



FRESNO COUNTY RURAL TRANSIT AGENCY
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FRESNO COUNTY RURAL TRANSIT AGENCY (FCRTA)

AGENDA

DATE: Thursday, October 30, 2008

TIME: Following the **5:30pm** Council of Fresno County Governments (COFCG) Meeting

PLACE: COFCG / FCRTA Offices

Sequoia Conference Room
2035 Tulare Street, Suite 201
Fresno, CA 93726

*(Corner of Tulare and Van Ness Ave. - above "Club One"
Park in Underground Garage - Entrance off Tulare & Van Ness Ave.
Exit Elevator on Tulare St., Turn Left, Enter Lobby Door,
Up Elevator to Second Floor, Left to Sequoia Conference Room)*

Americans with Disabilities Act (ADA) Accommodation

The Fresno COG / FCRTA offices and restrooms are ADA accessible. Individuals with disabilities may call Fresno COG (559-233-4148) / FCRTA (559-233-6789) at least 3 days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting / public hearing. If Fresno COG / FCRTA is unable to accommodate an auxiliary aid or translation request for a public hearing after receiving proper notice, the hearing will be continued on a specified date when accommodations are available.

ROLL CALL

- I. Public Presentations - This portion of the meeting is reserved for persons wishing to address the FCRTA Board on items within its jurisdiction, but not on this Agenda.

NOTE: The public may also comment on any Agenda item, as they are presented, prior to action by the FCRTA Board.

ACTION ITEMS

- II. Approve "Executive Minutes of September 18, 2008" (Attachment).

REVIEW AND COMMENT ITEMS

- III. Termination of South Sierra Transit Demonstration Service on November 14, 2008 (Attachment).

(CONTINUE PAGE 2)

INFORMATIONAL ITEMS

- V. Federal Transit Administration's Transit Bus Safety and Security Program Review of the FCRTA on September 11, and 12, 2008 (Attachment).

CLOSED SESSION

- VI. Public Employee Performance Evaluation - General Manager.
- VII. Possible Conference with Labor Negotiator (Governmental Code Section 54957.6) Agency Negotiator (Board Member; to be chosen by FCRTA Board of Directors); Unrepresented Employee: General Manager.

ACTION ITEM

- VIII. Discussion and Approval of General Manager Employment Contract.



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FRESNO COUNTY RURAL TRANSIT AGENCY

EXECUTIVE MINUTES

Date: Thursday, September 18, 2008
Time: 5:30pm
Place: Sequoia Conference Room
2035 Tulare Street, Suite 201, Fresno, CA 93721

Members Present: Mayor Trinidad M. Rodriguez, City of Kerman, Chairman
Mayor Dennis Lujan, City of Selma, Vice-Chairman
Councilmember Rico Aguayo, City of Fowler
Mayor Ramon Dominguez, City of Huron
Mayor Robert Silva, City of Mendota
Mayor Armando Lopez, City of Parlier
Mayor Pro Tem Steve Rapada, City of Reedley
Mayor Amarpreet Dhaliwal, City of San Joaquin
Mayor Mike Montelongo, City of Sanger
Supervisor Judy Case, Fresno County

Jeffrey D. Webster, General Manager
Kevin Briggs, Legal Counsel
Dottie Wright, Fresno COG

ROLL CALL

There were fifteen (15) votes from ten (10) members present; representing a quorum and business was in order.

- I. Public Presentations – This portion of the meeting was reserved for persons wishing to address the FCRTA Board on items within its jurisdiction but not on the Agenda.**

There were no public presentations.

ACTION ITEMS

- II. Approve Executive Minutes of August 28, 2008**

Following an expressed opportunity for public comment, a motion was made by Mayor Lopez (Parlier) and seconded by Mayor Montelongo (Sanger) to approve the August 28, 2008 minutes as written. A vote was called for and the motion carried.

- III. Recognition of FCRTA's 29th Anniversary on September 27, 2008**

Jeffrey Webster, General Manager called attention to the 29th Anniversary of the Fresno County Rural Transit Agency.

REVIEW AND COMMENT ITEMS

- IV. None.**

INFORMATIONAL ITEMS

V. Display of Mendota Transit's New 37 Passenger, CNG Powered, Wheelchair Accessible Blue Bird Bus to Transport Future Employees of The New Federal Prison

Jeffrey Webster, General Manager reported that one (1) of the four (4) new bus was on display across the street. Mayor Silva (Mendota) thanked Mr. Webster for getting the buses for Mendota. Mr. Webster explained the bus would be used for inter-city transit until the prison is completed. Mayor Silva gave a brief update as to why the prison construction had been previously delayed. Additional Federal funding has been secured, and the construction company is now on schedule for completion by January 2010.

ADJOURN

There being no further business, the meeting was adjourned.

Respectfully submitted,



JEFFREY D. WEBSTER, General Manager
Fresno County Rural Transit Agency

JDW/dw



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October 23, 2008

MEMORANDUM

TO: FCRTA Board of Directors;
COFCG / FCRTA Policy Advisory Committee;
COFCG Transportation Technical Committee; and
The General Public.

FROM:  Jeffrey D. Webster, General Manager

SUBJECT: Termination of South Sierra Transit Demonstration Services on
November 14, 2008.

REVIEW AND COMMENT

Please be advised that the Fresno County Rural Transit Agency (FCRTA) has been operating a South Sierra Transit Demonstration Services during the past three (3) months.

Consideration of such a service was made by representative of the Foothill Seniors, for and in behalf of the general public residents of Dunlap, Miramontes, Pinehurst, and Squaw Valley. I have worked closely with Supervisor Bob Waterston (District 5) and his staff on this matter.

A bilingual survey (Attachment) to determine interest and need was mailed to all postal addresses in and around the four (4) communities. All but six (6) who responded had access to person transportation. Half the respondents indicated they were not interested. The other half indicated that they would support such a service on a regular and on-going basis.

A second mailing (Attachment) was sent to all the residents in August to inform everyone of the decision to implement the service beginning on Monday, August 11, 2008. Flyers were posted at the Post Offices and at the Bear Mountain Library. Newspaper articles appeared in the Orange Cove Mountain Times, Reedley Exponent, and the Parlier Post. Local interest groups told their constituents of the services. The schedule and arrangements were developed to address each

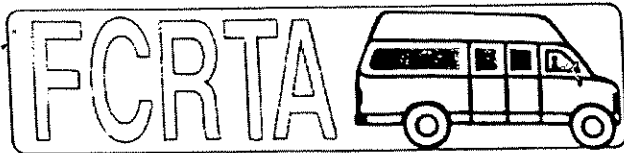
combination of service and desired destinations to ensure everyone's interests were addressed. We had hoped that travel patterns would have been evident. We stipulated minimum performance expectations. We anticipated that ridership would start off low but would certainly increase as riders utilized the various service options.

Unfortunately, this has simply not been the case. There have been many days when only one (1), two (2), or three (3) people would ride during the eight (8) hour service period. A few rode within the foothill communities, a few rode to Reedley, a few rode to Parlier, Sanger, and the Fresno-Clovis Metropolitan Area (FCMA). On a two (2) occasions ten (10) people rode, one (1) occasion thirteen (13) people rode to the FCMA. That ridership represented just meeting our minimum expectation just three (3) times. A total of 137 trips were made to date, some individuals rode several times. Some trips included riders from the same family. Our "minimum" ridership expectations would have been ten (10) times greater (between 1,200 to 1,500 riders).

In order for such minimum ridership to generate sufficient fare box revenues to meet the minimum ten percent (10%) farebox recovery under State Transportation Development Act law we would need to raise fares \$20.00 per round trip, and we do not feel that such a fare is "reasonable".

Despite significant outreach efforts involving the Community, sufficient regular and consistent ridership has not materialized during the past three (3) month period. There is no evident pattern of ridership to justify reduced service consideration between foothill communities, near-by rural Cities or to the FCMA. Actual ridership and resultant farebox recovery has not met minimum performance standards, therefore I am recommending that the service be discontinued on Friday, November 14, 2008.

The matter is subject to your review and comment at this time.



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January 11, 2008

MEMORANDUM

TO: FCRTA Policy Board;
Fresno COG Policy Board;
Fresno County Board of Supervisors - Bob Waterston District 5;
Fresno COG / FCRTA Policy Advisory Committee;
Fresno COG Transportation Technical Committee;
Fresno COG Social Service Transportation Advisory Council; and
The General Public.

FROM:  Jeffrey D. Webster, General Manager

SUBJECT: Progress Report on August 2007 Unmet Transit Needs Survey for the
Unincorporated Communities of Dunlap, Miramonte, Pinehurst, and
Squaw Valley Towards Demonstration Program Implementation.

ACTION SUMMARY

Staff has circulated a Bilingual Survey to determine the possible transit needs of residents living in and around the unincorporated communities of Dunlap, Miramonte, Pinehurst, and Squaw Valley (Reference Maps Attached). The Survey was mailed, with return postage, to 2,250 residential postal addresses (Attachment). We received 181 returned Surveys. Staff has completed the tabulation of the raw data. Staff has analyzed the information to determine a recommendation for your review and consideration towards implementing a Demonstration Project to determine if actual ridership will materialize sufficient to warrant continuation.

RECOMMENDATION

Based on the analysis of the information from the Survey, the FCRTA General Manager is recommending that a Measure - C Funded FCRTA Service Expansion Demonstration Program be implemented after March 1st through June 30, 2008 to determine ridership response and subsystem viability to FCRTA's Productivity Standards to warrant continuation for the coming 2008-09 Fiscal Year.

BACKGROUND

During the previous twenty (20) years we have received occasional informal inquiries as to why the South Sierra Foothill Communities didn't have transit service. At no time were the requests reflective of a group of individuals stating that they need transit services or were willing to ride themselves if such a service were provided. Invariably they were asking for service so "*someone else*" could maybe ride, if they indeed needed to go someplace. Such requests simply do not equate into an "*unmet transit need* that is reasonable to meet".

About four (4) years ago, a "*volunteer driver program*" that had been coordinated by the local County Library staff was discontinued after a dozen years of success. The program terminated when the interest by rider, drivers, and volunteer library staff was no longer evident. Previously, local residents would call in advance offering to transport other local residents to their requested destinations. Trips were coordinated accordingly with those expressing a need for rides. We tried to formalize and support the arrangements by offering to reimburse drivers on a mileage basis (\$.25 per mile) for their trips. We would have required that their personal vehicles be safety inspected annually, properly insured, and that monthly reporting forms be completed, and mailed into our offices for reimbursement. Each rider would have paid \$5.00 towards the cost of the trip. Despite the offer, over a ten (10) year period, no one was willing to submit to a governmental process. They felt independent, they were doing it to be neighborly, taking care of their own, and didn't need governmental interference in their personal matters.

The Council of Fresno County Governments (Fresno COG) is responsible as the Regional Transportation Planning Agency (RTPA) for Fresno County to administer the allocation of Transportation Development Act (TDA) funds to ensure that transit needs, that are reasonable to meet, are indeed met before any remaining difference can be made available to the incorporated City and County jurisdictions for Street and Road purposes. As such, the Transit Agencies of Fresno County (the City of Fresno's Fresno Area Express and HandyRide services; the City of Clovis's Stageline and Round-Up services; and the Fresno County Rural Transit Agency's: Auberry Transit; Coalinga Transit; Del Rey Transit; Firebaugh Transit; Fowler Transit; Huron Transit; Kerman Transit; Kingsburg Transit; Laton Transit; Mendota Transit; Orange Cove Transit; Parlier Transit; Reedley Transit; Sanger Transit; San Joaquin Transit; Selma Transit; Southeast Transit; and Westside Transit services) are required to establish minimum performance standards to ensure that they are complying with local, State, and Federal standards. Annually, their actual performance is evaluated against these standards to determine if expectations are being met, otherwise corrective actions are imposed by the Fresno COG's Social Service Transportation Advisory Council (SSTAC) with the Fresno COG Policy Board's concurrence. Funding constraints may be proposed to ensure compliance.

In the Spring of 2007, Emil Dupras, Secretary of the "Foothill Seniors" contacted Supervisor Bob Waterston and myself regarding her observation, that following the successful passage of Measure-C, *"what's in it for them?" "After all, they pay taxes too!"* I recounted the history of transit in the area; she was aware of it. She was interested in having transit service from a common location that people can drive to and park, board a vehicle that would transport the group to hospitals, and shopping centers in the Fresno-Clovis Metropolitan Area. She felt that sufficient interest could support such a service on a periodic, and than a regular basis. I explained to her and Supervisor Waterston that we would reflect the consideration in the updated Rural Short Range Transit Plan that was to be adopted in June 2007. Mr. Waterston supported a comprehensive unmet transit needs survey to determine the collective interests of his constituents in the identified foothill communities.

THE SURVEY

FCRTA staff committed to circulate a Survey during the Summer of the 2007-08 Fiscal Year with the intent to determine if there would be sufficient support to recommend a *"South Sierra Transit Demonstration Program"* that could be funded by Measure-C funds as a FCRTA Service Expansion. The draft Survey flyer was prepared and tested. The introduction, explanation, and questions were clear in both English and Spanish, and there were opportunities to select between multiple choice answers and appropriate fill in the blank spaces that could quickly be filled in and returned. The Survey was to seek responses to transit needs of the residents of the four (4) unincorporated communities.

In August 2007, FCRTA staff completed preparation to distribute the final Survey form (the original was 11"x17", attached is an 8-1/2" x 11" reduction for reference purposes). FCRTA Staff worked with the rural Post Office Postmaster to determine the number of Survey mailers necessary to ensure that every resident within, and adjacent to the Community on a rural postal route, or post office box, would receive a copy. On August 5th and 6th, the FCRTA staff delivered 2,250 copies of the Survey to the rural Postmasters for mailing to all the residents in and around Dunlap, Miramonte, Pinehurst, and Squaw Valley (Attachment). Expressed in the Survey, was the hope that the self addressed stamped Survey could be completed and returned by August 24th. Staff continued to receive survey responses through mid-October.

The Survey form was in English on one side and Spanish on the other side. The right side of the form explained the specific intent of the Survey. It described possible service within the Communities and to Fresno, days and times of operation, the cost, and specific ridership expectations. On the left side of the form were eleven (11) simple questions:

1. *What is your home address?*
2. *How do you currently travel "to" and "from" your home?*
3. *Do you need transit services?*
4. *How often would you use transit?*
5. *Would you consider riding with someone else for your trips?*
6. *Who at this address would use public transit?*
7. *Are any frail or disabled? Would they require special attention, or assistance, in requesting or completing their transit trip?*
8. *Could you get to a community bus stop location on your own? Or would you need to be picked-up at your home?*
9. *What are your main transportation needs?*
10. *Please tell us where you need to go, when you need to come back, and how often you need to go there, and how much you would be willing to pay for the round trip?*
11. *Would you be interested in "carpooling"? Would you be willing to transport others who may wish to ride with you? Or would you like to ride with someone else?*

The text concluded with *"Thank you for taking the time to respond to this Survey. When finished just fold the paper over, tape or staple it, and mail it back to us, the return postage is included. The results will be tabulated to determine if sufficient interest is evident to support a South Sierra Transit Demonstration Project in the future."*

SURVEY RESPONSES

The overall number of responses and the individuals represented do not, in themselves, reflect a meaningful commitment of a minimum number of consistent, regular riders to support a new transit service exclusively for the Communities of Dunlap, Miramonte, Pinehurst, or Squaw Valley. We have received 181 responses. This represents an 8.0% return rate. Some experienced evaluators consider this to be an above average response. I had hoped for at least a 25% return, since the Survey could be completed within ten (10) minutes or less. The return postage was also included. The results of the Survey and analysis of the data are summarized as follows.

One hundred and eighty (180) or 99% were completed in *"English"*, and one (1) or 1% was completed in *"Spanish"*.

The responses to the 1st, 2nd, and 3rd questions revealed where they live, how they currently travel *"to"* and *"from"* their homes, and if they need transit services.

Of the 181 responders:

- 170 (93.92%) Have Access to Personal Transportation
- 11 (0.76%) Have No Personal Transportation

Of those with no personal transportation:

- 6 (3.31%) Ride with Someone Else
one (1) lives in Dunlap, one (1) in Miramonte, and four (4) in Squaw Valley; and
- 5 (2.76%) Do Not Reportedly Travel
two (2) live in Dunlap and three (3) live in Squaw Valley.

Of the 181 responders:

<u>Community</u>	<u>Responses</u>	<u>Don't Need Transit</u>	<u>Need Transit</u>
Dunlap	19	8	11
Miramonte/Pinehurst	27	12	15
Squaw Valley	135	60	75
Totals	181	80	101

It should be noted that some responders did not answer every question, and in some cases recorded multiple responses.

Of those reporting that they *"need transit"*, forty-five (45) *"needed access in the foothills"* and seventy (70) *"wanted to go to Fresno"*. Several responders also wanted to go to six (6) other Cities:

- 6 - Dinuba (Tulare County);
- 1 - Lemoore (Tulare County);
- 3 - Orange Cove;
- 19 - Reedley;
- 3 - Sanger; and
- 7 - Visalia (Tulare County).

The fourth (4th) question asked *"how often they would ride"*:

- 14 reported they would ride *"once a week"*;
- 15 indicated *"twice a week"*;
- 9 said *"three times a week"*;
- 2 stated *"four times a week"*;
- 7 reported *"five times a week"* (for work); and
- 54 indicated that they would *"only ride when needed"*.

The fifth (5th) question asked if they were willing *"to ride with others"*:

11 responded *"no"*; and
87 said *"yes"*.

It is important to note that passengers would *not* be riding by themselves. Our services are based on sharing rides and grouping passenger trips with others.

Responses to the sixth (6th) question, *"who would ride?"* revealed that of the one hundred and one (101) *"need transit"*. The actual responses represent data from one hundred and ninety-seven (197) people.

94 (48%) were *"males"*; and
103 (52%) were *"females"*.

Their respected ages were placed into three (3) groups:

39 were *"0-17 years of age"*;
87 were *"18-59 years of age"*, and
59 were *"60 years of age and older"*.

The seventh (7th) question was to determine if they were *"disabled and needed special assistance?"* :

67 reported *"no"*; and
34 stated *"yes"*.

49 indicated that they *"did not require assistance"* while
13 would *"need assistance"*.

8 use *"wheelchairs"*;
3 have *"motorized chairs"*;
3 use *"walkers"*;
2 are *"visually impaired"*;
2 are *"physically disabled"*; and
1 uses a *"cane"*.

The eighth (8th) question asked if they *"would need assistance to get to a bus stop?"*.

78 said *"no"*; and
22 indicated *"yes"*.

24 indicated that they *"did not need to be picked-up at their home"*, while 28 stated that they *"would need to be picked-up at their home"*.

Question number nine (9) asked what their *"main transportation needs"* were?:

19 said *"to work"*;
73 indicated *"to medical / dental appointments"*;
75 reported *"to shopping / errands"*;
14 stipulated *"Community Center"*;
24 said to the *"Post Office"*; and
20 mentioned for *"social / recreational"*.

Several "other" locations were mentioned a number of specific times:

5 times - Sierra Vista Mall; and WalMart.
4 times - Fulton Mall; Kaiser Hospital; and Winco.
3 times - Bear Mt. Library; Church; Costco; School; St. Agnes Hospital; VA Hospital.
2 times - Auto Shop - Fresno; Bank, and Vons.
1 time - After School Events; Blackstone; Catholic Charities; Food Max; Fresno State University - work; Gym; Hardware in Fresno and Squaw Valley; Kaiser Clinic - Clovis; Reedley College; and River Park.

The tenth (10th) question asked specifically *"where do you need to go, when do you need to come and go, how often, and how much would you be willing to pay for the round trip"*?

The responses to where they needed to go and how often was previously indicated. Very few mentioned how much they were willing to pay, probably because the narrative discussed the fares. Several noted that they were on fixed incomes, but were willing to pay as necessary.

Question number eleven (11) asked and gave information about participating in the Valleyrides.com *"carpooling program"* with the contact phone number (559-441-7433).

42 were *"not interested"*; while
41 indicated they *"were interested"*.

It was interesting to note however that while the phone number to request ridesharing information was included, no phone calls from the four (4) communities were received during the Survey period. However, printed rideshare information was mailed to the addresses provided by the forty-eight (48) residents.

ANALYSIS RESULTS

In our experience with similar surveys in the past when people positively indicate that they will definitely utilize a *"needed"* transit service, only one (1) in five (5) actually ever do. All too often, we receive responses from people that are thinking *"someday I may need the service, but not right now"*; or *"I don't really need it, but someone else probably does, so I'll support it for them to use"*.

In summary and analysis of this particular Survey information, it would appear that some of the Survey forms express some apparent and possible diverse transit needs. However, eighty (80) responders do *not* need transit because they have access to their own personal transportation, and of the one hundred and one (101) responses that reportedly *"need transit"*, ninety (90) state that they have access to their own personal transportation; fifty-four (54) of them admit that they would *"only ride when needed"*, thirty-four (34) reported to be *"disabled"*. Seventeen (17) of them reportedly use mobility aids in conjunction with their own personal vehicles - so they appear to have the means of transporting these devices themselves currently (8 - wheelchairs; 5 - motorized chairs; 3 - walkers; and 1 - cane); thirteen would need further assistance to travel. Of the remaining eleven (11), that have *no* transportation, six (6) ride with someone else; and the other five (5) reportedly do *not* travel at all, so they *may* indeed need transit.

Certainly, it is understood that some people with personal transportation choose to utilize available transit services for many reasons. Some like to ride with others, some recognize the cost savings especially with ever rising fuel costs, environmental considerations, and apparent convenience perceptions. It's also recognized that some may feel safer, or need to travel with someone else.

Next, in light of the reported frequency of travel, (*number of individuals traveling multiple times a week 14 - one time; 15 - two times; 9 - three times; 2 - four times; and 7 - five times and 54 - only when needed*); it is difficult to anticipate attracting a sufficient number of weekday riders during an eight (8) hour service day to meet our minimum productivity standards.

- Passengers per Hour = 5
- Passengers per Mile = 0.5
- Cost per Hour = \$63.00
- Cost per Mile = \$4.33
- Cost per Passenger = \$9.25
- Farebox Recovery = 10.0%

Inter-Community services between the four (4) Foothill Communities would have to average five (5) passengers per hour. The fares for each one-way trip would be: Seniors 65+ (with a photo ID) free, Elderly 60 to 64, Disabled, and Children (0-17)

with an Adult \$.50; and General Public \$.75.

Inter-Community to City would have to average fifteen (15) round trip passengers per service day. We recognize that when averaged, ridership varies by day of month, weather, and a number of other factors. When ridership is down, it must be up at other times to meet average expectations. Reduced service hours and days of week may be considered during the demonstration period in attempts to preserve minimum "life-line" services, when performance standards are *not* being met.

The "*special introductory reduced fare for everyone*" utilizing inter-community services to near-by Cities (Orange Cove, Reedley, Parlier, Sanger) would be \$3.00 per round trip. Service to Clovis and Fresno would be \$5.00 per round trip.

Some trip needs will *not* be able to be addressed; in particular, travel beyond Fresno County boundaries. The FCRTA has a policy of *not* traveling outside of Fresno County and our insurance does not cover such travel. Trips to Tulare County for Dinuba, and Visalia and Kings County for Lemoore would *not* be possible.

Trips to work, or colleges, would *not* be possible under this program. However, commuter carpooling / commuter vanpooling / and farm labor vanpooling could be arranged through the new Measure-C program being administered by the Council of Fresno County Governments (Fresno COG). Two (2) or more individuals (*not* residing in the same household) may apply for a commuter carpool subsidy when utilizing their personal vehicles. A minimum of seven (7) individuals would be needed to begin a subsidized commuter vanpool / farm labor vanpool program (vehicle sizes include: 7, 8, 10, 12, and 15 passengers). One person would be the primary driver, and others could back them up. Specific arrangements (pick-up, drop-off, travel times, destination locations, etc. would be made by the participants themselves. Each of these three (3) services could extend beyond the Fresno County boundaries, as long as they "*originate*" and "*return*" to Fresno County.

Further analysis brings other issues into consideration. When the service request was first brought to our attention by Ms. Maureen Dupras, Secretary to the "Foothill Seniors", she indicated that passengers could get to a local bus stop location on their own. She felt this would facilitate group trips to destination of common interest. This would surely assist in a successful operation.

The option of going "to" and "from" specific homes in the foothill communities is very problematic. The "driver" would need to be very familiar with the local area. I personally surveyed the communities. The traveling distances are long, time consuming, over very winding roadways, with vast elevation changes. Transit passengers will experience a very different perspective in a transit vehicle instead of riding in their personal vehicle. Motion sickness may result. Some roadways are

immediately adjacent to protruding mountain rock walls, while the other side is a cliff down the mountain side. Trees and their branches encroach into the lanes, along side and overhead. High profile vehicles must dodge, scrape, or collide with the limbs. With very light local traffic, most drivers encroach over the marked center line for safety. When two (2) vehicle pass they quickly correct to their own lanes. In viewing residential locations off the paved County roads, brings up another significant problem. The distance from the actual road to a home may be several hundred feet or more, sometime paved, or gravel, or dirt. Trees again appear to pose a significant obstacle. While a resident's personal vehicle may be able to negotiate the area adequately, despite adverse weather, our high profile transit vehicle may *not* be able to do so. The ability to navigate the space for a convenient front door pick-up location for a rider may simply *not* be possible. The solution may be similar to school bus pick-ups and drop-offs in the area, either at the main road *or* an agreed to nearby location. This fact may pose problems for frail or disabled residents. Our Survey indicated that thirteen (13) residents would "*need assistance*". While some may think that we can simply address the accessibility issues on a case by case basis, this is not so. We are required by Federal law (Americans with Disabilities Act of 1990) to treat everyone "*the same*".

The other issue of concern is how this Demonstration Program would be implemented. The proposed service would take place between 8:00am and 5:00pm, with a mid-day lunch hour for the driver (generally between 12 noon and 1:00pm). The service would operate Monday through Friday, except on the following observed holidays: New Years Day; Martin Luther King Jr's Birthday; Lincoln's Birthday; President's Day; Cesar Chavez's Birthday; Memorial Day; American Independence Day; Labor Day; Columbus Day; Veteran's Day; Thanksgiving Day; Thanksgiving Day After; and Christmas Day.

The survey revealed that forty-five (45) residents needed access in the foothills. They mentioned that they wanted to: "*go shopping, to the post office, the Community Center, and for social / recreational*". Seventy (70) wanted to go beyond the foothill communities, they mentioned: Orange Cove; Reedley; Parlier; Sanger; Clovis and Fresno. Often they mentioned: "*to go shopping / errands and medical / dental appointments*". Specific locations were previously enumerated. When you have access to your own personal transportation, you can just get up and go as you please. But with public transit, we have to schedule and group our trips to accommodate as many as possible to maintain our productivity standards. So we should set aside time in the early morning for local foothill community trips, for example 8:00am to 9:30am and then at 10:00am to 5:00pm schedule nearby trips to Orange Cove and Reedley on certain days of the week for example Tuesday and Thursday; and longer trips to Sanger, Clovis, and Fresno for example on Monday, Wednesday, and Friday.

The actual timing becomes very important to those with "*medical appointments*".

Arrangements to drop someone off at a particular time is very problematic. With your own personal transportation, again *"you come and go as you please"*. If one rider has a 10:00am appointment in Sanger on Monday and another rider needs to be at Kaiser Hospital in Fresno at 11:00am, and several other riders want to go to Sierra Vista Mall in Clovis to shop, we have major problems. First the vehicle may be transporting a Dunlap rider to the Post Office until 9:30am. It will *not* be possible to pick-up the others to go down the hill and get to Sanger by 10:00am. The other riders may want to be dropped off at Sierra Vista Mall *"because its on the way"*, before the rider who needs to go to Kaiser Hospital by 11:00am. And after everyone is dropped off by 12 noon, the driver needs to take their required lunch hour until 1:00pm. In the mean time, the passenger who was left in Sanger has completed their appointment an hour ago and they *"want to go home now!"*. The driver learns twenty (20) minutes later that the Kaiser Hospital riders also *"wants to be picked-up now!"* to also go home, and those at Sierra Vista Mall want to *"stay until at least 3:00pm"* before going home, and when the driver arrives, one rider didn't show-up for an additional thirty (30) minutes. It simply is *not* possible to make multiple trips back and forth to address the wants of each individual.

Some individuals expressed a desire to go to major shopping centers such as Sierra Vista Mall, Fashion Fair, and River Park. These facilities each are very spread out. When the driver arrives, they will unload the passenger at a particular location. Usually, it is understood that drop-off locations are the same locations for the return pick-ups. It will *not* be possible to make multiple pick-ups and drop-offs throughout the day. For example when a passenger is dropped off by Gottschalks at Fashion Fair, the driver will *not* be able to return in thirty (30) minutes to pick-up the same passenger who may then wants to go to Macy's, at the other end of Fashion Fair.

For those wanting to go to shopping at discount stores such as Costco, we *cannot* accommodate large items or quantities such as: a 42" TV, a fifty (50) pound bag of dog food, or the month's supply of groceries (*"but the gallon of ice cream is melting!"*).

We will need to work cooperatively with each individual, or group, to ensure a successful program despite these observations

BUDGETING FOR THE DEMONSTRATION PROGRAM

When the FCRTA considers implementation of a typical new transit service it must be designed to be sustainable as a cost effective operation, pursuant to the California Transportation Development Act of 1971. Even with ninety percent (90%) local sales tax funding (from Measure - C), at least ten percent (10%) of the remaining operating costs must be covered by passenger fares. Our twenty-eight

(28) years of practical experience have made us realize that the usual threshold for a minimum transit service includes the operation of a modified fifteen (15) passenger type van. The actual modifications include wheelchair accessibility in conformance with the "American's with Disabilities Act" (ADA) of 1990. The vehicle must have a raised roof and either a ramp or wheelchair lift. The interior seating capacity, through the use of flip-seats may be reconfigured to range from fourteen (14) passengers, not including the driver, to one (1) wheelchair passenger and eight (8) other seated passengers, plus the driver.

With the circumstances raised by the results of this Survey, it would appear that we may need to propose the operation of a larger capacity vehicle to accommodate multiple disabled passengers. Our twenty-two (22) passenger cut-away van may transport two (2) side-by-side wheelchairs, or scooters, at the rear of the vehicle. Passengers may choose to transfer to a regular passenger seat. If resultant ridership did *not* consistently warrant the larger capacity vehicle, the smaller fourteen (14) passenger van would replace it. It is clear that the operation of multiple (2) vehicles is *simply not* being considered at this time.

Staff did *not* reflect a South Sierra Transit subsystem budget within its adopted 2007-08 Budget. An FCRTA Budget amendment may be considered to facilitate this proposed Demonstration Program. Attached is a draft Budget for a South Sierra Transit Demonstration Project. It reflects a twelve (12) month projected total cost of \$139,192. Farebox receipts would have to equal a minimum of \$13,920 to achieve the minimum ten percent (10%) farebox recovery requirement.

For the Demonstration Project, staff is recommending that the service be implemented during the remainder of this 2007-08 Fiscal Year to determine viability. Specifically, after March 1st to June 30th if all the arrangements can be agreed to by the interested parties. As such, the actual proposed four (4) month budget (attached) would total \$46,765. The required farebox receipts from the passengers would need to total \$4,677, or ten percent (10%) of the actual expenditures. Therefore the minimum average daily farebox receipts would need to be \$55.68.

RIDERSHIP AND RESULTANT FAREBOX RECOVERY EXAMPLES

An example of an alternative weekly service arrangement was previously suggested. The following four (4) examples help to illustrate alternative examples of needed ridership and farebox revenues needed to meet minimum expectations toward a successful Demonstration Program:

1. In order to achieve the daily farebox receipts, we would need to attract and transport five (5) residents (10 one-way trips) to travel within and between

the foothill communities each service day during the suggested two (2) hour period from 8:00am to 10:00am in order to receive approximately \$5.00. Next, during the suggested time period of 10:00am to 12:00noon and 1:00pm to 5:00pm, we would need to transport seven (7) passengers (14 one-way trips) between the foothill communities and Orange Cove and Reedley in order to receive \$21.00. An additional six (6) riders (12 one-way trips) would be needed to go to and from Sanger, Clovis, and/or Fresno to achieve \$30.00. At the end of the day we would have transported eighteen (18) individuals for thirty-six (36) one-way trips. The resultant farebox receipt that day would be the minimum \$56.00 to meet the minimum farebox recovery of ten percent (10%). However, we would have only transported 4.5 passengers per hour, less than the five (5) passengers per hour standard.

2. With the suggested Tuesday and Thursday schedule we would need to transport seventeen (17) riders (34 one way trips) between the foothill communities and Orange Cove and/or Reedley. The resultant farebox receipts would be \$51, plus the \$5 for the five (5) residents that would ride locally in the morning. The resultant ridership would be forty-four (44) one-way trips and \$56.00 in farebox receipts. We would have transported 5.5 passengers per hour, equal to the five (5) passengers per hour standard.
3. With the suggested Monday, Wednesday, and Friday inter-community suggested schedule we would need to transport ten (10) passengers (20 one-way trips) to Clovis and/or Fresno to receive \$50, plus the \$5 for the five (5) residents that road locally in the morning. The resultant ridership would be thirty (30) one-way trips and \$55.00 in farebox receipts. However, we would have only transported 3.75 passengers per hour, less than the five (5) passengers per hour standard.
4. And remember, if the service only served within the foothill communities for eight (8) hours per day we would need twenty-eight (28) passengers (56 one-way passengers) to achieve \$56.00 in receipts, As a result, we would have transported 7 passengers per hour, more than the five (5) passengers per hour standard.

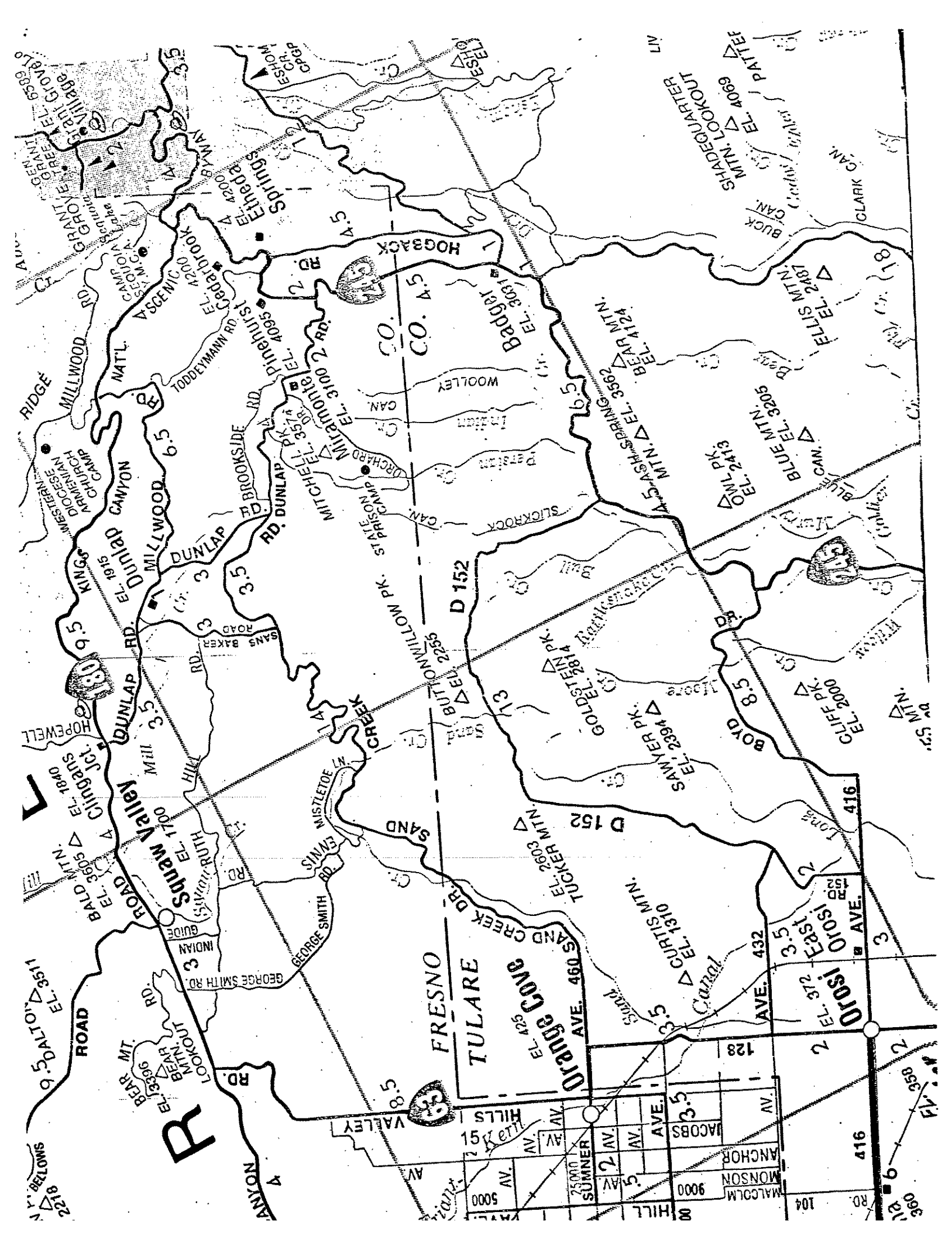
REVIEW CONSIDERATION

If the Fresno COG's Social Service Transportation Advisory Council (SSTAC) feels that a Demonstration Program should be implemented, then staff would have to recommend that it be on a short term (30-90 days) basis to determine actual viability. If after program modifications, reasonable ridership did not materialize, than the service would be discontinued with thirty (30) days notice.

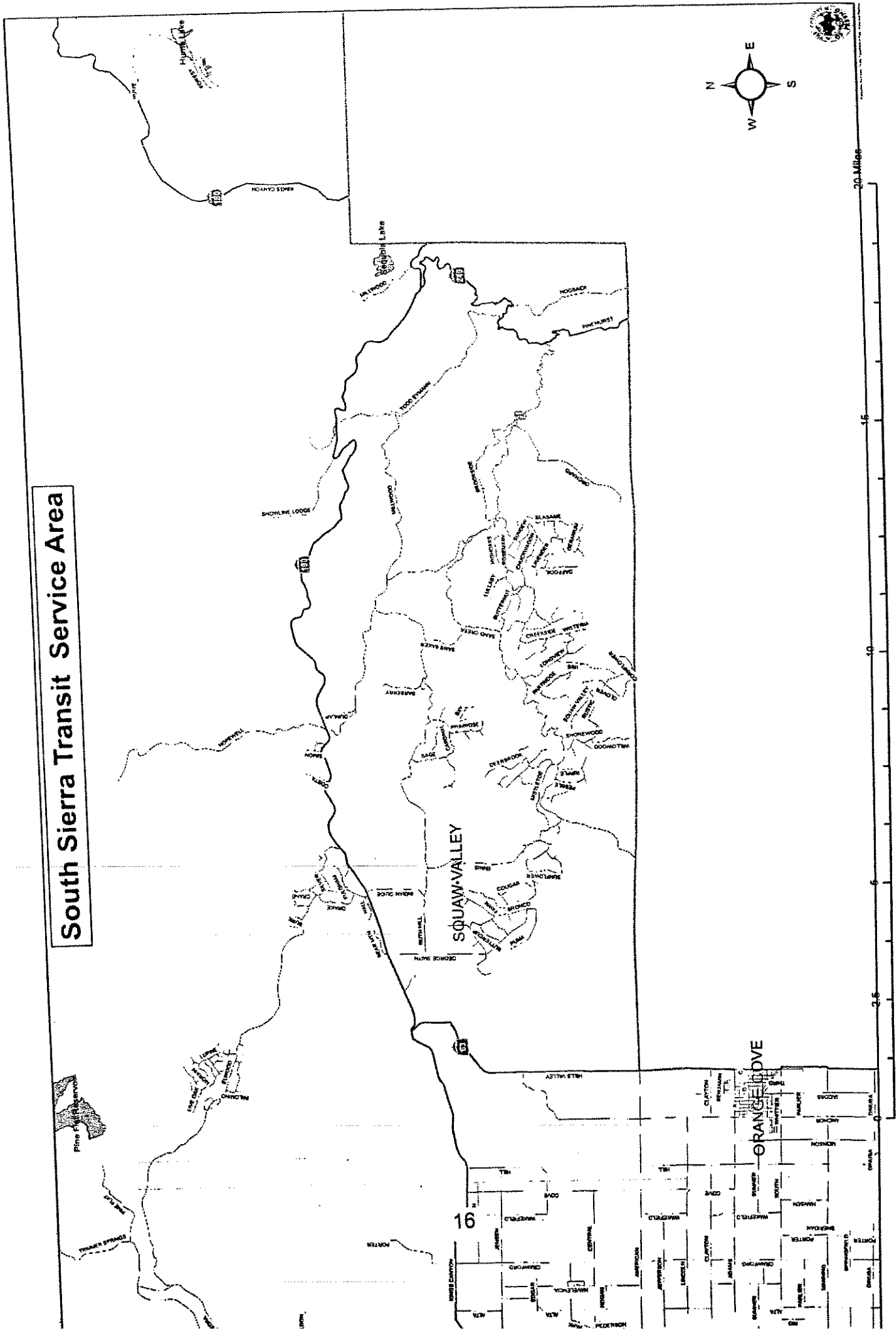
I sincerely hope this information, analysis, and comments help you to better understand the circumstances we face in addressing potential transit needs that may prove to be reasonable to meet.

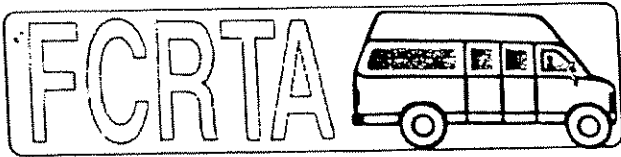
If other questions arise, I will be pleased to address them.

Attachments



South Sierra Transit Service Area





FRESNO COUNTY RURAL TRANSIT AGENCY
2100 Tulare Street, Suite 619 Fresno, CA 93721
Phone: 559 - 233 - 6789 Fax: 559 - 233 - 9645
Webpage: www.ruraltransit.org Email: jwebster@ruraltransit.org

August 2, 2007

MEMORANDUM

From: Jeffrey D. Webster, General Manager

Regarding: Check for Postage Stamps, 4,400 - \$.41 Stamps = \$1,804.00

South Sierra Unmet Transit Needs Survey
Measure - C Program Activity 2007-08
As per adopted Budget, 6/28/07 Resolution 2007-03

Mailings to
Squaw Valley, CA 93675
332-2122
Post Office Boxes:

125

Orange Cove Post Office Routes to Squaw Valley
626-1418

Highway Contract #03:	350
Highway Contract #04:	407
Highway-Contract #76:	376
Highway Contract #80:	378

Dunlap, CA 93621
338-2493
Post Office Boxes:

270

Miramonte and Pinchurst 93641
Miramonte Post Office
336-2542

Post Office Boxes:

72

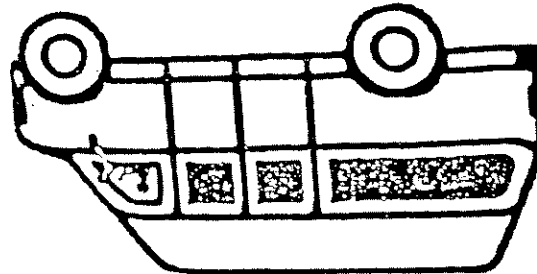
Highway Contract #74

139
68

Total Mailings:	2,185
Extra Copies:	15
Subtotal (Postage)	2,200
Extra to Squaw Valley Library	50 (No Postage)
TOTAL SURVEYS	2,250

2 stamps each (mail to and return)	4,400
First Class Stamps \$.41 each	\$1,804.00

SOUTH SIERRA TRANSIT ?



Current Resident
Dunlap, CA 93621



Unmet Transit Needs Survey for the South Sierra Unincorporated Communities of Dunlap, Miramonte, Pinehurst, & Squaw Valley August 2007

The Fresno County Rural Transit Agency (FCRTA) is currently assisting the Council of Fresno County Governments (COFCG) in its efforts to determine if there are any "unmet transit needs" that may be reasonable to meet. Annually, the COFCG's Social Service Transportation Advisory Council (SSTAC) attempts to seek comments from the public regarding the existing general public and social services transportation services provided throughout Fresno County.

Over the years we have received requests from individuals who believe that the South Sierra Communities of Dunlap, Miramonte, Pinehurst, and Squaw Valley may be able to support its own transit services. The previous Volunteer Driver Program for local riders, that was coordinated through the Squaw Valley Library, was discontinued.

Some feel that you may need transit service within your Communities. Such service could be available on a Dial-A-Ride basis during a weekday period such as 8:00am to 12:00noon and 1:00pm to 5:00pm. Fares would be \$.75 per one-way trip for the general public and \$.50 for the elderly (60+), disabled, and children (0-18) when with an adult. We would need to average six (6) passengers per service hour. During an eight (8) hour service period we would need to average forty-eight (48) passenger trips per day.

Others feel that you may need transit service from your Community to Fresno. Such service could be done on a twenty-four (24) hour prior reservation basis. The passenger would call a toll free phone number and make a reservation indicating when they needed to be somewhere and when they would be finished to go home again. The dispatcher would coordinate the trip with other riders, to group the passengers. Hopefully an minimum of at least six (6) passenger would be willing to depart and return at approximately the same times. The dispatcher would call each passenger back with the final arrangements for the following day. The discounted fare for all passengers would be \$5.00 per round trip. We would need to average six (6) to ten (10) passenger per trip.

Monthly convenience passes would be available. In-Community - general public, \$30.00 per month; Elderly (60+), Disabled and Children (0-18) with and Adult, \$20.00 per month. To Fresno - all passengers, \$100.00 per month.

Community Service Representatives have requested that we conduct a specific "Unmet Transit Needs" Survey of those residents directly associated with Dunlap, Miramonte, Pinehurst, and Squaw Valley to document your "transit needs". There are eleven (11) questions that we would like you to carefully answer and return to us by August 24, 2007. Just fold the paper over, tape or staple it, and mail it back to us, the return postage is included. If you require a different accommodation in responding to this questionnaire, due to a limiting disability, please ask another person to write your responses for you.

Council of Fresno County Governments
Fresno County Rural Transit Agency
2035 Tulare Street, 201
Fresno, CA 93721

To better access your transit needs, please respond to the following questions:

1. What is your home street address _____
2. How do you currently travel "to" and "from" your home?
 ___ personal-family automobile, truck, van; ___ motorcycle; ___ bicycle;
 ___ walk; ___ ride with someone else; ___ no means of transportation;
 ___ other, _____
3. Do you need transit services? ___ no; ___ yes; ___ in Foothill
 Communities, ___ to Fresno; ___ other _____
4. How often would you use transit? ___ daily; ___ times a week;
 ___ only when needed.
5. Would you consider riding with someone else for your trips?
 ___ no; ___ yes.
6. Who at this address would use public transit?
 Number of Males: ___, their Ages _____;
 Number of Females: ___, their Ages _____
7. Are any frail or disabled? ___ no; ___ yes. Would they require special
 attention, or assistance, in requesting or completing their transit
 trip? ___ no; ___ yes, ___ a wheelchair, or other, please explain:

8. Could you get to a community bus stop location on your own?
 ___ no; ___ yes. Or would you need to be picked-up at your home?
 ___ no; ___ yes.
9. What are your main transportation needs?
 ___ work; ___ medical / dental; ___ shopping / errands; ___ Community
 Center; ___ Post Office; ___ social / recreational; ___ other _____
10. Please tell us where you need to go, when you need to come
 back, how often you need to go there, and how much you would
 be willing to pay for the round trip. _____
11. Would you be interested in "carpooling"? Would you be willing
 to transport others who may wish to ride with you?
 Or would you like to ride with someone else? The specific
 arrangements can be worked out between participating people.
 Valleyrides.com can help by providing you with a "match list" of
 others in your area who may want to go to similar locations, at
 similar times. ___ no; ___ yes, call 559-441-RIDE(7433).

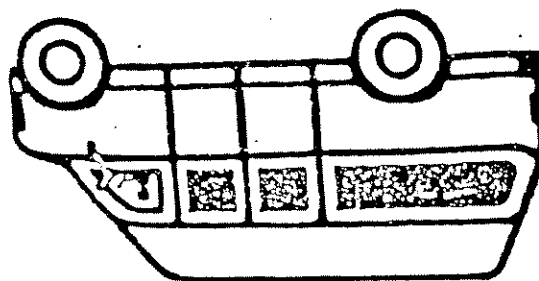
Thank you for taking the time to respond to this Survey.

18

When you are finished just fold the paper over, tape or staple it, and mail it back to us, the return postage is included.

The results will be tabulated to determine if sufficient interest is evident to support a South Sierra Transit Demonstration Project in the future.

SOUTH SIERRA TRANSIT ?



Council of Fresno County Governments
2035 Tulare Street, 201
Fresno, CA 93721



Current Resident
Dunlap, CA 93621

Las Necesidades Inapropiadas del Tránsito Inspeccionan para las Comunidades no Incorporada de Dunlap, Miramontes, Pinehurst y Squaw Valley - Agosto 2007

El Condado de Fresno la Agencia Rural de Tránsito ayuda actualmente el Concilio de Gobiernos de Condado de Fresno (COFCG) en sus esfuerzos de determinar si hay "las necesidades inapropiadas de tránsito" que podran ser razonables de encontrar. Anualmente, el Transporte Social de COFCG sirve las tentativas Consultores del Concilio para buscar los comentarios del público con respecto al existire público general y servicios sociales de transporte de servicios proporcionaron a traves de Condado de Fresno.

Sobre los años nosotros hemos recibido los pedidos de individuos que creen que la Comunidades de Dunlap, Miramonte, Pinehurst y Squaw Valley pondran ser capaces de sostener sus propios servicios de tránsito. El programa previo del Conductor del Voluntario para jinetes locales, eso se coordino por la Biblioteca de Squaw Valley fue discontinuado.

Algunos sienten que usted puede necesitar el servicio de tránsito de su comunidades para Fresno. Tal servicio podria estar disponible en un Estera una base del Paseo durante un periodo del dia laborable tal como 8:00 de la mañana a 12:00 mediodia y 1:00 de la tarde a las 5:00 de la tarde. Los precios de billete seran \$.75 por de un solo sentido viaje para el publico general y \$.50 para ancianos (60+), incapacitado, y los niños (10-18) cuando acompañado por un adulto. Necesitaríamos promediar seis (6) pasajeros por hora de servicio. Durante ocho (8) horas atiende al periodo que necesitaríamos para promediar cuarenta y ocho (48) viajes de pasajero por dia.

Otros sienten que usted puede necesitar el servicio del tránsito de la Comunidad a Fresno. Tal servicio se podria hacer veinticuatro horas la base previa de la reservacion. El pasajero llamar a un peaje liberta el numero de telefon y hace una reservacion que indica cuando ellos necesitaran estar en algún lugar y cuando ellos seran terminados para ir a casa otra vez. El expedidor coordinaria el viaje con otros jinetes, para agrupar a los pasajeros. Optimistemente un minimo de por los menos seis (6) pasajeros estarian dispuestos a partir y volver aproximadamente los mismos tiempos. El expedidor llamaria cada espalda de pasajero con los arreglos finales para el dia siguiente. El precio del billete descontado para todos pasajeros seria \$5.00 por viaje de ida y vuelta. Necesitaríamos promediar seis a diez pasajeros por viaje.

Los paso mensuales serian disponibles. En la comunidad público general \$30.00 por mes; ancianos (60+), incapacitados y niños (es) (10-18) con un Adulto \$20.00 por mes. Para Fresno todos los pasajeros \$100.00 por mes.

Los Representantes del trabajo comunitario han solicitado que realizamos una Inspeccion Inapropiada especifica de Necesidades de Tránsito de esos residentes directamente asociado con Dunlap, Miramonte, Pinehurst, y Squaw Valley para documentar sus necesidades de tránsito. En la espalda de este papel hay once preguntas que queremos que usted conteste con cuidado y mandarlo para el 24 de agosto de 2007. Doble apenas el papel sobre, graba o lo cose con una grapa y envia lo apoya a nosotros, el franqueto del regreso se incluye. Si usted requerir un accomodation diferente a responder a este cuestionario, debido a una incapacidad restricta por favor preguntale a otra persona que escribir sus respuestas por usted.

Para conseguir mejor acceso a sus necesidades de tránsito, por favor responden a las preguntas siguientes.

1. ¿Qué es su dirección de la calle de hogar? _____
2. ¿Cómo viaje actualmente "a" y "de" su hogar?
___ el automovil de la personal, el camión, la camioneta
caminar; ___ motorcycle; ___ la bicicleta; ___ cabalga con otra
persona; ___ ningun medios de transporte; ___ otro _____
3. ¿Necesita usted los servicios del tránsito? ___ no; ___ si;
___ en comunidades de estribación; ___ en Fresno; ___ otro _____
4. ¿Con qué frecuencia utilizaría el tránsito? ___ diario; ___ cuanta
veces por semana; ___ no mas cuando es necesario.
5. ¿Consideraría usted cabalgar con otra persona para sus viajes?
___ no; ___ si.
6. ¿Quién en esta dirección usara el tránsito gran público?
Cantidad de Males ___, su edades ___, ___, ___, ___, ___,
Cantidad de Hembras ___, sus edades ___, ___, ___, ___, ___,
7. ¿Es frágil or incapacitado(a)? ___ no; ___ si. ¿Requeriría
atención especial, o la ayuda para completar su viaje de
tránsito? ___ una silla de ruedas, ___ otro, por favor explique:

8. ¿Podría llegar usted solo (el/la ubicación de parada de
comunidad? ___ no; ___ si. ¿O necesitada recogerlo(a) en su
casa? ___ no; ___ si.
9. ¿Cuál es son sus necesidades importantes de transportation?
___ trabajo; ___ medico / dental; ___ compras / recados;
___ Centro de Social; ___ la Oficina de correo; ___ social /
recreativo; ___ otro: _____
10. ¿Díganos por favor donde necesita ir, cuando va a regresar,
cuántas veces necesita ir, y cuanto estaría dispuesto(a) a
pagar por el viaje de ida y vuelta? _____

11. ¿Estaría interesado en carpooling? ¿Estaría usted dispuesto a
transportar los otros que desean cavalgar con usted? ¿Los
arreglos específicos se puede trabajo fuera entre personas
participantes? Valleyrides.com puede ayudar
proporcionándole con una lista de otros en su área que puede
querer ir a ubicacions semejantes, en tiempos semejantes.
___ no; ___ si llama a (559) 441-RIDE (7433).

Gracias por tomar el tiempo de responder a esta inspeccion.

Cuando usted termina doble apenas el papel sobre, graba o lo cose con una grapa y envia lo apoya a nosotros, el franqueto del regreso se incluye.

Los resultados se tabularan para determinar si el interes es suficiente para sostener un Proyecto de la Demonstracion del Tránsito para sostener un Proyecto de la Demonstracion del Tránsito en el futuro.

DEMONSTRATION PROGRAM
EXAMPLE

FRESNO COUNTY RURAL TRANSIT AGENCY

TWELVE (12) MONTH BUDGET

	ADOPTED	ACTUAL	DRAFT		
	2006/07 Budget	2006/07 Projected	2007/08 Budget		
				CHANGE	PERCENT
South Sierra Transit					
REVENUES					
[PAST CARRYOVER/(SHORTFALL)]	0	0	0	0	0%
1 South Sierra	0	0	0	0	0%
2 Fresno County	0	0	0	0	0%
TOTAL CARRYOVER					
[FARE RECEIPTS (002/)]					
401 Farebox	0	0	3,480	3,480	0%
1 Intra-City	0	0	10,440	10,440	0%
3 Inter-City	0	0	0	0	0%
2 Local Fare Augmentation	0	0	0	0	0%
4 Common Carrier	0	0	0	0	0%
402/1 Spec. Fare Gov. Contract	0	0	0	0	0%
404 Freight	0	0	0	0	0%
405 Other	0	0	13,920	13,920	0%
TOTAL FARE RECEIPTS					
[OPREATING REVENUE (003/)]					
407 Interest	0	0	0	0	0%
409 LTF and/or STA Fund Revenues					
1 South Sierra	0	0	0	0	0%
2 Fresno County	0	0	0	0	0%
3 CTSA-Article 4.5	0	0	125,272	125,272	0%
409/5 Measure "C"	0	0	125,272	125,272	0%
TOTAL OPER. REVENUES					
[STATE/FEDERAL GRANT REVENUE (005/)]					
413 FTA	0	0	0	0	0%
1 Regional - Section 5311	0	0	0	0	0%
2 CMAQ	0	0	0	0	0%
TOTAL STATE & FEDERAL GRANTS					
[REVENUE SUMMARY]					
1. Carryover	0	0	0	0	0%
2. Current Revenue	0	0	139,192	139,192	0%
***** TOTAL REVENUES *****	0	0	139,192	139,192	0%

DEMONSTRATION PROGRAM
EXAMPLE

FRESNO COUNTY RURAL TRANSIT AGENCY

TWELVE (12) MONTH BUDGET

	ADOPTED	ACTUAL	DRAFT		
	2006/07 Budget	2006/07 Projected	2007/08 Budget	CHANGE	PERCENT
South Sierra Transit					
EXPENDITURES					
[OPERATIONS (010/)]					
501 Salaries & Wages	0	0	0	0	0%
1 Driver	0	0	0	0	0%
2 Dispatcher					0%
502 Fringe Benefits	0	0	0	0	0%
0 Other Fringe Benefits	0	0	0	0	0%
1 FICA	0	0	0	0	0%
2 Workman's Compensation	0	0	0	0	0%
3 Retirement	0	0	0	0	0%
4 Medical Insurance					
503 FCRTA Direct Expense	0	0	300	300	0%
0 Training	0	0	500	500	0%
4 Drug Testing/Physicals	0	0	1,500	1,500	0%
505 Telephone/Radio Dispatch Costs	0	0	13,500	13,500	0%
506 Casualty & Liability Costs	0	0	100	100	0%
507 Ticket Purchases/Expenses	0	0	61,088	61,088	0%
508 Contracted Services	0	0	50	50	0%
509 Miscellaneous Expenses	0	0	100	100	0%
512 Vehicle Leases & Rentals	0	0	77,138	77,138	0%
TOTAL OPERATIONS EXPENDITURES					
[VEHICLE MAINTENANCE/REPAIR (041/)]					0%
504 Vehicle Expenses	0	0	15,000	15,000	0%
0 Fuel	0	0	0	0	0%
1 Lubricants (Oil/Grease/Fluids)	0	0	3,000	3,000	0%
2 Tires, Batteries	0	0	30,000	30,000	0%
3 Maintenance/Repair	0	0	100	100	0%
509 Miscellaneous	0	0	48,100	48,100	0%
TOTAL MAINTENANCE/REPAIR EXPENDITURES					
[ADMINISTRATION (160/)]					
501 Local Salaries & Wages	0	0	0	0	0%
2 Administration					0%
502 Local Fringe Benefits	0	0	0	0	0%
0 Other Fringe Benefits	0	0	0	0	0%
1 FICA	0	0	0	0	0%
2 Workman's Compensation	0	0	0	0	0%
3 Retirement	0	0	0	0	0%
4 Medical Insurance					0%
503 FCRTA Direct Expense	0	0	0	0	0%
1 FCRTA Administration	0	0	0	0	0%
2 CTSA Administration	0	0	1,000	1,000	0%
3 Marketing	0	0	0	0	0%
4 Drug Testing/Physicals	0	0	0	0	0%
505 Utilities	0	0	0	0	0%
509 Miscellaneous Office Expenses	0	0	300	300	0%
512 Administrative Leases & Rentals	0	0	1,300	1,300	0%
TOTAL ADMINISTRATION EXPENDITURES					
TOTAL CURRENT OPERATING EXPENDITURES	0	0	126,538	126,538	0%
NON OPERATING EXPENSES:					
170/520/0 Operator Acquired Asset				0	0%
000/101/5 Addition to Capital Reserve	0	0	0	0	0%
TOTAL NON OPERATING EXPENDITURES					
Operating Contingency +/-	0	0	12,654	12,654	0%
***** TOTAL EXPENDITURES *****	0	0	139,192	139,192	0%

DEMONSTRATION PROGRAM
RECOMMENDED

FRESNO COUNTY RURAL TRANSIT AGENCY

FOUR (4) MONTH BUDGET
After March 1, 2008 to June 30, 2008

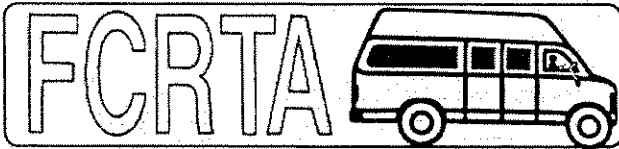
	ADOPTED	ACTUAL	DRAFT		
	2006/07 Budget	2006/07 Projected	2007/08 Budget		
South Sierra Transit					
				CHANGE	PERCENT
REVENUES					
[PAST CARRYOVER/(SHORTFALL)]	0	0	0	0	0%
1 South Sierra	0	0	0	0	0%
2 Fresno County	0	0	0	0	0%
TOTAL CARRYOVER					
[FARE RECEIPTS (002/)]					
401 Farebox	0	0	1,169	1,169	0%
1 Intra-City	0	0	3,508	3,508	0%
3 Inter-City	0	0	0	0	0%
2 Local Fare Augmentation	0	0	0	0	0%
4 Common Carrier	0	0	0	0	0%
402/1 Spec. Fare Gov. Contract	0	0	0	0	0%
404 Freight	0	0	0	0	0%
405 Other	0	0	4,677	4,677	0%
TOTAL FARE RECEIPTS					
[OPREATING REVENUE (003/)]	0	0	0	0	0%
407 Interest					
409 LTF and/or STA Fund Revenues	0		0	0	0%
1 South Sierra	0	0	0	0	0%
2 Fresno County	0	0	0	0	0%
3 CTSA-Article 4.5	0	0	42,088	42,088	0%
409/5 Measure "C"	0	0	42,088	42,088	0%
TOTAL OPER. REVENUES					
[STATE/FEDERAL GRANT REVENUE (005/)]					
413 FTA	0	0	0	0	0%
1 Regional - Section 5311	0	0	0	0	0%
2 CMAQ	0	0	0	0	0%
TOTAL STATE & FEDERAL GRANTS					
[REVENUE SUMMARY]	0	0	0	0	0%
1. Carryover	0	0	46,765	46,765	0%
2. Current Revenue					
***** TOTAL REVENUES *****	0	0	46,765	46,765	0%

DEMONSTRATION PROGRAM
RECOMMENDED

FRESNO COUNTY RURAL TRANSIT AGENCY

FOUR (4) MONTH BUDGET
After March 1, 2008 to June 30, 2008

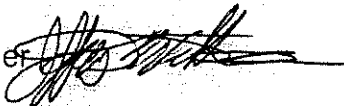
	ADOPTED	ACTUAL	DRAFT		
	2006/07 Budget	2006/07 Projected	2007/08 Budget		
South Sierra Transit					
				CHANGE	PERCENT
EXPENDITURES					
[OPERATIONS (010/)]					
501 Salaries & Wages	0	0	0	0	0%
1 Driver	0	0	0	0	0%
2 Dispatcher					0%
502 Fringe Benefits	0	0	0	0	0%
0 Other Fringe Benefits	0	0	0	0	0%
1 FICA	0	0	0	0	0%
2 Workman's Compensation	0	0	0	0	0%
3 Retirement	0	0	0	0	0%
4 Medical Insurance					
503 FCRTA Direct Expense	0	0	100	100	0%
0 Training	0	0	167	167	0%
4 Drug Testing/Physicals	0	0	500	500	0%
505 Telephone/Radio Dispatch Costs	0	0	4,500	4,500	0%
506 Casualty & Liability Costs	0	0	34	34	0%
507 Ticket Purchases/Expenses	0	0	20,691	20,691	0%
508 Contracted Services	0	0	20	20	0%
509 Miscellaneous Expenses	0	0	34	34	0%
512 Vehicle Leases & Rentals	0	0	26,046	26,046	0%
TOTAL OPERATIONS EXPENDITURES					
[VEHICLE MAINTENANCE/REPAIR (041/)]					0%
504 Vehicle Expenses	0	0	5,000	5,000	0%
0 Fuel	0	0	0	0	0%
1 Lubricants (Oil/Grease/Fluids)	0	0	1,000	1,000	0%
2 Tires, Batteries	0	0	10,000	10,000	0%
3 Maintenance/Repair	0	0	34	34	0%
509 Miscellaneous	0	0	16,034	16,034	0%
TOTAL MAINTENANCE/REPAIR EXPENDITURES					
[ADMINISTRATION (160/)]					
501 Local Salaries & Wages	0	0	0	0	0%
2 Administration					0%
502 Local Fringe Benefits	0	0	0	0	0%
0 Other Fringe Benefits	0	0	0	0	0%
1 FICA	0	0	0	0	0%
2 Workman's Compensation	0	0	0	0	0%
3 Retirement	0	0	0	0	0%
4 Medical Insurance					0%
503 FCRTA Direct Expense	0	0	0	0	0%
1 FCRTA Administration	0	0	0	0	0%
2 CTSA Administration	0	0	334	334	0%
3 Marketing	0	0	0	0	0%
4 Drug Testing/Physicals	0	0	0	0	0%
505 Utilities	0	0	0	0	0%
509 Miscellaneous Office Expenses	0	0	100	100	0%
512 Administrative Leases & Rentals	0	0	434	434	0%
TOTAL ADMINISTRATION EXPENDITURES					
TOTAL CURRENT OPERATING EXPENDITURES	0	0	42,514	42,514	0%
NON OPERATING EXPENSES:					
170/520/0 Operator Acquired Asset				0	0%
000/101/5 Addition to Capital Reserve	0	0	0	0	0%
TOTAL NON OPERATING EXPENDITURES	0	0	4,251	4,251	0%
Operating Contingency +/-					
***** TOTAL EXPENDITURES *****	0	0	46,765	46,765	0%



FRESNO COUNTY RURAL TRANSIT AGENCY
2100 Tulare Street, Suite 619 Fresno, CA 93721
Phone: 559 - 233 - 6789 Fax: 559 - 233 - 9645
Webpage: www.ruraltransit.org Email: jwebster@ruraltransit.org

August 4, 2008

MEMORANDUM

From: Jeffrey D. Webster, General Manager 

Regarding Check for Postage Stamps, 2,245 - \$.42 Stamps = \$942.90

Mailer regarding the start of "South Sierra Transit" on August 11, 2008

Mailings to
Squaw Valley, CA 93675
332-2122
Post Office Boxes:

130

Orange Cove Post Office Route to Squaw Valley
626-1418

Highway Contract #03:	355
Highway Contract #04:	415
Highway Contract #76:	385
Highway Contract #80:	385

Dunlap, CA 93621
338-2493
Post Office Boxes:

275

Miramonte and Pinehurst 93641
Miramonte Post Office
336-2542
Post Office Boxes:

80

Highway Contract #74

145
75

Total Mailings: 2,245

\$.42 First Class Stamps x 2,245 = **\$942.90**

Together, We're Going Places... Come On and Ride ...



Try It, You'll Like It... Use It Or Loose It...

Fresno County Rural Transit Agency
2035 Tulare Street, Suite 201
Fresno, CA 93721

CURRENT RESIDENT
DUNLAP, CA 93621

CURRENT RESIDENT
MIRAMONTE, CA 93641
PINEHURST, CA 93641

CURRENT RESIDENT
SQUAW VALLEY, CA 93675

Call 1-800-325-7433
24 Hours in Advance

Monday - Friday
8:00am to 12:Noon
1:00pm to 5:00pm

between
Dunlap
Miramonte
Pinehurst
Squaw Valley
and to
Orange Cove
Reedley
Parlier
Sanger
Clovis
Fresno

SOUTH SIERRA TRANSIT



Let's Go...
Shopping Trips
Post Office
Shopping Centers
Doctor's Offices
Visit Friends
Library
Errands
Hospitals
Bank
Groceries
Beauty Parlor
Barber Shop
Pharmacy
Video Store
Cleaners
Fast Food
Clinics
Activities

SOUTH SIERRA TRANSIT

1-800-325-7433

Last year, several hundred residents responded to a Transit Needs Survey. The results indicated that nearly everyone has access to their own vehicles to get around. Less than a dozen residents reportedly do not have any access to transportation. Half the respondents were not interested in ever using any public transportation. The other half thought they might choose to ride when needed, especially with rising fuel costs. Trips to work or school may be addressed by ridesharing (Vanpooling or Carpooling, for assistance, please call 441-7433).

The Fresno County Rural Transit Agency will be providing a three (3) month Public Transit Demonstration Program to determine if there is sufficient and regular ridership to support continuation of this new service. ***The service will begin Monday, August 11, 2008.*** We need to transport 24 to 30 riders daily.

A large twenty-two (22) passenger, wheelchair accessible, modified van will be operated Monday through Friday from 8am to 12noon and from 1pm to 5pm. Service requests are to be made 24 hours in advance by calling toll free 1-800-325-7433. Passenger trips will be grouped with others, in an effort to serve as many as possible. Please recognize that our travel times and distances are very significant. We need your understanding and cooperation to make this work for everyone. We request that all children and youth will be accompanied by an adult. We trust that everyone will be considerate of other riders.

The van will be available Monday through Friday for trips within and between the four (4) communities of: Dunlap, Miramonte, Pinehurst, and Squaw Valley from 8am to 10am. Service may be available from the roadway of your street address or other nearby meeting locations. Our vehicle cannot leave the paved County roadway to drive to your home.

On Monday, Wednesday, and Friday the van will be available for trips to Orange Cove, Reedley, Parlier, and Sanger from 10am to 5pm.

On Tuesdays and Thursdays the van will be available for trips to Fresno and Clovis from 10am to 5pm. Riders may choose to pick-up friends and neighbors and drive their own vehicles to the County's Bear Mountain Library parking lot that will serve as a local "park and ride" location for passengers pick-ups and drop-offs.

The van will depart at 10am and travel for approximately one hour to the Fresno-Clovis Metropolitan Area. Drop-offs will occur from 11am to 12noon. Return trips must have picked-up everyone to return by 3:30pm to return to the Library before 5pm. If passengers need to be transported home, the departure would need to be moved back to 2pm.

The Fares within and between the four (4) foothill communities are:

General Public: \$1.50 per round trip.

Elderly 60 to 64, Disabled, and Children 0-17 with an Adult, \$1.00 per round trip.

Elderly 65 and older, with photo ID, *FREE*.

The Fares for "Everyone" to Orange Cove, Reedley, Parlier, Sanger are \$3.00 per round trip.

The Fares for "Everyone" to Clovis or Fresno are \$5.00 per round trip.

Exact Change is requested, the driver cannot make change.

We anticipate that many of you will utilize the service to go shopping. Please keep in mind that you will be responsible for carrying your own items. This means that we cannot accommodate large items such as: a 50 pound bag of dog food; a 42" TV; or an entire months supply of food.

Thank you in advance for your patronage, cooperation and support!



U.S. Department
of Transportation
**Federal Transit
Administration**

Headquarters

1200 New Jersey Avenue SE
Washington, DC 20590

October 20, 2008

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

Subject: Transit Bus Safety and Security Program Review

Dear Mr. Webster:

I am writing to thank you for participating in the Federal Transit Administration's (FTA) *Transit Bus Safety and Security Program Voluntary Onsite Review Initiative*. Fresno County Rural Transit Agency's partnership in this program provides valuable insight into the needs of the transit bus industry and supports FTA's mission to provide effective and targeted technical assistance to the transit community. The review team greatly appreciated your support in scheduling the review and making available all who participated in the review.

I hope that the technical assistance provided during the review and subsequently delivered materials will support Fresno County Rural Transit Agency in the implementation of its safety, security, and emergency preparedness activities. You should have already received the team's report. If you have any questions or comments, please do not hesitate to contact me at (202) 366-0219, Mr. Ream Lazaro at (480) 483-0557 or Mr. Jim Caton at (434) 973-3472.

Again, thank you for the support you have shown in this important initiative.

Sincerely,

Carole A. Ferguson
Transit Bus Safety and Security Program Manager
Federal Transit Administration
Office of Safety and Security

cc: Mr. Dan Mundy, Branch Chief, Rural Transportation and Procurement, California Department of Transportation
Mr. Leslie T. Rogers, Administrator, Federal Transit Administration Region 9
Mr. Jeffrey Davis, Program Manager, Federal Transit Administration Region 9

