considered for approval by the Authority.

Van Pool Programs

Public / Private Competition

- Measure "C" funds can subsidize van pool programs within Fresno County. The programs would be evaluated for funding allocation based upon an open competitive process. The Van Pool Program should provide an equal opportunity

for both public and private industry competition, as well as potential public / private partnerships. Details regarding the funding process and implementing guidelines will be further defined by Fresno COG and considered for approval by the Authority.

Commuter Van Pool Performance Criteria

- The Fresno County Transportation Authority will issue a Request for Proposals to qualified entities to provide such a service
- All commuter vanpools using Measure "C" funds allocated for this purpose must originate within Fresno County. This does not preclude an agency to use other Measure "C" funds (e.g., Regional Public Transit, Local Transportation Program) to subsidize additional Commuter Vanpools
- Allocations of Measure "C" funds for vanpools will be prioritized based on overall cost effectiveness and air quality benefit

Farmworker Van Pools

- Dedicated Revenue Stream for Farmworker Vanpools
- Each of the two sub-programs (Car & Van Pool and Farmworker Van Pool) should receive equal Measure "C" funding. In addition, the Farmworker Van Pool Program is required to operate in accordance with federal regulations and Measure "C" funding for Farmworker Van Pool Programs within Fresno County is to be allocated to entities through an open competitive process. Details regarding the funding process and implementing guidelines will be further defined by Fresno COG and considered for approval by the Authority.
- Farmworker Van Pool Performance Criteria.
- The Fresno County Transportation Authority will issue a Request for Proposals to qualified entities to provide such a service
- The RFP will include specific performance criteria and specific operating standards needed to operate such a service in the State of California
- All farmworker vanpools using Measure "C" funds allocated for this purpose must originate within Fresno County. This does not preclude an agency to use other Measure "C" funds (e.g., Regional Public Transit, Local Transportation Program) to subsidize additional Farmworker Vanpools
- Allocations of Measure "C" funds for vanpools will be prioritized based on overall cost effectiveness and air quality benefit

Advanced Transportation Technologies

Eligible Projects & Urban / Rural Allocation

- A portion of this funding allocation can be programmed and available for efforts needed to implement the new technologies. Also, the sub-category should be renamed to New Technology Reserve, and defined as a funding program for new transit technologies such as Personal Rapid Transit (PRT) or similar system. A further recommendation was that if the sub-category does not resonate with the voters in the follow-up poll it could be eliminated. It can also be eliminated if during the biennial Expenditure Plan update a detailed evaluation of the feasibility and likelihood of implementing such a system after ten (10) years is not eminent, or if construction is not eminent within fifteen (15) years after the Measure

passes. The funds would then revert back to the Expenditure Plan update process to be allocated where the greatest need then exists. Details regarding the funding process and implementing guidelines will be further defined by Fresno COG and considered for approval by the Authority.

CHAPTER IV

EXISTING SERVICE EVALUATION & RECOMMENDATIONS

A. Summary of Operational Indicators

In an effort to evaluate the efficiency and effectiveness of each of the transit operating components in the rural areas, operating standards have been developed to analyze FCRTA's individual subsystems. The standards are based on the individual performance of each subsystem measured in relation to the average operation of all similar services.

For purposes of this analysis, eighteen (18) FCRTA subsystems have been reviewed for their performance during fiscal year 2005-06.

Six (6) primary operational indicators have been developed from performance standard indicators recommended in Section 99244 of the Transportation Development Act of 1982 as amended. These indicators will be utilized to evaluate the various transit operations.

1. Passengers per Hour
2. Passengers per Mile
3. Cost per Passenger
4. Cost per Hour
5. Cost per Mile
6. Farebox Recovery Ratio

The objective of comparing the subsystem operations is to provide an indicator of the relative strengths and weaknesses of individual components of the FCRTA system, as well as indicate general areas where changes should be considered. Where changes are indicated, additional information (including further variations of the primary operational indicators, ridership surveys, etc.) should be utilized in evaluation efforts, and substantive recommendations will be made. The field of recommendations that may result from the evaluations may range from complete elimination of service to service expansion and any variation in between.

The following pages note the development of a system-wide average for each operational indicator, for each similar type of transit operation. FCRTA's subsystem standards are expressed (Exhibit IV-8) for a typical full-time (40 hours per week) intra-city operation. It should be understood that further deviations from these standards occur with part-time, and inter-community and inter-city rural services. In addition to these standards, a minimum performance standard is established at 60% of the average. This 60% figure is an overall industry standard that assumes a transit system such as FCRTA will tolerate some components below average performance, balanced against the higher performing components. This 60% figure represents a point at which it becomes necessary to

re-evaluate the particular service that falls below unexplained or justified minimum standards with the objective of modifying it to make it more efficient. To this end, each service component of the total FCRTA system should attempt to achieve, if technically feasible, 60% of the system-wide performance standard for similar components for each indicator (except cost indicators). To permit more flexibility for the differing costs incurred by each component (recognizing size of community, service area, inter-city/community travel distances, differing equipment, types of service, etc.) the standard for "Cost per Hour" and "Cost per Passenger" is established at 140% of the average of similar operations. Exhibits IV-1 and IV-2 summarize the results of the productivity evaluation for fiscal years 2003-04 through 2005-06. Exhibits IV-3 through IV-15 summarize the relative performance of each of FCRTA's operations by indicator.

Following the presentation of the performance indicators is a component-by-component summary of relative strengths and weaknesses, and a notation of areas where changes should be considered.

It should be noted that expenditures and revenues attributable to "charter" operations have not been considered in this analysis, since charter activities are no longer permitted by Federal Law.

B. FCRTA Sub-System Productivity Evaluation

The annual "Transit Productivity Evaluation" for the fiscal year 2005-06 is presented to COFCG Policy Board in conjunction with this Plan. This evaluation is conducted annually to assess the progress of transit operators who receive State Transportation Development Act (TDA) funds and to recommend potential productivity improvements. The following sections and associated exhibits are derived from the evaluation of FCRTA and its subsystems.

As shown on Exhibits IV-1 through IV-15, nineteen (19) subsystems were analyzed for their productivity during fiscal year 2005-06.

Eleven (11) of the subsystems operated beyond reasonable performance expectations for at least one (1) of the six (6) productivity criteria used to evaluate FCRTA's annual performance. Incorrectly assuming that exceedance of one (1) productivity measure could result in termination of a subsystem; Huron Transit, Kerman Transit, Kingsburg Transit, Laton Transit, and Selma Transit service would be effected. Southeast Transit exceeded the standard for two (2) criteria. Coalinga Transit, Sanger Transit and Westside Transit did not meet the standards for three (3) criteria. Auberry Transit and San Joaquin Transit did not meet the standard for four (4) criteria.

One of the overriding unresolved issues in evaluating the rural subsystems is determining the point at which a subsystem is considered unproductive. Is a subsystem "unproductive" when one (1) or more of six (6) of the productivity criteria are not met without reasonable justification and over what time period? If a subsystem fails to meet one (1) of the criteria but performs above the overall system average in other productivity criteria, what impact does this have on the evaluation process? Further, should the criteria be weighted based on

passengers, cost or farebox for determining the efficiency of a subsystem? Or is the basis of the current evaluation methodology at fault, is it indeed appropriate to lump all the subsystems together, irrespective of the known circumstances for each operation? Does the level and type of service and operator in a given community effect the resultant performance of the operation? Does a communities layout, land use, street network influence an operators ability to effectively provide service? Does vehicle type, size, and number help or hinder an operation?

Upon such determinations, the concern then is whether to allow the subsystem to implement efficiency measures to improve its productivity within a given period of time, or whether to immediately eliminate or reconsider the subsystem for an alternative type of transit service. The COFCG political process must address these issues directly. Resulting policy decisions could impact the definition of "reasonable to meet" as defined for purposes of the annual Unmet Transit Needs process, and most importantly, would determine the continuation or elimination of transit services in rural communities in Fresno County.

While the questions addressed above pose numerous political problems, a number of organizational and operational alternatives are available to alleviate certain issues. For example, "unproductive" general public service may be reflecting a service that would be more appropriately operated as "specialized service" by the CTSA and funded through Article 4.5 and/or Article 8(c) funds.

Additionally, the service provider should be evaluated to determine the efficiency of the operation i.e., a contract provider such as the rural CTSA versus a city staff operation.

C. 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.

Exhibit IV-1
FY 2003-2004 to FY 2005-2006 Summary of FCRTA Totals

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

Exhibit IV-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

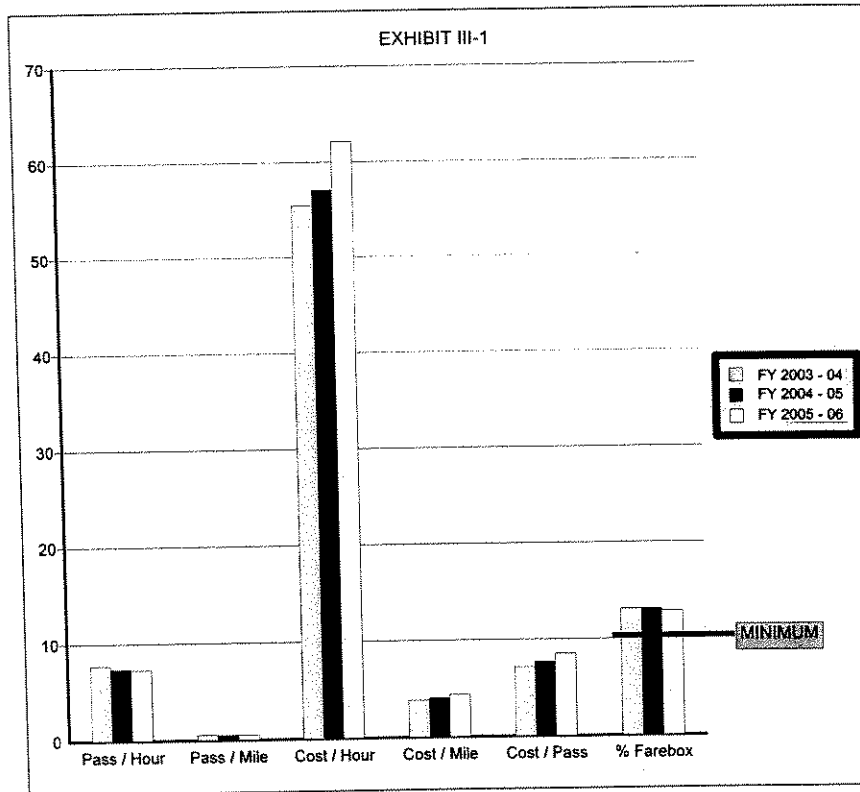


Exhibit IV-4
FY 2004-2005 FCRTA System Summary

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

Exhibit IV-5
FY 2005-2006 FCRTA System Summary

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

Exhibit IV-6
Numeric Change in FCRTA System Summaries
FY 2004-2005 vs. FY 2005-2006

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

Exhibit IV-7
Percentage Change in FCRTA System Summaries
FY 2004-2005 vs. FY 2005-2006

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

Exhibit IV-8

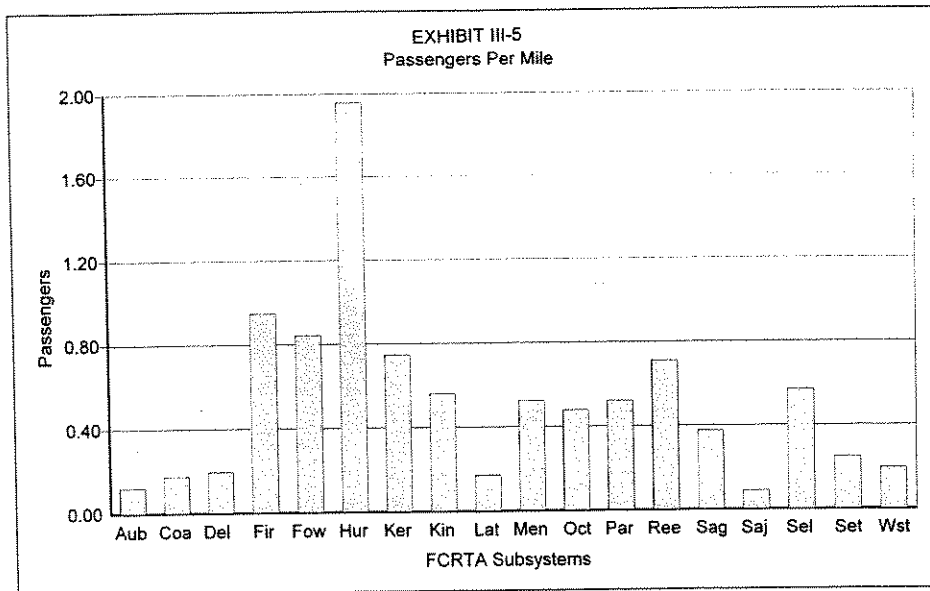
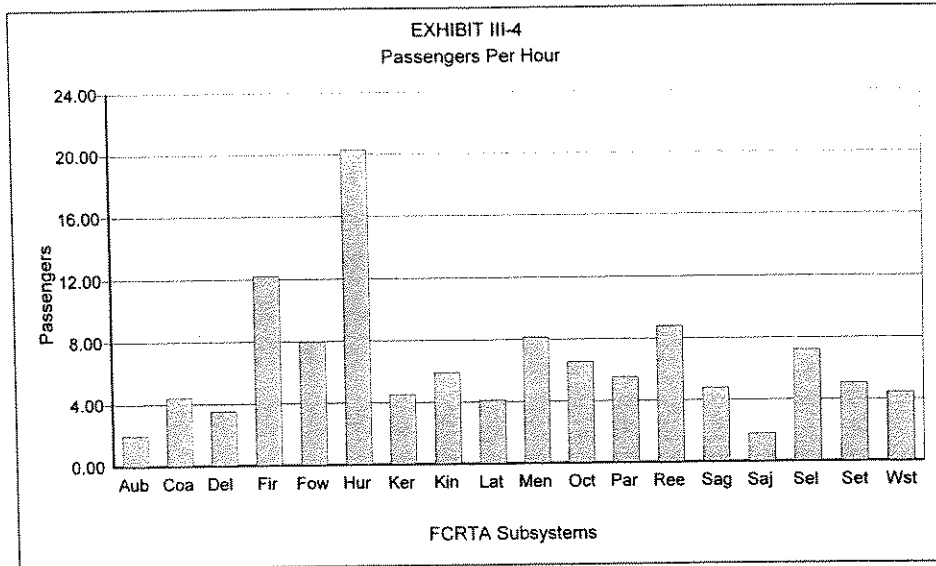
FY 2004-2005 Summary of FCRTA Performance Characteristics

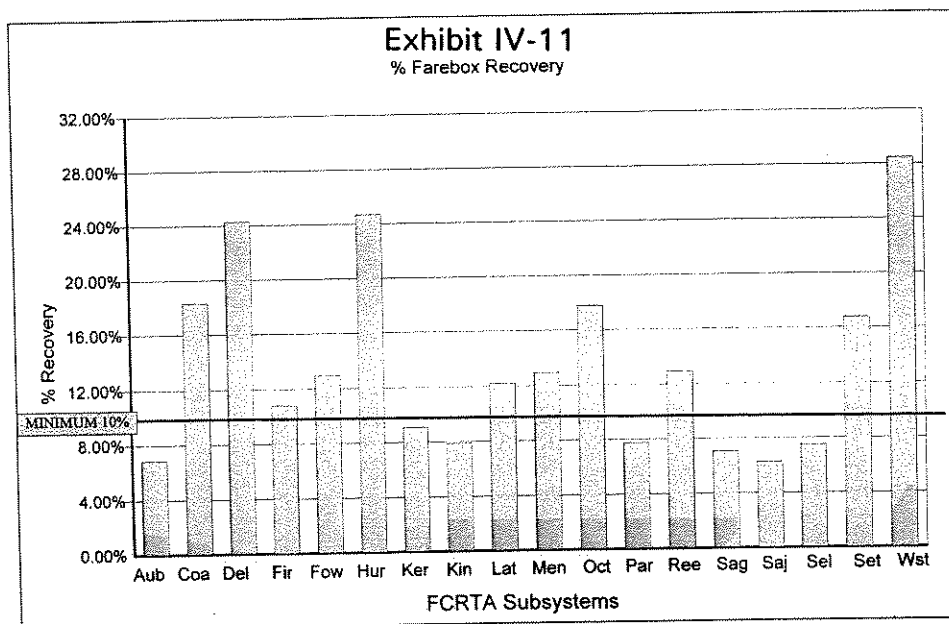
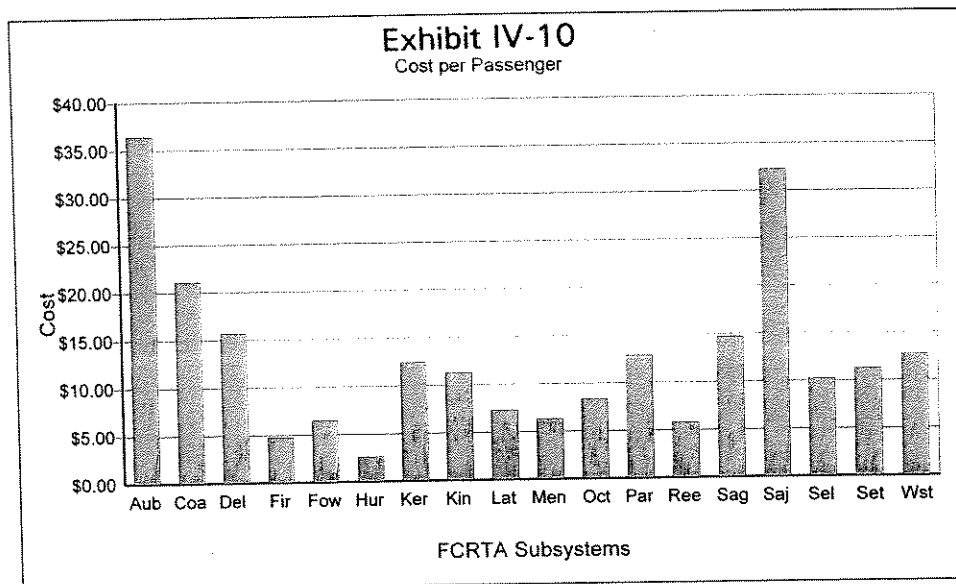
FCRTA Subsystems:	Pass / Hour	Pass / Mile	Cost / Hour	Cost / Mile	Cost / Pass	Farebox Percentage	Times Beyond Reasonable Standards
Auberry Transit	2.71 x	0.18 x	\$66.05	\$4.47	\$24.35 x	7.62% x	4
Coalinga Transit	4.28	0.17 x	\$88.38 x	\$3.55	\$20.66 x	19.48%	3
Del Rey Transit	3.50	0.21 x	\$52.96	\$3.19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

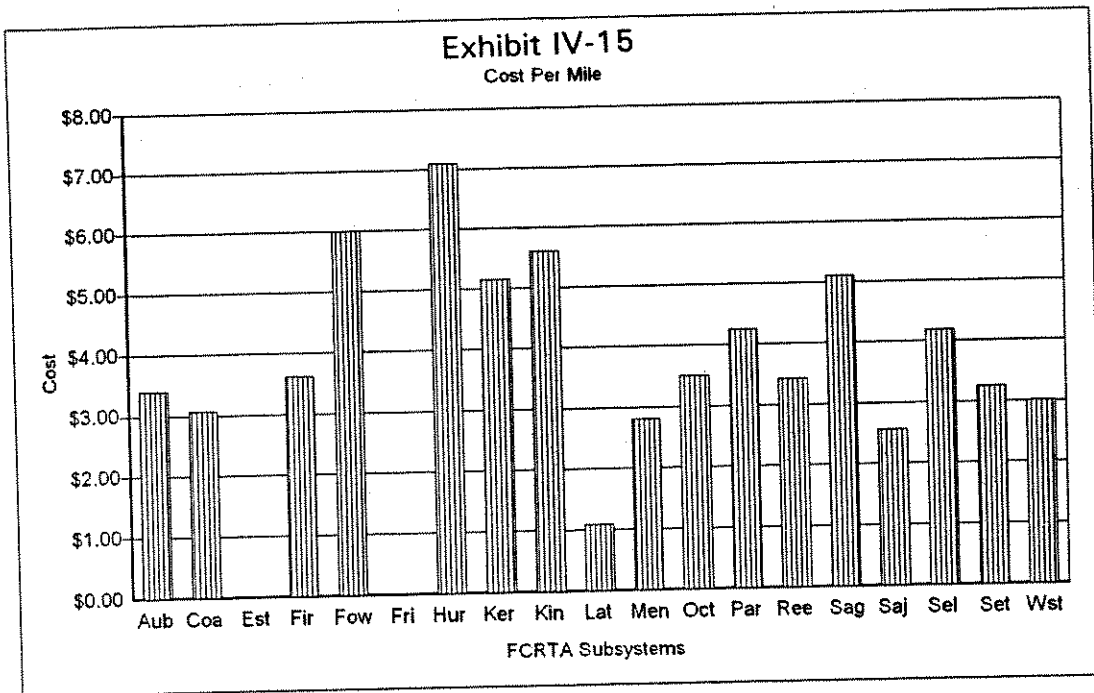
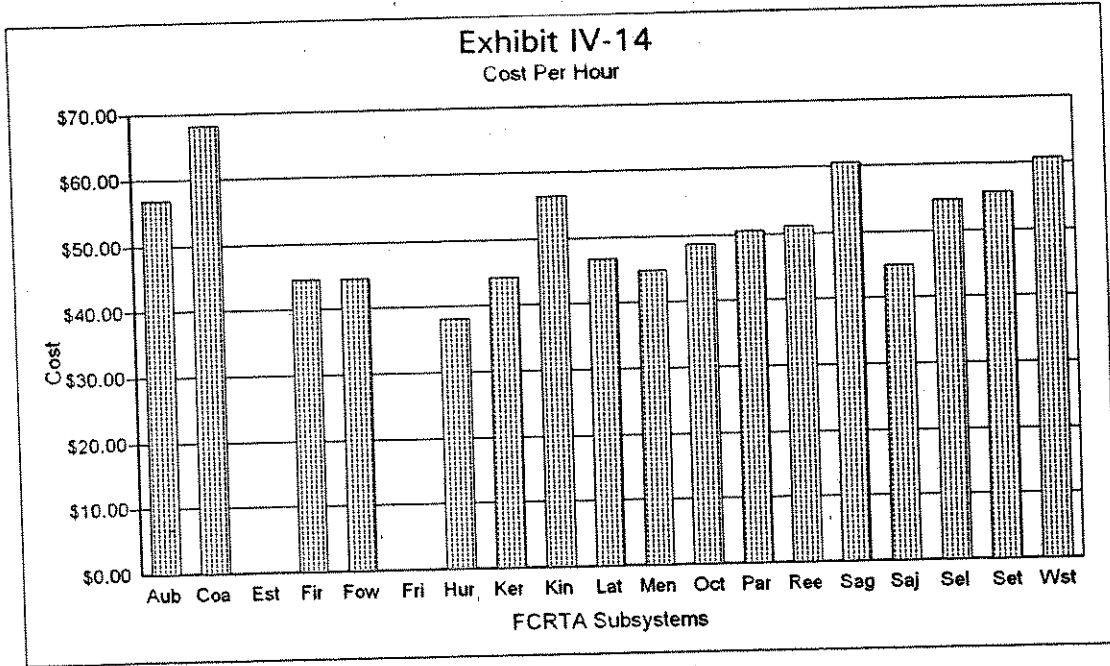
Exhibit IV-9

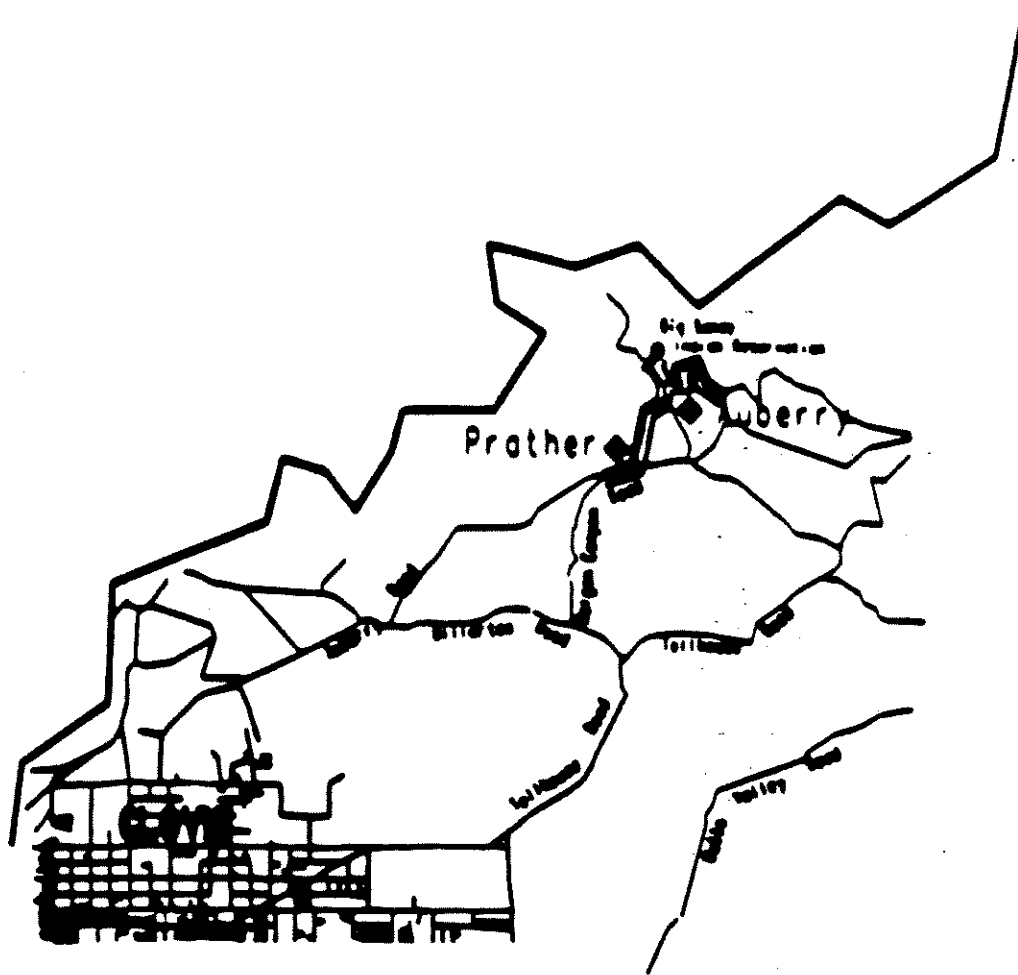
FY 2005-2006 Summary of FCRTA Performance Characteristics

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









AUBERRY TRANSIT

IV-12

EXHIBIT
IV-16

Summary of 2005-06 Fiscal Year Operational Indicators By Sub-System and Recommendations for Implementation to 2012

1. AUBERRY TRANSIT

2005-06 Inter-Community Operations

FCRTA contracts with the Fresno County Economic Opportunities Commission (FCEOC) as the Rural Consolidated Transportation Service Agency (CTSA) to provide service as Auberry Transit. Services are available six (6) hours per weekday, to participants in the Senior Nutrition Program, and general public patrons, including Native American Indians of all ages. Service is available to residents or the following communities: Alder Springs, Auberry, New Auberry, Big Sandy Indian Rancheria, Burrough Valley, Cold Springs, Indian Rancheria, Jose Basin, Marshall Station, Meadow Lakes, Mile High, Prather, Syucamore, and Tollhouse. Auberry, New Auberry, Big Sandy Indian Rancheria, Burroughs Valley, Cold Springs, Indian Rancheria, Jose Basin, Meadow Lakes, Mile High, Marshall Station, Prather, Sycamore and Tollhouse (Exhibit IV-16).

2005-06 Productivity Evaluation Analysis

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 (\$36.43vs. \$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.

Recommendations

The Auberry Transit Service has been carefully monitored during the past four (4) years. Services were modified in an effort to attract a wide range patronage. Monthly ads in the "Mountain Press" newspaper have reminded the mountain area

residents of both the inter-community and inter-city services and yet ridership has primarily been just seniors attending the hot meal nutrition program. Very few general public passengers utilize the services. Recent interest by members of the Big Sandy Rancheria does not demonstrate the basis for regular consistent usage. Minimum ridership standards are not achieved even for six (6) service hours per weekday, but that time period is necessary to service the area to facilitate senior attendance "to" and "from" the Senior Center programs. Hopefully, ridership levels may sustain the service from further cutbacks or elimination. Inter-city service to Fresno has not attracted a consistent minimum ridership base. Minimum ridership of six (6) round trip passengers per day has only been attained a half dozen times in three (3) years. When utilized, only one (1) or two (2) passengers on average ride on a given day. Many days each month there are no service requests and so the service is not operational. The resultant cost per trip is exorbitant. It is difficult to recommend any service extension. Staff, however, continues to recommend that "lifeline" service be extended into the coming fiscal year for one (1) day a week service. If this limited service cannot attract a minimum of six (6) passengers per week, all services may be discontinued.

2007-08

- Continue monitoring farebox recovery, adjust fares as warranted.
- Maintain service to elderly residents associated with the Nutrition Program.
- Continue augmenting the financial support of both intra- and inter-city service with LTF Article 4.5 and 8(c) as necessary.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.
- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.

2008-09

- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2009-10

- Further evaluate expansion or reduction of inter- community services.

2010-11

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

2011-12

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.



..... CITY BOUNDARY
- - - - - SPHERE OF INFLUENCE

EXHIBIT
IV-17

2. COALINGA TRANSIT

2005-06 Intra- and Inter-City Operations

Coalinga Transit: Coalinga Transit's two (2) modes offer varied services in 2005-06 (Exhibit IV-17). Both modes observe the City's Holiday schedule. The Intra-City services remained unchanged. The Inter-City service to Fresno remained unchanged.

Last November 2006, the previous thirty-one (31) passenger CNG bus for Coalinga Transit's inter-City service was replaced with a new thirty-seven (37) passenger CNG bus. The additional capacity has reduced the need for some passengers to stand when the previous vehicle was filled to its seating capacity.

2005-06 Productivity Evaluation Analysis

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.

Recommendations

Intra-City demand responsive service should continue to be offered with a single vehicle for eight (8) hours per weekday.

Inter-City fixed route service to Fresno should continue Monday through Friday. Ridership trends for Saturday service should be reevaluated to determine if continuation is indeed warranted.

The very limited number of Coalinga residents who may desire to travel "to" and "from" Huron can be accommodated by Coalinga's existing Inter-City service.

The new State Mental Hospital opened last year. The employment base of the 24/7 facility has not warrant consideration for additional specific transit services. The Council of Fresno County Governments Central Valley Ridesharing (441-RIDE) continues to provide computer match lists for employees of such facilities. It has been instrumental in setting up a several dozen vanpools for employees utilizing Pleasant Valley Prison in the past several years. Additional vanpools can also be added to address employee and employer needs.

Requests for school bus services should continue to be referred to the Coalinga-Huron Unified School District. Fees for pupil services may be necessary to address District financial limitations.

2007-08

- Consider and evaluate the potential ridership for direct "express service" from Coalinga to the Fresno-Clovis Metropolitan Area.
- Continue to monitor farebox recovery, adjust fares as warranted.
- Continue to market the intra-city transit services to attract non-elderly fare-paying patrons.
- Maintain service to elderly residents associated with Nutrition Program.
- Continue to evaluate inter-city patron ridership patterns to determine if route modifications may be evident.
- Continue to implement recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.
- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.

2008-09

- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2009-10

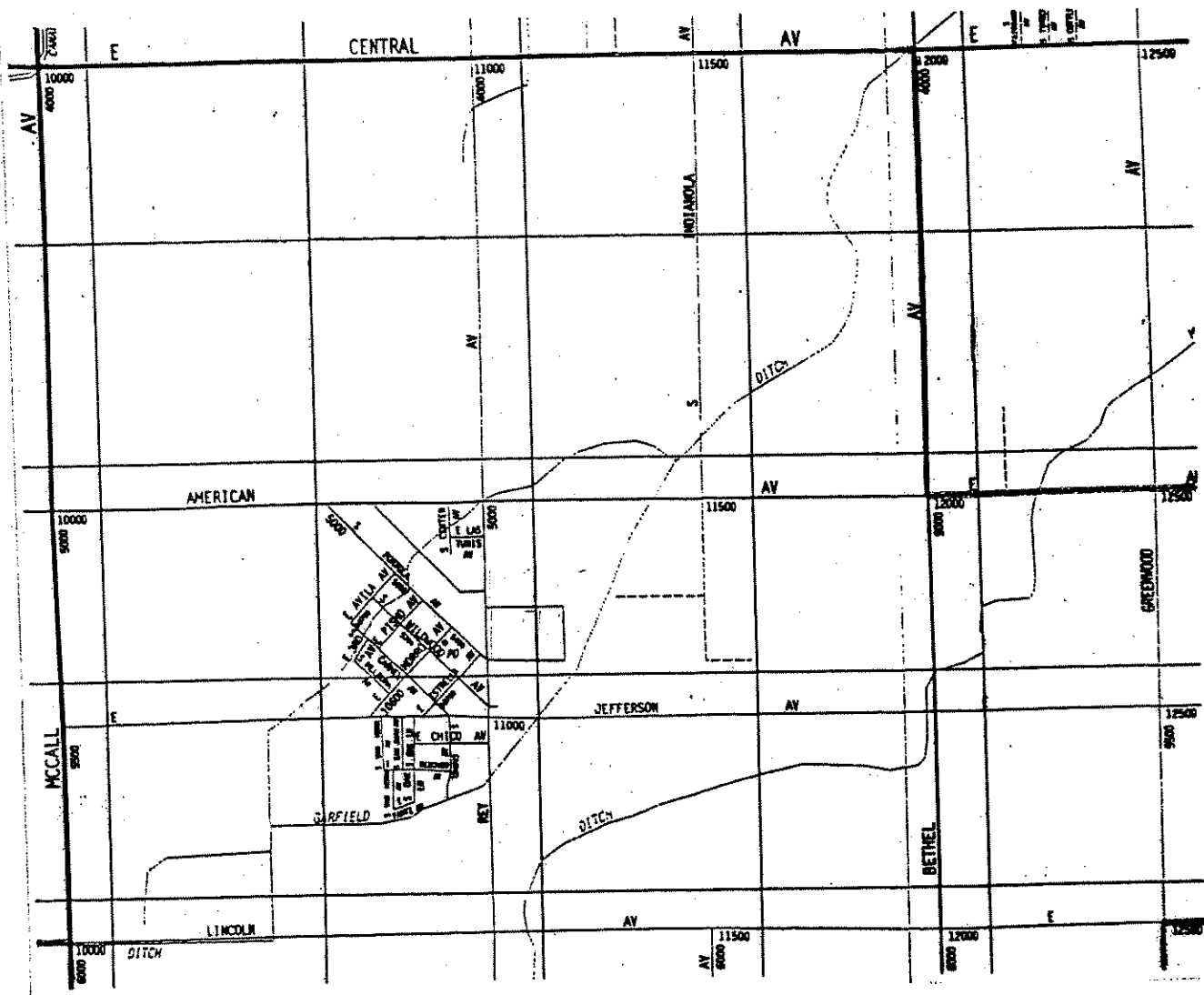
- Evaluate expansion or reduction of intra- and inter-city services.

2010-11

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

2011-12

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.



DEL REY TRANSIT

IV-20

EXHIBIT
IV-18

3. DEL REY TRANSIT

2005-06 Intra- and Inter-City Operations

FCRTA currently contracts for transportation services with the Fresno County Economic Opportunities Commission (FCEOC) as the Rural Consolidated Transportation Service Agency (CTSA) to provide service as Del Rey Transit. Del Rey Transit operates a lift-equipped demand-responsive service within its Community and "to" and "from" Sanger (Exhibit IV-18).

Service is currently provided Monday through Friday from 8:00 a.m. to 5:00 pm.

Orange Cove Transit also provides wheelchair-accessible service, from Sanger with route deviation to pick-up disabled passengers, to Fresno.

2005-06 Productivity Evaluation Analysis

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).

Recommendations

Del Rey Transit has proven to be successful as a general public service. Staff continues to recommend securing the existing CTSA funding for four (4) hours of service. The current service should continue to be available from 8:00am to 5:00pm Monday through Friday. The other additional four (4) hours of service would be a Transportation Development Act (TDA) funding responsibility of Fresno County. Fares for the general public riders should continue to be \$.75 per one-way trip; and \$.50 for the elderly (60+), disabled, and children when accompanied by an adult. The operation should continue to give priority service to seniors attending the mid-day Hot Meal Nutrition Program. The demand responsive service should continue to transport passengers within the community on a shared ride basis; arrange passenger grouping for trips to Sanger; and transfers in Sanger to Orange Coe Transit for service to Fresno.

2007-08

- Monitor farebox recovery, adjust fares as warranted.

- Continue marketing the intra-city transit services to attract non-elderly fare-paying patrons.
- Encourage further grouping of passenger trips as a means to address increased requests for service within the community.
- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.
- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.

2008-09

- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2009-10

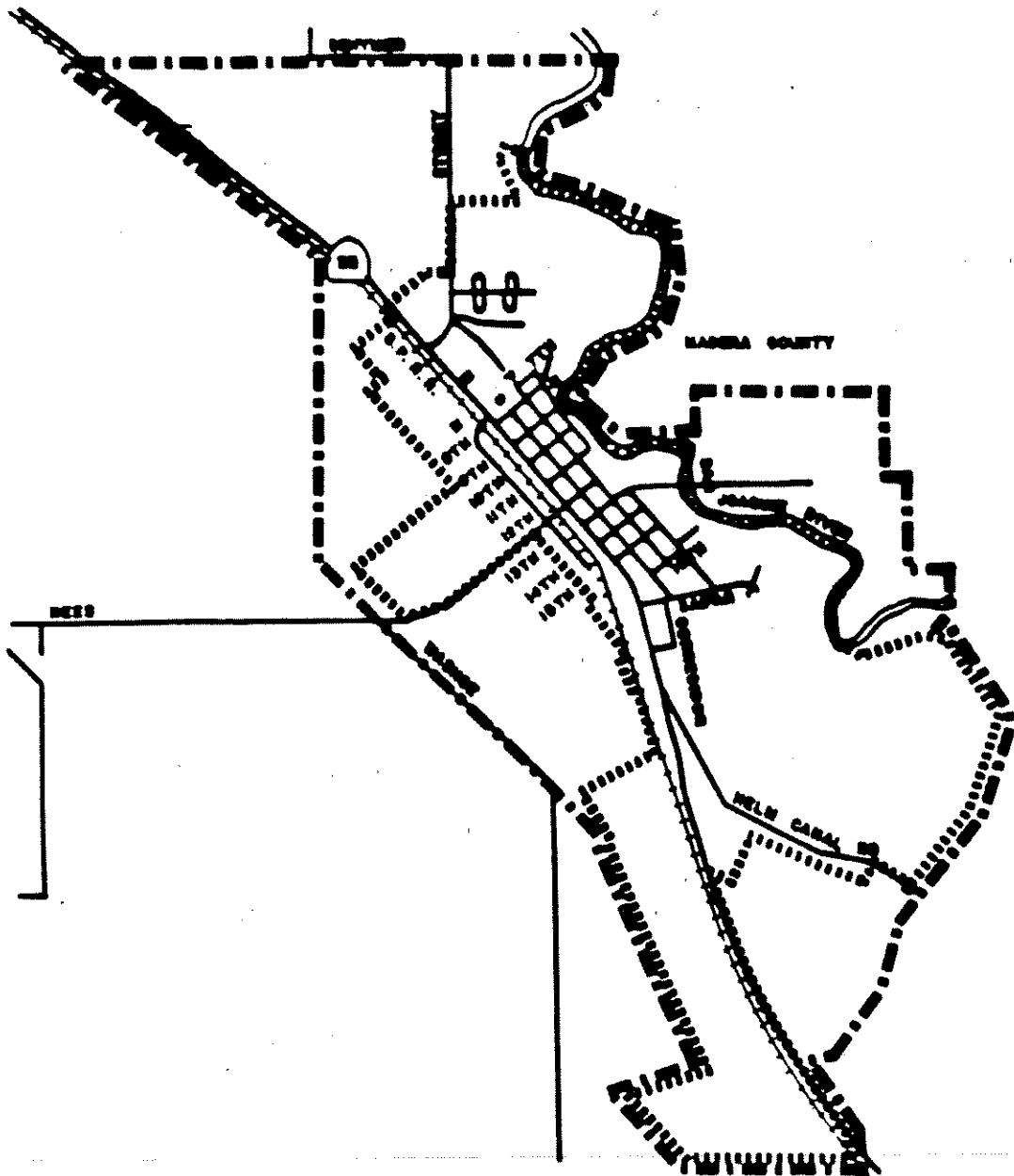
- Evaluate expansion or reduction of intra- and intercity services.

2010-11

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

2011-12

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.



LEGEND

————— CITY BOUNDARY

- - - - - SPHERE OF INFLUENCE

CITY OF FIREBAUGH

IV-24

EXHIBIT
IV-19

4. FIREBAUGH TRANSIT

2005-06 Intra-City and Inter-City Operations

The FCRTA, under an inter-agency services Agreement with the City of Firebaugh currently contracts with Fresno County Economic Opportunities Commission (FCEOC) for the provision of transportation services. Demand-responsive service within Firebaugh's Sphere of Influence (Exhibit IV-19) was available by FCRTA's lift-equipped van Monday through Friday from 7:00am to 5:30pm. The twenty-two (22) passenger van has proved access to two (2) wheelchairs at a time, in a effort to resolve previous complaints.

The FCRTA also provided two (2) weekday round trip service between Firebaugh, Mendota and Kerman, to Fresno.

2005-06 Productivity Evaluation Analysis

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.

Recommendations

Firebaugh Transit continues to attract a significant and consistent ridership base. The drivers have achieved remarkable passenger loading throughout the day. The service may be reaching its maximum capabilities with a single vehicle. A second vehicle's operation is warranted for service introduction in the coming fiscal year.

Continue contract operation because it offers an opportunity to respond to anticipated service level considerations that may occur during the fiscal year.

2007-08

- The operation of a second vehicle, funded by Measure – C, will be introduced to enhance the service.
- Continue augmenting the financial support of the inter-city transit services (WestsideTransit) with a combination of LTF Articles 4.5 and 8(c).
- Continue to monitor farebox recovery, adjust fares as warranted.
- Undertake increased marketing efforts for intra-city transit service to attract non-elderly fare-paying patrons.
- Continue to maintain service to elderly residents associated with the Nutrition Program.

- Implement recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Expand general public services if warranted.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.
- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.

2008-09

- Consider the introduction of a second service vehicle if sufficient TDA revenues are available for such purposes.
- Implement improvements as indicated by performance indicators.
- Implement alternative inter-city general public service to Fresno with new CMAQ funded bus.

2009-10

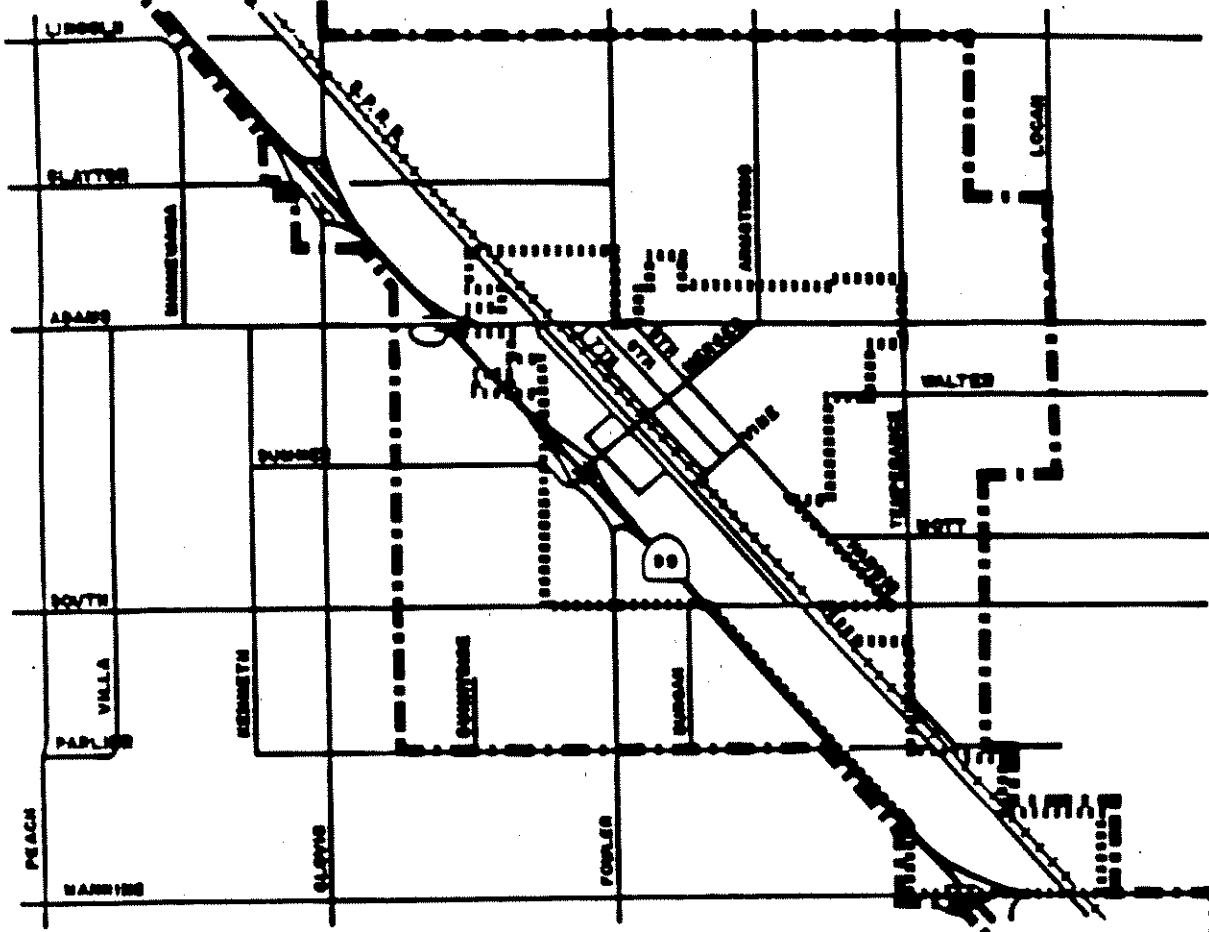
- Further evaluate expansion or reduction of intra- and inter-city services.

2010-11

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

2011-12

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.



..... CITY BOUNDARY
 - - - - - SPHERE OF INFLUENCE

IV-28

EXHIBIT
IV-20

5. FOWLER TRANSIT

2005-06 Intra- and Inter-City Operations

The FCRTA, under an inter-agency services Agreement with the City of Fowler contracts with Fresno County Economic Opportunities Commission (FCEOC) for public transportation services within its Sphere of Influence. A lift-equipped FCRTA van serves the Area nine and a half (9 1/2) hours per day, Monday through Friday. A twenty-two (22) passenger van has assisted in the further grouping of passengers. The contractor has permission to travel one mile beyond the current boundary limits to transfer passenger in Malaga by meeting Fresno Area Express (FAX) busses on their fixed route schedule, on an as requested basis.

Inter-city general public service to Fresno, Selma, and Kingsburg is provided on FCRTA's Southeast Transit utilizing a twenty-two (22) passenger bus within a an eight (8) hour period, Monday through Friday.

2005-06 Productivity Evaluation Analysis

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.

Recommendations

The City of Fowler should continue to contract out for its public transportation service to FCEOC. FCEOC's driver has developed exceptional rapport with Fowler residents and is a proven success in the delivery of public transportation to the City. A second vehicle should be introduced to enhance the service. Fowler Transit should continue to be monitored for efficiency and effectiveness of service to ensure its continued success.

Inter-city service to Fresno should is provided by the Southeast Transit. Increased service efficiencies should be realized through expanded marketing approaches.

Staff should encourage and market the service to the appropriate target groups in the Community.

2007-08

- The operation of a second vehicle, funded by Measure – C, will be introduced to enhance the service.

- Monitor farebox recovery, adjust fares as warranted.
- Maintain service to elderly residents associated with the Nutrition Program.
- Continue augmenting the financial support of inter-city service (Southeast Transit) with LTF Article 4.5 and 8(c).
- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.
- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.

2008-09

- Implement improvements as indicated by performance indicators.

2009-10

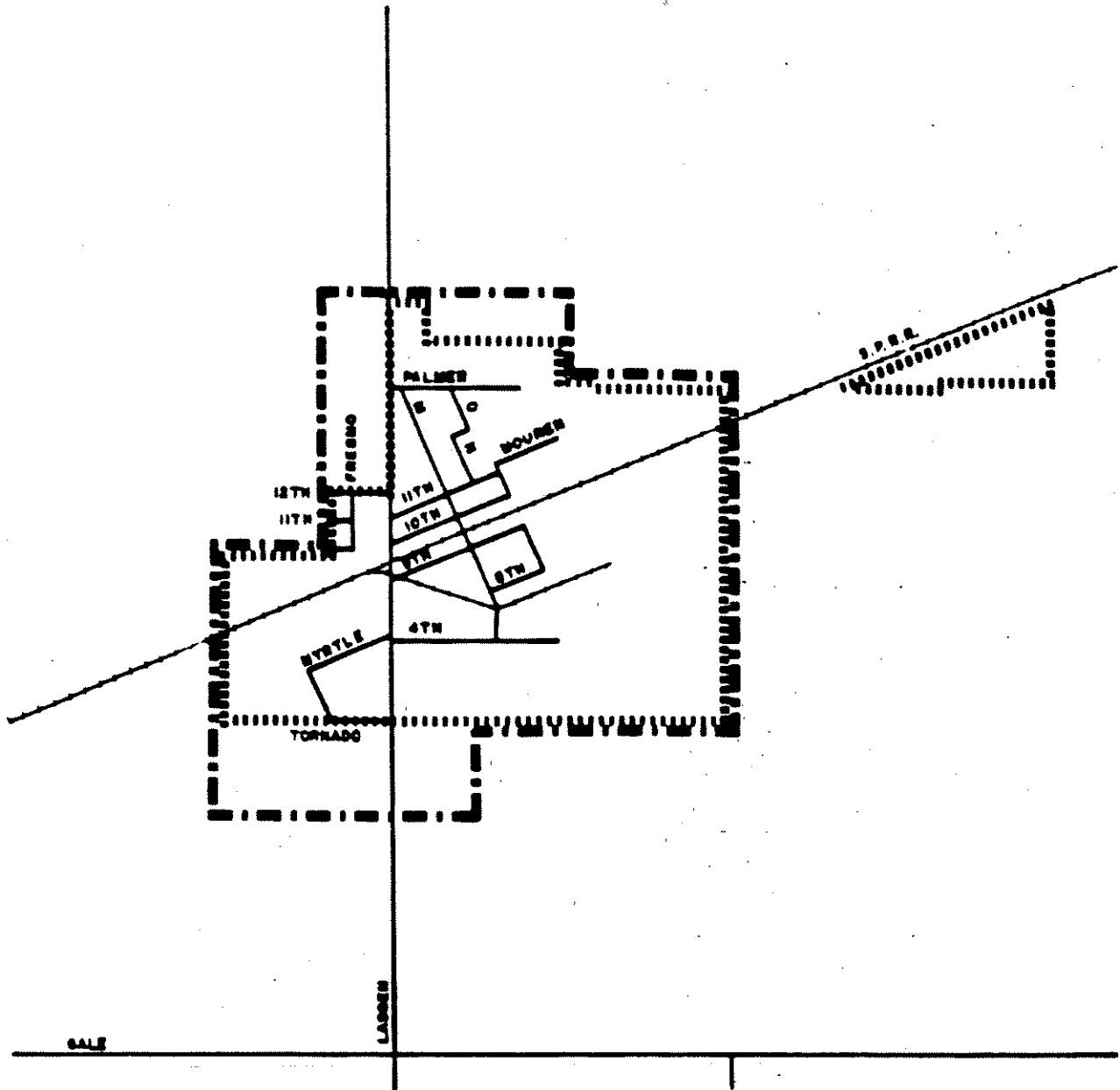
- Further evaluate expansion or reduction of intra-city services.

2010-11

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

2011-12

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.



LEGEND

..... CITY BOUNDARY

- - - - - SPHERE OF INFLUENCE

CITY OF HURON

IV-32

EXHIBIT
IV-21

6. HURON TRANSIT

2005-06 Intra- and Inter-City Operations

The FCRTA, under an inter-agency services Agreement with the City of Huron contracts with the Fresno County Economic Opportunities Commission (FCEOC) for the provision of general public transportation service within the Sphere of Influence (Exhibit IV-21). Intra-city lift-equipped services are available eleven (11) hours per day, Monday through Friday. The previous nineteen (19) passenger van was replaced with a twenty-three (23) passenger van to further accommodate passenger grouping.

Inter-city lift-equipped services to and from Fresno and Coalinga are available via Coalinga Transit with reduced fares available to elderly, disabled and low-income persons.

Huron residents utilized Huron Transit's inter-community fixed route service to meet some of their medical, prescription, shopping and education needs available in the City of Coalinga.

2005-06 Productivity Evaluation Analysis

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.

Recommendations

The provision of intra-city service by FCEOC has been beneficial with respect to both cost savings and service reliability. Huron should continue to contract its services with FCEOC/CTSA. This objective will continue to ensure lower direct operating costs for the service.

Staff is recommending the operation of a second In-city vehicle, funded by Measure – C, be introduced to enhance the service. The overall implementation of service hours should span from 6:00 am to 6:00pm Monday through Friday.

The inter-City service to Coalinga should continue.

2007-08

- The operation of a second In-city vehicle, funded by Measure – C, will be introduced to enhance the service.

- Monitor farebox recovery, adjust fares as warranted.
- Maintain service to elderly residents associated with the Nutrition Program.
- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.
- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.

2008-09

- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2009-10

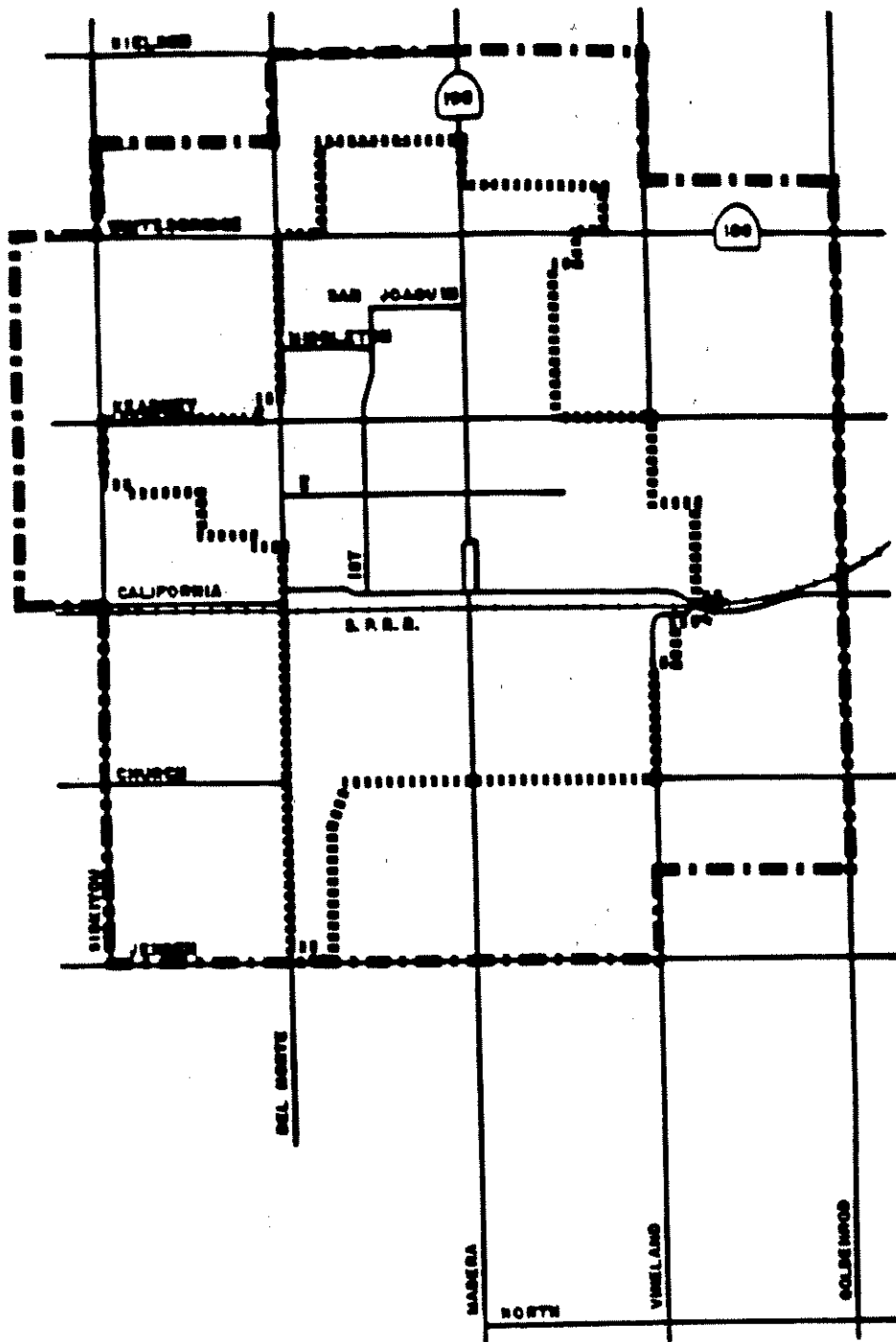
- Further evaluate expansion or reduction of intra- city services.

2010-11

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

2011-12

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.



LEGEND

..... CITY BOUNDARY

- - - - - SPHERE OF INFLUENCE

CITY OF KERMAN

IV-36

EXHIBIT
IV-22

7. KERMAN TRANSIT

2005-06 Intra- and Inter-City Operations

The FCRTA, under an inter-agency services Agreement with the City of Kerman, provides demand-responsive public transportation service with a FCRTA vehicle within the Sphere of Influence (Exhibit IV-22) using a lift-equipped FCRTA van eight (8) hours a day, Monday through Friday.

Westside Transit service provides two (2) round trip Monday through Friday schedule on a scheduled fixed-route basis, via Firebaugh, Mendota, and Fresno with connections to San Joaquin Transit for service to Cantua Creek, El Porvenir, Halfway, Tranquillity and Three Rocks.

2006-07 Productivity Evaluation Analysis

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%).

Recommendations

FCRTA staff continues to recommend service implementation from 7:00am to 4:00pm, with a mid-day lunch hour for the driver, Monday through Friday.

Service expansion opportunities need to be explored locally in order to attract additional ridership to support the service.

Implement recommended service changes from the FCEOC's Rural Passenger Transportation Technical Assistance Study for the I-5 Business Development Corridor Area of Western Fresno County.

2007-08

- Monitor farebox recovery, adjust fares as warranted.
- Undertake increased marketing efforts for intra-city transit services to attract non-elderly fare-paying patrons.
- Maintain service to elderly residents associated with the Nutrition Program.

- Continue to augment the financial support of inter-city services (Westside Corridor Service) with LTF Article 4.5 and 8c.
- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.
- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.

2008-09

- Consider the service introduction of a second vehicle, funded by Measure – C, as warranted.
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.
- Implement alternative inter-city general public service to Fresno with CMAQ funded bus.

2009-10

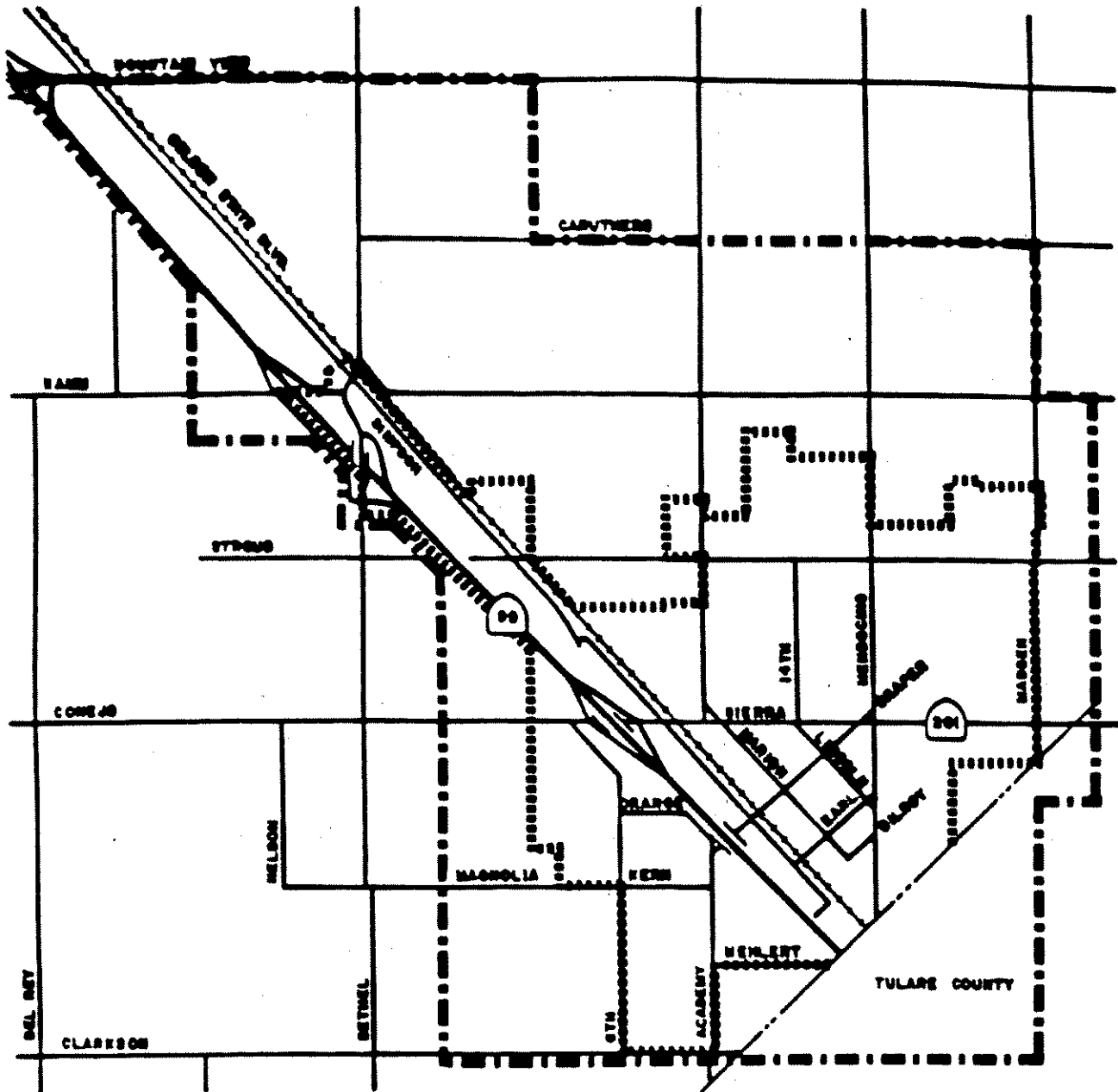
- Further evaluate expansion or reduction of intra- and inter-city services.

2010-11

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

2011-12

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.



LEGEND

- CITY BOUNDARY
- - - - - SPHERE OF INFLUENCE

CITY OF KINGSBURG

IV-40

EXHIBIT
IV-23

8. KINGSBURG TRANSIT

2005-06 Intra- and Inter-City Operations

One (1) FCRTA wheelchair lift-equipped van is available for providing public transportation services to Kingsburg Area residents. The FCRTA, under an inter-agency services Agreement with the City of Kingsburg contracts with the Fresno County Economic Opportunities Commission (FCEOC) for the provision of general public service within the Sphere of Influence (Exhibit IV-23) is on a demand-responsive basis nine and a half (9.5) hours per weekday, and eight (8) hours on Saturdays.

Inter-city trips to Fresno are available on FCRTA's scheduled fixed route Southeast Transit. Services are available for multiple roundtrips Monday through Friday from 7:00am to 5:30pm through Selma and Fowler to Fresno.

2005-06 Productivity Evaluation Analysis

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%).

Recommendations

In May 2002, the City of Kingsburg became aware that it did not have sufficient annual TDA resources to support the continued operation of two (2) transit vehicles, as they have in the past twenty-four (24) years. Use of City General Funds were not an option. The Council concluded that the second vehicle would have to be terminated June 30, 2002. After thirty (30) days of operation, service hours were modified to ten and a half (10.5) hours per weekday and eight (8) hours on Saturday. Passenger loading will be resolved when the FCRTA is able to replace the existing fifteen (15) passenger vehicle with a new

Following the service introduction of a twenty-three (23) passenger van, ridership demands often exceed timely service capabilities. Staff analysis concluded that a second vehicle, funded by Measure – C, should be introduced to enhance the service.

2007-08

- The operation of a second vehicle, funded by Measure – C, will be introduced to enhance the service.
- Monitor farebox recovery, adjust fares as warranted.
- Maintain service to elderly residents associated with the Nutrition Program.
- Continue augmenting the financial support of inter-city service (Southeast Transit) with LTF Article 4.5 and 8(c), as necessary.
- Continue the contracting of intra-city services to the FCEOC as the rural CTSA.
- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.
- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.

2008-09

- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.
- Implement alternative inter-city general public service to Fresno with CMAQ funded bus.

2009-10

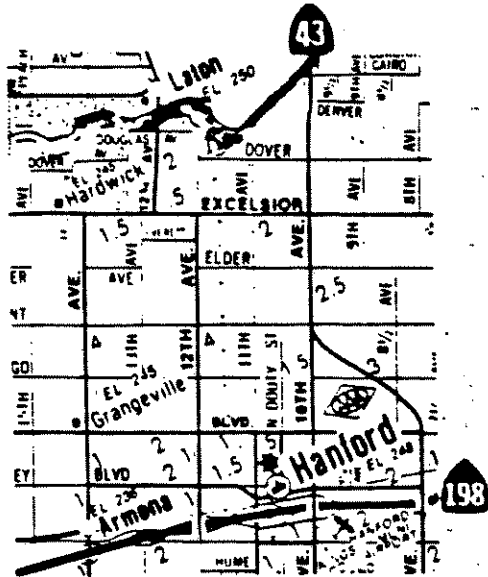
- Further evaluate expansion or reduction of intra- and inter-city services.

2010-11

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

2011-12

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.



LATON TRANSIT

IV-44

EXHIBIT
IV-24

9. LATON TRANSIT

2005-06 Inter-City Operations

The FCRTA, under a contractual agreement with the Kings Area Rural Transit (KART) in Kings County, provides inter-community service between Laton (Exhibit IV-24) and Hanford. The service is available Monday through Friday. One rural trip per service day links the unincorporated community of Laton in Fresno County with the unincorporated communities of Grangeville, Hardwick, and Hanford in Kings County.

A second inter-County service contract was implemented to three (3) days a week (Monday, Wednesday, and Friday), with FCRTA funding cooperation. The service facilitates transit from Hanford (in Kings County) through Selma (Kaiser Medical Clinic) to Fresno for stops at Fresno Community Regional Hospital, Veteran's Hospital, Kaiser Hospital, and Children's Hospital Central Valley (in Madera County).

2005-06 Productivity Evaluation Analysis

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.

Recommendation

Based on the success of the demonstration program, FCRTA should continue to contract with KART to provide round trip service five (5) days per week, between Laton and Hanford in Kings County.

The inter-County service for medical services should be evaluated to determine if the service should be expanded, with Measure – C funding, to five (5) days per week.

2007-08

- Monitor farebox recovery, adjust fares as warranted.

- Undertake increased marketing efforts for inter-city transit services to attract fare-paying patrons.
- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.

2008-09

- Consider service expansion to five (5) days a week, with Measure – C funding, for inter-County services to medical facilities.
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2009-10

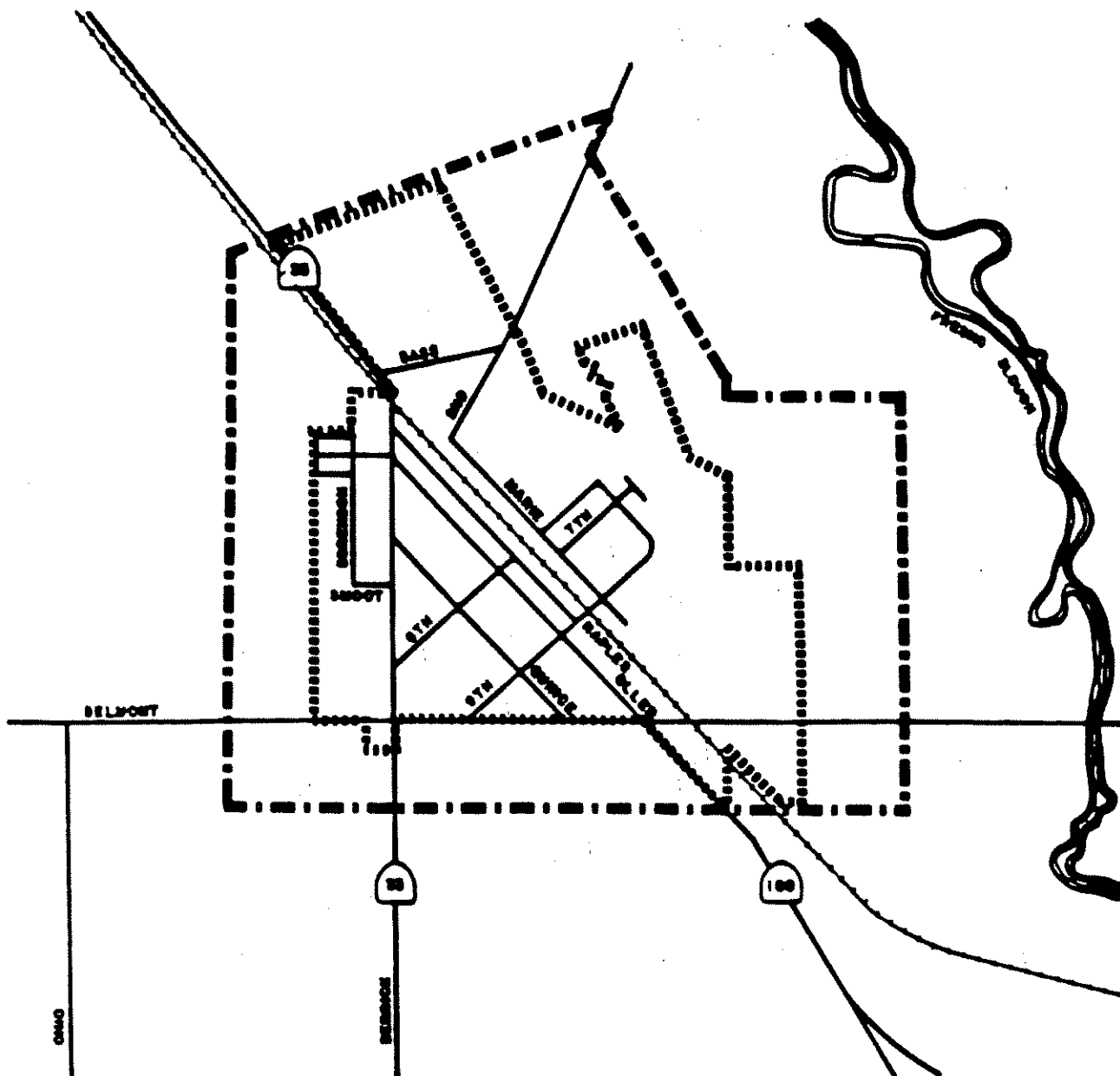
- Evaluate expansion or reduction of inter-city services.

2010-11

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

2011-12

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.



LEGEND

- CITY BOUNDARY
- SPHERE OF INFLUENCE

CITY OF MENDOTA

IV-48

EXHIBIT
IV-25

10. MENDOTA TRANSIT

2005-06 Intra- and Inter-City Operations

The FCRTA, under an inter-agency services Agreement with the City of Mendota, contracts with the Fresno County Economic Opportunities Commission (FCEOC) for the provision of demand-responsive service within its Sphere of Influence (Exhibit IV-25) using a FCRTA lift-equipped van. This service is provided Monday through Friday, between the hours of 7:00am and 5:30pm.

Westside Transit provides multiple round trips Monday through Friday to facilitate travel between Mendota, Firebaugh and Kerman to Fresno.

2005-06 Productivity Evaluation Analysis.

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.

Recommendations

Implement recommended service changes from the FCEOC's Rural Passenger Transportation Technical Assistance Study for the I-5 Business Development Corridor Area of Western Fresno County.

A new Federal Prison is currently under construction in Mendota. The facility represents economic and employment opportunities for its residents who may be underemployed or unemployed. Mendota Transit and Westside Transit may need to be modified to accommodate commuter needs. The COFCG's Central Valley Ridesharing Services may also assist in addressing the special needs of workers.

The FCRTA will be receiving Congestion Mitigation / Air Quality (CMAQ) funding to purchase four (4) thirty-five (35) passenger CNG powered buses to transport workers to and from the facility. The buses should be ordered by September 2007. The vehicles should arrive for service introduction when the prison construction is completed.

The Western Fresno County Regional Job Initiative Center has been delayed. Alternative arrangements and sites are currently under consideration. The transportation needs "to" and "from" the future facility will need to be addressed

and resolved. Staff will monitor the progress of the facility to ensure transit needs are adequately address and recommended for implementation

FCRTA staff continues to recommend service implementation from 7:00 am to 5:30pm with a mid-day lunch hour for the driver, Monday through Friday.

2007-08

- Monitor progress towards a Western Fresno County Regional Job Initiative Center to ensure transit needs are addressed.
- Monitor farebox recovery, adjust fares as warranted.
- Continue the contracting of the intra-city services to the FCEOC as the Rural CTSA.
- Continue increased marketing efforts for intra-city transit services to attract non-elderly fare paying patrons.
- Maintain service to elderly residents associated with the Nutrition Program.
- Continue to augment the financial support of inter-city service (Westside Corridor) with LTF Article 4.5 and 8c.
- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.
- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.

2008-09

- Consider the need for the operation of a second vehicle, to be funded by Measure – C, to enhance the service.
- Consider the need to implement additional transit services to support the new Western Fresno County Regional Job Initiative Center.
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.
- Implement alternative inter-city general public service to Fresno with CMAQ funded bus.

2009-10

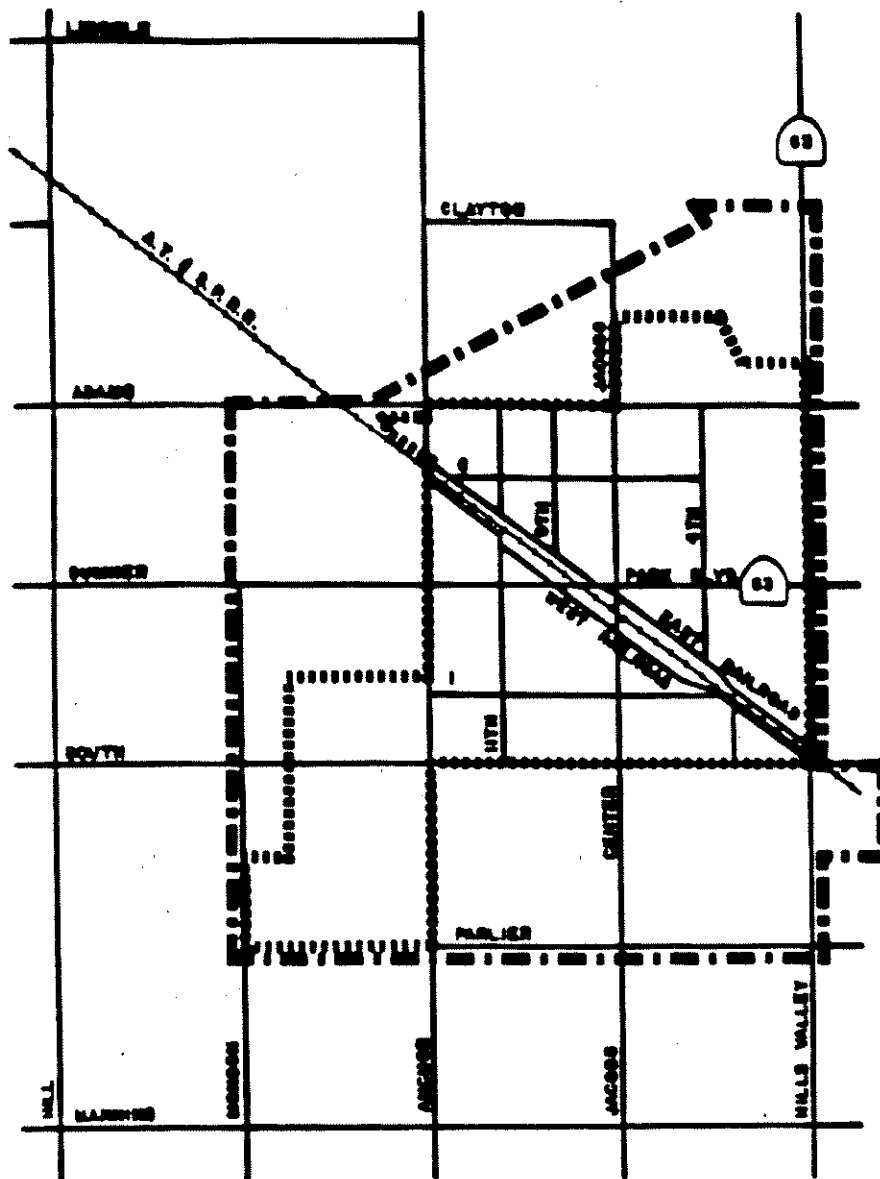
- Evaluate expansion or reduction of intra- and inter-city services.

2010-11

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

2011-12

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.



SCALE IN MILES
0 1/2 1

LEGEND

- CITY BOUNDARY
- SPHERE OF INFLUENCE

CITY OF ORANGE COVE

IV-52

EXHIBIT
IV-26

11. ORANGE COVE TRANSIT

2005-06 Intra- and Inter-City Operations

The FCRTA, under an inter-agency services Agreement with the City of Orange Cove contracts with the Fresno County Economic Opportunities Commission (FCEOC) for the provision of transportation services. Orange Cove Transit operates a FCRTA lift-equipped van on demand-responsive basis within its Sphere of Influence (Exhibit IV-26) between the hours of 7:00am to 5:30pm., Monday through Friday.

Orange Cove Transit also provides lift-equipped inter-city fixed-route service, with route deviation to pick-up disabled passengers, linking Orange Cove to Fresno via Reedley, Parlier and Sanger. Currently multiple round trips are available each service day. The inter-city service is provided from 7:00am to 5:30pm, Monday through Friday.

Last November 2006, the previous thirty-one (31) passenger CNG bus for Orange Cove Transit's inter-City service was replaced with a new thirty-seven (37) passenger CNG bus. The additional capacity has reduced the need for some passengers to stand when the previous vehicle was filled to its seating capacity.

2005-06 Productivity Evaluation Analysis

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.

Recommendations

The City of Orange Cove, in conjunction with FCRTA, has taken positive steps to increase the efficiency of providing public transit service within its Community. Contract operation through the FCEOC/CTSA has proven to be quite successful, for both intra-city and inter-city operations. Continued growth is projected through on-going marketing programs.

Inter-city service to Fresno continues to lend itself to CTSA operation and funding. Cooperative financial arrangements should continue to ensure that service costs are shared equitably.

FCRTA staff continues to recommend service implementation from 7:00am to 5:30pm, including a mid-day lunch hour for the driver, Monday through Friday for both intra-city and inter-city services.

2007-08

- Monitor farebox recovery, adjust fares as warranted.
- Continue to market the intra-city transit services to attract non-elderly fare-paying patrons.
- Maintain service to elderly residents associated with the Nutrition Program.
- Evaluate inter-city patron ridership patterns to determine if route modifications may be evident.
- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.
- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.

2008-09

- Consider the need for the operation of a second vehicle, to be funded by Measure – C, to enhance the service.
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2009-10

- Evaluate expansion or reduction of intra- and inter-city services.

2010-11

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

2011-12

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.



SCALE IN MILES

☒

LEGEND

..... CITY BOUNDARY

----- SPHERE OF INFLUENCE

CITY OF PARLIER

IV-56

EXHIBIT

IV-27

12. PARLIER TRANSIT

2005-06 Intra- and Inter-City Operations

Under an inter-agency services Agreement with the City of Parlier, FCRTA currently contracts for transportation services with the Fresno County Economic Opportunities Commission (FCEOC). Parlier Transit operates a lift-equipped demand-responsive service within its Sphere of Influence (Exhibit IV-27).

Service is currently provided Monday through Friday from 7:00 a.m. to 4:00 pm.

Orange Cove Transit also provides wheelchair-accessible service, with route deviation to pick-up disabled passengers, to Fresno.

2005-06 Productivity Evaluation Analysis

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%).

Recommendations

Since the FCEOC/CTSA has assumed operational responsibility of Parlier Transit, there has been a marked improvement in recordkeeping, timely reporting, monitoring and overall management of the transit system. It is recommended that the FCEOC/CTSA continue its operation of Parlier Transit. It is also recommended that consideration be given to operating transit service in Parlier under the Rural CTSA.

FCRTA staff continues to recommend service implementation from 7:00am to 4:00pm, with a mid-day lunch hour for the driver, Monday through Friday.

With the continued growth and development of Parlier, staff will be evaluating the possibility of expanded service hours and perhaps the need to introduce a second vehicle when warranted.

2007-08

- Monitor farebox recovery, adjust fares as warranted.

- Continue marketing the intra-city transit services to attract non-elderly fare-paying patrons.
- Encourage further grouping of passenger trips as a means to address increased requests for service within the community.
- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.
- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.

2008-09

- Consider expansion of service hours.
- Consider the need for the operation of a second vehicle, to be funded by Measure – C, to enhance the service.
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2009-10

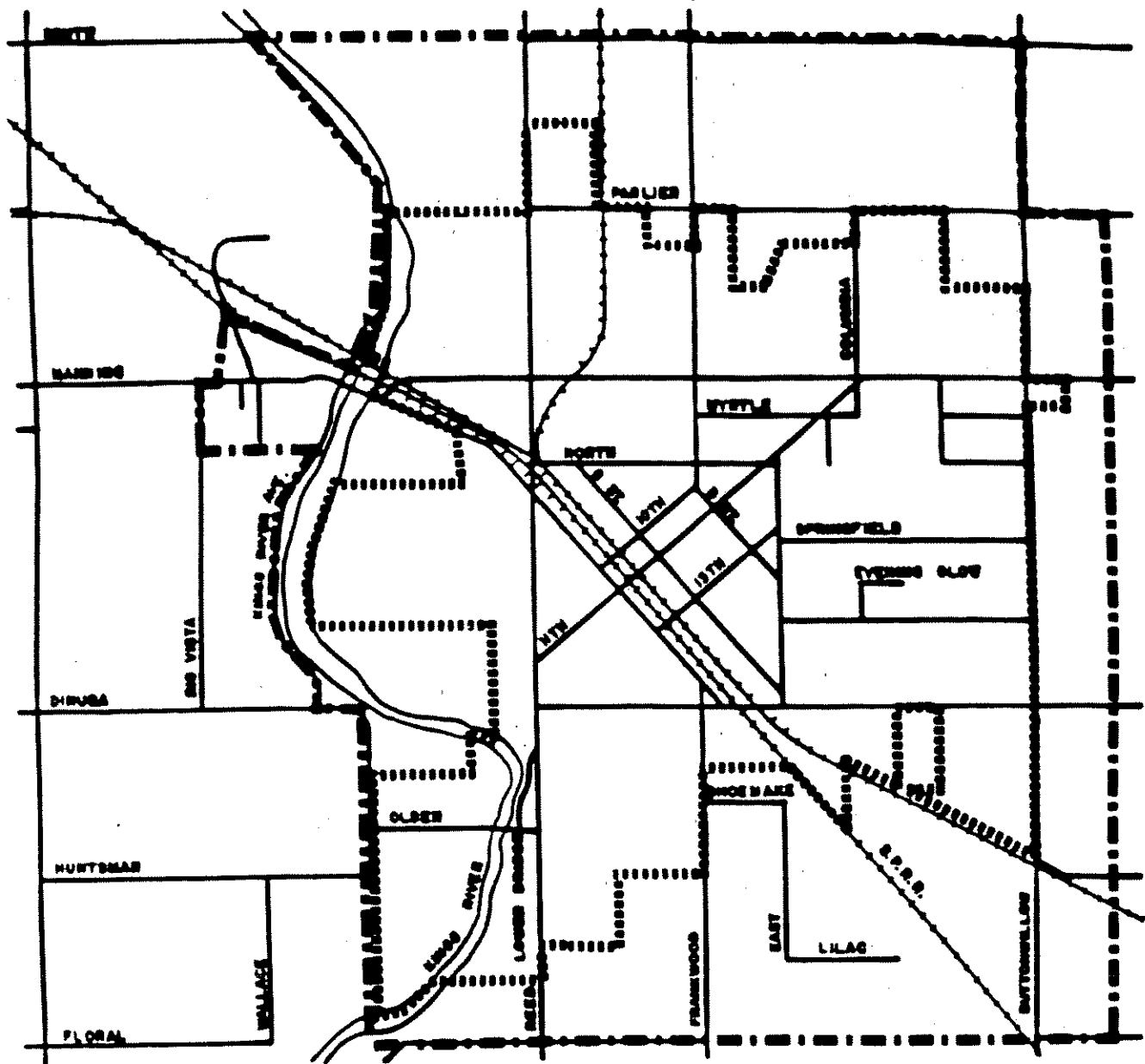
- Evaluate expansion or reduction of intra- and intercity services.

2010-11

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

2011-12

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.



LEGEND

..... CITY BOUNDARY

----- SPHERE OF INFLUENCE

CITY OF REEDLEY

IV-60

EXHIBIT

IV-28

13. REEDLEY TRANSIT

2005-06 Intra- and Intra-City Operations

The City of Reedley, through an inter-agency services Agreement with the FCRTA, provides demand-responsive public transportation within its Sphere of Influence (Exhibit IV-28) nine and a half (9.5) hours per day, Monday through Friday. Four (4) lift-equipped FCRTA vans are utilized.

Orange Cove Transit provides wheelchair-accessible, inter-city, fixed-route service, with route deviation to pick-up disabled passengers, to Fresno via Parlier and Sanger. They provide multiple round trips daily, Monday through Friday.

2005-06 Productivity Evaluation Analysis

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.

Recommendations

The intra-city services of Reedley Transit have focused on grouping passengers throughout the day in an effort to accommodate ridership. The dispatchers have maintained constant communications with the drivers in an effort "add passengers" in close proximity to each service vehicle. An adequate number of back-up drivers have been employed to ensure that all service vehicles are in service throughout the day. As a result, ridership continues to increase.

FCRTA staff continues to recommend service implementation of four (4) demand responsive vehicles for eight (8) service hours each staggered over a ten (10) hour service period from 7:00am to 5:30pm, Monday through Friday and a single (1) vehicle for eight (8) hours on Saturday from 8:00 a.m. to 5:00pm with a mid-day lunch hour for the driver.

2007-08

- Monitor farebox recovery, adjust fares as warranted.
- Continue marketing the intra-city transit services to attract non-elderly fare-paying patrons.
- Maintain service to elderly residents associated with the Nutrition Program.
- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Respond to Americans with Disabilities Act requirements.

- Respond to Clean Air Act requirements.
- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.

2008-09

- Consider the need for the operation of a fifth (5th) vehicle, to be funded by Measure – C, to enhance the service.
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2009-10

- Evaluate expansion or reduction of intra- and inter-city services.

2010-11

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

2011-12

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.



..... CITY BOUNDARY
- - - - - SPHERE OF INFLUENCE

EXHIBIT
IV-29

14. SANGER TRANSIT

2005-06 Intra- and Inter-City Operations

The FCRTA, under an inter-agency services Agreement with the City of Sanger, contracts with Transportation Specialties to provide public transportation service within the Sanger Sphere of Influence (Exhibit IV-29). One (1) lift-equipped FCRTA van offers demand-responsive service in Sanger. The regular demand-responsive service is provided nine and a half (9.5) hours per day, Monday through Friday, for elderly and disabled patrons unable to use the fixed-route service.

In the Autumn of 1997 Sanger Transit introduced the San Joaquin Valley's first electric battery powered contemporary bus into regular fixed route service. The twenty-three (23) passenger low floor bus is air conditioned for added passenger comfort. The vehicle operates on a scheduled fixed route, circulating throughout the community every hour from 8:00am to 12:00 noon and 1:00pm to 5:00pm.

Orange Cove Transit provides multiple round-trips daily, with route deviation to pick-up disabled passengers, to Fresno via Sanger on its FCRTA lift-equipped thirty-one (31) passenger bus.

2005-06 Productivity Evaluation Analysis

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%).

Recommendations

Sanger Transit's contract operation continues to offer excellent service to the residents of the Community. In the Spring of 2007, Sanger Transit eliminated the fixed route service and choose to implement both vehicles on a demand responsive basis. The service has been well received. Actual ridership continues to increase.

2007-08

- Continue to monitor farebox recovery, adjust fares as warranted.
- Continue marketing the intra-city transit services to attract non-elderly fare-paying patrons.
- Maintain service to elderly residents associated with the Nutrition Program.

- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.
- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.

2008-09

- Consider the need for the operation of a third (3rd) vehicle, to be funded by Measure – C, to enhance the service.
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2009-10

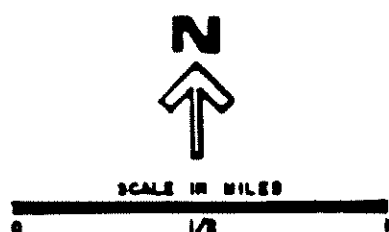
- Evaluate expansion or reduction of intra- and inter-city services.

2010-11

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

2011-12

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.



..... CITY BOUNDARY
- - - - - SPHERE OF INFLUENCE

EXHIBIT
IV-30

15. SAN JOAQUIN TRANSIT

2005-06 Intra-, Inter City and Inter-Community Operations

The FCRTA, under an inter-agency Agreement with the City of San Joaquin, contracts with the Fresno County Economic Opportunities Commission (FCEOC) for demand-responsive service within their Sphere of Influence (Exhibit IV-30). This wheelchair accessible service is provided Monday through Friday for eight (8) hours daily from 8:00am to 5:00pm using a FCRTA van. San Joaquin Transit also responds to all the transit service requests of the communities of Cantua Creek, El Porvenir, Halfway, Tranquillity and Three Rocks.

The Rural CTSA also operates wheelchair-accessible inter-city services, with route deviation to pick-up disabled passengers, to Kerman and Fresno. The Westside Transit service provides multiple roundtrips Monday through Friday on a scheduled fixed-route basis.

2005-06 Productivity Evaluation Analysis

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.

Recommendations

San Joaquin must work aggressively to group passenger trips. The service needs to be operated as a shared ride demand responsive service. The existing scheduled pick-up locations results in high unproductive mileage. The passengers need to support the shared ride concept in order to retain current low farebox rates.

Ridership has recently increase as a result of a new child care center opening in Cantua Creek. More early morning and late afternoon service requests have caused

the FCRTA staff to recommend that the service be expanded, with Measure – C funding, two additional hours 7:00am to 5:30pm, Monday through Friday.

2007-08

- Expand service hours, two additional hours per service day, with Measure – C funding.
- Monitor farebox recovery, adjust fares as warranted.
- Continue marketing the intra-city transit services to attract non-elderly fare-paying patrons.
- Maintain service to elderly residents associated with the Nutrition Program.
- Continue augmenting funding of inter-city transit services (Westside Corridor) to include LTF Article 4.5 and 8(c) monies.
- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.
- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.

2008-09

- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2009-10

- Consider the need for the operation of a second vehicle, to be funded by Measure – C, to enhance the service.
- Evaluate expansion or reduction of intra- and inter-city services.

2010-11

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

2011-12

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

16. SELMA TRANSIT

2005-06 Intra- and Inter-City Operations

The City of Selma under an inter-agency services Agreement with FCRTA operates public transportation service within Selma's Sphere of Influence (Exhibit IV-31).

This service utilizes five (5) FCRTA lift-equipped vans. Three (3) are currently operated on a demand-responsive basis, Monday through Friday, for an average of eight (8) hours per service day. The individual vehicle operations are staggered from 7:00am to 5:30pm, Monday through Friday, and a single (1) vehicle is operated for eight (8) hours on Saturdays. A fourth (4th) vehicle is operated mid-day, Monday through Friday, to cover the lunch hours of the other drivers. Service is also available on Saturdays for eight (8) hours through a service contract with the FCEOC as the rural CTSA. A fifth (5th) vehicle augments service on a scheduled fixed route. In January 1998, the FCRTA introduced Selma Transit's Trolley. The vehicle was the first electric battery powered trolley in regular general public service in the San Joaquin Valley. The vehicle could transport up to nineteen (19) passengers. The vehicle is operated on a thirty (30) minute route that connects commercial centers within the community.

Inter-city general public service to Kingsburg, Fowler and Fresno is provided on FCRTA's Southeast Transit within a nine and a half (9.5) hour period, Monday through Friday. Inter-city transfers between the three (3) communities are also accommodated.

2005-06 Productivity Evaluation Analysis

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%).

Recommendations

Selma Transit operations continue to be quite successful. Service improvements attract additional riders. Programmed improvements should be implemented.

In the Spring of 2007, after ten (10) years of successful service, the Trolley was retired. Its annual operating expenditures had become quite exorbitant. In its place, a twenty-two passenger modified van has continued the service.

The intra-city services of Selma Transit needs to focus on grouping more passengers together in an effort to accommodate increased ridership demand. Each dispatcher needs to visualize the relative location of each vehicle and subsequent service requests in an effort to "add additional passengers" to each vehicle trip.

Each dispatcher needs to maintain constant radio feedback with the drivers to seek their suggestions as to who can best handle the next passenger.

An evaluation of the success of the fixed route service has prompted consideration of a second fixed route utilizing an additional twenty-two (22) passenger van. Another option, under consideration, would be to operate three (3) fixed routes and one (1) demand responsive vehicle to address the special needs of the frail elderly and disabled who may not be able to access the fixed route service. Staff should review existing trip patterns to determine possible demonstration routes to be tested and evaluated. The general public trade-offs of switching from flexible demand responsive services to a fixed route service must have overall transit patron support. Otherwise demands for the remaining demand responsive vehicle can exceed operational possibilities.

The City Council should again reconsider service contracting as a means of reducing operational costs.

FCRTA staff recommend the operation of at least three (3) demand responsive vehicles, eight (8) hours each on a staggered basis from 7:00am to 5:30pm, Monday through Friday. The fixed route service should be provided on an eight (8) hour basis, Monday through Friday. Saturday demand responsive service should continue with a single (1) vehicle for an eight (8) hour period from 8:00am to 5:00pm, with a mid-day lunch period for the driver. Additional service enhancements and/or expansion, should be funded by Measure – C, when warranted.

2007-08

- Continue monitoring farebox recovery, adjust fares as warranted.
- Maintain service to elderly residents associated with the Nutrition Program.
- Continue to augment the financial support of inter-city services (South-East Corridor) with LTF Article 4.5 and 8c.
- Continue providing limited service to the Selma Airport.
- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Consider city staff operation of the Saturday intra-city services.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.

- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.

2008-09

- Consider the need for the operation of a sixth (6th) vehicle, to be funded by Measure – C, to enhance the service.
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.
- Implement alternative inter-city general public service to Fresno with CMAQ funded bus.

2009-10

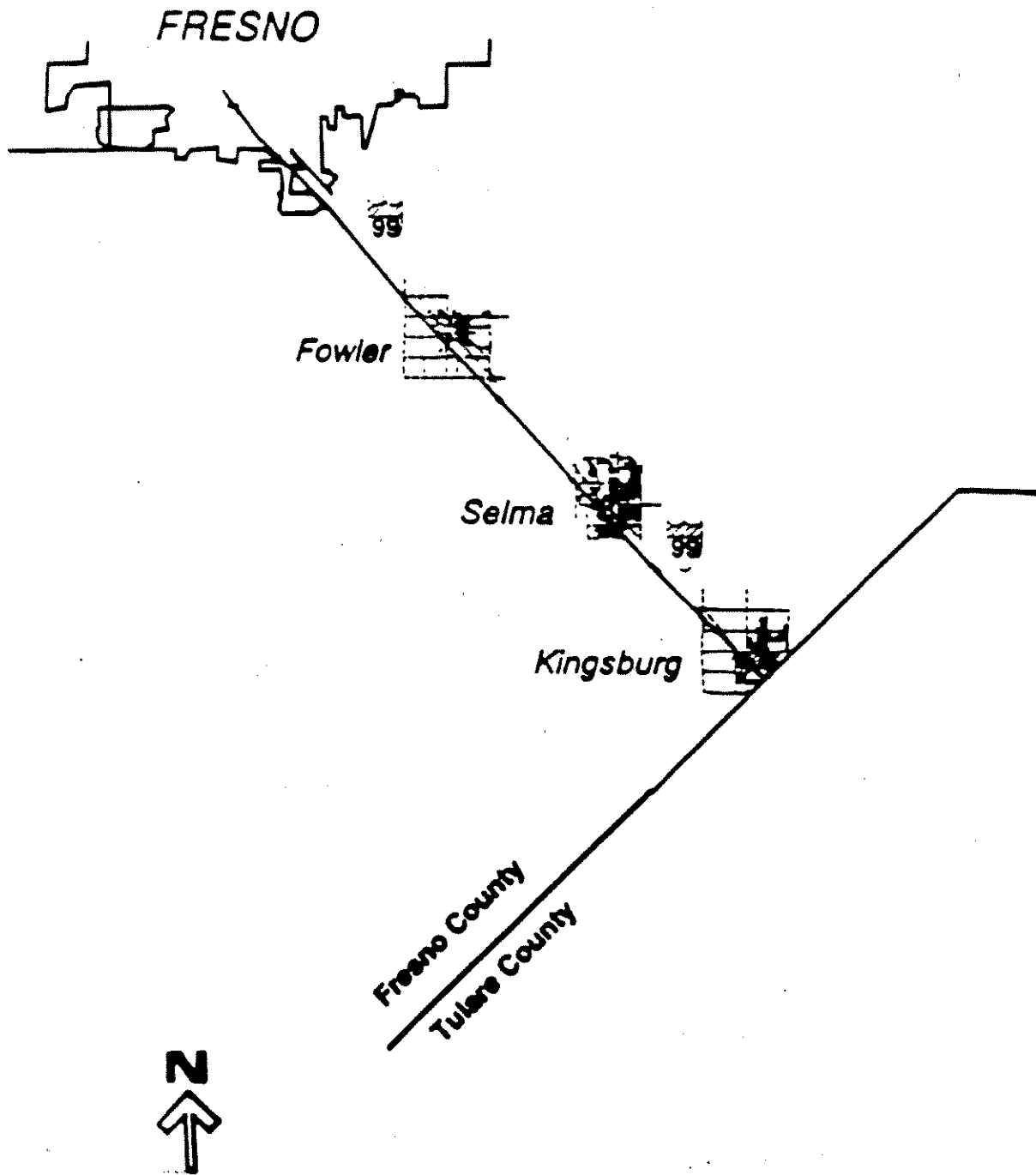
- Evaluate expansion or reduction of intra- and inter-city services.

2010-11

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

2011-12

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.



SOUTHEAST TRANSIT

IV-76

EXHIBIT
IV-32

17. SOUTHEAST TRANSIT

2005-06 Inter-City Operations

Inter-city service responsibilities from Kingsburg, Selma and Fowler to Fresno (Exhibit IV-32) is provided through a contractual service agreement between the FCRTA and the Rural CTSA (FCEOC).

Inter-city general public service between Kingsburg, Selma, Fowler, and Fresno is provided on FCRTA's Southeast Transit, utilizing a twenty-two (22) passenger modified van, within a nine and a half (9.5) hour period, Monday through Friday.

2005-06 Productivity Evaluation Analysis

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).

Recommendations

Southeast Transit must be marketed effectively to attract the patrons that have previously requested the service.

FCRTA staff continues to recommend implementation of the service during a nine and a half (9.5) hour per service day from 7:00am to 5:30pm, with a mid-day lunch hour for the driver, Monday through Friday.

Mayor Leland Bergstrum, City of Kingsburg, has request consideration for replacing FCRTA's twenty-two (22) passenger modified van, with a City of Fresno – Fresno Area Express Bus. He feels that the utilization of such a larger capacity vehicle would improve connectivity to the other FAX routes within the Fresno-Clovis Metropolitan Area. This would appear to be a service enhancement, for funding augmentation by Measure – C. The concept should be properly evaluated. Staff has programmed Measure – C funding in the 2007-08 FCRTA Budget to conduct a professional telephone survey to determine interest and support. The data, and alternative service costs utilizing a FAX bus, will be evaluated for appropriate consideration by the Board of Directors when it become available.

2007-08

- Continue monitoring farebox recovery, maintain fares at half price for those granted by the California Public Utilities Commission for Common Carriers operating along identical routes.
- Continue augmenting the financial support of the service with LTF Article 4.5 and 8(c) (City of Fowler, City of Kingsburg, City of Selma), as necessary.
- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.
- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.

2008-09

- Consider an expansion of service hours to address inter-City service enhancements with Measure – C funding.
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.
- Implement alternative inter-city general public service to Fresno with CMAQ funded bus.

2009-10

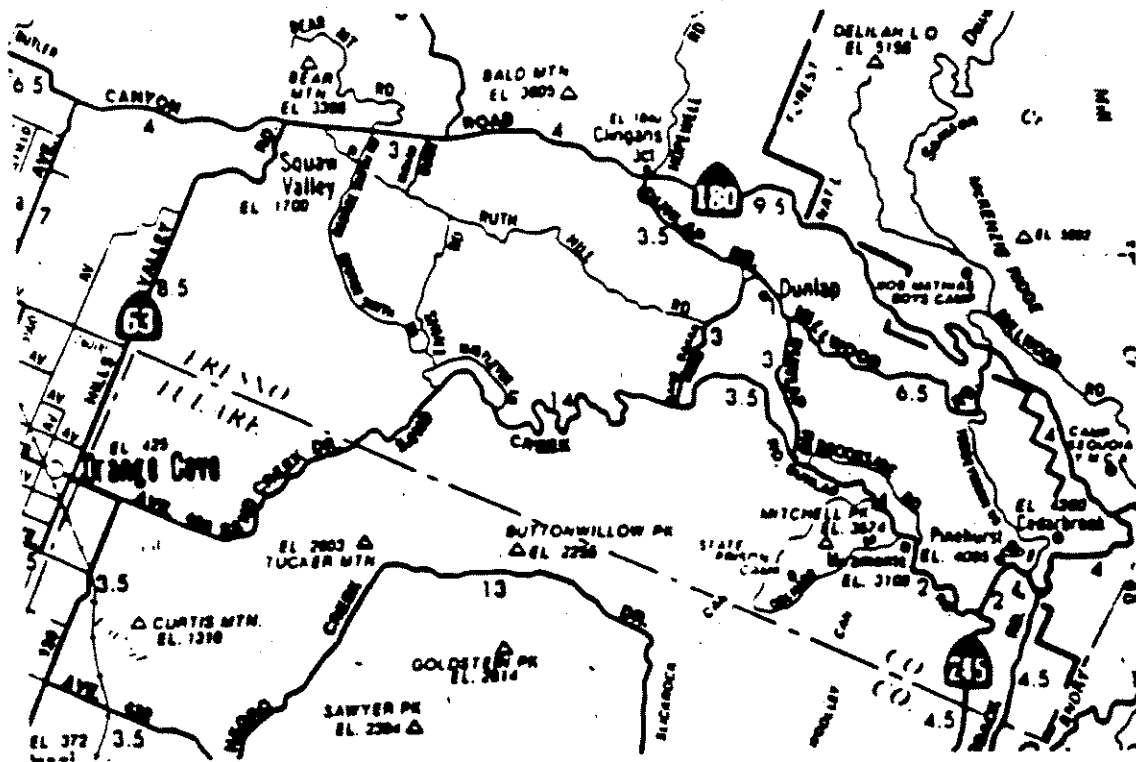
- Further evaluate expansion or reduction of inter- city services.

2010-11

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

2011-12

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.



SOUTH SIERRA TRANSIT

IV-80

EXHIBIT
IV-33

18. SOUTH SIERRA TRANSIT

2005-06 Inter-Community Operations

FCRTA has contracted in the past with the Fresno County Economic Opportunities Commission (FCEOC) to administer a volunteer driver mileage reimbursement program in the South Sierra Area of Fresno County (Exhibit IV-33). In the past, the Squaw Valley Seniors Center coordinated service requests with volunteer drivers from mountain area residents in the communities of Squaw Valley, Dunlap, Miramonte, and Pinehurst. The local service has terminated to to a reported lack of interest.

Recommendations

In the Spring of 2007, FCRTA received a phone call from a local resident requesting inter-community service once a week from Squaw Valley Library parking lot to three (3) hospitals and shopping in the Fresno-Clovis Metropolitan Area. They felt that residents of Squaw Valley, Dunlap, Miramonte, and Pinehurst would be willing to drive to a central location in sufficient number to support the service on a regular basis. Fresno County Board of Supervisor Chairman Bob Waterston was also contacted to support the request. He and his staff felt that such a request should be formally studied to determine actual interest.

FCRTA staff feel that the basis for such a request should be properly evaluated before a specific Demonstration Program is recommended. Staff is prepared to circulate a bilingual survey to each resident with a postal address in the four (4) unincorporated communities in the South Sierra Area. A series of questions would be asked to determine local interest and support for a local and/or inter-community transit services. The returned survey would be evaluated for analysis and consideration. A resultant determination and recommendation would be publically reviewed before FCRTA Board action. Appropriate out-reach coordination efforts would be extended to community residents to ensure their support, and regular usage, during a three (3) month trial period. An evaluation would take place to adjust the service as necessary to ensure a successful continuation through the fiscal year, or termination, if minimum ridership expectation do not materialize.

2007-08

- If warranted, implement program for the remainder of the fiscal year (June 30, 2008).
- Develop a survey to be sent to residents in the service area to determine if conventional transit service could be supported. Determine potential ridership and service potential that could be reasonable to meet and comply with minimum performance standards to warrant service introduction for a specified demonstration period.
- Monitor farebox recovery, adjust fares as warranted.
- Market the service to attract additional ridership.

- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.

2008-09

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

2009-10

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

2010-11

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

2011-12

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.



IV-84

EXHIBIT
IV-34

19. WESTSIDE TRANSIT SERVICE

2005-06 Inter-City Operations

Westside Transit Service is provided by the Rural CTSA. The service links the communities of Firebaugh, Mendota, San Joaquin, Tranquillity, Cantua Creek, Three Rocks and Kerman to the City of Fresno (Exhibit IV-34). The Westside Transit Service operates Monday through Friday 7:00am to 6:00pm service is provided in FCRTA's thirty-one (31) passenger CNG bus. Fares are consistent with the half-fare rate of the FCRTA (Greyhound) Ticket subsidy program.

2005-06 Productivity Evaluation Analysis

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 performance indicator:

- passengers / mile (0.20 vs. 0.30).

Recommendation

Service contracting with the CTSA has proven very successful and should continue.

Westside Transit must be marketed effectively to attract the patrons that have previously requested the expanded service.

Implement recommended service changes from the FCEOC's Rural Passenger Transportation technical Assistance Study for the I-5 Business Development Corridor Area of Western Fresno County.

Westside Transit may need to expand its services and facilitate additional inter-city connectivity in 2005-06 to address pending transit service needs associated with the decision to establish the Western Fresno County Regional Jobs Initiative Center to be located in Mendota.

FCRTA staff continues to recommend implementation of the service ten (10) hours per service day from 7:00am to 5:30pm, with a mid-day lunch hour for the driver, Monday through Friday.

2007-08

- Continue monitoring farebox recovery, maintain fares at half price for those granted by the California Public Utilities Commission for Common Carriers operating along identical routes.
- Continue augmenting the financial support of the service with LTF Article 4.5 and 8(c) (City of Firebaugh, City of Kerman, City of Mendota, and the City of San Joaquin), as necessary.
- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.
- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.

2008-09

- Consider an expansion of service hours to address inter-City service enhancements with Measure – C funding.
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.
- Implement alternative inter-city general public service to Fresno with CMAQ funded bus.

2009-10

- Further evaluate expansion or reduction of inter- city services.

2010-11

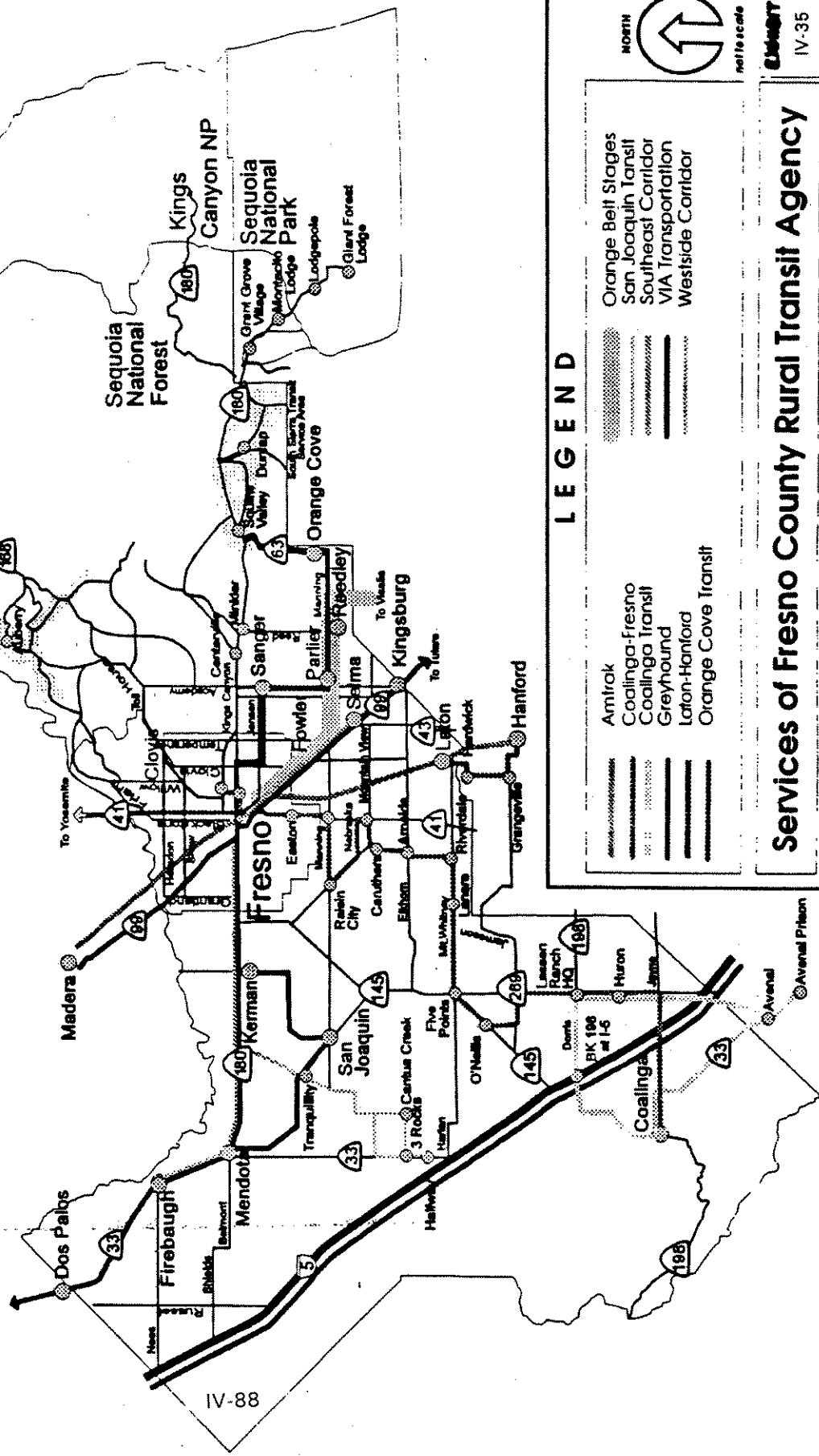
- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

2011-12

- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

Council of Fresno County Governments

Regional Transportation Plan



20. PUBLIC AND PRIVATE INTER-CITY CARRIERS

As noted in the existing 2006-07 City transit summaries, scheduled inter-city service between rural cities and "to" and "from" the Fresno Metropolitan Area is provided by both privately and publicly operated carriers (Exhibit IV-35):

Auberry Transit: A publicly-operated inter-community transit service from foothill mountain communities to the Fresno-Clovis Metropolitan Area.

Coalinga Transit: A publicly-operated wheelchair accessible carrier serves Coalinga, Huron, Five Points, Lanare, Riverdale, Caruthers, Raisin City, Easton, and Fresno. Each service may deviate from the routes for disabled passengers.

Huron Transit has provided inter-city service between Huron, the Interchange Developments at Interstate 5 and State Highway 198, West Hills College, and the City of Coalinga.

Greyhound: A privately-operated common carrier provides inter-regional service to other location in the State and Nation.

Kings Area Rural Transit: A publicly-operated carrier that provides services primarily within Kings County. Contract service is provided between Laton and Hanford. Inter-County service from Kings County to Fresno County and Madera County has been provided periodically during the week. Service between Hanford, Laton, Selma to Fresno for medical appointments at the Veteran's Hospital, Kaiser Hospital, and Children's Hospital of Central California in Madera County.

Orange Belt Stages: A privately-operated common carrier may be providing inter-regional service in the State.

Orange Cove Transit: A publicly-operated wheelchair accessible carrier is currently serving Orange Cove, Reedley, Parlier, Sanger, and Fresno. The service may deviate from the route for disabled passengers.

Southeast Transit: A publicly-operated carrier currently provides demand responsive inter-city wheelchair accessible service between Kingsburg, Selma and Fowler and to Fresno.

Transportes Intercalifornias: A privately-operated common carrier currently provides service between Fresno, Los Angeles, Santa Ana, San Ysidro and Tijuana.

Westside Transit: A publicly-operated service which currently provides inter-city wheelchair accessible service between the Cities of Firebaugh, Mendota, Kerman with connectivity from San Joaquin, to Fresno.

It should be noted that the Federal Bus Regulatory Reform Act of 1982 has allowed interstate bus companies to eliminate their unprofitable routes. As a result,

Greyhound filed a proposal in January 1983 with the California Public Utilities Commission to eliminate approximately 90 of its stops in the State, most of which are in rural areas. All stops between Fresno and Bakersfield have been eliminated. In Fresno County, sites have been affected, including Herndon, Kerman, Malaga, Fowler and Kingsburg..

As previously noted, the service declines of Greyhound and Orange Belt Stages services have seriously declined within Fresno County in recent years.

The FCRTA has taken appropriate action over the previous ten (10) years to address the problem. As previously mentioned, the FCRTA has acquired larger capacity, wheelchair accessible and alternatively fueled, buses to ensure regular general public services between rural communities and the FCMA.

E. FCRTA Systemwide Recommendations

There are a number of issues at the FCRTA management level which must be addressed to ensure continuation of basic public transportation services throughout the rural area.

The 2007 Regional Transportation Plan identifies unresolved needs and issues for further consideration. The rural transit service needs centered around the following ten (10) issues:

1. *Implementation of adequate inter-city services to augment increasingly inadequate services between rural communities and the Fresno-Clovis Metropolitan Area.* Connectivity to and through rural communities and the metropolitan area is critical to the economic vitality of the region and its residents.
2. *Reciprocal fare/transfer programs between rural and metropolitan area transit services.* A common transfer mechanism could facilitate inter-community ridership throughout the county. Existing farebox revenue requirements on each respective agency hampers a satisfactory arrangement because the sharing of individual farebox receipts further erodes current receipts. The three transit agencies are currently working towards the purchase and implementation of a unified electronic farebox system to promote seamless transit travel throughout Fresno County. The program may be implemented in 2007-08.
3. *Expanded service to unincorporated rural area residents who live beyond city transit area boundaries.* To date, it has not been "reasonable" to set up a roving service vehicle to provide this extra service because requests were sporadic. Furthermore, patrons appeared unwilling to transfer to another provider's vehicles when entering a different service area to complete their trip. Varying fares, based on distance/time traveled is yet another issue. Following the implementation of provisions within the Measure C Expenditure Plan specific new services will be implemented to address these vary concerns during the next twenty year period.
4. *Adequate and stable funding for additional transportation improvements.* Transit vehicles and passengers are being subjected to less than optimum driving conditions. A significant revenue base must be secured to replace the decaying infra-structure. The condition of the economy and the reaction of the public to any form of increased taxation have proven

to be very detrimental to even short-term financial planning. Dedicated funding sources, with escalation factors for inflation and population growth are a common theme for transportation providers. Again, with the implementation of provisions and funding contained in the Measure C Expenditure Plan these vary issues should be adequately addressed during the coming twenty year period.

5. *Home to work - commuter transportation services.* The public appears to be reluctant to change, especially in matters of their "lifestyle". In order to significantly reduce the total vehicle miles traveled and thus air quality emissions, of single occupancy vehicles, the public must accept carpooling, vanpooling, and commuter bus service. Suggested programs, to date, have not been universally embraced. Measure C specifically included funding and implementation provision for computer vanpool services for the next twenty years.
6. *Inter-county connectivity of transit services to facilitate travel between the eight Counties adjacent to Fresno County:* Inyo County, Kings County, Madera County, Merced County, Mono County, Monterey County, San Benito County, and Tulare County. Further enhancement to periodic inter-regional common carrier services, facilitate trip purposes for: employment; medical; commercial; recreational; and social services.
7. *Farm Worker Transportation.* Agricultural workers need access to transportation services that are safe, affordable, reliable, and available. Traditional transit services do not meet the needs of farm workers because of varying work schedules, changing locations, seasonality of the work itself, and the unusual and varied hours of the actual work. The Caltrans Agricultural Industries Transportation Services (AITS) Pilot Program involving Fresno, Kern, Kings, and Tulare Counties is the first of its kind in California, and should continue. To date forty-six farm labor van pools are operating within Fresno County. It offers a unique approach to help individuals to come together and share independence in meeting their collective need to travel "to" and "from" their work, as necessary. Additional programs are also be explored. Funding under recently approved State program will be coupled with Measure C funding to dramatically expand the farm labor vanpool program over the next twenty years.
8. *Maintain service for the transit dependent population (i.e. elderly and disabled).* Basic services are literally a lifeline between this growing segment of the population and required services to sustain one's quality of life.
9. *Additional marketing and education programs* to promote services.
10. *Elimination of repetitive documentation of regular activities.* The Paper Work Reduction Act of the Carter Administration has been ignored and promises by the Clinton Administration to streamline grant approval processes were not realized. The Bush Administration intends to consolidate programs and funding as part of their long-term tax reduction program. Administrative expenditures must be kept in check.
11. *Further Consolidation and Coordination of Transportation Services.* Efforts such as these are specifically being addressed and funded by Local, State and Federal sources. As mentioned previously, Fresno COG is taking a proactive approach to these previously identifies needs and issues

CHAPTER V

FINANCIAL STATUS OF THE FCRTA SYSTEM

A. Revenues

Exhibit V-1 presents funding sources for the 2007-08 and 2008-09 fiscal year Budget. Total revenues for 2007-08 are expected to be \$5,740,907. State Local Transportation Funds and/or State Transit Assistance (AB2551) funds account for 62.3% of total revenues. Measure – C represents 9.4% of the total revenues. The balance of revenues is derived from fare receipts for 10.2%. FTA Section 5311 Grant matching funds assistance represents 18.1%. and other minor income categories.

B. Expenditures

Exhibit V-2 presents anticipated expenditures for fiscal year 2007-08 and 2008-09. During fiscal year 2007-08, total operating expenditures are projected to be \$4,140,023 of which 10.2% or \$422,806 is for administration. Total operating expenditures are projected to increase approximately 3.0% annually through fiscal year 2011-12 (Exhibit V-3).

FCRTA's 2007-08 capital budget includes the anticipated acquisition of: sixty (60) electronic fareboxes for \$600,000; twelve (12) twenty-two (22) passenger modified CNG vans for \$1,020,000; fourteen (14) FuelMakers, including installation for \$140,000; sixty (60) GPS radio units for \$65,000; seven (7) computers for \$8,400; sixty (60) identification data on the roof of vehicles for \$9,000; and \$10,000 for office equipment, for a total expenditure of \$3,052,400.

Exhibits V-3 and V-4 present a summary by major category of the Operating and Capital Budgets for the eighteen (18) components of the rural transit operations for the period 2007-08 through 2011-12. It should be noted that a factor for estimating the annual increase in cost per line item of the Operational Budget has been provided; factors will be reviewed annually and modified as required. (Note: The Operational Budget has been projected out for five (5) subsequent years based on service levels specified in 2007-08 and only reflect currently planned modification in annual service levels.) Actual shares of costs are negotiated annually among the member agencies; actual shares of costs are expected to vary in future years as non-local funding sources vary.

FRESNO COUNTY RURAL TRANSIT AGENCY

Exhibit V-1 OPERATING REVENUES

					30-Apr-07
FCRTA					
2007/08 BUDGET					2008/09 BUDGET
LINE ITEM					LINE ITEM
TOTAL					TOTAL
REVENUES					REVENUES
[PAST CARRYOVER/(SHORTFALL)]					
1 FCRTA	380,662				392,082
2 Fresno County	69,693				71,784
TOTAL CARRYOVER		450,355			463,866
[FARE RECEIPTS (002/)]					
401 Farebox					
1 Intra-City	301,306				310,345
3 Inter-City	190,731				196,453
2 Local Fare Augmentation	95,509				98,374
4 Common Carrier	650				670
402/1 Spec. Fare Gov. Contract	0				0
404 Freight	0				0
405 Other	0				0
TOTAL FARE RECEIPTS		588,196			605,842
[OPERATING REVENUE (003/)]					
407 Interest	45,215				46,571
409 LTF and/or STA Fund Revenues					
1 Cities	2,385,583				2,388,876
2 Fresno County	616,207				507,433
3 CTSA-Article 4.5	78,143				80,487
409/5 Measure "C"	538,208				554,354
TOTAL Oper. REVENUES		3,663,356			3,577,721
[STATE/FEDERAL GRANT REVENUE (005/)]					
413 FTA-Section 5311					
1 Regional	1,039,000				1,070,170
2 CMAQ	0				
TOTAL STATE & FEDERAL GRANTS		1,039,000			1,070,170
[REVENUE SUMMARY]					
1. Carryover		450,355			463,866
2. Current Revenue		5,290,562			5,253,733
***** TOTAL REVENUES *****		5,740,907			5,717,599

FRESNO COUNTY RURAL TRANSIT AGENCY

Exhibit V-2 OPERATING EXPENDITURES

30-Apr-07				
FCRTA	2007/06 BUDGET		2008/09 BUDGET	
	LINE ITEM	TOTAL	LINE ITEM	TOTAL
EXPENDITURES			EXPENDITURES	
[OPERATIONS (010/)]				
501 Salaries & Wages				
1 Driver	376,771		388,074	
2 Dispatcher	101,964		105,023	
502 Fringe Benefits				
0 Other Fringe Benefits	7,561		7,788	
1 FICA	35,413		36,475	
2 Workman's Compensation	32,002		32,962	
3 Retirement	60,129		61,933	
4 Medical Insurance	134,483		138,517	
503 FCRTA Direct Expense				
0 Training	6,400		6,592	
4 Drug Testing/Physicals	16,500		16,995	
505 Telephone/Radio Dispatch Costs	31,000		31,930	
506 Casualty & Liability Costs	262,800		270,684	
507 Ticket Purchases/Expenses	2,249		2,316	
508 Contracted Services	1,500,036		1,545,037	
509 Miscellaneous Expenses	8,836		9,101	
512 Vehicle Leases & Rentals	12,243		12,610	
TOTAL OPERATIONS EXPENDITURES		2,588,387		2,666,037
[VEHICLE MAINTENANCE/REPAIR (041/)]				
504 Vehicle Expenses				
0 Fuel	351,040		361,571	
1 Lubricants (Oil/Grease/Fluids)	0		0	
2 Tires, Batteries	66,000		67,980	
3 Maintenance/Repair	710,090		731,383	
509 Miscellaneous	1,700		1,751	
TOTAL MAINTENANCE/REPAIR EXPENDITURES		1,128,830		1,162,695
[ADMINISTRATION (160/)]				
501 Local Salaries & Wages				
2 Administration	47,574		49,001	
502 Local Fringe Benefits				
0 Other Fringe Benefits	425		438	
1 FICA	3,370		3,471	
2 Workman's Compensation	1,682		1,732	
3 Retirement	9,821		10,116	
4 Medical Insurance	10,250		10,558	
503 FCRTA Direct Expense				
1 FCRTA Administration	277,879		286,215	
2 CTSA Administration	9,996		10,296	
3 Marketing	44,141		45,465	
4 Drug Testing/Physicals	0		0	
505 Utilities	7,230		7,447	
509 Miscellaneous Office Expenses	10,438		10,751	
512 Administrative Leases & Rentals	0		0	
TOTAL ADMINISTRATION EXPENDITURES		422,806		435,490
TOTAL CURRENT OPERATING EXPENDITURES		4,140,023		4,264,222
NON OPERATING EXPENSES:				
170/520/0 Operator Acquired Asset	0			
000/101/5 Addition to Capital Reserve	1,100,000		1,100,000	
TOTAL NON OPERATING EXPENDITURES		1,100,000		1,100,000
Operating Contingency +/-		500,884		353,377
***** TOTAL EXPENDITURES *****		5,740,907		5,717,599

FRESNO COUNTY RURAL TRANSIT AGENCY

Exhibit V-3
ANTICIPATED OPERATING REVENUES AND EXPENDITURES

\$ in 1,000's

EM DESCRIPTION	Adopted Budget 2006-07	Draft Budget 2007-08	2008-09	2009-10	2010-11	2011-12	TOTAL
UES							
Carry-forward	\$420	\$450	\$464	\$478	\$492	\$507	\$2,811
Fares	555	588	606	624	643	662	3,678
TDA Fund Revenues:							
LTF/STA (Local/County) & 8c	3,139	3,002	2,896	2,970	3,059	3,152	18,218
Article 4.5	79	78	81	83	86	89	496
Interest	36	45	47	47	47	47	269
FTA Section 18 Regional Grant	430	1,039	1,070	1,102	1,135	1,169	5,945
Measure - C	0	538	554	554	554	554	2,754
REVENUES	\$4,659	\$5,740	\$5,718	\$5,859	\$6,017	\$6,180	\$34,172
DITURES							
OPERATIONS:							
Salaries, Wages	459	479	493	508	523	539	3,001
Fringe Benefits	251	270	278	286	295	304	1,684
FCRTA Direct Expense	13	23	24	25	25	26	136
Telephone/Radio Dispatch	44	31	32	33	34	35	209
Casualty/Liability	249	263	271	279	288	296	1,646
Ticket Purchases	2	2	2	2	2	2	13
Contracted Services	1,241	1,500	1,545	1,591	1,639	1,688	9,205
Miscellaneous	9	9	9	10	10	10	57
Vehicle Leases & Rentals	12	12	12	12	13	13	74
VEHICLE MAINTENANCE & REPAIR:							
Fuel	318	351	362	373	384	396	2,183
Tires & Batteries	59	66	68	70	72	74	409
Vehicle Maintenance & Repair	693	710	731	753	776	799	4,461
Miscellaneous	34	2	2	2	2	2	45
ADMINISTRATION:							
Salaries, Wages	39	48	49	50	52	54	292
Fringe Benefits	18	26	26	27	28	28	153
FCRTA Direct Expense	312	332	342	352	363	374	2,075
Utilities	7	7	7	7	7	8	43
Misc. Office Expenses	10	10	11	11	12	12	66
Administrative Leases & Rentals	0	0	0	0	0	0	0
OPERATING EXPENDITURES	\$3,770	\$4,141	\$4,264	\$4,392	\$4,524	\$4,660	\$25,752
PERATING EXPENDITURES							
Operator Acquired Assets	0	0	0	0	0	0	0
Addition to Capital Reserve	457	1,100	1,100	473	486	500	4,116
Contingency	429	501	353	439	452	466	2,639
EXPENDITURES	\$4,656	\$5,742	\$5,717	\$5,305	\$5,463	\$5,626	\$32,506

FRESNO COUNTY RURAL TRANSIT AGENCY

Exhibit V-4
ANTICIPATED CAPITAL REVENUES AND EXPENDITURES

\$ in 1,000's

LINE ITEM DESCRIPTION	Adopted Budget 2006-07	Draft Budget 2007-08	2008-09	2009-10	2010-11	2011-12	TOTAL
CAPITAL REVENUES							
Carry-forward	\$1,381	\$958	\$3,139	\$5,353	\$7,600	\$9,882	
TDA Capital Funds Claimed	457	1,100	1,100	1,100	1,100	1,100	5,957
FTA 5311	0	996	1,026	1,057	1,088	1,121	5,288
CMAQ Grant	0	1,107	1,140	1,174	1,210	1,246	5,877
Interest on Capital Reserve	30	30	31	32	33	34	189
Measure - C	0	2,000	2,060	2,122	2,185	2,251	10,618
Total Capital Revenues Available	\$1,868	\$6,191	\$8,496	\$10,837	\$13,216	\$15,634	\$27,930
CAPITAL EXPENDITURES							
Office Equipment	\$10	\$10	\$10	\$10	\$10	\$10	\$60
Transit Equipment	900	3,042	3,133	3,227	3,324	3,424	17,050
Total Capital Expenditures	\$910	\$3,052	\$3,143	\$3,237	\$3,334	\$3,434	\$17,110
CAPITAL RESERVE CARRYFORWARD BALANCE	\$958	\$3,139	\$5,353	\$7,600	\$9,882	\$12,200	

Fresno County Rural Transit Agency
Vehicle Inventory and Replacement Schedule

Number	Year	Make	Passenger Capacity	Wheelchair Capacity	Fuel	Useful Life	Scheduled Replacement	Number For Sale	For Sale
13	1992	Ford	14	1	Propane	5	1996-97	-7	2006-07
16	1997	Ford	14	1	CNG	5	2001-02		
1	1999	Ford	14	1	Unleaded	5	2001-02		
1	1997	SVMC	22	1	Electric Battery	7	2003-04	-1	2006-07
1	1997	SVMC	22	1	Electric Battery	7	2003-04	-1	2006-07
3	1997	Ford	22	2	Unleaded	5	2001-02		
2	1997	Bluebird	24	2	CNG	7	2003-04	-2	2006-07
5	1997	Bluebird	31	2	CNG	10	2007-08	-2	2007-08
5	2001	Ford	22	2	Unleaded	5	2006-07		
8	2002	Ford	22	2	Unleaded	5	2007-08		
10	2004	Ford	22	2	CNG	5	2009-10		
5	2006	Ford	22	2	CNG	5	2011-12		
3	2006	Bluebird	37	2	CNG	10	2016-17		
Totals	73							-13	
Net Total	60								

APPENDICES

APPENDIX A

TRANSPORTATION DEVELOPMENT ACT SECTION 6658

6658. UNMET TRANSIT NEEDS FINDING. *Before any allocation is made for a purpose not directly related to public transportation services, specialized transportation services or facilities provided for exclusive use of pedestrians and bicycles, the transportation planning agency shall have taken the following actions.*

(a) The transportation planning agency shall ensure that the following factors, for the jurisdiction of the claimant, have been considered in the transportation planning process:

(1) The size and location of identifiable groups likely to be dependent upon transit. Such groups should include but not necessarily be limited to the elderly, the handicapped, and the poor. Special consideration should also be given to public transportation needs within coastal zones and other environmentally sensitive areas.

(2) The adequacy of existing public transportation services and specialized transportation services, including both privately and publicly provided services. This should include taxi operations and other paratransit services.

(3) Potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of the travel demand. Alternatives should be defined to the extent necessary to identify anticipated users and to estimate revenues, capital costs, and operating expenses.

(b) The transportation planning agency shall hold a public hearing to receive testimony identifying or commenting on unmet transit needs that may exist within the jurisdiction of the claimant and that might be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services. Notice of the public hearing shall be published in a newspaper of general circulation at least 10 days in advance of the hearing, and the notice shall specify the transportation planning agency's intent to identify unmet transit needs within the jurisdiction of the claimant. In addition, the agency shall notify the persons and organizations that it knows, through its citizens participation program, to have an interest in the subject of the hearing.

(c) The transportation planning agency shall determine its definitions of the terms "unmet transit needs" and "reasonable to meet" for the purposes of this section, which shall be documented by resolution or within the minutes of the agency. The agency's definition of "unmet transit needs" shall include, at a minimum, those public transportation or specialized transportation services that are identified in the Regional Transportation Plan and that have not been

implemented or funded. The agency's definition of "reasonable to meet" may take into consideration such factor as equity, timing, feasibility, community acceptance, economy (short-term and long-term), cost-effectiveness, and other factors related to transit services deemed appropriate by the transportation planning agency.

(d) The transportation planning agency shall, after consideration of all available information, including that presented at the public hearing, adopt by resolution its finding for the area of the claimant. The finding shall be either (1) that there are no unmet needs, (2) that there are no unmet transit needs that are reasonable to meet, or (3) that there are unmet transit needs, including needs that are reasonable to meet. The determination as to whether an unmet transit need is reasonable to meet shall be made with reference to the agency's definition of "reasonable to meet" determined in accordance with subdivision (c) and shall not be made by comparison of unmet transit needs with streets and roads needs. The resolution shall make specific reference to the efforts undertaken in the transportation planning process to identify and consider the factors described in subdivision (a). If the second finding is made (that there are no unmet transit needs that are reasonable to meet), the resolution shall specify why the unmet transit needs are not reasonable to meet, making reference as appropriate to supporting documentation and to the transportation planning agency's definition of "reasonable to meet."

(e) If the third finding is made (that there are no unmet transit needs that are reasonable to meet), then the unmet transit needs shall be funded before any allocation is made for streets and roads within the jurisdiction of the claimant. If the finding is inconsistent with the Regional Transportation Plan, then the transportation planning agency shall resolve the inconsistency by timely amendment or supplement to the Plan.

6658.1. NOTICE OF FINDING. Upon adoption of a finding, pursuant to Section 6658(d), that there are no unmet transit needs or that there are no unmet transit needs that are reasonable to meet, the transportation planning agency may allocate funds for local streets and roads provided that the allocation does not become effective less than 20 days after acknowledgment of receipt by the Secretary of documentation of the finding. The transportation planning agency shall, in any case, submit the documentation before August 15 of the fiscal year of the allocation or within 10 days after the adoption of the finding, whichever is later. The documentation shall include all of the following documents:

(a) A copy of the notice of hearing and proof of publication and a statement of the actions taken to encourage citizen participation.

(b) A copy of the resolution or minutes documenting the transportation planning agency's definitions of "unmet transit needs" and "reasonable to meet," as determined pursuant to Section 6658(c).

(c) *A copy of the resolution adopting the unmet needs finding described in Section 6658(d).*

APPENDIX B

POPULATION STATISTICS FOR AREAS SERVED BY FCRTA



County of Fresno

Department of Public Works and Planning
Alan Weaver
Director

April 12, 2007

Jeffery Webster
General Manager
Fresno County Rural Transit Agency
2035 Tulare Street, Suite 201
Fresno, CA 93721

Subject: 2006 Population Figures for Routes and Cities

Dear Mr. Webster:

To assist you in preparing an accurate reflection of associated costs for your budget for each route and city served, we have enclosed a table with updated population figures for all Routes and Spheres of Influence (SOIs).

Between February 1, 2005 and January 31, 2006, along the routes served by FCRTA, there was a population increase of 113, and for the SOIs, there was a population increase of 18. The majority of the population increase this year occurred in the Auberry area, in the community of Riverdale on Coalinga's route, and in the community of Del Rey, according to building permit data used for our estimates. There was a small net loss in Orange Cove due to a residence demolition.

If you have questions about the table or require additional information, please call me at 262-4385.

Sincerely,

Catherine Crosby
Transportation Planner
Department of Public Works and Planning

cc

Encl: 2006 Population of Route Segments and City Spheres of Influence

Fresno County Rural Transit Agency

2006 Population of Route Segments and City Spheres of Influence

Route Segment Number	Population of Residential Parcels w/in 3/4 Mile of Route February 2006	Additional population since last year-as of Feb 2007	Total Population 2007
02	140	0	140
04	470	0	470
05	101	0	101
06	21	0	21
07	49	0	49
09	222	0	222
11	351	0	351
12	1,043	0	1,043
13	2,852	0	2,852
14	2,568	7	2,575
15	718	0	718
16	819	0	819
17	538	0	538
18	739	0	739
19	288	0	288
21	93	0	93
22	923	-4	919
23	543	0	543
27	514	0	514
28	919	0	919
30	119	0	119
31	257	0	257
34	92	0	92
38	697	0	697
39	1,093	12	1,105
41	140	0	140
44	5,686	0	5,686
45	437	3	440
46	1,011	5	1,016
47	2,970	7	2,977
48	2,414	14	2,428
49	1,537	10	1,547
50	2,015	3	2,018
52	1,965	0	1,965
53	641	0	641
54	3,275	41	3,316
56	974	15	989
Total	39,234	113	39,347

City	Sphere of Influence Population February 2006	Additional population since last year-as of Feb 2007	Total Population 2007
COALINGA	15	0	15
FIREBAUGH	281	0	281
FOWLER	407	3	410
HURON	4	0	4
KERMAN	378	4	382
KINGSBURG	398	0	398
MENDOTA	73	0	73
ORANGE COVE	78	0	78
PARLIER	257	0	257
REEDLEY	678	0	678
SAN JOAQUIN	37	0	37
SANGER	861	4	865
SELMA	2381	7	2,388
Total S of I Population	5,848	18	5,866
Total Route Population	39,234	113	39,347
Total S of I Population	5,848	18	5,866
Grand Total Population	45,082	131	45,213

Population for Cities based on 1/1/06 State Department of Finance Persons per Household, times the number of new residential permits on parcels within incorporated cities' Spheres of Influence, between February 1, 2006 and January 31, 2007.

Route population is based on Census 2000 *Average Household Population* for Census Designated Places and Rancherias, and 1/1/06 State Department of Finance *Persons Per Household* for Cities along routes, times the number of new residential permits between February 2006 and February 2007, on parcels within 3/4 of a mile of either side of each route segment.

Fresno County Rural Transit Route Segment Descriptions

2005-06

Segment Number	Sub-system	Along This Street	Street Beginning	Street Ending	Remarks
2	Westside	Hwy 33	Mendota City Limits	Firebaugh City Limits	Mendota to Firebaugh
4	San Joaquin	San Mateo	Clarkson	Morton	Cantua Creek to Tranquility Jogs east on Floral, north on Calaveras & James
5	San Joaquin	Clarkson	Hwy 33/Derrick	San Mateo	Cantua Creek to Three Rocks
6	San Joaquin	Mountain View	Hwy 33/Derrick	San Mateo	
7	Firebaugh	Hwy 33/Derrick	Firebaugh City Limits	One Mile northwest	Firebaugh to Del Rio
9	Coalinga	Fresno/Coalinga Road	Coalinga City Limits	Lassen	I-5 Express Route East on 198/Dorris from Fresno/Coalinga Rd.
10	Coalinga	Jayne	Coalinga City Limits	Huron City Limits	North on Lassen from Jayne
11	Coalinga	Lassen	Huron City Limits	Mt. Whitney	West on Oakland, north on Butte and Fresno/Coalinga Rd.
12	San Joaquin	Derrick, Adams, Clayton	Clarkson	James	Jogs North at San Mateo into Tranquility
13	Coalinga	Marks	Mt. Whitney	Clemenceau	Riverdale to Caruthers Jogs on Elkhorn
14	Coalinga	Mountain View	West	Nebraska at Hwy 41/Elm	Caruthers North on Hwy 41/Elm
15	Coalinga	Hwy 41/Elm	Jefferson	Fresno City Limits	Easton to Fresno (see Seg 44)
16	Westside	Hwy 180/Whitesbridge	Blyth	Dickenson	West of Fresno City Limits
17	Westside	Hwy 180/Whitesbridge	Dickenson	Kerman City Limits	East of Kerman
18	Westside	Hwy 180/Whitesbridge	Kerman City Limits	James Road	West of Kerman
19	Westside	Hwy 180/Whitesbridge	James Road	Belmont	North on Hwy 180 to Mendota
20	Coalinga	Alpine, Hwy 33/Lost Hills	Jayne	Fresno County Limits	To Avenal St Prison
21	Orange Cove	Jensen	Clovis Ave	Fowler Ave	East of Calwa
22	Orange Cove	Jensen	Fowler Ave	Sanger City Limits	Fowler Ave to Sanger
23	Southeast	Freeway 99	American Ave	Fowler City Limits	American Ave to Fowler
27	Orange Cove	Manning	Reedley City Limits	Parlier City Limits	Reedley to Parlier
28	Orange Cove	Manning	Reedley City Limits	Orange Cove City Limits	Jogs north on Hill
30	Southeast	Freeway 99	Fowler City Limits	Selma City Limits	Fowler to Selma
31	Southeast	Freeway 99	Selma City Limits	Kingsburg City Limits	Selma to Kingsburg
34	San Joaquin	Colorado	Jefferson	San Joaquin City Limits	Tranquility to San Joaquin

Fresno County Rural Transit Route Segment Descriptions

2005-06

Segment Number	Sub-system	Along This Street	Street Beginning	Street Ending	Remarks
38	San Joaquin	Madera, American and Placer	San Joaquin City Limits north	Kerman City Limits south	Beginning at San Joaquin City limits, north on Placer to American, through east on American to Madera to Kerman City Limits south
39	Orange Cove	Academy	Sanger City Limits	Parlier City Limits	South on Academy to Manning/Parlier City Limits
41	Westside	James Road	Whitesbridge	Jefferson	Tranquility to Whitesbridge Road
44	Coalinga	Nebraska	Hwy 41/Elm	Clayton Jefferson at Elm	West on Nebraska, northwest on Henderson, east on Manning and north on Elm to Clayton- Jefferson
45	South Sierra	Kings Canyon Road	Orange Cove City Limits	Highway 180 at Squaw Valley P.O.	Sumner to Hills Valley Rd, north to Hwy 180/Kings Canyon Rd, east to Squaw Valley P.O.
46	South Sierra	Hwy 180 & Dunlap Road	Squaw Valley P.O.	Pinehurst	From Hwy180 through Dunlap Rd. and north on Hwy 245
47	Auberry	Auberry Rd, Jose Basin Rd, Powerhouse No. 1 Rd.	Wellbarn	Big Sandy Indian Reservation	Near CDF Station through Prather, Auberry & New Auberry to Big Sandy Rancheria
48	Auberry	Lodge Rd, Burrough Valley Rd	Hwy 168	Cold Springs Rancheria	Auberry Area
49	Auberry	Hwy 168/Morgan Canyon Rd, Millerton Rd, Nicholas Rd, Tollhouse Rd	Auberry Rd & Morgan Canyon Rd (at Prather)	Burrough Valley Rd	Auberry Area
50	Auberry	Hwy 168/Auberry Rd, Hwy 168, Auberry Rd	Hwy 168/Auberry Rd above Prather	Meadow Lakes Community	Along 4-lane portion of Hwy 168 to Alder Springs and Meadow Lakes
51	Friant	Friant Rd, Millerton Rd	Blackstone/Nees	Auberry Rd	Through Friant to Table Mountain Rancheria-
52	Laton	Mt. Whitney	Clovis Ave	Fowler Ave	Laton
53	Westside	San Benito Ave, Santa Fe Grade, Jefferson Ave	Panoche Rd	James Road	Mendota Wildlife Refuge
54	Coalinga	Mt. Whitney	Lassen Ave	Marks	Five Points to Riverdale
55	Coalinga	Lassen Ave	1-5/Fresno County Line	Jayne Ave	Avenal to Huron
56	Del Rey	Census CDP	Census CDP	Census CDP	Community as defined by Census 2000

Note: Friant Route 51 service suspended June 30, 2002.

Representative of a Local Social Service Provider for Persons of Limited Means (minimum of 1)

Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Victor Ruiz, FCHSS/ET&A	Fresno/Fresno County	6-2007	Hispanic
Bob Hand, Ctr. for Independent Living	Fresno/Fresno County	6-09	Caucasian

Representatives from the Local Consolidated Transportation Service Agency (minimum of 2)

Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Shonna Halterman, Clovis Transit	Clovis/Fresno County	9-2007	Caucasian
Gary Joseph, FCEOC/CTSA	Fresno/Fresno County	6-2007	Caucasian
Jeffrey Webster, FCRTA	Fresno/Fresno County	6-2007	Caucasian
Judith Nishi, FAX	Sanger/Fresno County	6-2007	Asian American

Representatives of General Public

Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background

Social Services Transportation Advisory Council
Membership List
Updated April 2007

Potential Transit User 60 Years of Age or Older (minimum of 1)			
Appointment	Resident/of Geographic Representation	Term Expires	Ethnic Background
Phyllis Baltierra, Firebaugh Sr.Site Coordinator	Firebaugh/Fresno County	3-2009	Hispanic
Terri Staples	Fresno/Fresno County	5-2009	Cacusian
Representatives of the Local Social Service Providers for Seniors (minimum of 2)			
Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Linda Descoteaux, FMAAA	Fresno/Fresno County	3-2009	Caucasian
Potential Transit User Who Is Disabled (minimum of 1)			
Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Janet Carmichael, CSRD	Fresno/Fresno County	6-2007	Caucasian
Jan Kafton, NFB	Fresno/Fresno County	3-2009	Caucasian
Carlos Duarte, FAX	Fresno/Fresno County	3-2009	Hispanic
Bill Sheen	Clovis/Fresno County	4-2009	Caucasian
Representative of the Local Social Service Provider for Disabled (minimum of 2)			
Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Bill Hyatt, CVRC	Fresno/Fresno County	6-2007	Caucasian



2035 Tulare Street, Suite 201
Fresno, California 93721

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

May 16, 2007

Governor Arnold Schwarzenegger
State Capitol
Sacramento, CA 95814

Subject: Full Funding for the High-Speed Rail Authority

Dear Governor Schwarzenegger:

On behalf of the Council of Fresno County Governments (Fresno COG), I request that the Fiscal Year 2007-08 State Budget include the full funding requested by the California High-Speed Rail Authority. The Fresno COG has consistently supported the activities of the Authority and the development of a high-speed rail network throughout the state. Our recent "One Voice" trip to Sacramento included high-speed rail as one of the issues of greatest importance to the residents of Fresno County.

High-speed rail is particularly important to Fresno County and to the central San Joaquin Valley. By connecting us to the major metropolitan areas in the north and south, high-speed rail will contribute to significant economic development opportunities in our region. Also, high-speed rail will result in fewer vehicles on our major highways, particularly State Route 99, making these routes safer and improving our air quality.

Thank you for your consideration of this request. Should you have any questions, please contact Barbara Goodwin, Executive Director of the Council of Fresno County Governments at (559) 233-4148.

Sincerely,

Trinidad M. Rodriguez, Chair
Council of Fresno County Governments

Cc: Assembly Member Mike Villines, 29th District ;
Assembly Member Nicole Parra, 30th District
Assembly Member Juan Arambula, 31st District
Senator Dave Cogdill, 14th District
Senator Dean Florez, 16th District

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

