

***TRANSPORTATION TECHNICAL
COMMITTEE***

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

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION 2007-25

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

RESOLUTION DETERMINING IF
THERE ARE AREAS WITHIN THE
JURISDICTION OF THE COUNCIL OF
FRESNO COUNTY GOVERNMENTS
WITH UNMET PUBLIC TRANSPORTATION
NEEDS WHICH CAN REASONABLY BE MET

WHEREAS, the California Public Utilities Code, Section 99401.5 requires that the transportation planning agency hold a public hearing and make a determination that there are no unmet transportation needs within its jurisdiction which can be reasonably met before claims for Local Transportation Funds for streets and roads may be approved; and

WHEREAS, the Council of Fresno County Governments (Fresno COG) in compliance with Section 99401.5, defines unmet public transportation needs as those public transportation or specialized transportation services that are identified in the Regional Transportation Plan and/or documented through the Fresno COG's Annual Unmet Transit Needs Public Hearing Process that have not been implemented or funded.

WHEREAS, the Fresno COG Board, after consultation with its Social Services Transportation Advisory Council, held such public hearing on June 28, 2007 and received testimony from all interested persons; and

WHEREAS, the Cities of Fresno and Clovis will provide fixed route transit service in accordance with Federal and State policies, and also will provide demand-responsive public transportation service to the general public, elderly and disabled residents within its jurisdiction; and

WHEREAS, the following jurisdictions are members of the Fresno County Rural Transit Agency (FCRTA) and provide service under contract with that joint powers agency: Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma and Fresno County; and

WHEREAS, such contracts for service and direct service results in the delivery of public transportation service within Fresno COG's jurisdiction and is in conformance with and satisfies the service requirements of the adopted Regional Transportation Plan for Fresno County.

NOW, THEREFORE, BE IT RESOLVED, that the Council of Fresno County Governments, pursuant to California Public Utilities Code Section 99401.5(d,2), finds for each of the following entities that there are no unmet transit needs that are reasonable to meet: Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma and Fresno County.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 28th day of June, 2007.

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

Signed: _____
Trinidad M. Rodriguez, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Council of Fresno County Governments duly adopted at a regular meeting thereof held on the 28th day of June, 2007.

Signed: _____
Barbara Goodwin, Executive Director



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MEMORANDUM

DATE: May 30, 2007

TO: COG Social Service Transportation Advisory Council;
COG Transportation Technical Committee;
COG Policy Advisory Committee;
COG Policy Board; and
THE GENERAL PUBLIC

FROM: BARBARA GOODWIN, Executive Director

SUBJECT: STAFF REPORT AND RECOMMENDATIONS FOR "UNMET PUBLIC
TRANSPORTATION NEEDS" PUBLIC HEARING - JUNE 28, 2007

Recommendation

It is recommended that the Council of Fresno County Governments Policy Board find that there are no unmet public transportation needs that are reasonable to meet within the County of Fresno.

Discussion

On June 28, 2007, the Council of Fresno County Governments (COG), as the Regional Transportation Planning Agency (RTPA) for Fresno County, will hold a legally noticed Public Hearing. The purpose of the hearing is to receive public testimony to determine if public transportation needs within Fresno County will be reasonably met in Fiscal Year 2007-2008 (July 1, 2007, through June 30, 2008), prior to approving claims of Local Transportation Funds (LTF) for streets and roads. The time and place of the Public Hearing have been noticed as follows:

Date: June 28, 2007
Time: 7:00 p.m.
Place: Council of Fresno County Governments, Sequoia Room
2035 Tulare St., Suite 201
Fresno, California 93721-2004

Transportation Development Act (TDA) - Local Transportation Funds are derived from the State Sales Tax. Of the State's portion of the sales tax revenue, 1/4 of a cent goes to the Local Transportation Fund and may be used for transportation projects. In FY2007-2008, the estimated Local Transportation Funds for Fresno County are \$30,000,000 of which \$127,000 is programmed for administration and audits, and \$834,353 is programmed for regional

transportation planning. Table-1 identifies the amount of project funding each local agency will receive in FY2007-2008.

Of the Local Transportation Funds available for public transportation and streets and roads, priority must first be given to public transportation, the net difference is then available for street and road projects.

TABLE-1
Available TDA-Local Transportation Funds
For Projects by Local Agencies FY2007-2008

AGENCY	Bicycle & Pedestrian Facilities	Social Service Transportation	Regional Transportation Planning	Public Transportation	Total
Clovis	\$59,979	\$157,289	\$89,668	\$2,702,362	\$2,998,958
Coalinga	\$11,740		\$17,552	\$528,968	\$597,024
Firebaugh	\$4,350		\$6,503	\$195,994	\$217,505
Fowler	\$3,441		\$5,144	\$155,021	\$172,036
Fresno City	\$312,695		\$467,479	\$14,088,490	\$15,634,770
Huron	\$4,871		\$7,282	\$219,454	\$243,540
Kerman	\$8,835		\$13,208	\$398,051	\$441,739
Kingsburg	\$7,303		\$10,917	\$329,020	\$365,131
Mendota	\$6,127		\$9,160	\$276,067	\$306,366
Orange Cove	\$6,854		\$10,247	\$308,811	\$342,705
Parlier	\$8,503		\$12,711	\$383,085	\$425,130
Reedley	\$16,192		\$24,207	\$729,531	\$809,600
Sanger	\$16,171		\$24,176	\$728,594	\$808,560
San Joaquin	\$2,516		\$3,761	\$113,344	\$125,784
Selma	\$15,077		\$22,540	\$679,303	\$753,859
Fresno County	\$112,806		\$168,643	\$5,082,470	\$5,640,293
FCRTA	\$0	\$451,208	\$0	\$0	\$451,208
FCEOC (Urban)	\$0	\$855,280	\$0	\$0	\$855,280
TOTALS	\$597,460	\$1,463,777	\$ 893,198	\$26,918,565	\$29,873,000

Pursuant to Section 99401.5 of the California Public Utilities Code, COG, as the Regional Transportation Planning Agency, must make a finding after holding a Public Hearing that there are no unmet public transportation needs within the jurisdiction of claimants which can be reasonably met before it may approve Local Transportation Fund claims for streets and roads.

Definition of "Unmet Transit Needs," and Needs that are "Reasonable to Meet"

Section 99401.5(c) of the California Public Utilities Code specifies that "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 COG defined these terms by Resolution 90-15 as follows:

A. Unmet Transit Needs

Those public transportation or specialized transportation services that are identified in the Regional Transportation Plan and/or documented through the COG's Annual Unmet Transit Needs Public Hearing Process that have not been implemented or funded."

B. Reasonable to Meet

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

- (1) 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).
- (2) Services which, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of:
 - (a) Local Transportation Funds and State Transit Assistance Funds which may be available for such operator to claim;
 - (b) Federal Transit Administration (FTA) funds or other support for public transportation services which are committed by Federal and/or State agencies by formula or tentative approval of specific grant requests; and
 - (c) 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.

- (3) 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 COG by operators pursuant to the Transit Productivity Evaluation Process (PUC Section 99244).

Evaluation of proposed new service shall be based upon a feasibility analysis that includes, but is not limited to:

- (a) Forecast of anticipated ridership if service is provided.
- (b) Estimate of capital and operating costs for the provision of such services.
- (c) Estimate of fares and local support in relation to estimated operating costs for providing such services.

(d) An estimated fare which the COG 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.

Social Services Transportation Advisory Council (SSTAC)

The COG Policy Board established its Social Service Transportation Advisory Council (SSTAC) on May 26, 1988, to aid in its review of transit issues with emphasis on the annual identification of transit needs within Fresno County. These transit needs include the needs of transit dependent and transit disadvantaged persons, including the elderly, disabled, and persons of limited means. The COG's establishment of this Advisory Council is consistent with State law (SB 498, Chapter 673, 1987) which mandates both the purpose and minimum membership of this body. A list of SSTAC members is included with this report (Attachment A).

The purpose of the SSTAC is to:

- (1) Annually participate in identification of transit needs (Unmet Transit Needs Public Hearing Process).
- (2) Review and recommend appropriate action by the COG for a jurisdiction which finds by resolution, that:
 - (a) There are no unmet transit needs;
 - (b) There are no unmet transit needs that are reasonable to meet;
 - (c) There are unmet transit needs that are reasonable to meet.
- (3) Advise the COG on any other major transit issues, including the coordination and consolidation of specialized transportation services.

SSTAC Unmet Transit Needs Process

The SSTAC has developed an annual process for soliciting unmet transit need comments from the public. Approximately 483 letters are sent to agencies and individuals interested in providing feedback on their public transportation needs within Fresno County (Attachments B-1, B-2 and B-3). The letter was prepared in English and Spanish versions, and included a request for information regarding any unmet transit needs within Fresno County. Respondents were requested to include the following information to assist Staff in an initial evaluation of proposed services:

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

As part of the information gathering process, SSTAC held three public meetings (Attachment C) to seek Unmet Transit Needs comments from residents throughout the County.

The first meeting was held in the City of Firebaugh at the Firebaugh Community Center on February 20, 2007. The location was selected to facilitate comments from the residents of Western Fresno County including: Selma, Coalinga, Firebaugh, Huron, Kerman, Mendota, San Joaquin, and the surrounding unincorporated communities. The meeting time was held at 1:30 p.m.

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

The second meeting was held in City of Fowler at the Fowler City Council Chambers on February 21, 2007. 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. The meeting was held at 2:30 p.m.

There were seven individuals in attendance including SSTAC members. A copy of the sign-in sheet is included Attachment C-2. The only comments received came from Ms. Sandie Monis 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. Mois, is that parents are using the system to arrange school transportation for their students. Ms. Mois 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.

The third meeting was held in City of Clovis at the Clovis Senior Center on February 22, 2007. The meeting location was selected to facilitate comments from the residents of the Fresno-Clovis Metropolitan Area (FCMA) and surrounding unincorporated communities. The meeting time was held at 1:00 p.m. No comments were received during the meeting.

In addition to the comment received at the information gathering meetings, SSTAC received two written comments. The first written comment came from Fresno City Councilmember Brian Calhoun. In his email Councilmember Calhoun requested transit service to be added to Northwest Fresno to facilitate travel from that area to Bullard High School. He specifically identified service on West Bullard Avenue to as far west as Polk. Councilmember Calhoun also identified the needs of low-income and disabled residents in the areas around Herndon Avenue and Weber Avenue, and Herndon Avenue and Spruce Avenue.

The second letter came from the Traffic Operations Lieutenant for Fresno State University (CSUF). The letter listed eight areas where CSUF asked for service changes or enhancements. Including the following:

1. Increase the hours of transit operation during the weekdays for faculty, staff, students and visitors using FAX or Clovis Transit in their commutes to the campus;
2. Increase the hours of transit operation on weekends for faculty, staff students and visitors to the University;
3. Offer student discounts for the purpose of monthly bus passes;
4. Continue to expand transit service in the northeast and northwest sections of the city;
5. Provide better transit service to Fresno State from outlying communities;
6. Implement an on-campus transit center;
7. Re-route FAX Route 9 to loop around the CSUF campus as Clovis Route 10 does; and
8. Provide campus circulator services

The SSTAC's Comments Regarding Submitted "Unmet Transit Needs" Requests

At its April 17, 2007 meeting, after reviewing written comments and the information collected during the public meetings, SSTAC agreed that based on public comments received up to this point that there were no unmet needs brought forth that were reasonable to meet. SSTAC directed staff to prepare written responses to the letters received from City of Fresno Councilmember Calhoun and from Lupe Canales-Shrum, Traffic Operations Lieutenant for California State University. A copy of the comment letters and staff response letters is included in Attachment D (D-1, D-2, D-3, D-4).

May 8, 2007 SSTAC meeting

To fulfill their role in making a recommendation to forward onto the COG Advisory Committees and ultimately to the COG Policy Board, the SSTAC (following an expressed opportunity for public comment) made the following recommendation, based on its May 8, 2007, findings:

In consideration of these actions, and in reference to the contents of the COG's Regional Transportation Plan and supporting implementation documents, specifically:

- the Short Range Transit Plan for the Fresno-Clovis Urbanized Area, July 2008 to June 2013;
- the Short Range Transit Plan for the Rural Fresno County Area, 2005-2010;
- the Consolidated Transportation Service Agency's Operations Program and Budget 2007-2008 for the Fresno Urban CTSA, the Clovis CTSA and the Fresno Rural CTSA; and
- the Fresno County Rural Transit Agency's 2007-2008 Budget.

Pending additional public testimony at the legally noticed Public Hearing scheduled before the COG's Board of Directors on June 28, 2007, the SSTAC hereby has reached the following conclusion:

Motion:

A motion was made by Shonna Halterman (Clovis Transit), and seconded by Linda Descoteaux (FMAAA), to make the following recommendation:

The SSTAC, through its recent efforts to solicit comments, is therefore, recommending the finding that there are no unmet transit needs that are reasonable to meet within the following jurisdictions:

- | | |
|----------------------|-------------------------|
| 1. City of Clovis | 9. City of Mendota |
| 2. City of Coalinga | 10. City of Orange Cove |
| 3. City of Firebaugh | 11. City of Parlier |
| 4. City of Fowler | 12. City of Reedley |
| 5. City of Fresno | 13. City of Sanger |
| 6. City of Huron | 14. City of San Joaquin |
| 7. City of Kerman | 15. City of Selma |
| 8. City of Kingsburg | 16. Fresno County |

The voice vote was taken and the motion passed unanimously.

Public Transportation Plan Summary

A. Overview

The Regional Transportation Plan (RTP) for public transportation services contains a Fresno-Clovis Metropolitan Area (FCMA) component, a rural component, and a Social Service Transportation component. The Metropolitan Area component is actualized through the "Short-Range Transit Plan (FCMA SRTP) for the Fresno-Clovis Urbanized Area July 2007 - June 2012" is scheduled to be adopted on June 28, 2007 at the Fresno COG Board Meeting. It analyzes the metropolitan transit service needs and provides a detailed service plan for implementation over a five-year period. The Rural Area component is actualized through the "Short-Range Transit Plan (Rural SRTP) for the Fresno County Rural Area 2007-2012" and is also scheduled to be adopted on June 28, 2007 at the Fresno COG Board Meeting. It analyzes rural transit service needs, and provides a detailed service plan for implementation over a five-year period.

In addition to these Short-Range Transit Plans for public transportation, the Fresno COG annually adopts an Operations Program and Budget for the coordination and consolidation of transportation for specialized social service programs within Fresno County. The 2007 - 2008 "Operations Program and Budget for the Fresno CTSA, the Clovis CTSA, and the Rural CTSA" is scheduled for adoption on June 28, 2007.

It must be emphasized that to "reasonably meet transit needs," it is necessary to satisfy the planned service requirements documented by the Regional Transportation Plan components described above (Administrative Code Section 6656). Further, State law (Administrative Code Section 6651) prescribes that expenditure of Local Transportation Funds must be in conformance with the Regional Transportation Plan. Fresno COG's Legal Counsel has interpreted these two State law requirements as establishing what must be done (i.e., implement the planned transit service as contained in the Regional Transportation Plan) and what must not be done (i.e., do not provide transit service where it is *not* recommended by the Plan).

These dual requirements may appear inconsistent to individuals and organizations who believe that there may be needs for service in areas of Fresno County where the Regional Transportation Plan does not now propose service, or where less service is proposed than they would desire. The inconsistencies are overcome through a continuous transportation planning process. Those who testify that an unmet transit need does exist can be assured either their desired service has previously been analyzed and found to be unreasonable to meet, or their proposal will be evaluated to determine if it will be reasonable to amend the Plan and provide the desired service.

B. Fresno-Clovis Metropolitan Area (FCMA)

The Regional Transportation Plan calls for fixed-route service within the Metropolitan Area to be provided by the City of Fresno's Fresno Area Express (FAX), with financial participation from the City of Clovis and Fresno County for service to non-Fresno City residents within FAX's Service Area. Demand responsive Handy-Ride service is provided through FAX under contract with MV Transportation Services, Inc. The Short-Range Transit Plan for the Fresno-Clovis Urbanized Area sets forth the specific service implementation plan for the five fiscal year period of July 2007 to June 2012. It is this Short-Range Transit Plan (SRTP) that actualizes the more general service goals and objectives of the Regional Transportation Plan. The FCMA SRTP is scheduled for adoption on June 28, 2007.

The Regional Transportation Plan and the FCMA Short-Range Transit Plan also continue to emphasize specialized service for disabled and elderly residents who are unable to utilize the fixed-route buses.

The estimated cost for operation of FAX in FY 2007-08 is \$42.6 million. Service will be funded with \$20.2 million in State Transportation Development Act - Local Transportation Funds and State Transit Assistance Funds. FAX is anticipating \$8.8 million in Measure C, and an additional \$11.1 million will be funded by the Federal Transit Administration. The remaining funds are derived from farebox revenues and special services provided under contracts with outside agencies such as the City of Clovis, Fresno County, and Valley Children's Hospital. Although the City of Fresno does not propose to expend any Local Transportation Funds on streets and roads during 2007-2008, a "transit needs finding" is necessary to be consistent with SB-498. SB-498 states the lack of available resources shall *not* be the sole reason for finding a transit need is *not* reasonable to meet.

The City of Clovis operates two types of public transit service. Clovis Stageline provides general public fixed-route service within the City Limits. Clovis Round Up operates specialized demand-responsive service for the elderly and disabled residents. The City of Clovis has designated Round Up services as the Consolidated Transportation Services Agency (CTSA) for the Clovis Transit Service Area. The estimated cost for operation of Clovis Transit in FY 2007-08 is \$3.7 million.

C. Rural Areas

The Regional Transportation Plan calls for service to rural portions of Fresno County including intra-city service in and around thirteen (13) rural incorporated cities, two dozen unincorporated communities, and inter-city service linking those cities to the Fresno Metropolitan Area on the following corridors:

- (1) Firebaugh - Mendota - San Joaquin - Kerman Corridor to Fresno.
- (2) Kingsburg - Selma - Fowler Corridor to Fresno.
- (3) Orange Cove - Reedley - Parlier - Sanger Corridor to Fresno.
- (4) Coalinga - Huron - O'Neills - Five Points - Lanare - Riverdale - Caruthers - Raisin City - Easton Corridor to the Fresno.

During the latter part of FY1978-79 and the beginning of FY1979-80, in cooperation with rural incorporated cities in Fresno County, Fresno COG prepared and adopted specific short-range Transit Development Programs to define implementation of rural public transportation service in conformance with the Regional Transportation Plan. In September 1979, Fresno County Rural Transit Agency (FCRTA) was formed and assigned responsibility for implementing the service requirements of the Regional Transportation Plan as set forth by the Transit Development Programs. Services set forth by the Regional Transportation Plan and the Transit Development Programs were fully implemented by mid-February 1980.

A comprehensive Short-Range Transit Plan (Rural SRTP) for the Rural Fresno County Area, which updated the individual Transit Development Programs, was adopted on November 17, 1983. The five-year Rural SRTP is updated biannually. The latest update of the "Short-Range Transit Plan for the Rural Fresno County Area 2007-2012" will be adopted on June 28, 2007. The estimated cost for the operation of FCRTA in FY 2007-08 is \$5,740,907. Service will be funded with \$3,575,503 in State Transportation Development Act - Local Transportation Funds and State Transit Assistance

Funds. FCRTA will utilize \$538,208 in Measure - C, (and \$2,000,000 for capital assistance). An additional \$1,039,000 million will be funded by the Federal Transit Administration. The remaining funds are derived from farebox revenues (\$588,196).

D. Social Service Transportation

The updated Social Service Transportation Action Plan and Inventory, adopted January 29, 1998, continues to co-designate the City of Fresno and the Fresno County Economic Opportunities Commission (FCEOC) as the Fresno Urban Consolidated Transportation Service Agency (CTSA). The Action Plan further designates City of Clovis, as the Clovis CTSA, and the Fresno County Rural Transit Agency (FCRTA) and the FCEOC as the Fresno Rural Area CTSA. The Fresno COG has set aside each year, since FY1983, five percent (5%) of Local Transportation Funds (Table 1) for social service transportation. An Operations Program and Budget (OPB) has been prepared for the Fresno Urban CTSA, Clovis CTSA, and the Fresno Rural CTSA. The FY2006-2007 OPB's, scheduled for adoption on June 28, 2007, document commitments for matching funds from participating social service agencies and defines the types of coordinated/consolidated services to be provided so that funds may be released.

Fresno County's CTSA process has been very successful in coordinating metropolitan and rural social service transportation needs. The Fresno COG's latest annual "Transit Productivity Report 2005-06" indicates that the CTSAs continue to provide a significant number of trips throughout Fresno County. An inventory of social service agencies is being updated to determine if additional social service agencies may be interested in participating in the CTSA process.

Analysis of Proposed Public Transportation Services and Recommended Findings for Local Agencies 2007 - 2008

A. City of Clovis

The City of Clovis contributes funds to the operation of three (3) transit services within its jurisdiction. First, it operates the Clovis CTSA Round Up service on a demand-responsive basis to its elderly and disabled social service clients. Second, it operates Clovis Stageline to serve general public patrons with four (4) coordinated fixed routes; and third, it provides funding to Fresno Area Express (FAX) which operates fixed route service on Route 28 into Clovis.

Inter-city service to Fresno is available on Clovis CTSAs Round Up and Fresno Area Express / Handy-Ride.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Clovis will be reasonably met. Service requirements contained within the Regional Transportation Plan will be satisfied.

B. City of Coalinga

The City of Coalinga, under an inter-agency agreement with the FCRTA, provides intra-city and inter-city service using vehicles owned by the FCRTA. All FCRTA vehicles are lift equipped for elderly and disabled accessibility.

The Coalinga Transit intra-city demand responsive service operates with one (1) vehicle during an approximate eight (8) hour service period Monday through Friday,

Coalinga Transit also provides inter-city fixed route service, with route deviation to pick-up disabled passengers, between Coalinga and Fresno. The bus provides one (1) round trip through Pleasant Valley Prison, Huron, Five Points, Lanare, Riverdale, Caruthers, Raisin City and Easton, during an approximate eleven (11) hour period, Monday through Saturday.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Coalinga, Sphere of Influence, and surrounding Area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

C. City of Firebaugh

The FCRTA, under an inter-agency services agreement with the City of Firebaugh continues to contract with Fresno County Economic Opportunities Commission (FCEOC) as the Rural Consolidated Transportation Service Agency (Rural CTSA) for the provision of transportation services. Demand responsive service within Firebaugh's Sphere of Influence, and surrounding Area is available by two (2) of FCRTA's lift equipped vans, Monday through Friday for approximately nine and a half (9-1/2) hours per day.

The FCRTA also contracts with the Rural CTSA to operate Westside Transit as a multiple round trip general public commuter service, during a nine and a half (9-1/2) hour period, Monday through Friday using a lift equipped bus; that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Firebaugh, Mendota, San Joaquin and surrounding communities, Kerman, and "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Firebaugh, its Sphere of Influence, and surrounding Area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

D. City of Fowler

The FCRTA, under an inter-agency services agreement with the City of Fowler contracts with the Fresno County Economic Opportunities Commission (FCEOC) as the Rural Consolidated Transportation Service Agency (Rural CTSA) for the provision of transportation services within its Sphere of Influence and surrounding Area. Two (2) lift equipped FCRTA vans serves the area, approximately nine and a half (9-1/2) hours per day, Monday through Friday.

The FCRTA also contracts with the Rural CTSA to operate Southeast Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday, using a lift equipped bus; that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Kingsburg, Selma, and Fowler and "to" and "from" the Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Fowler, its Sphere of Influence, and surrounding Area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

E. City of Fresno

Fresno Area Express (FAX) provides fixed route service seven days-a-week throughout the Fresno-Clovis Metropolitan Area. The City of Clovis and Fresno County financially participate for service to non-Fresno City residents within Fresno Area Express' Service Area. Fresno Area Express contracts with MV Transit Services, Inc. for weekday and weekend demand-responsive service on Handy-Ride. This service is oriented toward those who are unable to use the fixed-route service.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Fresno will be reasonably met. Service requirements contained within the Regional Transportation Plan will be satisfied.

F. City of Huron

The FCRTA, under an inter-agency services agreement with the City of Huron contracts with the Fresno County Economic Opportunities Commission (FCEOC) as the Rural CTSA for the provision of general public transportation service within the Sphere of Influence, and surrounding area utilizing two (2) FCRTA wheelchair accessible modified vans. The intra-city services are available, during an approximate eleven (11) hour period, Monday through Friday.

The City of Huron continues to provide funding for an inter-city "life-line" service to Coalinga. Two (2) round trips are provided during a five (5) hour period, Monday through Friday.

Coalinga Transit also provides inter-city fixed route service, with route deviation to pick-up disabled passengers, between Coalinga and Fresno. The bus provides one (1) round trip through Pleasant Valley Prison, Huron, Five Points, Lanare, Riverdale, Caruthers, Raisin City and Easton, during an approximate eleven (11) hour period, Monday through Saturday.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Huron, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

G. City of Kerman

The FCRTA, under an inter-agency services agreement with the City of Kerman, provides demand responsive public transportation service with an FCRTA vehicle within its Sphere of Influence and surrounding Area using a lift equipped FCRTA van, for approximately eight (8) hours a day, Monday through Friday.

The FCRTA also contracts with the Rural CTSA to operate Westside Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday

through Friday, using a lift equipped bus; that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Firebaugh, Mendota, San Joaquin and surrounding unincorporated communities, and Kerman, "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Kerman, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

H. City of Kingsburg

Two (2) FCRTA wheelchair lift equipped vans are available for providing public transportation services to Kingsburg Area residents. These transit services are provided by the Fresno County Economic Opportunities Commission (FCEOC), as the Rural CTSA, to the City of Kingsburg under an inter-agency services Agreement with FCRTA. Service within the Sphere of Influence, and surrounding Area are available on a demand responsive basis during an approximately ten (10) hour service period, Monday through Friday and approximately eight (8) hours on Saturday utilizing just one (1) vehicle.

The FCRTA also contracts with the Rural CTSA to operate Southeast Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday, using a lift equipped bus; that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Kingsburg, Selma, and Fowler and "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Kingsburg, its Sphere of Influence, and surrounding Area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

I. City of Mendota

The FCRTA, under an inter-agency Agreement with the City of Mendota, contracts with the Fresno County Economic Opportunities Commission (FCEOC), as the Rural CTSA, to provide demand responsive service within its Sphere of Influence and surrounding Area using a FCRTA lift equipped van. This service is provided Monday through Friday, for approximately nine and a half (9-1/2) hours per day.

The FCRTA also contracts with the Rural CTSA to operate Westside Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday using a lift equipped bus; that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Firebaugh, Mendota, San Joaquin and surrounding unincorporated communities, Kerman, and "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Mendota, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

J. City of Orange Cove

The FCRTA, under an inter-agency services agreement with the City of Orange Cove contracts with the Fresno County Economic Opportunities Commission (FCEOC), as the Rural CTSA, for the provision of transportation services. Orange Cove Transit operates a FCRTA lift equipped van on a demand responsive basis within its Sphere of Influence, and surrounding area for approximately nine and a half (9-1/2) hours per day, Monday through Friday.

Orange Cove Transit also provides lift equipped inter-city fixed route service. The service is provided on a scheduled fixed route to serve patrons "between" Orange Cove, Reedley, Parlier, Sanger, and "to" and "from" Fresno. Multiple round trips are available each service day. The inter-city service is provided, during an approximate nine and a half (9-1/2) hour period, Monday through Friday.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Orange Cove, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

K. City of Parlier

Under an inter-agency services agreement, the City of Parlier and FCRTA currently contracts for transportation services with the Fresno County Economic Opportunities Commission (FCEOC), as the Rural CTSA. Parlier Transit operates a lift equipped demand responsive service within its Sphere of Influence, and surrounding area using a wheelchair lift equipped FCRTA van. Service is currently provided, during an approximate eight (8) hour period, Monday through Friday.

The FCRTA also contracts with the Rural CTSA to operate Orange Cove Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday, using a lift equipped bus; that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Orange Cove, Reedley, Parlier, Sanger, and "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Parlier, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

L. City of Reedley

The City of Reedley, through an inter-agency services agreement with the FCRTA, provides demand responsive public transportation within its Sphere of Influence and surrounding area, using four (4) vehicles on an eight (8) hour staggered basis during an approximate nine and a half (9-1/2) hour

service period, Monday through Friday, and one (1) vehicle on Saturdays during an approximate eight (8) hour period.

The FCRTA also contracts with the Rural CTSA to operate Orange Cove Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday using a lift equipped bus; that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Orange Cove, Reedley, Parlier, Sanger, and "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Reedley, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

M. City of Sanger

To provide public transportation service within the Sanger Sphere of Influence and surrounding area, the FCRTA, under an inter-agency services agreement, with the City of Sanger contracts with Transportation Specialties. Two (2) wheelchair accessible FCRTA vehicles offer service in Sanger. The vehicles provide staggered service during an approximate nine and a half (9-1/2) hour period, Monday through Friday, and one (1) vehicle during an eight (8) hour period on Saturday.

FCRTA also contracts with the Rural CTSA to operate Orange Cove Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday, using a lift equipped bus; that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Orange Cove, Reedley, Parlier, Sanger, and "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Sanger, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

N. City of San Joaquin

The FCRTA, under an inter-agency agreement with the City of San Joaquin, contracts with the Fresno County Economic Opportunities Commission (FCEOC), as the Rural CTSA, for demand responsive Intra-City service within their Sphere of Influence and surrounding area. Inter-community service is also provided between the unincorporated communities of: Cantua Creek; El Porvenir; Halfway; Three Rocks; and Tranquillity. Inter-City service Kerman and Mendota are also available. These services are provided, during an approximate nine and a half (9 1/2) hour period, Monday through Friday using a FCRTA lift equipped van.

The FCRTA also contracts with the Rural CTSA to operate Westside Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday, using a lift equipped bus; that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Firebaugh, Mendota, San Joaquin and surrounding unincorporated communities, and Kerman "to" and "from" Fresno.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of San Joaquin, its Sphere of Influence, and the surrounding area with its identified unincorporated communities will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

O. City of Selma

The City of Selma under an inter-agency services agreement with FCRTA operates public transportation service within Selma's Sphere of Influence and the surrounding area.

This service utilizes five (5) FCRTA wheelchair accessible vehicles. It currently operates four (4) on a demand responsive basis; three (3) for eight (8) hours each on a staggered basis, and one (1) for four (4) hours for lunch time relief, Monday through Friday, during an approximate nine and a half (9-1/2) hour service day. A fifth (5th) vehicle operates on a fixed route basis, Monday through Friday, during an eight (8) hour service period. Saturday demand responsive service is contracted by FCRTA to the Fresno County Economic Opportunities Commission (FCEOC), as the Rural CTSA. Services are provided with a single (1) vehicle during an approximate eight (8) hour service period.

The FCRTA also contracts with the Rural CTSA to operate Southeast Transit as a multiple round trip general public commuter service, during an approximate nine and a half (9-1/2) hour period, Monday through Friday, using a lift equipped bus; that may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Kingsburg, Selma, and Fowler and "to" and "from" the Fresno-Clovis Metropolitan Area (FCMA).

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Selma, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

P. Fresno County

Fresno County financially participates through the Fresno County Rural Transit Agency for provision of service to unincorporated area residents within the Spheres of Influence and surrounding areas of the thirteen (13) rural cities and two dozen unincorporated communities situated on established fixed routes.

Fresno County also provides the funding for four (4) other unincorporated area transit services.

Auberry Transit through an inter-agency services agreement between the FCRTA and the Fresno County Economic Opportunities Commission (FCEOC), as the Rural CTSA. The service area includes the communities of: Alder Springs, Auberry; New Auberry; the Big Sandy Indian Rancheria; Burrough Valley; Cold Springs Indian Rancheria; Jose Basin; Marshall Station; Meadow Lakes; Mile High; Prather; Sycamore; and Tollhouse. A lift equipped vehicle provides, approximately six (6) hours of service per day, Monday through Friday. A second Auberry Transit van is to provide "life-line" inter-city service from the foothill communities and through Friant and the Table Mountain Indian Rancheria to the Fresno-Clovis Metropolitan Area, one (1) day a week during an eight (8) hour service period.

Del Rey Transit operates as a general public demand responsive service. The Rural CTSA continues to fund the service four (4) hours per service day and Fresno County TDA monies fund the remaining four (4) hours. The service is under contract for driver services through the Rural CTSA and continues to be available during an approximate eight (8) hour period Monday through Friday. The operation will continue to maintain priority service to seniors attending the mid-day Hot Meal Nutrition Program. The service transports passengers within the community on a shared ride basis; arranges passenger grouping for trips to Sanger; and transfers passengers in Sanger to access Orange Cove Transit for service to Fresno.

Laton Transit continues to be provided by the FCRTA through an ongoing inter-agency services agreement with Kings Area Rural Transit (KART). Round trip, inter-community service between the unincorporated Community of Laton and the City of Hanford, in Kings County, is available Monday through Friday. An existing inter-County service by KART from Hanford through Selma (Kaiser Clinic) and Hospitals in Fresno and the Central Valley Children's Hospital in Madera County was expanded from a twice (2) a week operation to three (3) times a week (with Fresno County funding) in 2006-07.

South Sierra Transit, may provide once-a-week "life line" service from Squaw Valley to the Fresno-Clovis Metropolitan Area. Interested general public residents, including seniors (60+), disabled, and children with an adult, of Squaw Valley; Dunlap; Miramonte; and Pinehurst, have indicated a willingness to travel by their own means to a central pick-up location in Squaw Valley to catch a wheelchair accessible FCRTA van that would travel "to" and "from" the Fresno-Clovis Metropolitan Area (FCMA). The service would be initiated on a three (3) month demonstration basis to determine if sufficient ridership would warrant continuation through June 30, 2008.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the unincorporated portions of the County of Fresno will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

Attachment A
Social Services Transportation Advisory Council
Membership List
Updated May 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	Caucasian
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
Bob Hand, CIL Fresno	Fresno/Fresno County	5-2010	Caucasian
Landon Henderson, VACCHCS	Fresno/Fresno County	11-2007	Caucasian

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
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

Acronym	Agency Name
FMAAA	Fresno Madera Area Agency on Aging
CVRC	Central Valley Regional Center
UCP	United Cerebral Palsy
ET&A	Fresno County Department of Employment & Temporary Assistance
FCEOC	Fresno County Economic Opportunities Commission
CTSA	Consolidated Transportation Service Agency
FCRTA	Fresno County Rural Transit Agency
FAX	Fresno Area Express
VAC CA HCS	Veterans Administration Central California Health Care System
FCHSS	Fresno County Health and Social Services
NFB	National Federation of the Blind
CSRD	California State Rehabilitation Department

Attachment B-1: Unmet Transit Needs Request for Comments Letter

February 2, 2007

MEMORANDUM

TO: Interested Individuals and/or Organizations

FROM: BILL HYATT, Chairman
Social Services Transportation Advisory Council

SUBJECT: UNMET PUBLIC TRANSPORTATION NEEDS

The Council of Fresno County Governments (COG), as the Regional Transportation Planning Agency, is responsible for annually ensuring that public transportation needs are being "reasonably met". Each year the Fresno COG conducts an extensive process to plan, program, and evaluate existing and potential general public and social service transit services within Fresno County.

The COG's Social Services Transportation Advisory Council (SSTAC) was established to address transit issues within Fresno County. It is composed of a broad representation of social service agencies, transit operators and users, and is responsible for forwarding recommendations to the COG Policy Board regarding transit needs and issues.

As part of the annual process to identify possible unmet transit needs within Fresno County, we invite individuals and organizations such as you, to contribute comments. If you are aware of a specific transit need that is not currently being met by one of the existing general public, social service or private sector operators, ***we request that you submit information regarding any unmet transit needs to assist staff in evaluating the potential for additional transit service.*** In order to evaluate potential services, we are asking you to provide as much information as possible. The specific information that will be most helpful includes:

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

The information will be used by the SSTAC to evaluate potential new services before it makes a determination and recommendation regarding "unmet transit needs" to the COG Policy Board prior to its Public Hearing on this matter. The Public Hearing will be held on June 28, 2007 during the COG Policy Board Meeting.

If you have questions about transit services in your area, please contact the appropriate staff representatives to the Council:

City of Fresno - Mr. John Downs, COG Senior Transit Planner, 621-1502

City of Clovis - Ms. Shonna Halterman, Public Transit Supervisor, 324-2770

Rural Communities - Mr. Jeffrey Webster, FCRTA General Manager, 233-6789

Social Services Programs - Mr. Gary Joseph CTSA Transit System Director, 486-6594

If you have any specific written comments, please forward them to me, with the required aforementioned supporting information by March 16, 2007:

Bill Hyatt, SSTAC Chairman
Central Valley Regional Center Inc.
4615 North Marty
Fresno, California 93722

In addition to our request for written comments, SSTAC will be holding three information-gathering meetings during the month of February, 2007. The meeting times and locations are as follows:

Tuesday, February 20, 2007 – 1:30 p.m.

Westside of Fresno County
City of Firebaugh, Community Center,
1655 13th St., Firebaugh, CA

Wednesday, February 21, 2007 – 2:30 p.m.
Eastside of Fresno County
City of Fowler, City Hall, Council Chambers
128 S. Fifth St., Fowler, CA

Thursday, February 22, 2007 – 1:00 PM
Fresno-Clovis Metropolitan Area
City of Clovis
The Clovis Senior Center
850 Fourth St., Clovis, CA

The meeting rooms and restrooms are ADA accessible. Representatives or individuals with disabilities should contact Fresno COG (559-233-4148), at least 3 days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting.

Thank you in advance for your assistance and cooperation. If you have any questions, please call Bill Hyatt at 276-4341, or email at BHyatt@cvrc.org.

Attachment B-2: Unmet Transit Needs Request for Comments Letter in Spanish

2 de febrero, 2007

MEMORANDUM

PARA: Organizaciones o Individuos Interesados

DE: BILL HYATT, Presidente
Consejo Consultivo del Transporte de los Servicios Sociales

TEMA: **NECESIDADES INCUMPLIDOS DE TRANSPORTE PUBLICO**

El Consejo de los Gobiernos del Condado de Fresno (COG), como la Agencia de Planeamiento Regional del Transporte, es responsable anualmente de asegurarse de que las necesidades públicas del transporte "razonablemente se están resolviendo". Cada año el COG conduce un proceso extenso para planear, programar, y evaluar los servicios del tránsito que ahora existen y servicios potenciales dentro del Condado de Fresno para el publico general.

Establecieron al Consejo Consultivo del Transporte de los Servicios Sociales de COG's (SSTAC) para tratar ediciones del tránsito dentro del Condado de Fresno. Se compone de una amplia representación de las agencias del servicio social, de los operadores del tránsito y de los usuarios. El Consejo es responsable para dar recomendaciones al Tablero de la Política de COG acerca de las necesidades y ediciones del tránsito.

Como parte del proceso anual a identificar necesidades que esten incumplidos en el tránsito dentro del Condado de Fresno, invitamos a organizaciones y individuos como usted, que contribuyan comentarios. Si usted está enterado de una necesidad específica del tránsito que no esté siendo resuelta en parte de operadores de público en general, del servicio social o del sector privado, *solicitamos que usted someta la información, con respecto a cualquier servicio de tránsito que este incumplido, para asistir en la evaluación del potencial para servicios adicionales del tránsito.* Para evaluar servicios potenciales, estamos pidiendo que usted proporciona lo mas información posible. La información específica que será la más provechosa incluye:

- Donde está necesario el nuevo servicio, y donde los viajes potenciales comenzarían y terminarían;
- Cuando, y con cuánta frecuencia, se deberían programar los recorridos;
- Una descripción de los individuos que necesitan el servicio incluyendo categoría de edad, apremios financieros, y si tengan inhabilidades que requieren servicios especiales;

La información será utilizada por el SSTAC para evaluar nuevos servicios potenciales, antes de hacer una determinación y la recomendación, con respecto a "necesidades incumplidos del tránsito" al Tablero de la Política de COG antes de su Audiencia Pública en esta materia. La Audiencia Publica sera sostenido el 28 de junio, 2007 durante la junta del Tablero de la Política de COG.

Si usted tiene preguntas sobre servicios del tránsito en su área, por favor llame o escribe a los representantes apropiados del Consejo:

- **Ciudad de Fresno** - Sr. John Downs, Planificador de Tránsito de COG, 621-1502
- **Ciudad de Clovis** - Senorita Shonna Halterman, Supervisora de Tranisto Publico, 324-2770
- **Comunidades Rurales** - Sr. Jeffrey Webster, FCRTA Director General, 233-6789
- **Programas De los Servicios Sociales** - Sr. Gary Joseph CTSA, Director Sistema De Tránsito 486-6594

Si usted prefiere hacer específico comentarios escritos, por favor escribeme, con la información requerida de soporte ya mencionada, antes del 16 de marzo, 2007:

Bill Hyatt, Presidente de SSTAC
Central Valley Regional Center Inc.
4615 N. Marty
Fresno, California 93722

Además de pedir comentarios escritos, SSTAC tendrá tres reuniones de informacion durante el mes de febrero, 2007. La hora y localizacion de los reuniones son como sigue:

Martes, 20 de febrero, 2007 – 1:30 P.M.

Westside of Fresno County
City of Firebaugh, Community Center,
1655 13th St., Firebaugh, CA

Miercoles, 21 de febrero, 2007 – 2:30 P.M.

East Side of Fresno County
City of Fowler, City Hall, Council Chambers
128 S. Fifth St., Fowler, CA

Jueves, 22 de febrero, 2007 - 1:00 P.M.

Fresno-Clovis Metropolitan Area
City of Clovis
The Clovis Senior Center
850 Fourth St., Clovis, CA

Nota: Las salas de conferencias y los sanitarios son accesibles para personas discapacitadas. Si usted requiere asistente auxiliar tal como un intérprete de la lengua de la muestra, por favor llame a El Consejo de los Gobiernos del Condado de Fresno (559-233-4148) por lo menos tres días antes de la reunion, así que las medidas necesarias pueden ser tomadas.

Gracias por su ayuda y cooperación. Si usted tiene preguntas, por favor llame a Bill Hyatt en 276-4341 o correo electronico Bhyatt@cvrc.org.

Attachment B-3 **Unmet Needs Letter Mailing List**

Office of District Attorney
2220 Tulare St., #1700
Fresno, CA 93779

Director
Asian Interpreting Svcs.
P.O. Box 8012
Fresno, CA 93747

Bilingual Counseling
Balderas Elementary School
4625 E. Florence Ave.
Fresno, CA 93725

Administrative Office
Boys & Girls Clubs of Fresno
540 N. Augusta
Fresno, CA 93701

Director of Social Services
CA Armenian Home
6720 E. Kings Canyon Rd.
Fresno, CA 93727

Social Service Coordinator
CA Health Collaborative
1625 E. Shaw, #155
Fresno, CA 93710

Nutrition Site Coord.
Calwa Park
4545 E. Church
Fresno, CA 93725

President
Canteen of Fresno
527 L St.
Fresno, CA 93721

Marketing Director
Carrington Pointe
1715 E. Alluvial
Fresno, CA 93720

Nutrition Site Coord.
Caruthers Sr. Ctr.
13341 S. Quince
Caruthers, CA 93609

Director
Central Valley YMCA
P.O. Box 11248
Fresno, CA 93772-1248

Assistant Ombudsman
City Manager's Office
2600 Fresno St.
Fresno, CA 93721

Community Rec. Sup.
City of Fresno
2326 Fresno St.
Fresno, CA 93721

Community Service Officer
Clovis Police Dept.
1033 Fifth St.
Clovis, CA 93612

Community Svcs. Mgr.
Clovis Sr. Ctr.
850 4th St.
Clovis, CA 93612

Social Service Coordinator
Club 55 Plus
1111 E. Spruce
Fresno, CA 93720

Coordinator
Coalinga Sr. Center
P.O. Box 386
Coalinga, CA 93210

Commissioner
Commission on the Status of
Women
3283 N. Dewey
Fresno, CA 93722

Community Service Officer
Crime Prevention Unit
2323 Mariposa St.
Fresno, CA 93721

Executive Director
CSUF Foundation
5310 N. Campus Dr., MS102
Fresno, CA 93740

Executive Director
Ctr. For Independent Living
3475 W. Shaw Ave., Ste.. 101
Fresno, CA 93711

Delno Terrace Elderly Housing
1480 N. Delno
Fresno, CA 93728

Marketing/Service Coordinator
Diversified Benefit Svcs. Inc.
1391 W. Shaw, #A
Fresno, CA 93711

Nutrition Site Coord.
Edwin Blaynewy Sr. Ctr.
108 N. 3rd
Fowler, CA 93625

Nutrition Site Coord.
Einstein Park
3566 E. Dakota
Fresno, CA 93726

Project Coordinator
EOC Refugee Svcs.
1920 Mariposa Mall
Fresno, CA 93721

Director
EOC Senior Aides
1900 Mariposa, #116
Fresno, CA 93721

Nutrition Site Coord.
F.I.R.M.
1940 N. Fresno St.
Fresno, CA 93703

Program Director
Foster Grandparent Program
1920 Mariposa Mall
Fresno, CA 93721

Director
Fresno Ctr. For New
Americans
4879 E. Kings Canyon Rd.
Fresno, CA 93727

Social Service Coordinator
Fresno Care Home Finding Svs.
6411 N. Dolores
Fresno, CA 93711

Student Personnel
Fresno City College
1101 E. University Ave.
Fresno, CA 93741

Supervisor
Fresno Co. Comm. Health
1222 Fulton Mall, MS 178
Fresno, CA 93721

Refugee Community Liaison
Fresno Co. Dept. of Social Svs.
2600 Ventura Ave.
Fresno, CA 93750

Health Educator
Fresno Co. Health Dept.
P.O. Box 11867
Fresno, CA 93775

Fresno Co. Hispanic Commission
on Alcohol & Drug Abuse Svs. Inc.
1444 Fulton Street
Fresno, CA 93721-1610

Fresno Co. Library, Bear Mtn.
Branch
30733 Kings Canyon Rd.
Squaw Valley, CA 93675

Social Service Coordinator
Fresno Co. Mental Health Dept.
4441 E. Kings Canyon Rd.
Fresno, CA 93702

Nutrition Site Coord.
Fresno Learning Ctr.
1240 Broadway Plaza, 1st Floor
Fresno, CA 93721

Postmaster
Fresno Main Office
1900 E Street
Fresno, CA 93706

Director of Student Affairs
Fresno Pacific University
1717 S. Chestnut
Fresno, CA 93702

D.A.R.E. Officer
Fresno Police Dept.
2324 Mariposa St.
Fresno, CA 93721

Multicultural/Multilingual Dept.
Fresno Unified School District
Tulare & M St.
Fresno, CA 93721

Program Coord.
Friendly Visitor Ser.
2311 E. Shaw Ave.
Fresno, CA 93710

Administrator
Glen Agnes/Delno Terrace
530 W. Floradora
Fresno, CA 93728

Nutrition Site Coordinator
Highway City Sr. Ctr.
5140 State St.
Fresno, CA 93711

President
Hmong American Advisory
2333 N. Price Ave.
Fresno, CA 93703

Holiday Gardens Retirement
540 S. Peach
Fresno, CA 93727

Nutrition Site Coord.
Huron Sr. Ctr.
16900 5th St.
Huron, CA 93234

Hy-Pana Convalescent Hospital
3510 E. Shields
Fresno, CA 93726

Coordinator
Kingsburg Senior Center
1450 Ellis St.
Kingsburg, CA 93631

Nutrition Site Coord.
Lafayette Park
1516 E. Princeton
Fresno, CA 93704

Lao Buddhist Temple
4733 W. Vassar Ave.
Fresno, CA 93722

President
Lao Veterans of America
P.O. Box 15159
Fresno, CA 93702-5159

Nutrition Site Coord.
Laton Sr. Ctr.
6345 Nares
Laton, CA 93242

Social Service Coordinator
Medical Claims Filing Service
4733 N. Crystal
Fresno, CA 93705

Nutrition Site Coord.
Mendota Sr. Ctr.
415 Sorenson
Mendota, CA 93640

Social Service Coordinator
Older Adult Care Solutions
204 W. Portland
Fresno, CA 93711

Orange Cove Family Health Ctr.
445 Eleventh Street
Orange Cove, CA 93646-2298

People First
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Attachment C
Information Gathering Meeting Attendance Lists

UNMET TRANSIT NEEDS INFORMATION GATHERING MEETING FEBRUARY 20, 2007 CITY OF FIREBAUGH SIGN-IN SHEET		
NAME	ADDRESS	PHONE
JOHN DOWNS	COG	621-1502
CARLOS DUARTE	FAX	621-1522
PHILIS BALTIERRA	FIREBAUGH	
GARY JOSEPH	FCEOC	266-3663
JEFFREY D. WEBSTER	FCRTA	233-6789
JEFF LONG	COG	621-1436

UNMET TRANSIT NEEDS INFORMATION GATHERING MEETING SIGN-IN SHEET FEBRUARY 21, 2007 CITY OF FOWLER		
NAME	ADDRESS	PHONE
GARY JOSEPH	FCEOC	
JEFFREY D. WEBSTER	FCRTA	233-6789
JOHN DOWNS	COG	621-1502
CARLOS DUARTE	FAX	621-1522
JEFF LONG	COG	621-1436
SANDIE MONIS	FOWLER	

UNMET TRANSIT NEEDS INFORMATION GATHERING MEETING SIGN-IN SHEET FEBRUARY 22, 2007 CITY OF CLOVIS		
NAME	ADDRESS	PHONE
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SHONNA HALTERMAN	CITY OF CLOVIS	
CARLOS DUARTE	FAX	621-1522
JEFF LONG	COG	621-1436
JEFFREY WEBSTER	FCRTA	233-6789
JOHN DOWNS	COG	621-1502
BILL HYATT	CVRC	

Attachment D

Unmet Transit Needs Comment letters and Responses

Attachment D-1

Barbara:

Thank you for the February 1, 2007 memo titled "Unmet Public Transportation Needs" issued by Bill Hyatt.

I would like to request that the unmet needs for bus service in Northwest Fresno be considered during this process. Specifically, I've had requests for several years now for Service on West Bullard as far west as Polk Ave. There are Bullard HS students in the Figarden loop area and west of the loop that ride the City Bus to and from school because of 7:00 AM classes and sports after school. Currently, they have to go from the Bullard and Cecilia area all the way down and around the loop and over the train tracks up to the bus stop at Herndon and Milburn. It makes using public transportation for going to BHS very difficult.

Additionally, I have had requests from Disabled residents in the West Herndon at Polk/Spruce area, and even as far West on Herndon at Herndon town. This area at Herndon and Weber is a very low income (CDBG) area. They have requested bus service in the past. Currently, people needing to take the bus have to walk east bound on Herndon with no sidewalks to Milburn. They have to walk or ride in wheel chairs up and over the narrow overpass which has no sidewalks over the train tracks. This is a dangerous situation which could be mitigated if there were bus service further West of Milburn on Herndon. Although I realize ridership is a consideration, it would be hard to gauge ridership until service is available in these areas.

Thank you for your interest in these concerns. Please feel free to contact me or my Council Assistant, Ann Kloose if you need additional information.

Brian

BRIAN CALHOUN
Councilmember, District 2
2600 Fresno Street
Fresno, CA 93721
(559) 621-8000



CALIFORNIA
STATE
UNIVERSITY,
FRESNO

February 22, 2007

Bill Hyatt, SSTAC Chairman
Central Valley Regional Center Inc.
4615 North Marty
Fresno, California 93722

Subject: UNMET PUBLIC TRANSPORTATION NEEDS

Dear Mr. Hyatt,

I am writing this letter in response to your memorandum dated February 1, 2007. I am the Traffic Operations Lieutenant at California State University, Fresno and oversee the promoting of alternate means of transportation at the campus. Gary Beddingfield, University Plant Operations, Fred Martinez, University Police Department, and I have previously met with John Downs from Fresno Area Express to discuss transit improvements at Fresno State. We are currently in the process of upgrading the bus shelters along Shaw Avenue to include lighting and additional covered space for transit riders. We are also working with FAX on an Automated Fare Collection program which would allow us to utilize our University I.D. cards to board buses.

We still, however, have some concerns in regard to the following:

1. **Increase the hours of transit operation during the weekdays for faculty, staff, students and visitors using FAX or Clovis Transit in their commute to the campus.**
Currently FAX routes 9, 28, 38 and Clovis Transit route 10 serve the campus. FAX routes were extended during the week days (Monday through Friday) to provide transit service after 9 p.m. Clovis Transit provides no service beyond 6:30 pm during the week. Many night classes do not adjourn until 10 p.m. during the week, this makes transit service unavailable to our students, faculty and staff. An extension of service until 10 p.m. on week nights would be helpful and give the campus community the opportunity to use transit in their commute.
2. **Increase the hours of transit operation on weekends for faculty, staff, students and visitors to the University and add additional Service/Stops to accommodate the addition of Campus Pointe on the east side of the campus (Chestnut Ave.)**

Traffic Operations
2311 E. Barstow Ave. MS P014
Fresno, CA 93740-8004
559.278.2950
Fax 559.278.7538

THE CALIFORNIA STATE UNIVERSITY

Weekend service continues to be an unmet need in regard to library visits, Student Recreation Center, football games, special events, and events at the Save Mart Center. Most events at the Save Mart Center extend beyond 10 p.m. especially on the weekends. This item continues to become more critical with the increasing number of events scheduled at the Save Mart Center, the addition of Campus Pointe, Library expansion and the proposal to expand Bulldog Stadium. We currently have many events on campus (concerts, plays, and sporting events) that occur on the weekends and there is no transit service beyond 7:13 p.m. Clovis Transit provides no weekend service to the campus.

3. Offer student discounts for the purchase of monthly bus passes.

This would provide an incentive for students to use transit. This would help reduce traffic and parking congestion on the campus. University students are one segment of the Fresno/Clovis population that are likely to use public transit and should be encouraged to do so. This could also be implemented for faculty and staff commuters.

We encourage FAX to continue to develop an Automated Fare Collection program to allow faculty, staff and students to use their university ID card as the transit fare. The ID card would be swiped into a card reader. This would allow us to track usage and determine the appropriate pricing.

In the interim, a discounted fare for students, faculty and staff would serve as an incentive to transit use and allow the university to promote transit ridership.

4. Continue to expand transit service in the northeast and northwest sections of the city.

There is very little transit service north of Herndon Ave. A large number of campus students, faculty and staff live in zip codes to the northwest and northeast of the campus. (93711, 93722, 93720, 93611).

5. Provide better transit service to Fresno State from the outlying (rural) communities.

Our student populations commuting from the outlying areas of the Valley have no timely or efficient means of using transit to commute to the University. Students living in communities such as Visalia, Madera, or Hanford need a reliable and timely commuting option. The campus population from these areas continues to increase. Disabled students have expressed a concern for transportation from the outlying communities. There needs to be increased coordination between Fresno County and surrounding counties to

address unmet transit needs from outlying areas. An express service from a central point in each city might be a viable program.

6. Implement an on campus Transit Center.

An on campus transit center would benefit students, visitors, faculty and staff with campus interior transit service to campus. Bike lockers in the transit center area would also be beneficial for those opting to bicycle and to highly secure their bike in an enclosed locker. Arrival and departure times for buses could also be posted at this site. An on-campus transit center is currently under consideration in our proposed Campus Master Plan.

7. FAX Route 9

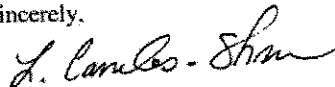
Change the routing to proceed north of the Fresno State campus (at Woodrow Ave. or Chestnut Ave) and complete a loop around the campus heading west on Barstow Avenue and then south on Cedar Avenue. This would provide access to campus destination points north of Shaw Ave. and be more convenient to transit riders. Clovis Transit Route 10 currently provides a loop around the campus with many stops along the route. Once the Campus Pointe development on the east side of Chestnut Avenue is opened it will become a destination point and need transit service. This service could be provided with a change in Route 9.

8. Campus circulator routes

Fresno State has previously discussed the possibility of providing transit service (Quick Response Vehicle shuttle buses) to clusters of students living within a two to three mile radius of the campus. The majority of these students now drive to the campus since there is no direct or convenient transit service west or south of the campus. This would require the purchase of smaller vehicles and a partnership with the University.

Thank you for reviewing our concerns regarding unmet transit needs for Fresno State.

Sincerely,



CC: Cynthia Teniente-Matson
Vice President for Administration

David Moll
Director of Public Safety

Attachment D-3
Response Letter to Councilmember Brian Calhoun

April 19, 2007

Brian Calhoun
Councilmember, District 2
2600 Fresno Street
Fresno, California 93721

Dear Councilmember Calhoun:

SUBJECT: UNMET TRANSIT NEEDS

Thank you for your letter (via email) dated February 15, 2007, regarding unmet transit needs. Copies of your letter have been distributed to the Social Services Transportation Advisory Council (SSTAC) for its review and comment.

In your letter you identify unmet needs for bus service in Northwest Fresno. You specifically request service on West Bullard as far west as Polk Ave, and describe the long distance Bullard High School students in the Figarden loop area are required to walk in order to access the bus stop at Herndon and Milburn. You also state that you have received requests from disabled residents, who have also requested public transit service in the West Herndon at Polk area, and that these individuals currently must walk or travel by wheelchairs up and over the narrow overpass which has no sidewalks.

SSTAC appreciates your desire to have public transit service provided to these underserved neighborhoods. In fact, the need for transit service in unserved and underserved suburban areas, such as you have identified have already been identified as an Unmet Transit Need in the Fresno-Clovis Urbanized Area Short-Range Transit Plan (SRTP). As such, a tacit unmet transit need finding for your request already exists. SSTAC's ability to recommend the implementation of new services is limited to those involving Transportation Development Act (TDA) Local Transportation Funds (LTF). The City of Fresno already allocates all of its LTF funds for public transit, so SSTAC can not make a finding of a transit need that is reasonable to meet. The '*reasonable to meet*' portion of an Unmet Transit Needs finding requires that there be LTF funds available to address the unmet needs.

As I am sure you are aware, with the recent passage of Measure C there will very likely be an opportunity to add service to currently underserved areas of Fresno.

The Council of Fresno County Governments (COG) will be conducting a public hearing prior to the adoption of the Unmet Transit Needs finding. The Public Hearing for Unmet Transit Needs is scheduled for Thursday, June 28, 2007, at the COG office in Downtown Fresno at 7:00 p.m. If you would like to speak to the COG Policy Board in person, you may do so during the public hearing. Your comments will be discussed in the staff report during the Unmet Transit Needs process, and highlighted in an oral presentation prior to the scheduled Public Hearing.

Thank you for your participation in the Unmet Transit Needs process. We look forward to your continued support of public transit in Fresno County.

If you have any questions, please feel free to call me at 559-621-1502, or if you prefer, you may send e-mail to john.downs@fresno.gov.

Sincerely,

John Downs
Senior Transit Planner

Attachment D-4
Response Letter to CSUF

April 19, 2007

Ms. Lupe Canales-Shrum
Traffic Operations Lieutenant
California State University, Fresno
2311 East Barstow Avenue
Fresno, CA 93740-8004

Dear Ms. Canales-Shrum:

SUBJECT: UNMET TRANSIT NEEDS

Thank you for your letter dated February 22, 2007, regarding unmet transit needs. Copies of your letter have been distributed to the Social Services Transportation Advisory Council (SSTAC) for its review and comment.

In your letter, you have requested the following service improvements:

9. Increase the hours of transit operation during the weekdays for faculty, staff, students and visitors using FAX or Clovis Transit in their commutes to the campus;
10. Increase the hours of transit operation on weekends for faculty, staff students and visitors to the University;
11. Offer student discounts for the purpose of monthly bus passes;
12. Continue to expand transit service in the northeast and northwest sections of the city;
13. Provide better transit service to Fresno State from outlying communities;
14. Implement an on-campus Transit Center;
15. Re-route FAX Route 9 to loop around the CSUF campus as Clovis Route 10 does; and
16. Provide campus circulator services.

SSTAC agrees the improvements you suggest would benefit Fresno State's students, faculty, staff, and visitors; however, as indicated in previous correspondence with Fresno State, three of the five requests are already identified in the Short-Range Transit Plan (SRTP) as Unmet Transit Needs that are not reasonable to meet.

Because the City of Fresno allocates all of its Local Transportation Funds (LTF) to public transit, an Unmet Needs finding will not serve to bring additional funds to Fresno. However, FAX has been successful in receiving grant funds to increase bus frequencies on three key routes all serving the CSUF campus. FAX will be evaluating the effectiveness of the service as well as continuing to look for additional funding for further service improvements.

With regard to reduced student fares, or other non-student fares, a significant number of FAX and Clovis riders are students (40 percent), and many others are transportation disadvantaged. Further subsidizing students or any disadvantaged population would seriously impact FAX's ability to maintain existing services. Additionally, the Transportation Development Act (TDA) requires urban operators to maintain at least a 20 percent farebox recovery ratio. This means that FAX must collect at least 20 percent of its total operating cost from passenger fares. Reducing fares would jeopardize FAX's ability to meet the TDA minimum farebox recovery ratio.

As with the City of Fresno, Clovis is required to maintain a minimum 20 percent farebox recovery. For Fiscal Year 2006, Clovis Stageline managed a meager 6.9 percent farebox recovery, nearly 13 points below the mandated minimum. The City of Clovis has relied on Measure C funds to augment Stageline's farebox in order to maintain the minimum 20 percent TDA requirement. In defining Unmet Transit Needs that are reasonable to meet, SSTAC has determined that systems that are unable to attain minimum productivity standards are not reasonable to meet. Because the current Clovis service

to CSUF is unable to make minimum standards, we can be assured extensions of existing service will not attain minimum standards.

We note that the Fresno County Rural Transit Agency (FCRTA) provides regularly 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 years, SSTAC has been conducting public meetings in communities such as Kerman, Reedley, Kingsburg, Mendota, and Orange Cove, Sanger, San Joaquin, Parlier and Coalinga and has not received any requests to provide additional service to Fresno State.

The specific communities you mention Visalia, Madera and Hanford, are outside of the COG's Jurisdiction (Fresno County), so SSTAC does not have the authority to make unmet transit needs recommendations for those communities. However, we will be happy to share your comments with associated Regional Transportation Planning Agencies (RTPA's) in Madera, Kings and Tulare Counties.

In the absence of a specific request for service that can be evaluated, and considering the high level of existing service that FCRTA provides to Fresno, SSTAC has determined that there is no unmet transit need for service to Fresno State from outlying communities.

You mention in your letter that FAX is currently working with CSUF staff and consultants on a variety of projects such as the Campus Master Plan, the Campus Point Project, Regional Farebox procurement, Campus Circulator Routes, and a Campus Transit Center. Although those projects lay outside the jurisdiction of SSTAC, we are encouraged by and support interagency cooperation in transportation planning.

You have asked FAX to re-route FAX Route 9 (Shaw Avenue) to circle the campus in a similar fashion as Clovis Rout 10 currently does. While this may improve access to Route 9 for the campus, it would mean abandoning service to bus stops on Gettysburg, Maple, Willow, Winery, Woodrow, Rialto and Sierra Madre, the current Route 9 turn-a-round. According to FAX passenger counts, very nearly 1,000 (969) passengers board or alight at those bus stops each weekday. Considering that riders at the CSUF campus already have access to Clovis Route 10, and FAX Routes 38, 28 and 9, it does not seem reasonable to abandon those passengers who do not have access to any other routes.

As a final note, I am sure you are aware that Measure C was recently re-authorized by voters in Fresno County. The Measure will bring significant new funding for public transportation over the next 20 years, and while this will bring some welcome service enhancements, the funds are not immediately available. FAX, Clovis and FCRTA will be evaluating service enhancements including more frequent service, new routes, and longer service hours, but it is unlikely that Measure C will be able to provide all of the services requested or needed in Fresno County.

Thank you for your participation in the Unmet Transit Needs process. We look forward to your continued support of public transit in Fresno County.

If you have any questions, please feel free to call me at 559-621-1502, or if you prefer, you may send e-mail to john.downs@fresno.gov.

Sincerely,

John Downs
Senior Transit Planner

***TRANSPORTATION TECHNICAL
COMMITTEE***

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

CONSTRUCTION OF ELEVATED WATER STORAGE TOWERS IN THE CITY OF REEDLEY

REQUEST: The City of Reedley ask for a Letter of Support from Fresno COG for Reedley's Elevated Storage Tower Project which is being funded in part by an EDA grant and in part by Revenue Bonds.

Purpose:

The purpose of this project is to provide a consistent, safe, reliable and protected domestic water supply storage system in order to provide increased fire protection and supply to promote economic development activity and job growth for the City of Reedley., Fresno County, California.

Need:

The City is currently served by 7 domestic water wells located throughout the City. The City currently has two 50,000 gallon elevated water tanks located in the Central Business District of the City of Reedley. With the growth the City has experienced in the past 20 years, the existing tanks are inadequate to ensure a reliable, safe, and protected water system that will provide consistent water pressure for the residents of the City, a system that will provide for an adequate water supply and pressure for emergency situations such as fire flow or loss of power for extended period of time. The Homeland Security Administration has recommended that communities take appropriate actions to ensure the safety of the community's domestic water supply. Elevated storage tanks provide for such protection.

Project Components:

This proposed project consists of constructing two 1.5 million gallon elevated water storage tanks. The two elevated water storage tanks will be constructed on two separate sites on City of Reedley owned property. One elevated water storage tank will be constructed at Mueller Park, a City owned facility. This elevated water storage tank will be constructed at the current Well 6 Site. Well 6 is an inactive well and will be removed. There is adequate room at this site for the facility.

Mueller Park is a 9.4 acre park located at East Avenue and Springfield Avenue in the central part of the City of Reedley. The footprint for the elevated water storage tank will be slightly greater than the footprint of the Well 6 site. The proposed location of the tank will be at the northeast corner of the park (the current Well 6 site).

The second elevated water storage tank will be located at the future site of the City of Reedley's Sports Park. The future Sports Park is a 48 acre site and is located on Dinuba Avenue east of Buttonwillow Avenue in the southeast part of the City of Reedley. The elevated storage tank will be sited on the property in such a way as to not interfere with

future sporting facilities that are planned for the site and both tanks at these two locations may have potential ancillary uses for the City for storage of sporting equipment or maintenance equipment for the park or water tank at the base of each elevated storage tanks.

The environmental document for both sites is expected to be a Mitigated Negative Declaration (Mitigated ND) and there are no known environmental issues that have been identified at this point in time. Environmental narratives will be prepared by Quad Knopf, an environmental engineering firm.

Meuller Park Site:

The project components for the Meuller park site include removal of the existing Well 6; site preparation (clear & grub and site grading); design and construction of the elevated water storage tank foundation, procurement of the elevated storage tank materials, construction of the elevated water storage tank, installation of required electrical components, and connection of the elevated water storage tank to the existing 10" water main that was being fed by Well 6. This storage tank will serve the central portion of the City of Reedley.

Reedley Sports Park Site:

This 48 acre site is currently within the City's Sphere of Influence and is being annexed into the City of Reedley. The project components of this site include site preparation (clear & grub and site grading); design and construction of the elevated water storage tank foundation, procurement of the elevated storage tank materials, construction of the elevated water storage tank, installation of required electrical components, and connection of the elevated water storage tank to the existing City water distribution system. As part of the park's development, the existing 10" water main located in Dinuba Avenue that currently terminates just west of Zumwalt Avenue will be extended approximately 800' east along Dinuba Avenue to the new sports park site. The new elevated water storage tank will be connected to this 10" water main. This storage tank will serve the southern portion of the City of Reedley.

General Specifications:

The tank and support structure shall be the fluted column style similar to the Hydropillar™ as designed and constructed by CB&I. The tank and support structure shall be of all welded steel design. The tank shall have a dome roof, straight sides and a coned and dished bottom.

Proposed Method of Construction:

The elevated water storage tank is a pre-engineered tank. The tank is shipped as components ready to erect. Therefore, the only site engineering needed will include a

soils analysis and the design of the tanks foundation and footings. As a result, it is anticipated by the City that the project will be awarded to a design/bid/build firm through the competitive bid process.

Construction inspection will be accomplished by a combination of City staff and a Construction Inspection firm experienced in this type of construction. The construction inspection will be awarded to a competent construction inspection under the competitive bid process.

Estimate of Useful Life of Facility:

The City estimates the useful life of this facility to be 20 years based upon the past experience of other local agencies that have constructed similar elevated water storage tanks.

Detailed Cost Estimate:

Engineer's Estimate of Probable Construction Costs:

Item	Cost
Yard Piping	\$ 150,000
Concrete	\$ 45,000
Site Work	\$ 30,000
Electrical	\$ 550,000
Generator	\$ 140,000
Connect to Existing Water	\$ 1,500
Water Line (10" PVC)	\$ 30,000
Site Storm Drainage	\$ 25,000
Contingencies (15%)	\$ 130,725
 Sub-Total	 \$1,102,225
 Engineering	 \$ 600,000
Material in Shop	\$1,800,000
Foundation	\$2,300,000
Shop Fabrication	\$ 600,000
Freight	\$ 210,000
Tank Erection	\$1,400,000
Install Elevator	\$ 125,000
Tank Paint	\$ 660,000
Disinfection	\$ 5,000
Mobilization	\$ 175,000
 Total Cost	 \$8,977,225

Required Permits:

The City of Reedley anticipates the only regulatory agencies that will have jurisdiction over this project, besides the normal required City encroachment permits, will be the California Regional Water Quality Control Board (RWQCB) and the State of California Health Department.

The RWQCB will require a National Pollution Discharge Elimination System (NPDES) Construction Site Storm Water Discharge Permit. The RWQCB will require the Contractor to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) be prepared for the construction and adequate Best Management Practices (BMPs) are installed and maintained in good working order.

Upon completion of the elevated water storage tank, the City will be required to disinfect the system and perform water quality tests in order to show that the system is producing a domestic water supply that is within state and federal guidelines for water quality.

Design and Construction Schedule:

<u>Task</u>	<u>Duration</u>
Site Design, Foundation Construction, Material Procurement, Tank Engineering & Submittals, Mobilization	6 months
Construct Tank	4 months
Paint Tank	3 months
Finish Work & Site Clean-up	3 months
Total Project Duration	16 months