

POLICY ADVISORY COMMITTEE

CONSENT ITEMS

AGENDA ITEMS II. A-M.



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Fresno, California 93721

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**JOINT
TRANSPORTATION TECHNICAL COMMITTEE
POLICY ADVISORY COMMITTEE**

Executive Minutes

Date: Friday, January 16, 2008
Time: 10:00 a.m.
Place: COG Sequoia Conference Room
2035 Tulare St., Suite 201, Fresno, CA

TTC Members Attending:

Scott Mozier, City of Fresno (Chair)
Nicholas Don Paladino, Fresno Cycling
Club
Jeffrey Webster, Fresno Co. Rural
Transit Agency
Renee Mathis, City of Clovis

Gary Joseph, Fresno County Economic
Opportunities Commission
Bruce Webber, City of Reedley (Vice
Chair)
Darrell Unruh, City of Fresno
Janet Dailey, Fresno County

PAC Members Attending:

Jose Ramirez, City of Firebaugh (Chair)
Rocky Rogers, City of Reedley
(Vice Chair)
Alan Bengyel, City of Orange Cove
Don Pauley, City of Kingsburg
Lynn Gorman, Fresno County
Steve Curti, Caltrans
David Elias, City of Fowler

Bruce Rudd, City of Fresno
Gabriel Gonzalez, City of Mendota
Cruz Ramos, City of San Joaquin
Dan Spears, City of Sanger
Kathy Millison, City of Clovis
Lou Martinez, City of Parlier
Ron Manfredi, City of Kerman
Mike Gaston, City of Selma

Others Attending:

Tony Boren, Executive Director
Mary Gonzalez, City of Fresno
Joel Morales, CMS
Melissa Moradian, JSA
Dwight Knoll, City of Clovis
Ryan Burnett, City of Clovis
Ed Thompson, AFT
Rose Willems, Fresno County
Transportation Authority
Barbara Steck, Fresno COG
Les Beshears, Fresno COG

Kristine Cai, Fresno COG
Stephanie Maxwell, Fresno COG
Todd Sobrado, Fresno COG
Clark Thompson, Fresno COG
Brenda Lauchner, Fresno COG
Lauren Dawson, Fresno COG
Kathy Chung, Fresno COG
Melissa Garza, Fresno COG
Mike Bitner, Fresno COG
Renee DeVere-Oki, Fresno COG

The meeting was called to order by Jose Ramirez (Firebaugh). (Chair)

I. PUBLIC PRESENTATIONS

This portion of the meeting is reserved for persons wishing to address the TTC/PAC on items within its jurisdiction but not on this agenda. **Note: Prior to action by the TTC/PAC on any item on this agenda, the public may comment on that item. Unscheduled comments may be limited to 3 minutes.**

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

Jeff Webster (FCRTA) informed the committee that the California Air Resources Board notified the Fresno County Rural Transit in December that they would be fined for operating compressed natural gas vehicles that are polluting the atmosphere. The CARB's calculations on paper has determined that the vehicles from 1997 have now deteriorated to a point that they are polluting just as much as a diesel vehicle and that FCRTA is to pay a fine of \$5,500.00 and dispose of 11 vehicles by the end of June. Mr. Webster had indicated to the CARB that they participate in the Bureau of Automotive Repairs process to annually inspect and test the vehicles. All of the FCRTA's vehicles pass every time and it is reported to the Bureau of Automotive Repairs on an annual basis. Mr. Webster found that the CARB does not recognize the Bureau of Automotive Repairs or that particular program.

II. CONSENT ITEMS

All items on the consent agenda are considered to be routine and non-controversial by COG staff and will be approved by one motion if no member of the Committee or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the consent agenda and will be considered in the listed sequence with an opportunity for any member of the public to address the Committee concerning the item before action is taken. **Additional action or guidance may occur on any item, even if noted as information.**

- | | |
|---|-------------|
| A. Joint TTC/PAC Executive Minutes of December 12, 2008 | Approve |
| B. Contract Amendment – PB Americas [BESHEARS] | Approve |
| C. FY 2008-09 First Quarter Progress Report [BESHEARS] | Accept |
| D. Environmental Justice Plan – Release for 45-day Review [SOBRADO] | Initiate |
| E. Farmland Conservation Model Program – Release for 45-day Review [SOBRADO] | Initiate |
| F. Adopt 2009 Formal Amendment #3 to the 2009 Interim Federal Transportation Improvement Program (FTIP), Formal Amendment #2 To the 2007 RTP and Associated Conformity Analysis – Resolution 2009-01, [DEVERE-OKI/DAWSON] | Approve |
| G. Delivery of Projects in FY 2007/2008 and Projected Delivery in FY 2008/2009 [DEVERE-OKI] | Information |
| H. FY 2007-08 Annual Listing of Projects [DEVERE-OKI] | Information |
| I. 2009 Washington D.C. "One Voice" Update [STECK] | Information |
| J. Measure 'C' Citizen Oversight Committee Vacancy – [LAUCHNER] | Information |
| K. Sacramento "Valley Voice" Trip [DANSBY] | Information |
| L. Policy Board Ad Hoc Sacramento "One Voice" Subcommittee Meeting [DANSBY] | Information |
| M. Call for Projects – Caltrans FY 2009-10 Transportation Planning Grants [DANSBY] | Information |
| N. Fresno County Board of Supervisors / Fresno COG Policy Board Joint Meeting, 1/29/2009, 4:00 p.m. [BOREN] | Information |
| O. Status Report on Sacramento Lobbying Activities— Steve Samuelian, California Consulting LLC [BOREN] | Information |
| P. Monthly Legislative Update [DANSBY] | Information |
| Q. Regional Clearinghouse [SOBRADO] | Information |

	Project	Applicant
1.	Fresno Area Hispanic Foundation – Building Renovation and Upgrade	Fresno Area Hispanic Foundation

For a complete summary of these items please see the January 16, 2009 Annotated Agenda. Available on our website @ www.fresnocog.org

Staff requested that Agenda Item E. be pulled for further discussion.

Jose Ramirez (Firebaugh) had Item E. moved from Consent to Action/Discussion as Item J.

A motion was made by Kathy Millison (Clovis) and seconded by Alan Bengyel (Orange Cove) to approve the Consent Items as presented with the exception of Item E. A vote was called for and the motion carried.

III. ACTION / DISCUSSION ITEMS

A. Draft 2009 Fresno COG Legislative Platform

Jennifer Dansby (COG) reported on this item. Based on feedback received during the November PAC and Policy Board meetings, staff is returning this month with a *Draft 2009 Fresno COG Legislative Platform* for your consideration. The document was included in the agenda packet.

Steve Samuelian California Consulting LLC discussed information on Sacramento One Voice Steering Committee Meeting that took place before the TTC/PAC meeting.

A motion was made by Cruz Ramos (San Joaquin) and seconded by David Elias (Fowler) to recommend approval of the *2009 Fresno COG Draft Legislative Platform*. A vote was called for and the motion carried.

B. Sacramento "One Voice" Trip – Advocacy Issues

Jennifer Dansby (COG) gave an update on this item. The 5th annual Sacramento "One Voice" advocacy trip is scheduled for March 9th and 10th. Staff and our lobbyist, Steve Samuelian, have begun preparations for the trip. Please contact Jennifer Dansby at (559) 233-4148 or jenniferd@fresnocog.org if you are interested in participating in the trip.

The Policy Board's Ad Hoc Sacramento "One Voice" Subcommittee met prior to the TTC/PAC meeting. The primary goal of the meeting was to develop a list of legislative and policy issues to recommend to the Policy Board for inclusion in the "One Voice" advocacy program. The committee's list of recommended advocacy issues was provided as a handout at the joint TTC/PAC meeting.

There was a consensus by the Committee to bring this item back in February in order to include the California Air Resources Board situation to the One Voice advocacy Issues. The CARB does not recognize the Bureau of Automotive Repairs Program.

C. Measure "C" Carpool Subsidy Program Update

Brenda Lauchner (COG) gave an update on this item. In November 2008, Fresno COG staff developed and introduced an innovative Measure "C" Carpool Subsidy Program to the TTC and PAC designed to replace the original \$50 gift card per person award. This newly proposed Measure C Carpool Subsidy Program offers an opportunity to all Fresno County residents who carpool at least twice a week and submit a Commute Log to be chosen to receive a \$1000 monthly commuting subsidy, and be eligible to receive yearly Grand Prizes. This strong effort to encourage Fresno County residents to carpool would begin July 1, 2009 and run through June 30, 2010.

A PowerPoint presentation was prepared for the TTC and PAC members that explained the proposed program with the following details:

- The rules and guidelines of the program
- Partnerships
- Subsidy Award Details

- Grand Prize Information
- Program Security and Monitoring Measures
- Outreach Plan
- Benefits
- Budget

There was a consensus by the Committee to accept the Measure "C" Carpool Subsidy Program.

D. Measure "C" Regional "Short Term" Program Project Delivery Schedule and Implementation Handbook PUBLIC HEARING 1/29/2009

Tony Boren, Executive Director reported on this item. At the December 12, 2008 TTC/PAC meeting the draft Measure "C" Regional "Short Term" Program Project Delivery Schedule and Implementation Handbook were released for a 45 day review and comment period. When the COG Policy Board meets on January 29, 2009 the review and comment period will have run its course and the Policy Board will be asked to adopt the Short Term Project Delivery Schedule and Handbook. In order to facilitate this process and ensure the timely expenditure of these funds, it is necessary to request TTC/PAC approval on the above referenced documents prior to completion of the 45 day review and comment period which will occur on February 25, 2009. In the event that significant comments are received after the TTC/PAC approval (January 16th) and before the 25th, COG staff will request a postponement at the Policy Board adoption and bring it back to the TTC/PAC in February.

As has been discussed previously, implementation of the Measure "C" Expenditure Plan approved by Fresno County voters in 2006 is being accomplished through the adoption of a series of "*Implementation Handbooks*" which detail the implementation requirements for each of the five components of Measure "C". In 2007, the COG Policy Board and the Fresno County Transportation Policy Board approved two previous Measure "C" Implementation Handbooks that dealt with public transit, local programs and alternative transportation programs. Since that time, staff and consultants have been working with the Measure "C" Regional Transportation Subcommittee to develop implementation details related to the Regional Transportation Program, utilizing a Short-Term (1st seven years), Mid-Term (2nd seven years) and Long-Term (final six years) approach.

Approval of the Short-Term Regional Transportation Program allows the local Tier 1 urban and rural street and highway projects listed in the Short-Term Regional Transportation Program to move forward without waiting for development and approval of the Mid- and Long-Term Regional Transportation Programs. The Short-Term period uses mainly Measure "C" funding and known STIP commitments. The projects scheduled during this period have a strong assurance of being completed.

The Mid-Term and Long-Term programs will primarily focus on the three large regional projects (Veterans Blvd., 168/180/41 Braided Ramps and SR 180 E projects beyond Academy Ave.) that remain to be completed. Due to the size and complexities of these large projects, this planning process will continue over the upcoming months, with an eventual adoption of these programs to occur once regional consensus has been developed on a delivery schedule for these projects.

The Regional Transportation Program is a very complex funding program that identifies how the Tier 1 regional urban and rural street and highway improvement projects listed in the Extension Expenditure Plan will be programmed over the 20-year life of the Measure. As a result, development of the program has required staff and the subcommittee to consider the availability and timing of funds in addition to Measure "C". Other funding sources include funds generated through the Regional Transportation Mitigation Fee (RTMF), a portion (75%) of State Transportation Improvement Program (STIP) funds, and other local funding.

In addition to the Mid-Term and Long-Term Programs, the only remaining subprogram to be fully developed as a part of this process is the School Bus Replacement Subprogram. Implementation details regarding these programs will be developed over the next few months. Once these programs are in final form, they will be combined with Programs in each of the two previously approved Handbooks (2007 and 2008), as well as the Short-Term Regional Transportation Program Handbook, to form the 2009 Measure "C" Extension Implementation Plan.

The Regional Transportation Subcommittee met on November 26 to review Tables 12 and 13 and recommended that the Draft Handbook and the schedules move forward for 45-day review and approval by the Fresno COG Board and Fresno County Transportation Authority (FCTA). The Subcommittee further recommended that the Mendocino Avenue widening project between Manning Avenue and the Industrial Park in Parlier referenced in the approved 2006 Measure "C" Extension Expenditure Plan be changed to Academy Avenue. This change was necessitated by cost overruns on the Mendocino Avenue project related to the required purchase of a gas station and the related environmental cleanup.

A motion was made by Kathy Millison (Clovis) and seconded by Alan Bengyel (Orange Cove) Recommend the approval the Measure "C" Short-Term Regional Program Project Delivery Schedule and Implementation handbook.

E. Blueprint Update

Barbara Steck (COG) gave an update on this item. There are two Blueprint items of interest this month: The Valleywide Blueprint Summit will be held in Fresno at the New Exhibit hall on January 26th from 10:00 AM to 3:00 PM. You can register on line at www.valleyblueprint.org. The website includes detailed information on the Valleywide Blueprint scenarios that will be discussed at the Summit.

In addition, the DRAFT *Blueprint Progress Report*, which summarizes Blueprint activities that have taken place to date here in Fresno County, will be distributed this month. The document will remain in draft form until there is consensus on a Valleywide Blueprint vision.

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

F. Federal Economic Stimulus Package

Renee DeVere-Okie (COG) reported that the Federal Government is currently developing legislation to create a broad national economic recovery package that will generate jobs and get our economy moving forward again. A subset of this package is aimed at funding "shovel ready" transportation infrastructure projects. COG staff has been actively participating in dialogue at both a state and national level, tracking policy recommendations and evaluating the needs of our region.

Staff provided a verbal update of ongoing activities at the meeting.

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

G. Abandoned Vehicle Abatement—FY 2008-09 First Quarter Status Report [THOMPSON]

Clark Thomson (COG) reported on this item. As stated in the 2003 Fresno County Abandoned Vehicle Abatement Service Authority Plan, the Fresno COG, as administrator of the AVA Program, shall submit a quarterly status report to the Fresno County Abandoned Vehicle Abatement Service Authority. The Service Authority has directed the quarterly status report first be presented to the Policy Advisory Committee for review and recommendation.

Status reports are submitted quarterly to ensure proper distribution of funding to the member agencies. This status report contains the following information:

- The gross amount of money received by the Authority from the Abandoned Vehicle Trust Fund during the quarter.
- An itemized statement of the Abandoned Vehicle Trust Fund monies expended by the Authority during the quarter.
- An accounting of money expended for major purchases, if any.
- An accounting of unexpended revenues from the Abandoned Vehicle Trust Fund.
- An accounting of the total number of vehicles and parts thereof abated by the Authority during the quarter.

The enclosure for this item indicated the level of activity and distribution of funding to the member agencies. For the first quarter of FY 2008-09, a total of \$190,966.30 in current AVA revenues was received and available for distribution to member agencies and to the Fresno COG for program administration. During the quarter, member agencies expended \$178,028.56 conducting AVA activities and the Fresno COG claimed \$2,375.00 for program administration. Revenues exceeded expenses during the quarter by \$10,562.74, thereby contributing to the program's accumulated surplus. A total of 1,067 vehicles were abated this quarter, compared to 1,332 vehicles abated during the same quarter of the previous fiscal year. This decrease is largely attributable to a substantial decline in the number of vehicle abatements by the City of Fresno during the quarter.

A motion was made by Cruz Ramos (San Joaquin) and second by Don Pauley (Kingsburg) to recommend acceptance of the Abandoned Vehicle Abatement FY 2008-09 First Quarter Summary Report as presented.

J. Farmland Conservation Model Program – Release for 45-day Review

Tony Boren (COG) reported on this item and Ed Thompson (American Farmland Trust) provided a PowerPoint Presentation. In March 2007, the San Joaquin Valley Partnership awarded Fresno COG \$200,000 to develop a Farmland Conservation Model Program for Fresno County that could subsequently be expanded to the rest of the San Joaquin Valley. Contracting with the American Farmland Trust, a recognized expert on issues pertaining agricultural conservation, Fresno COG worked for the past eighteen months with two committees comprised of key agricultural and community stakeholders to:

- Identify and map characteristics that make farm and ranch lands strategic resources for agriculture.
- Document and analyze current trends affecting agricultural lands, as well as public policies, market forces and other factors that contribute to them.
- Select a coordinated set of policies and techniques that will effectively conserve the most strategic farmland for agricultural use while accommodating urban growth.

Fresno COG and the American Farmland Trust, under the direction of the Farmland Conservation Model Program Steering Committee and with extensive input from the Farmland Conservation Model Program Advisory Committee, recently completed the Farmland Conservation Model Program Report for Fresno County and would like to release the report for the 45 day public comment period.

Questions and comments can be directed to Todd Sobrado at the Fresno COG at todds@fresnocog.org.

Jose Ramirez (Firebaugh) commented that Ed Thompson (FMCP) and John Wright understand the dynamics of the Westside and the land retirement that has been taking place over time and the lower threshold in terms of productivity and in terms of crop land on the Westside.

Mr. Ramirez questioned recommending growth on the Westside verses the primary cultural land that we have in the golden triangle. Mr. Ramirez also questioned why the foothills on the Westside have not developed any growth and why is it not as important as any other property in the County. John Wright replied that this would be a topic for the Blueprint process which is much more expansive in its scope.

A motion was made by Kathy Millison (COG) and seconded by Cruz Ramos (San Joaquin) to recommend initiation of the 45-day public review and comment period for the Farmland Conservation Model Program for Fresno County.

H. Tulare Basin Wildlife Partners, Riparian-Wildlife Corridor Report (Continued from October 8, 2008)

Clark Thompson (COG) reported that in February of last year, the Fresno COG entered into an agreement with the Tulare Basin Wildlife Partners to examine in depth several riparian-wildlife corridors and provide recommendations for a conservation strategy for these corridors. The corridors selected for detailed study include the Kings River Riparian Corridor, the Arroyo Pasajero Riparian Corridor Complex (including Los Gatos, Warthan, Jacalitos and Zapato Chino creeks), and the Fresno Slough Riparian Corridor. These are the corridors with the highest potential for habitat/wildlife conservation and conjunctive use opportunities.

The Riparian-Wildlife Corridor Report includes written documentation, maps, and tables. It accomplishes the following tasks:

- Provides scientifically-based information on the above-noted riparian rivers and streams.
- Identifies site selection criteria and potential sites that may, if necessary, mitigate impacts to these riparian-wildlife corridors caused by transportation and development projects. These projects include Measure C Extension Tier 1 projects, the potential high speed rail project, and other potential projects.
- Identifies multi-purpose opportunities for these corridors such as groundwater banking, flood protection, private landowner participation, recreation, and new business opportunities.
- Identifies and leverages additional federal, state, and private funding opportunities for conservation bank creation.
- Facilitates, streamlines, or avoids federal or state regulatory concerns by being proactive and not reactive.

The Report identifies regionally significant riparian areas. The coarse-grain level of analysis suggests that some Tier 1 projects may have an impact on these riparian habitats. However, it is the project-level environmental review that will identify specific impacts to riparian habitats, if any, and determine appropriate mitigation measures.

The Report has relevance for Fresno County's Blueprint Planning Program. For example, the Open Space Goal under the Environmental Resource Management Element of the Blueprint states: "Promote the preservation or creation of open space connectivity for habitat and wildlife, as well as recreational users of the region." Information in this Report will help implement this goal and related objectives.

This item was presented to the TTC at its October 8, 2008 meeting but was continued for 60 days in order to more clearly identify the Measure C Extension Tier 1 projects and the High-Speed Rail project in the report text and maps. These clarifications have been made to the report.

Clark Thompson (COG) explained that this item was continued from the October meeting with the Transportation Technical Committee for a couple of reasons. Number one was to clarify some projects in the Tier 1 report. Number 2 was that there was some concern that this report might result in additional mitigation measures that would be required for development on some

of the infrastructure projects, this has been clarified. Mr. Thompson introduced Rob Hansen (TBWP) to give a PowerPoint presentation.

A motion was made by Don Pauley (Kingsburg) and seconded by Cruz Ramos (San Joaquin) to recommend acceptance of the Tulare Basin Wildlife Partners, Riparian-Wildlife Corridor Report. A vote was called for and the motion carried.

I. Caltrans Monthly Report

Steve Curti (Caltrans) provided an update on Caltrans activities. There are no changes to any of the projects delivery schedules.

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

IV. OTHER BUSINESS

A. Items from Staff

There were no items from staff

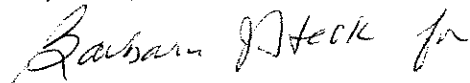
B. Items from Members

There were no items from members.

Adjournment

There being no further business, the meeting was adjourned.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Tony Boren", followed by the word "for" in a smaller, less distinct script.

Tony Boren, Executive Director
Council of Fresno County Governments

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BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-03

In the Matter of:)
)
FRESNO COUNTY RURAL)
TRANSIT AGENCY PTMISEA)
APPLICATION)

RESOLUTION AUTHORIZING
FCRTA PTMISEA APPLICATION
FOR ROLLING STOCK REPLACEMENT
CUT-AWAY VANS

WHEREAS, the Council of Fresno County Governments (Fresno COG) has been designated the Regional Transportation Planning Agency (RTPA) for Fresno County by the Secretary of the Business and Transportation Agency pursuant to Section 29532 of the California Code of Regulations (as amended by AB 402, 1977); and acting as the Metropolitan Planning Agency (MPO) (Federal Highway Act of 1974 and the Urban Mass Transportation Administration Act of 1964 as amended pursuant to the joint regulations - Code of Federal Regulations, Title 23, Part 450; Title 49, Part 613); and

WHEREAS, the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, as enacted by SB99 Statutes of 2007 includes a program of funding to be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account to be made available to Contributing Project Sponsors in California for allocation to eligible public transportation projects, and

WHEREAS, the Council of Fresno County Governments is the Contributing Project Sponsor for Fresno County, for Public Transportation Modernization, Improvement, and Service Enhancement funds and has allocated funding to eligible Transit Operators pursuant to PUC Sections 8879.55(a)(2) and 8879.55(a)(3), and

WHEREAS, the Fresno County Rural Transit Agency has submitted an application for \$962,733 for procurement of rolling stock Replacement Cut-Away Vans.

NOW THEREFORE BE IT RESOLVED, the Council of Fresno County Governments hereby approves the award and authorizes the application to be forwarded to Caltrans for payment.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 26th day of February, 2009.

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 26th day of February, 2009.

Signed: _____
Tony Boren, Executive Director

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-04

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

RESOLUTION OF APPROVAL
TRANSPORTATION FUNDING
CLAIM FOR THE CITY OF
REEDLEY, FY 2008-09

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

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

WHEREAS, the City of Reedley has submitted a Transportation Funding Claim for its FY 2008-09 fiscal year apportionment.

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

1. The Funding Claim submitted by the City of Reedley has been reviewed and found to be in conformance with the adopted Regional Transportation Plan.
2. That the COG finds that priority consideration has been given to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or area-wide public transportation needs.
3. On June 26, 2008 the COG Board approved Resolution 2008-23 which found that public transportation needs within the City of Reedley and its sphere of influence will be reasonably met in FY 2008-09.

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

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

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 26th day of February, 2009.

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 26th day of February, 2009.

Signed: _____
Tony Boren, Executive Director

BEFORE THE
COUNCIL OF FRESNO COUNTY GOVERNMENTS
RESOLUTION NO. 2009-02

In the Matter of:	)	RESOLUTION APPROVING PROPOSITION
	)	1B FUNDING FOR TRANSIT SYSTEM
PROPOSITION 1B FUNDING	)	SAFETY, SECURITY & DISASTER
FOR TRANSIT SYSTEM	)	RESPONSE ACCOUNT APPLICATIONS
SAFETY, SECURITY, &	)	FOR THE CITY OF CLOVIS, THE CITY OF
<u>DISASTER RESPONSE ACCOUNT</u>	)	FRESNO, AND THE FRESNO COUNTY RURAL
		TRANSIT AGENCY

WHEREAS, the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, as enacted by SB99 Statutes of 2007 includes a program of funding to be deposited in the Transit System Safety, Security, and Disaster Response Account to be made available for projects that provide increased protection against a security and safety threat, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems, and

WHEREAS, the Council of Fresno County Governments is the designated County Transportation Planning Agency responsible for calculating and approving the available allocation for each project sponsor applying for funds pursuant to PUC Sections 8879.55(a)(2), and

WHEREAS, the City of Clovis has submitted an application for procurement of Clovis Transit Security Cameras, and

WHEREAS, the Fresno County Rural Transit Agency has submitted application for Phase 2 of On-Board Vehicle Video Surveillance Recording System, and

WHEREAS, the City of Fresno, hereafter Fresno Area Express, has submitted application for procurement of On-Bus Video Surveillance Equipment, and

	PUC Section 8879.55	(a)(2)	(a)(3)
Clovis Transit Security Cameras		\$73,254	
Fresno County Rural Transit Agency		\$166,625	\$4,316
Fresno Area Express		\$482,515	\$93,248

NOW THEREFORE BE IT RESOLVED, the Executive Director is hereby authorized to execute for and on behalf of the Council of Fresno County Governments, a public entity established under the laws of the State of California, any actions necessary for the purpose of obtaining financial assistance provided by the Governor's Office of Homeland Security.

THE FOREGOING RESOLUTION was passed and adopted by the Council of Fresno County Governments this 26th day of February, 2009.

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 26th day of February, 2009.

Signed: _____
Tony Boren, Executive Director

RESOLUTION NO. 2008-067**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REEDLEY
SUBMITTING A CLAIM FOR LOCAL TRANSPORTATION FUNDS FOR
THE 2008- 2009 FISCAL YEAR**

WHEREAS, the Council of Fresno County Governments has the authority to review claims and allocate funds in accordance with the Transportation Development Act as amended by statutes in 1989, and in accordance with Chapter 3 of Title 21 of the California Administrative Code; and

WHEREAS, the Council of Fresno County Governments encourages inter-jurisdictional coordination of transportation needs and increased coordination of transportation implementation plans.

NOW, THEREFORE, BE IT RESOLVED, that the City of Reedley hereby requests the Council of Fresno County Governments to allocate funds from the Local Transportation Fund to the City of Reedley Transportation Fund accounts for the fiscal year 2008- 2009 for the purposes allowed under Article 3 and Article 8 of the Transportation Development Act as amended by Statutes of 1989 in accordance with the attached claim which is made a part hereof; and further, that the City Manager is hereby authorized to execute and transmit the claim forms together with this resolution to the Council of Fresno County Governments for further processing.

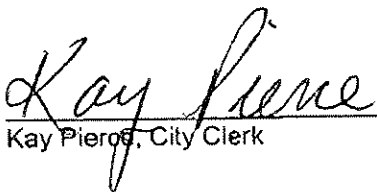
This foregoing resolution is duly adopted this 24th day of June, 2008, by the following vote:

AYES:	Brockett, Rapada, Fast, Betancourt, Soleno.
NOES:	None.
ABSTAIN:	None.
ABSENT:	None.

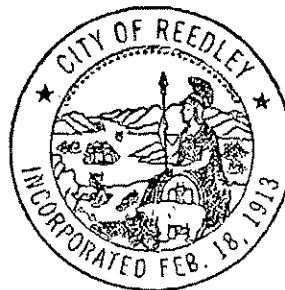


Ray Soleno
Mayor of the City of Reedley

ATTEST:



Kay Pierce, City Clerk



Date: June 24, 2008Claimant: City of Reedley

TRANSPORTATION FUNDING CLAIM FOR FISCAL YEAR: 2008/09

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

FROM: Applicant: City of Reedley
Address: 1733 Ninth Street
City: Reedley, CA Zip Code: 93654
Contact: Russ Robertson Phone: (559) 637-4200 ext.213

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

Local Transportation Fund

Apportionment	\$ <u>902,488</u>
Surplus (Prior Years)	\$ _____
Unexpended, Held by Claimant	\$ _____
Other Agency	\$ _____

State Transit Assistance Fund

Estimate	\$ <u>248,606</u>
Prior Year Carryover	\$ <u>198</u>
Unexpended, Held by Claimant	\$ _____

Other

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

TOTAL \$1,151,292

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

One million, one hundred fifty one thousand, two hundred and ninety two
(spell out amount)

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

Authorized Signature: _____

Title: Public Works ManagerDate: June 24, 2008

Claimant: City of Reedley

PURPOSE	AMOUNT	SUB-TOTAL
1. Bicycle & Pedestrian Facilities (Art. 3)	\$ 18,062	
(Art. 8a)	\$	
Audit Exceptions (General Fund Payback).....	\$	
Unexpended Funds Held By Claimant	\$	
	SUB-TOTAL	\$ 18,062
2. Regional Transportation Planning		SUB-TOTAL \$ 25,223
3. Public Transportation (Art. 4)	\$	
(Art. 8c)	\$	
Other Agency ()	\$	
Other Agency ()	\$	
State Transit Assistance Funds	\$	
Audit Exceptions (General Fund Payback).....	\$	
Unexpended Funds Held By Claimant	\$	
Other, specify ()	\$	
	SUB-TOTAL	\$
4. Community Transit Service (CTSA, Art. 4.5)		SUB-TOTAL \$
5. Streets & Roads (Art. 8a).....	\$ 597,090	
Audit Exceptions (General Fund Payback).....	\$	
Unexpended Funds Held By Claimant	\$	
	SUB-TOTAL	\$ 597,090
6. To Be Claimed By: (Fresno County Rural Transit Agency)	\$ 467,271	
(Consolidated Transp. Serv. Agency)	\$ 43,646	
Other ()	\$	
Other ()	\$	
Other ()	\$	
	SUB-TOTAL	\$ 510,917
7. Reserved in Fund Pending Further Claiming		SUB-TOTAL \$

GRAND TOTAL PAYABLE TO CLAIMANT \$ _____

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Date: June 24, 2008Claimant: City of Reedley**BICYCLE AND PEDESTRIAN FACILITIES**

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

Project Title and Brief Description	Project Cost
1. (Generic) Various Bicycle and Pedestrian facilities throughout the..... claimant's jurisdiction;	\$ <u>18,062</u>
AND/OR	
1. (Specific)	\$
2. (Specific)	\$
(add sheets if necessary)	
TOTAL PROJECT COSTS	\$

Revenue Source & Amount

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

STREETS AND ROADS CLAIM

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

Project Title and Brief Description	Project Cost
1. (Generic) Development, Construction and Maintenance of Facilities	\$ <u>597,090</u>
AND/OR	
1. (Specific)	\$
2. (Specific)	\$
(add sheets if necessary)	
TOTAL PROJECT COSTS	\$

Revenue Source & Amount

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

Date: June 24, 2008Claimant: City of Reedley**CONTINGENCY PROJECT LISTING**

Should additional Local Transportation Fund or State Transit Assistance Fund monies be made available during the current fiscal year, they are hereby also claimed for the following purposes:

() ARTICLE 3, BICYCLE & PEDESTRIAN FACILITIES**Project Title & Brief Descriptions****Project Cost**

1. Various Bicycle and Pedestrian facilities throughout..... *\$ Amount of Add'l funds made available in current FY.*
the claimant's jurisdiction

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$**() ARTICLE 4, PUBLIC TRANSPORTATION
OR****() ARTICLE 8C, PUBLIC TRANSPORTATION****Project Title & Brief Descriptions****Project Cost**

1. \$

2. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$**(X) ARTICLE 8, STREETS AND ROADS****Project Title & Brief Descriptions****Project Cost**

1. Development, Construction and Maintenance of Facilities..... *\$ Amount of Add'l funds made available in current FY.*
throughout the claimant's jurisdiction

AND/OR

1. \$

(add sheets if necessary)

TOTAL PROJECT COSTS \$

Social Services Transportation Advisory Council
Membership List
Updated January 2009

Potential Transit User 60 Years of Age or Older (minimum of 1)			
Appointment	Resident/of Geographic Representation	Term Expires	Ethnic Background
Terri Staples	Fresno/Fresno County	5-2009	Caucasian
Phyllis Baltierra, Firebaugh Sr.Site Coordinator	Firebaugh /Fresno County	3-2009	Hispanic
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
Margo Lerwill, Fresno County Public Works	Fresno/Fresno County	2-2012	Caucasian
Nikki Vartikian, CCNF	Fresno/Fresno County	3-2012	Hispanic
Potential Transit User Who Is Disabled (minimum of 1)			
Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
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	6-2009	Caucasian

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

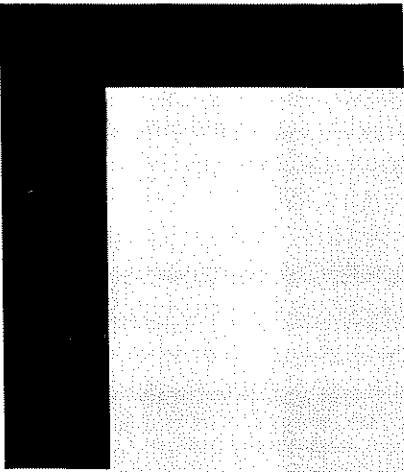
Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
<i>Dr. Connie Cha, Empowerment Institute</i>	<i>Fresno/Fresno County</i>	<i>3-2012</i>	<i>Asian American</i>
Bob Hand, Ctr. for Independent Living	Fresno/Fresno County	6-09	Caucasian

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

Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
Shonna Halterman, Clovis Transit	Clovis/Fresno County	9-2009	Caucasian
Gary Joseph, FCEOC/CTSA	Fresno/Fresno County	6-2009	Caucasian
Jeffrey Webster, FCRTA	Fresno/Fresno County	6-2009	Caucasian
Judith Nishi, FAX	Sanger/Fresno County	6-2009	Asian American

Representatives of General Public

Appointment	Resident Of/ Geographic Representation	Term Expires	Ethnic Background
<i>Dottie Wright</i>	<i>Fresno/Fresno County</i>	<i>2-2012</i>	<i>Caucasian</i>



Transit Productivity Evaluation FY 2007-08

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

December 21, 2008

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

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Transit Productivity Evaluation FY2007-2008

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

December 21, 2008

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Fresno, California 93721

FY07-08 TRANSIT PRODUCTIVITY EVALUATION

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FY2007-2008 TRANSIT PRODUCTIVITY EVALUATION

INTRODUCTION

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

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

The FY2007-08 Productivity Evaluation assesses the following agencies:

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

State law also requires Triennial Performance Audits of each transit operator (PUC 99246-99249). The most recent performance audit of the operators listed above was completed by Pacific Municipal Consultants (PMC) for FY2004 through FY2006. Final recommendations from the audits are reflected in this report.

OVERVIEW OF FRESNO COUNTY'S PUBLIC TRANSPORTATION SYSTEMS

Public transportation operators in Fresno County provided a total of 18.3 million passenger trips from the period beginning July 2007 through June 2008 at a cost of approximately \$55.8 million. As shown in Table 1, the systems traveled a combined 9,172,351 miles and operated 727,752 hours of service. Fares collected totaled \$15.4 million, representing an overall 27.55 percent farebox recovery ratio.

FAX, the largest public transit provider in the Fresno County region, provided a total of 16.9 million passenger trips (92.2 percent of the county total), followed by the CTSA, and the FCRTA with 538,132 trips (2.9 percent) and 460,839 trips (2.5 percent) respectively. Fresno Handy Ride provided 191,530 trips (1.0 percent of the county total), while Clovis Stageline and Clovis Roundup combined provided 239,909 (1.3 percent) of all trips.

System wide, 25.22 passengers per hour and 2.0 passengers per mile were carried during FY2008. The cost per hour was \$76.78 and cost per passenger was \$3.04. Overall, the systems provided more passenger trips than in FY07 and at a higher cost reflecting the escalating cost of both diesel fuel and compressed natural gas.

Table 1

Fresno County Public Transportation Systems Productivity Summary FY2007-08

Agency	Passengers	Miles	Hours	Costs	Fare Revenues	Pass/ Hour	Pass/ Mile	Cost/ Hour	Farebox Ratio
FAX	16,925,826	4,676,648	400,468	\$36,717,970	\$8,850,097	42.27	3.62	\$91.69	24.10%
Handy Ride	191,530	1,126,489	106,771	\$5,652,481	\$145,253	1.79	0.17	\$52.94	2.57%
Stageline	184,264	334,461	20,015	\$1,697,431	\$339,486	9.21	0.55	\$84.81	20.00%
Round-up	55,645	319,120	24,024	\$1,493,013	\$149,301	2.32	0.17	\$62.15	10.00%
FCRTA	460,839	850,528	62,758	\$4,073,584	\$531,857	7.34	0.54	\$64.91	13.06%
*CTSA	538,132	1,865,105	113,716	\$6,245,114	\$5,376,913	4.73	0.29	\$54.92	86.10%
Total	18,356,236	9,172,351	727,752	\$55,879,593	\$15,392,907	25.22	2.00	\$76.78	27.55%

9,404 passenger trips provided by taxi.

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

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

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

Section I

Fresno Area Express and Handy Ride



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

SECTION I

2007-08 PRODUCTIVITY EVALUATION

FRESNO AREA EXPRESS AND HANDY RIDE

I. SUMMARY DESCRIPTION OF SERVICES

Fresno Area Express (FAX), operated by the City of Fresno, is the largest mass public transportation provider in the San Joaquin Valley and provides service within the Fresno-Clovis Metropolitan Area (FCMA). FAX operates scheduled fixed-route service throughout the metropolitan area on 19 routes, seven days per week including evening service on weekdays. FAX currently has a fleet of 125 buses, 106 of which operate during the morning and evening peak commute periods. All buses are equipped with wheelchair passenger lifts/ramps and bicycle racks. Generally, the routes follow a modified grid pattern. Ten lines converge downtown on weekdays with coordinated schedules at four existing bus transfer facilities, the largest located in Downtown Fresno and Manchester Transit Center at the Manchester Mall.

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

II. SIGNIFICANT SERVICE CHANGES AND ACTIVITIES

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

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

NEW FIXED-ROUTE SERVICES AND MINOR SERVICE MODIFICATIONS

Fresno Area Express (FAX) is now providing fixed-route bus service from River Park Shopping Center to the newest State Center Community College District Campus at Willow and International in Fresno. FAX Route 56 operates Monday – Friday from 7:00 a.m. until 6:55 p.m. Destinations served include River Park, Woodward Park, Fairwinds Woodward Park Retirement Community, and the new Willow International College Campus.

On November 21, 2007, FAX reinstated Holiday service. FAX now operates 365 days per year, on all major holidays. This includes Handy Ride as well as fixed-route service. Holiday service is made possible through the reauthorization of Measure C funds that work to improve the transportation service and facilities throughout Fresno County.

FAX continues to provide a free circulator service in the Fresno downtown area. The service uses three trolleys to provide access to downtown facilities such as parking, restaurants, entertainment venues as well as all major employment centers for passengers who commute to the downtown area.

Fresno Area Express provided service throughout the year for various community events. These included: The Big Fresno Fair, Holly Jolly Trolley, Dixieland Festival, Billion Dollar Downtown Tour, Bulldog Football and other events.

EXTERIOR BUS ADVERTISING

Fresno Area Express is continuing the contract agreement with Lamar Transit Advertising to provide advertising on all FAX buses. This contract is valid until 2012, with the option for two one-year extensions. The bus advertising program has provided FAX with much needed revenues for operational expenses.

BIKE AND BUS PROGRAM

The Bike and Bus program continues to be popular with FAX passengers as the demand and usage is constantly on the rise. To date, all buses are equipped with a bike rack, but there is only capacity for two bikes per bus. Beginning with the next bus procurement, all new buses purchased will come equipped with a 3-bike rack. Unfortunately, due to cost constraints FAX will not be able to retrofit the entire fleet with the new racks.

WHEELCHAIR LIFT DEPLOYMENTS

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

SUPPORT SERVICES

Support Services Division of FAX is responsible for directly overseeing the administration of the Handy Ride contract and assuring full compliance with the requirements set forth by the 1990 Americans with Disabilities Act (ADA). Under this organizational structure, FAX and MV Transportation has made significant progress towards improving the efficiency and cost effectiveness of the program. "No Shows", when a client fails to fulfill a scheduled trip, have historically hindered the paratransit service. In FY 2008 Handy Ride reduced "No Shows" from 10% in FY 2007 to just over 3%. This contributed to an increased productivity of 1.79 Passengers per Revenue Hour, and increase of 8.8% over the previous year.

MV Transportation has operated Handy Ride demand-responsive paratransit service since December 17, 2005 and has approximately three years remaining on their current contract.

ADMINISTRATION

The Administration Division of FAX is responsible for providing support to each of the other divisions within the department; Maintenance, Operations, Planning, and Support Services. They actively pursue and monitor grants, ensure regulatory compliance, and maintain responsible and accurate financial records. The Administration Division focuses on the needs of the department and how to improve financial resources to sustain, expand, and improve public transportation in the City of Fresno.

In FY 2008 FAX applied for and received revenue from a previously untapped source, Proposition 1B, the 2006 voter approved bond to improve California's transportation infrastructure. FAX will be pursuing over \$5.7 million dollars in capital and security funding.

PLANNING

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

The Planning Division at FAX continues to participate in the City of Fresno Development Review Process and in December 2007, hired a staff person dedicated to that process. This enables FAX to comment on potential impacts of proposed public or private developments. Staff also provides assistance to developers in designing transit friendly facilities. The Transit Long Range Master Plan identified two transit scenarios for the future; Productivity and Coverage. The Productivity scenario would be a transit strategy of maximizing ridership per unit of cost. This system would encourage high quality service where demand is high and little or no service where demand is low. Obviously, since transit is a public service paid for by all taxpayers, the Productivity goal must be balanced against its opposite, the need to provide some benefit to everyone. The opposite of the Productivity goal is the Coverage goal which would be designed to provide some coverage to everyone. This system penetrates parts of the community where transit cannot expect to operate with high productivity, either due to low densities or a built environment that is unsafe or unpleasant for pedestrians. In the future, FAX will continue to focus on the Coverage scenario by ensuring that service is provided to as many new areas as is feasible, and will not stress providing service solely for productivity purposes. However, future funding sources will play an integral part in the determination of the Coverage strategy since any shortfall in funding may inhibit FAX from providing any service beyond what is currently being provided.

The Clean-Air Express vanpool program which was recommended as a result of the downtown employers survey conducted in FY03 came to an end as a result reduced funding. The program was replaced by a Measure C program managed by the Council of Fresno County Governments (Fresno COG). Measure C is a voter approved; ½ cent sales tax dedicated to transportation projects in Fresno County. Currently there are 41 vanpools operating under this program.

FAX completed the Bus Rapid Transit Master Plan. The Plan identified key corridors within the Fresno/Clovis Urbanized Area that demonstrate strong potential for development as BRT corridors. The best candidate corridors are identified as Ventura/Kings Canyon from Fowler to Downtown Fresno, and Blackstone Boulevard from Downtown Fresno to Manchester Center. The plan developed ridership and cost projections as well as outlining the steps necessary to pursue Federal Transit Administration New Starts funding.

In addition to the BRT Master Plan, a Public Transportation Infrastructure Study (PTIS) Phase II has been initiated. This study is being conducted by Kimley-Horn and Associates through the Fresno COG and is funded through Measure C. This study will provide FAX with the alternatives analysis for BRT that is required by the Federal Transit Administration (FTA) to qualify for funding. Another deliverable of the PTIS is the application for FTA Very Small Starts Funding.

OPERATIONS

FAX continues to improve its use of the Automatic Vehicle Location (AVL) and Geographic Information Systems (GIS) software, which allows transit dispatchers to locate any bus within 10 feet of its actual location via a computer terminal. The radio system has also allowed FAX staff to make more informed decisions to correct on-time performance and other operational problems

In August 2007, FAX implemented the next generation of Siemens AVL/GIS software that enhanced the abilities of the system. The new software allows FAX to deploy On-Street signs at any desired location without the constraint of time points. This technology provides a digital display of bus arrival and departure times using the same satellite technology employed to monitor buses from the dispatch center. The implementation of the Siemens software upgrade facilitated the installation of On-Street signs at the intersection of Fresno Street and Shaw Avenue. In the next six months these signs will be installed at California State University, Fresno. Eventually, passengers will be able to check for the next bus arrival or plan their next trip from their home or office computer.

In May 2008, Fresno Area Express held its annual Bus Rodeo. This year's competition was won by Gerald Sheppard, who will represent FAX in the regional competition to be held in Oakland California.

MAINTENANCE

The total miles between service interruptions increased from 4,794 miles in FY2007 to 5,349 miles in FY2008. An increase in the total number of technicians and continued training, has been a major factor in the increase of miles between road failures.

FAX continues to improve passenger amenities with the installation of new transit shelters, bus benches, and trash receptacles throughout the FAX system. This, along with the replacement and rehabilitation of older stops has helped to reduce the amount of graffiti and clean-up required at bus stop locations.

The Maintenance Division, in line with the City of Fresno's clean air commitment, purchased its first CNG paratransit vehicle. This vehicle is being evaluated for efficiency and service reliability and an analysis of its overall performance will be conducted.

FAX Maintenance has also researched and identified the Cummins 8.9 CNG as a new potential engine replacement for the Detroit Series 50 that has had a high failure rate. Two of FAX's high failure rate coaches were repowered with the new 8.9's and are currently under performance review in full service. Thus far, expectations are being met or exceeded and pending final analysis, FAX will move forward with recommendations to secure funds to complete an engine replacement retrofit project on the remaining 23 coaches in the fleet.

The Maintenance Division hired three mechanics this year to help support the on-going needs of the department. Increased ridership and service additions have put a higher demand on the maintenance staff.

PUBLIC INFORMATION AND COMMUNITY OUTREACH

During FY 2008, FAX continued to provide public information and outreach activities with the intent of increasing public awareness and ridership as well as improve public perception of bus transit in the FCMA. Transit services were promoted through advertising, participation in local events, and by sharing essential public transportation information with community based organizations. FAX directed its outreach efforts toward the FCMA's diverse population through cultural, age, disability, and socio-economic sensitive communication. FAX used television, radio, newspapers, newsletters, posters, bus placards, schedule guides, maps, flyers, e-mail, direct mail, and bus announcements to connect with the community. FAX continued to encourage passengers to share their concerns about the system through surveys and outreach events.

Nonprofit organizations took advantage of free interior advertising space on FAX buses. Agency messages informed passengers about social services, healthy living, safety, education, community events, and also provide enjoyment through Poetry in Motion and Road Reads placards.

FAX continued to expand its use of electronic communications technology utilizing a Global Positioning Satellite (GPS) system, an Automatic Vehicle Location (AVL) component, and a Geographical Information System (GIS) element. Twenty-four public information "On Street" signs installed at the Manchester Transit Center (MTC), FAX Downtown Transit Center, Fresno and Shaw and the Cesar E. Chavez Adult Education Center provided real-time bus arrival information to the riding public. General transit information and trip planning assistance was also offered to customers in the FCMA.

Reauthorization of Measure C allowed FAX to plan for and implement free Senior 7 service on July 1, 2007. FAX Senior 7 service enables seniors 65 years of age and over to board any fixed-route bus on any day, at any time, for any purpose, absolutely free. FAX also received the Beverly Foundation's 2006 Special Recognition Award for exceptional organizational relationships or methods of service delivery to seniors.

Further enhancing the quality of life in Fresno, FAX partnered with the Parks, Recreation, and Community Services Department to offer Activities Bus Passes for youth groups, and partnered with the Big Fresno Fair to provide free fair express shuttle service to the Fairgrounds from two park-and-ride locations in Fresno.

III TRIENNIAL PERFORMANCE AUDIT RECOMMENDATIONS

A. TRIENNIAL PERFORMANCE AUDIT RECOMMENDATIONS, FY2004 through FY2006. Pacific Municipal Consultants (PMC) State Transportation Development Act (TDA) Requirement

In July 2007, Pacific Municipal Consultants (PMC) submitted to the Council of Fresno County Governments, FAX's Triennial Performance Audit for FY2004 through FY2006. The audit assists the State of California in determining if FAX operates in compliance with applicable laws, rules, and regulations, as prescribed by the Transportation Development Act (TDA). The audit provided the following conclusions and recommendations:

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

As a carryover from the prior performance audit, state law requires that transit operators provide the count of full-time employee (FTE) equivalents in the annual State Controller Report for both directly employed and contracted employees. An FTE is derived by dividing total work hours of employees by 2,000 hours. FAX should include the count of contracted employees at MV transportation or any future operator for Handy Ride in the annual report. The FY 2006 State Controller Report for fixed route was also missing the FTE count.

2. Perform "final" review of State Controllers Report for Consistency with the Fresno COG Transit Productivity Evaluation Report.

During the audit period, performance data between the annual State Controller's Report and the Fresno COG Transit Productivity Evaluation Report were not consistent, although both reports are completed around the same time period. FAX should conduct final review of the Controller's Report to ensure that the data being submitted to the State is consistent with the COG's report. FAX draws information produced for the Federal National Transit Database to use in the Transit Productivity Evaluation Report.

3. Continue to Develop Marketing Tools to recruit Bus Mechanics.

FAX competes with the private sector for a limited number of qualified mechanics on heavy duty vehicles. As educational opportunities for vocational training has declined over the years, the market for bus mechanics is more challenging. FAX has been developing strategies to market transit maintenance career opportunities to prospective candidates in the community, including a marketing brochure, a career open house, and possible alignment with local vocational schools. FAX should continue its efforts to be competitive in recruiting new mechanics and work to steer student interest toward working for the transit agency.

Conclusion

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

**B. TRIENNIAL PERFORMANCE REVIEW RECOMMENDATIONS,
FY2003 through FY2005.
Interactive Elements Inc.
Federal Transit Administration (FTA) Requirement**

In August 2006, Interactive Elements Incorporated completed a triennial performance review of FAX management and operation practices for FY2003 through FY2005. The review was completed as required by the FTA under the Intermodal Surface Efficiency Act (ISTEA) of 1991. The review focused on the City's compliance in 22 different areas. The City was deficient in six areas as follows:

1. Satisfactory Continuing Control

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

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

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

2. Maintenance

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

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

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

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

3. Procurement

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

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

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

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

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

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

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

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

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

4. Planning/Program of Projects

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

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

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

5. Half Fare

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

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

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

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

6. ADA

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

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

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

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

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

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

III. FOLLOW-UP ON FY2007 FAX/HANDY RIDE PRODUCTIVITY EVALUATION RECOMMENDATIONS

A. Comply where feasible, with the Triennial Performance Audit Recommendations for FY2003 to FY2005.

Fresno Area Express has responded to all audit findings. The next audit will be in 2009 for the period of 2006 through 2008.

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

The SRTTP was updated in July 2007. Next update is scheduled for July 2009.

C. Monitor the effectiveness of FY2008 service changes and evaluate potential service productivity improvements through the annual service evaluation planning process.

This is ongoing.

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

This is on-going.

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

This is on-going.

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

This is on-going.

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

This is on-going

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

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

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

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

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

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

V. HIGHLIGHTS OF PRODUCTIVITY DATA

FRESNO AREA EXPRESS

Fresno Area Express ridership for FY08 was calculated utilizing a stratified sampling plan developed by Professor Beng Ong, Ph.D., of California State University, Fresno. The development of this sampling plan was initiated by the U.S. Department of Transportation, who indicated our previous plan did not have sufficient sample size. In FY 2008 FAX was able to increase its sample size from 804 surveys in FY 2007 to 1,835.

FAX ridership increased by 8.17 percent from 15.5 million in FY07 to 16.9 million in FY08. This increase reflects the improved accuracy of the sampling plan and a general increase in ridership. Total service miles increased by 7.31 percent (4,676,648 miles) from the previous year. Total revenue hours increased in FY08 due to the implementation of Route 56, servicing the Willow/International Community College and a full reporting year for Route 34, which increased from 30 to 15 minute frequency service. The farebox recovery ratio remained relatively flat at 23.91%, up from 23.22% in FY07. This ratio continues to exceed the 20 percent State-mandated farebox recovery requirement. Operating cost per hour remained nearly flat decreasing from \$91.90 to \$91.69.

Table I-1
FAX Productivity Indicator Comparison
FY2007 vs. FY2008

Indicator	FY 2007	FY 2008	Percent Change
Passenger Trips	15,542,564	16,925,826	8.17%
Passengers/Hour	42.42	42.27	-0.35%
Passengers/Mile	3.59	3.62	0.83%
Cost/Mile	\$7.77	\$7.85	1.02%
Cost/Hour	\$91.90	\$91.69	-0.23%
Farebox Ratio	23.22%	24.10%	3.65%

HANDY RIDE

Handy Ride provided 191,530 trips during FY08, a 5.7 percent increase over FY07. Of this number, only 9,404 passenger trips were provided by taxi service. This represents a 261% decrease in the amount of taxi trips provided in FY 2008. Handy Ride productivity, as stated in Passengers per Hour in Table I-5 is 1.79 for FY 08 compared to 1.64 the prior year. The total number of revenue miles increased by 14.44 percent from 963,836 in FY07 to 1,126,489 in FY08. Revenue hours in FY08 increased 16 percent from 89,663 to 106,771. All active vehicles operating in the fixed-route fleet are equipped with wheelchair lifts. Demand-response and fixed-route services continue to operate in compliance with ADA requirements. In FY2008, Handy Ride reported no trip denials.

Table I-2
Handy Ride Productivity Indicator Comparison
FY2007 vs. FY2008

Indicator	FY 2007	FY 2008	Percent Change
Passenger Trips	180,674	191,530	5.67%
Revenue Miles	963,836	1,123,489	14.21%
Revenue Hours	89,663	106,771	16.02%
Farebox Revenue	\$114,096	\$145,253	21.45%
Taxi Trips	33,981	9,404	-261.35%
Operating Cost	\$4,637,319	\$5,562,481	16.63%

VI. FRESNO AREA EXPRESS/HANDY RIDE: FY2007-2008 PRODUCTIVITY COMMITTEE RECOMMENDATIONS

- A. Comply, where feasible, with the Triennial Performance Audit Recommendations for FY2003 through FY2005.
- B. Implement recommendations from the annual element of the "Short-Range Transit Plan for the Fresno-Clovis Urbanized Area."
- C. Pursue contracting of service and continue to consider the potential for and encourage private sector participation in the public transportation planning/service delivery process, and investigate other potential funding sources.
- D. Continue to coordinate with other general public paratransit service providers to jointly provide the State required 40 hours of specified training and behind-the-wheel instruction.
- E. Address responsibilities under the Americans with Disabilities Act of 1990. More specifically, address FAX operator's requirements to announce major streets and transfer points.
- F. Address responsibilities under the Clean Air Act Amendments of 1990, the San Joaquin Valley Unified Air Pollution Control District Air Quality Plan, the City of Fresno Transportation Management Plan, and the Council of Fresno County Governments Transportation Control Measures Plan, and Congestion Management System (CMS).
- G. Implement recommendations from the FAX and Handy Ride customer satisfaction surveys when possible.
- H. Implement service recommendations from the Transit Master Plan, where feasible.
- I. Continue to perform community outreach and marketing activities in an effort to increase ridership and improve public awareness and perception of public transit.
- J. Continue to work with major employers in the Fresno-Clovis Metropolitan Area to determine the demand for new or improved transit services.
- K. Closely monitor Handy Ride reservation call times as identified in the FY 2003 through FY 2005 Triennial Performance Review.
- L. Prepare and adopt updated Short Range Transit Plans / Operation Program and budget to reflect the inclusion of Measure C funded programs.

Table I-3
Summary of Key Operational Indicators
FRESNO AREA EXPRESS
Fiscal Years 2005 through 2008

Fiscal Year Ending June 30	FY05	FY06	FY07	FY08
Operating Costs	\$28,965,563	\$30,770,200	\$33,670,221	\$36,717,970
Total Actual Vehicle Revenue Service Hours	334,969	359,712	366,378	400,468
Total Actual Vehicle Revenue Service Miles	4,339,158	4,229,020	4,335,012	4,676,648
Total Labor Hours	564,438	613,890	659,679	703,441
Unlinked Passenger Trips	11,241,838	11,808,724	15,542,564	16,925,826
Fare Revenue	\$7,666,439	\$7,371,888	\$7,819,099	\$8,850,097
Operating Cost/Passenger	\$2.57	\$2.61	\$2.17	\$2.17
Passengers/Vehicle Revenue Hour	33.56	32.83	42.42	42.27
Passengers/Vehicle Revenue Mile	2.74	2.79	3.59	3.62
Vehicle Revenue Hours/FTE*	1,044.82	1061.72	984.89	1076.53
Farebox Recovery Ratio	26.52%	23.96%	23.22%	24.10%
Operating Cost/Revenue Mile	\$7.06	\$7.28	\$7.77	\$7.85
Operating Cost/Revenue Hour	\$86.47	\$85.54	\$91.90	\$91.69
Average Fare/Passenger	\$0.68	\$0.62	\$0.50	\$0.52
Total Revenue Service Interruptions	1,090	1,193	991	951
Percentage of Trips On Time	90.10%	86.50%	82.14%	77.14%

Table I-4
Summary of Key Operational Indicators
FRESNO AREA EXPRESS
Fiscal Years 2006 through 2008

Fiscal Year Ending June 30	FY05-06	FY06-07	FY07-08	FY06-FY08
Operating Costs	5.86%	8.61%	8.30%	21.11%
Total Actual Vehicle Revenue Service Hours	6.88%	1.82%	8.51%	16.36%
Total Actual Vehicle Revenue Service Miles	-2.60%	2.45%	7.31%	7.22%
Total Labor Hours	8.06%	6.94%	6.22%	19.76%
Unlinked Passenger Trips	4.80%	24.02%	8.17%	33.58%
Fare Revenue	-4.00%	5.72%	11.65%	13.37%
Operating Cost/Passenger	1.53%	-20.48%	0.14%	-18.47%
Passengers/Vehicle Revenue Hour	-2.22%	22.61%	-0.37%	20.60%
Passengers/Vehicle Revenue Mile	1.79%	22.18%	0.94%	24.29%
Vehicle Revenue Hours/FTE*	1.59%	-7.80%	8.51%	2.95%
Farebox Recovery Ratio	-10.68%	-3.18%	3.65%	-10.03%
Operating Cost/Revenue Mile	3.02%	6.27%	1.07%	10.08%
Operating Cost/Revenue Hour	-1.09%	6.92%	-0.23%	5.69%
Average Fare/Passenger	-9.68%	-23.24%	3.79%	-30.05%
Total Revenue Service Interruptions	8.63%	-20.38%	-4.21%	-14.62%
Percentage of Trips On Time	-4.16%	-5.31%	-6.48%	-16.80%

Table I-5
Summary of Key Operational Indicators
HANDY RIDE
Fiscal Years 2005 through 2008

Fiscal Year Ending June 30	FY05	FY06	FY07	FY08
Operating Costs	\$4,043,491	\$4,771,163	\$4,637,319	\$5,652,481
Total Actual Vehicle Revenue Hours	81,510	76,193	89,663	106,771
Total Actual Vehicle Revenue Miles	1,084,752	982,540	963,836	1,126,489
Unlinked Passenger Trips	192,556	182,818	180,674	191,530
Fare Revenue	\$102,608	\$103,339	\$114,096	\$145,253
Operating Cost/Passenger	\$21.00	\$26.10	\$25.67	\$29.51
Passengers/Vehicle Revenue Hour	2.36	2.40	2.02	1.79
Passengers/Vehicle Revenue Mile	0.18	0.19	0.19	0.17
Farebox Recovery Ratio	2.54%	2.17%	2.46%	2.57%
Operating Cost/Revenue Mile	\$3.73	\$4.86	\$4.81	\$5.02
Operating Cost/Revenue Hour	\$49.61	\$62.62	\$51.72	\$52.94
Average Fare/Passenger	\$0.53	\$0.57	\$0.63	\$0.76
Percentage of Trips On Time	90.00%	86.0%	91.6%	95.4%
Total Number of Taxi Trips	24,627	49,091	33,981	9,404

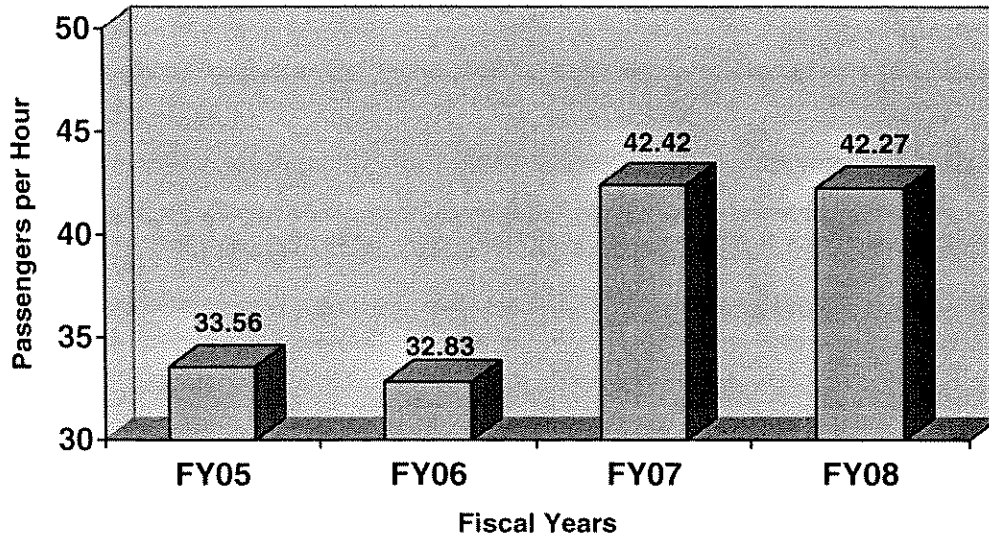
Table I-6
Summary of Key Operational Indicators
HANDY RIDE
Fiscal Years 2006 through 2008

Fiscal Year Ending June 30	FY05-06	FY06-07	FY07-08	FY06-FY08
Operating Costs	15.25%	-2.89%	17.96%	28.47%
Total Actual Vehicle Revenue Hours	-6.98%	15.02%	16.02%	23.66%
Total Actual Vehicle Revenue Miles	-10.40%	-1.94%	14.44%	3.71%
Unlinked Passenger Trips	-5.33%	-1.19%	5.67%	-0.54%
Fare Revenue	0.71%	9.43%	21.45%	29.36%
Operating Cost/Passenger	19.54%	-1.68%	13.03%	28.85%
Passengers/Vehicle Revenue Hour	1.54%	-19.08%	-12.33%	-31.69%
Passengers/Vehicle Revenue Mile	4.60%	0.74%	-10.25%	-4.40%
Farebox Recovery Ratio	-17.16%	11.97%	4.25%	1.25%
Operating Cost/Revenue Mile	23.24%	-0.93%	4.11%	25.71%
Operating Cost/Revenue Hour	20.78%	-21.08%	2.31%	6.30%
Average Fare/Passenger	5.73%	10.49%	16.73%	29.74%
Percentage of Trips On Time	-4.65%	6.07%	3.97%	5.61%
Total Number of Taxi Trips	49.83%	-44.47%	-261.35%	-161.88%

Passengers/Revenue Hour

Fixed-Route

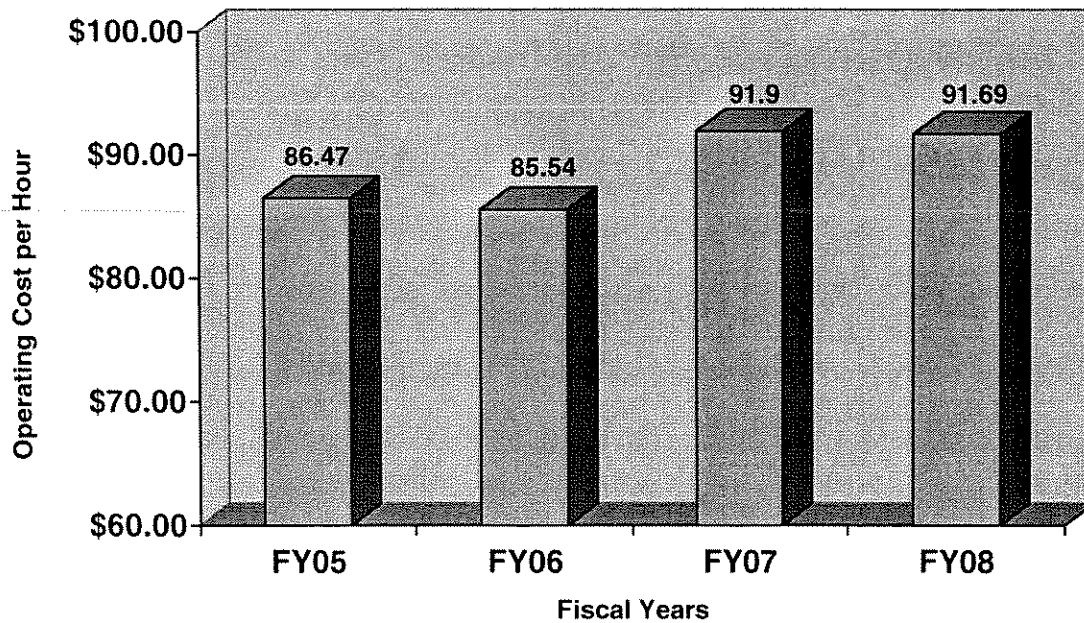
Exhibit I-1



Operating Cost/Revenue Hour

Fixed-Route

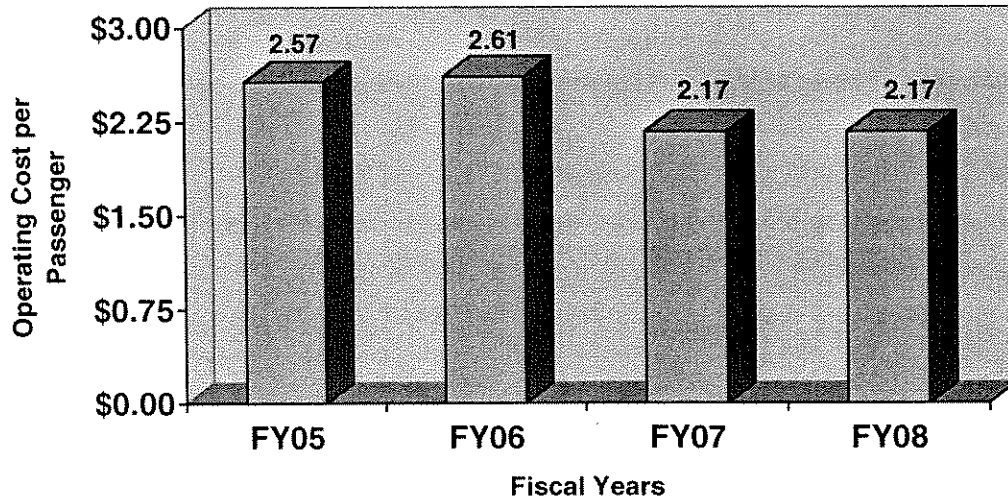
Exhibit 1-2



Operating Cost/Passenger

Fixed-Route

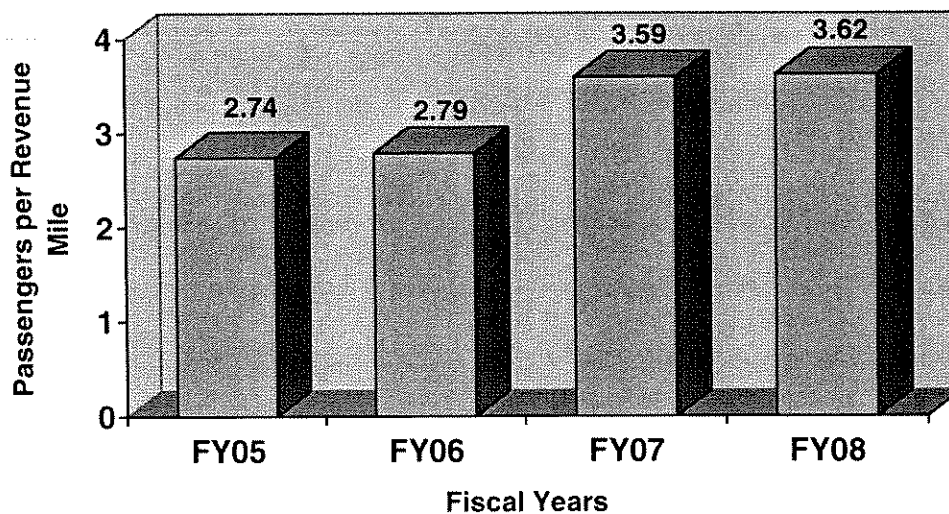
Exhibit I-3



Passengers/Revenue Mile

Fixed-Route

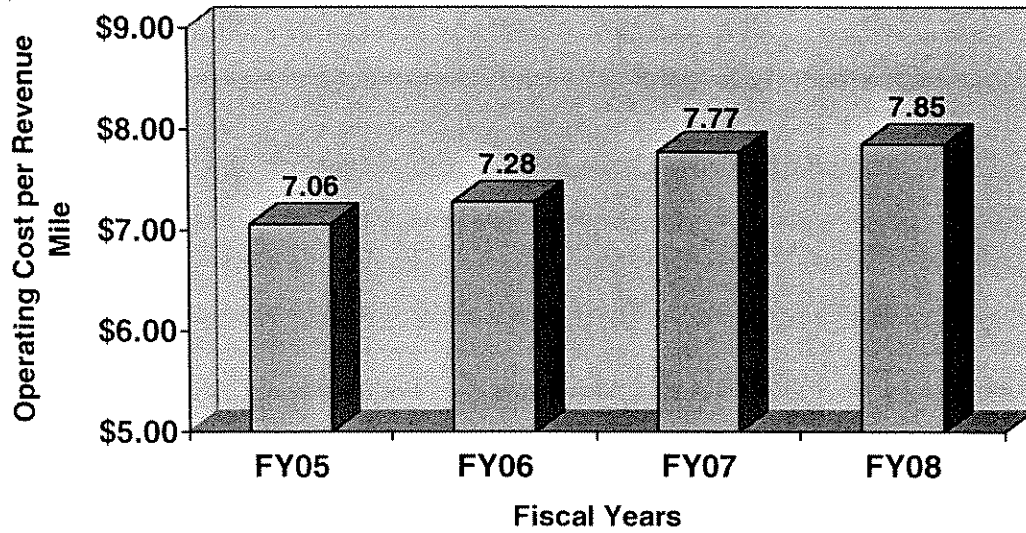
Exhibit 1-4



Operating Cost/Revenue Mile

Fixed-Route

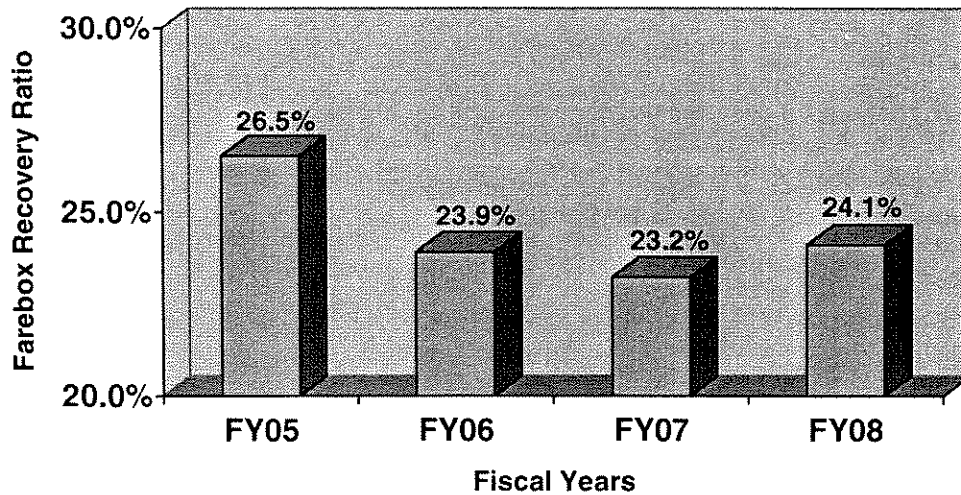
Exhibit I-5



Farebox Recovery Ratio

Fixed-Route

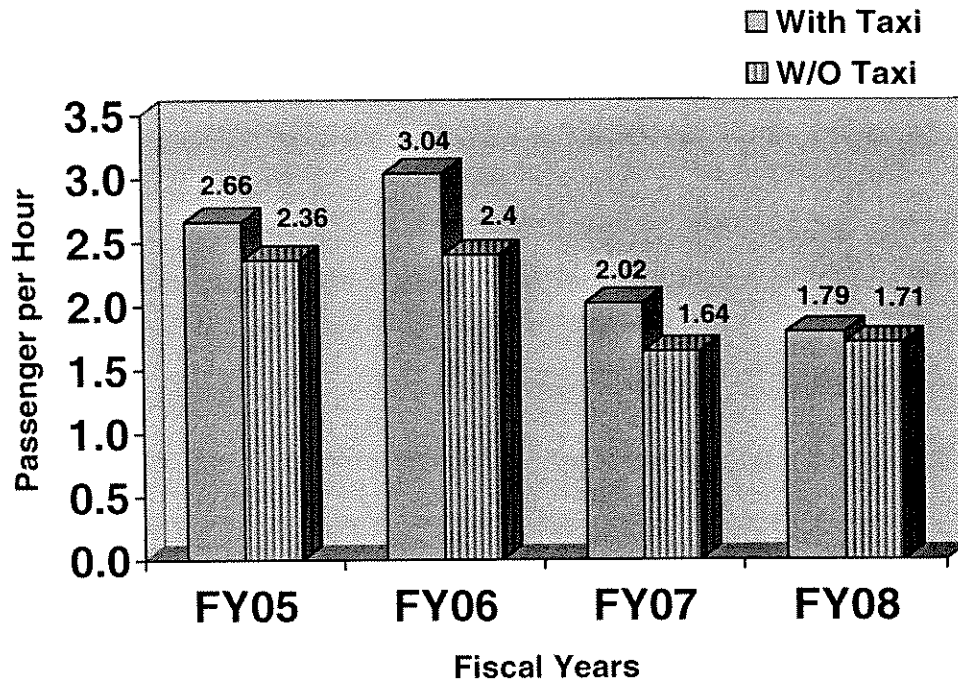
Exhibit I-6



Passengers/Revenue Hours

Handy Ride

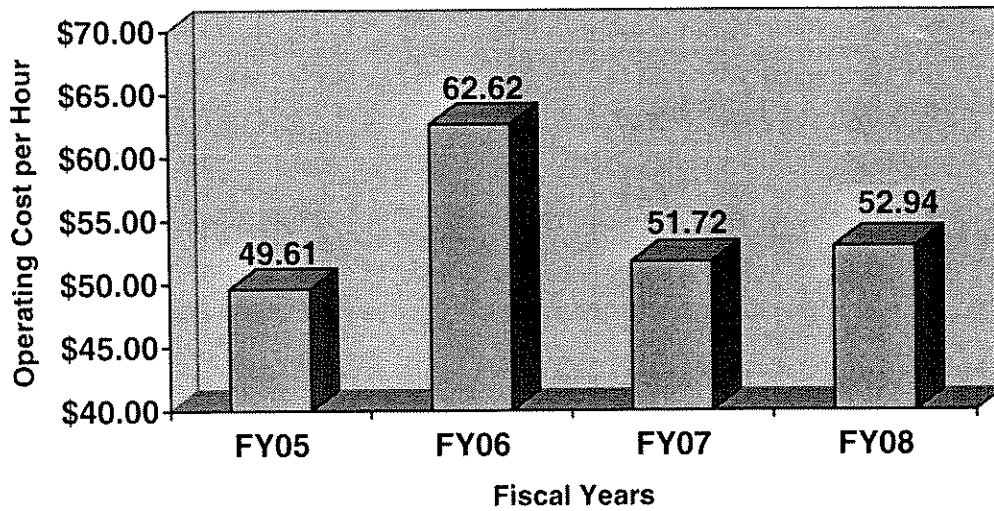
Exhibit I-7



Operating Cost/Revenue Hour

Handy Ride

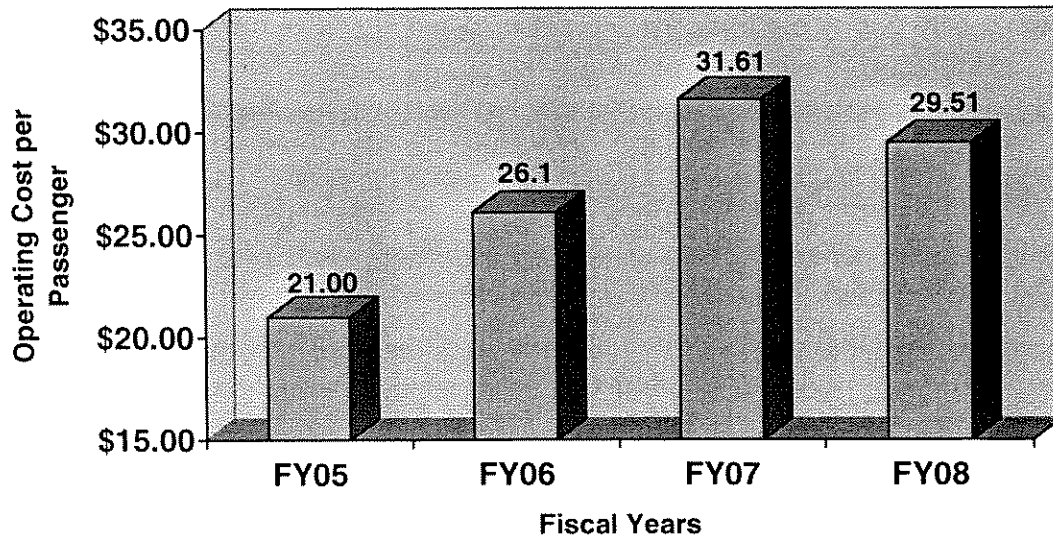
Exhibit I-8



Operating Cost/Passenger

Handy Ride

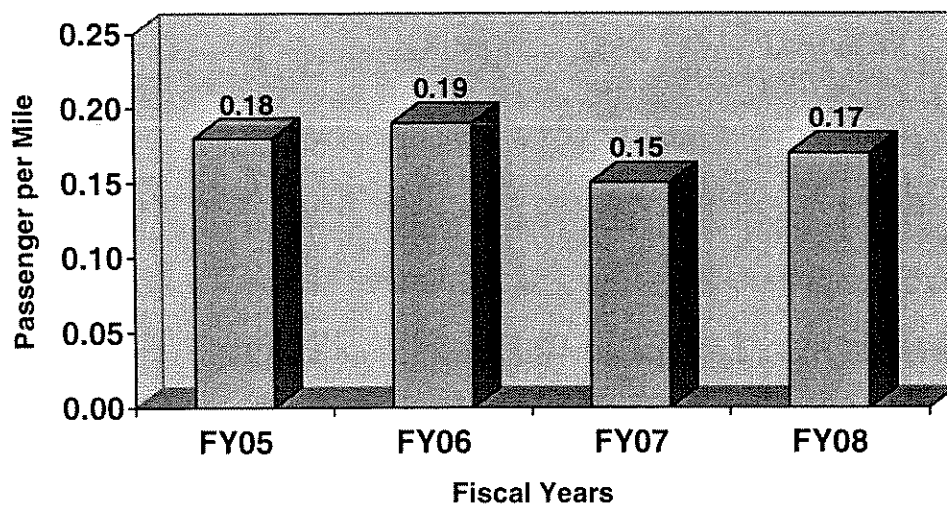
Exhibit I-9



Passengers/Revenue Mile

Handy Ride

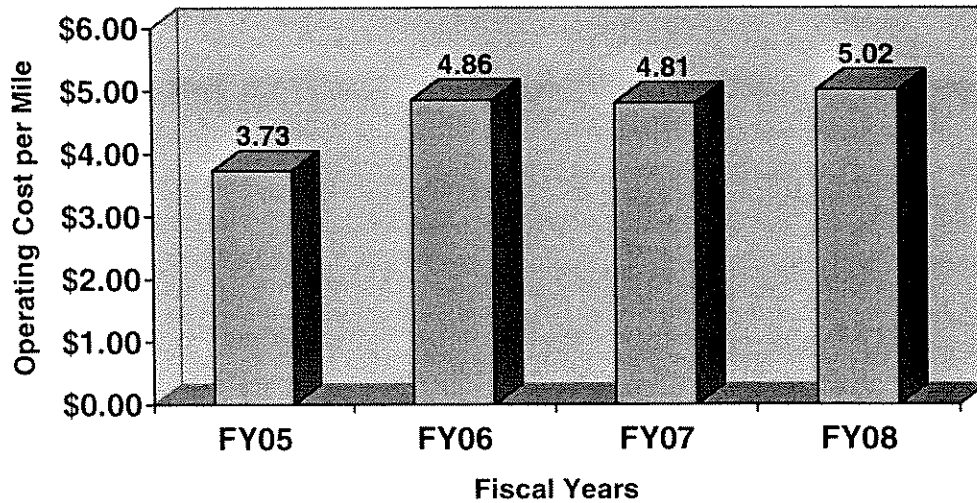
Exhibit I-10



Operating Cost/Revenue Mile

Handy Ride

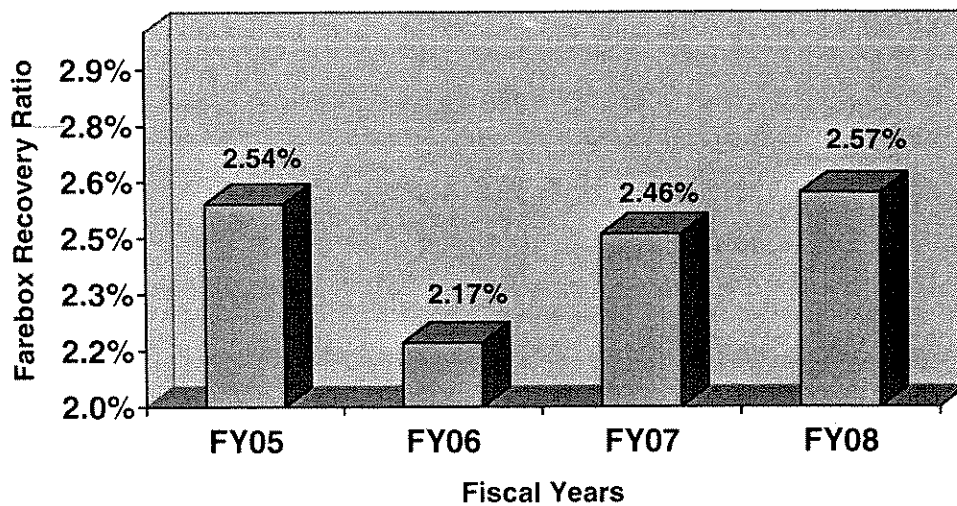
Exhibit I-11



Farebox Recovery Ratio

Handy Ride

Exhibit I-12



Section II

Clovis Transit:

Stageline
And
Roundup

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

SECTION II

2007-2008 PRODUCTIVITY EVALUATION

CLOVIS TRANSIT

I. SUMMARY DESCRIPTION OF SERVICES

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

Clovis Stageline provides fixed-route, general public service. This service was originally offered in July 1980 as demand-responsive, replacing fixed route service formerly provided by FAX. From 1991 through 1999, the Stageline service was converted to a fixed-route, general public service operated by various contractors over the nine year period. In February of 1999, Clovis Transit issued a Request for Proposals for the fixed-route Stageline service. Clovis City Council approved the rejection of all proposals and allowed for the services to be offered by City of Clovis staff. City of Clovis staff took over the Stageline system effective September 1, 1999. The change allowed for improvements in the system, such as better coordination between the drivers and management. It also offers a larger pool of drivers for staff changes in both Roundup and Stageline.

Roundup service began operations in January 1979 and was originally funded with an Older Americans Act grant. As Aging Grant funding was eliminated, the City allocated Measure C funds and utilized Local Transportation Funds. In FY 1988, weekday demand-responsive service was expanded to include trips to Fresno based on a zonal fare. In April 1988, Clovis designated its Roundup service solely as a CTSA function. The current system operates trips into Fresno weekdays from 7:00a.m. to 4:00 p.m., within Clovis weekdays 6:15 a.m. to 6:15 p.m., and weekends within Clovis from 7:30 a.m. to 3:30 p.m. upon demand. Demand responsive trip requests can be made 14 days in advance.

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

Continuing operational concerns and projects for FY 08 included: a) close monitoring of on-time performance on fixed-route service especially with a large increase in ridership and wheelchair passengers; b) close monitoring of on-time performance for demand-responsive service with focus on frail elderly and disabled riders; c) coordination with apartment and office complexes to keep trees trimmed to allow bus access to the closest point or designate restricted drop off points within the complex to accommodate elderly and disabled riders; d) focus on reducing utilization of Measure C funding to maintain farebox ratio for both Stageline and Roundup services; e) continuous analysis and review of the taxi voucher program; f) coordination with local schools regarding services; g) work closely with Planning and Development department on future site plans to accommodate transfer points and construction during plan development review process; and h) expansion of services as the City continues to grow.

II. SIGNIFICANT SERVICE CHANGES OR ACTIVITIES

During FY 07-08, Clovis Transit utilized Measure C funds to expand service as planned in the Measure C expenditure plan. In November 2007, weekend Stageline service was implemented and an additional bus was added to weekday Route 50 service to increase service from every 60-minutes to every 30-minutes. Also implemented were free Stageline rides for all senior citizens age 65 and older. Roundup made a change to its senior policy by raising the senior eligibility age from 55 to 65. The biggest challenge to Clovis Transit over the next five years will be to improve service concurrent with growth as the City's Sphere of Influence is increased and ridership has increased. With higher gas prices, ridership has soared.

The passage of Measure C has given Clovis Transit the opportunity to review services to the community. During FY 07-08, a consultant was hired to review the entire fixed-route transit system including route design, schedules, hours of operation, fares, and demands for specialized service. The result of the consultant's study has led to a draft plan of service improvements for the FY 08-09 year. New service implementation is awaiting the arrival of new buses which are on order.

The Clovis Transit fleet has been updated during FY 07-08. Stageline received five new replacement buses which helped Clovis Transit to be in compliance with Air Resources Board 2007 requirements to fleet emission improvements. One Roundup bus was purchased to replace a bus that was a total loss in a vehicle accident. An order for fourteen other buses was placed in June 2008 with equipment expected in spring 2009. Some of the buses are replacement and some are for expansion but ultimately will increase the fleet size by 8 buses. Additional bus purchases for fixed-route and replacement vans will be considered depending upon the state budget and grant opportunities.

The City of Clovis applied for and received a homeland security grant for cameras in the transit buses. The camera systems will be placed in approximately 14 transit buses, starting with installation in fixed-route buses, and installation in two to three paratransit buses depending upon the final cost of the units. Each bus will be equipped with four cameras with views from the front of the bus facing back, the back of the bus facing front, the entry door, and out the front window. The cameras will have both audio and video recording and will keep the data stored on a hard drive in the bus for a minimum of two weeks before recording over itself. The information can be downloaded from the bus for viewing on a personal computer or providing footage to law enforcement. Additional vehicles may be outfitted with the system if additional grant funds are available during the FY 08-09 funding cycle.

Rising maintenance and fuel costs have affected the overall operating costs and farebox ratio for both Roundup and Stageline. New equipment on order may help alleviate some of these costs.

System wide accomplishments for Clovis Transit during FY 08 include:

- Completion of a transit study by an outside consultant. Some recommendations are to be implemented in FY 08-09.
- Implementation of weekend Stageline service and increasing service frequency for Route 50 from 60-minutes to 30-minutes.
- Five replacement Stageline buses were received and 14 more new transit buses are on order and expected by spring 2009.
- Implementation of free Stageline rides for seniors age 65+ and modification to Roundup senior qualifying age from 55+ to 65+

- Continuation of the popular Metro Pass which is valid on both Stageline and FAX. A coordinated RFP for a countywide farebox system is in process.
- Ridership increases for Stageline of 20.4% over FY 07 and Roundup increase of 16.9%.

SERVICE

Service improvements have been made throughout Clovis Transit services by utilizing Measure C funds. Additional service improvements are planned for FY 08-09 upon the arrival of new buses. The current fleet is being utilized to meet the increased demands on existing service. Therefore, additional expansion or changes to the services cannot be considered until new equipment arrives in spring 2009.

PLANNING

The consultant hired to review the fixed-route service offered multiple options for improvement to Clovis Transit services. Staff has reviewed the consultant's recommendations and is reviewing a combination of some of the suggestions discussed in the consultant's final recommendations. Some of the improvements being researched include minor changes to existing routes such as the removal of bus stops that are too close together, service to areas currently without service, deviated fixed-route service to areas which currently have fixed-route service but low ridership, and east/west service on Herndon Avenue at the north end of Clovis. Research will continue to be conducted but changes to service cannot be implemented until new buses arrive in spring 2009.

Clovis Transit has a good working relationship with the City's Streets and Maintenance Divisions to maintain stop locations, and place signs and postings in a quick and efficient manner. Coordination with the City's Engineering Department on the location of bus stop signs and routes has helped reduce any problems of traffic congestion or inappropriate stop locations. The parks division quickly responds to requests for tree trimming that affect the routes or bus stops. At the request of some citizens, concrete slabs have been poured at three bus stops that were located in the grass median between the sidewalk and the curb. The bus stop improvements have been appreciated by passengers, particularly the visually impaired who had trouble locating the bus stop in the grass area.

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

MARKETING

Radio advertising was heavy when the new weekend service was added. New maps and brochures were printed when new service was added. Advertising trade is done with the media for air time in exchange for trolley rental time. Clovis Transit route maps are located within the FAX schedule guide. All route maps and schedules are on the City's website and are regularly utilized. For passenger convenience, bus passes may be purchased at Clovis City Hall, Fresno State University, Cash Stop (retail outlet), or by mail.

III. FOLLOW-UP ACTIONS ON THE TRIENNIAL PERFORMANCE AUDIT FISCAL YEARS 2004-2006

PMC completed the latest Triennial Performance Audit of the City of Clovis Transit System in June 2007. The audit concluded that during the audited period the City of Clovis was conducting its transit operations in an effective manner. The audit recommended the following:

1. Perform "final" review of State Controller's Report for Consistency and Accuracy.

The Transit Supervisor should conduct final review of the annual State Controller's Report to ensure that the data being submitted to the State is accurate and is consistent with the information provided to the Fresno COG for the Transit Productivity Evaluation Report.

This will be discussed with Finance staff and implemented when feasible.

2. Develop and document a standardized complaint handling process.

As a carryover from the prior performance audit, Clovis Transit should develop a step-by-step process and flow chart that outlines the steps for addressing a customer complaint, from the initial phone call taken by the dispatcher, to follow-up actions taken by transit staff. A standalone standardized complaint form should be developed that has sections to be filled out by staff for each step, including the nature of the complaint, who was forwarded the complaint for handling, actions taken to address the complaint, and if there was follow up communication with the customer. Standardizing and documenting the complaint process ensures a transparent and consistent process for both the transit system and the public. The written procedures might also be included in the Operations Manual.

The Transit Supervisor will design and implement the form and procedures.

3. As resources allow, expand the mobility training program.

The Transit Supervisor has recently implemented mobility training for senior citizens residing in seniors complexes to instruct them on the use of the fixed-route system in lieu of the dial-a-ride service. Provided that Roundup service is more expensive to provide on a per passenger basis than Stageline, eligible passengers could be made more aware of Stageline, which is ADA accessible and could provide the same trip. The mobility training program enables transit staff to educate and train existing and potential riders of the fixed route service and lessen concerns they may have.

The will continue as resources allow. Senior ridership on Stageline has increased with the implementation of free fares for seniors age 65 and over

IV. CLOVIS STAGELINE/ROUNDUP: 2007 PRODUCTIVITY EVALUATION COMMITTEE RECOMMENDATIONS

- A. Comply, where feasible, with the FY04 through FY07 Triennial Performance Audit Recommendations.***

This is ongoing

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

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

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

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

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

This is ongoing. During FY 07-08 Clovis Transit and FAX have been working on a regional farebox system to make travel easier for passengers.

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

Full compliance has been obtained. All vehicles are accessible.

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

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

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

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

H. Prepare for the TDA Triennial Performance Audit for FY 2006-2007 through FY 2007-2008.

Audit has been completed.

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

With the passage of Measure C in November 2006, Clovis Transit has begun the planning and implementation process to address the Expenditure Plan presented to the voters.

V. HIGHLIGHTS OF PRODUCTIVITY DATA

CLOVIS STAGELINE

- Stageline ridership increased 20.4% over FY 07 with total ridership increasing from 153,012 to 184,264. While weekend service was added in November, proportionally most of the increase is due to an increase in weekday ridership, particularly on Route 10.
- Vehicle service hours increased 19.1% from 16,801 to 20,015. The increase was caused by the addition of weekend Stageline service and the increase in service frequency on Route 50 from 60-hour to 30-minute headways.
- Vehicle service miles experienced an increase of 21.2% over FY 07 with total vehicle service miles increasing from 276,022 to 334,461. This increase coincides with the hour increases experienced with the expansion of services.
- Farebox revenue ratio prior to Measure C funds decreased from 10.2% to 8.6% in FY 08; the City subsidy of Measure "C" funding was needed to meet the State mandate of 20%. The reduction is typical when new service is added.
- Overall, the past year as a fixed route system, Stageline performance indicators reflected a 1.0% increase in passenger/hour (9.21) and passenger/mile remained unchanged (.55). Operating costs increased from \$77.97 per vehicle hour to \$84.81 per vehicle hour primarily due to increased fuel and labor costs.
- Vehicle hours/employee decreased 6.1% from 1,639 to 1,539 with additional standby weekend drivers. Operational subsidy per passenger increased from \$7.69 in FY07 to \$8.42 in FY 08.

CLOVIS CTSA/ROUNDUP

- Clovis CTSA/Roundup services carried 55,645 riders in FY 08, an increase of 16.9% over FY07. Productivity data on Roundup trip destinations are illustrated below:

Fiscal Year	Fresno	Clovis	Total	% Change
FY 05	16,320	25,567	41,887	11.7%
FY 06	16,988	28,543	45,531	8.7%
FY 07	17,539	30,055	47,594	4.5%
FY 08	20,497	35,148	55,645	16.9%

- Total taxi voucher ridership for FY08 is 1,226 trips. Vouchers may be used for essential trips only: education, employment and medical purposes.
- Total vehicle hours increased from 22,055 in FY07 to 24,024. This 8.9% increase is caused by a larger service area and longer distance trips as well as a significant increase in ridership.
- Total vehicle miles increased from 286,937 in FY 07 to 319,120 in FY 08 or a 11.2% increase in miles. This coincides with the 16.6% increase in ridership.
- Operating costs increased from \$1,375,107 to \$1,493,013 due to a large increase nationwide in fuel costs, and maintenance and repair costs.
- Clovis CTSA/Roundup Service fares increased from \$72,442 in FY 08 to \$78,833 (8.8%). Farebox ratio without Measure C was unchanged at 5.3%. The combination of farebox revenue and Measure C funds allows Roundup to maintain a 10% State mandate farebox ratio.
- Overall, the past year Clovis CTSA/Roundup service performance indicators reflect a 1.4% decrease in passenger/hour (2.13) and passenger/mile declined to .16. Operating costs increased 8.6% in FY 08. Cost/vehicle hour decreased 8.6% from \$62.35 in FY07 to \$57.02 in FY08.
- Vehicle hours/employee decreased by 26.1% over the prior year to 1,716.

Table II - 1
Clovis Stageline
Annual Productivity Trends FY 2006-2008

Indicator	2006	2007	2008	05-06	06-07	07-08
Total Passengers	139,622	153,012	184,264	16.8%	9.6%	20.4%
Total Hours	16,825	16,801	20,015	0.9%	-0.2%	19.1%
Total Mileage	277,718	276,022	334,461	3.6%	-0.6%	21.2%
Operating Cost	\$1,125,486	\$1,309,979	\$1,697,431	6.6%	16.4%	29.5%
Farebox Revenue*	\$225,097	\$261,996	\$339,486	6.6%	16.4%	29.5%
Employees (FT Equivalent)	10.25	10.25	13	0.0%	0.0%	26.8%
Passenger/Hour	8.3	9.11	9.21	15.8%	9.8%	1.0%
Passenger/Mile	0.50	0.55	0.55	11.1%	10.0%	0.0%
Cost/Vehicle Hour	\$66.89	\$77.97	\$84.81	5.7%	16.6%	8.8%
Cost/Vehicle Mile	\$4.05	\$4.75	\$5.08	2.8%	17.3%	6.9%
Veh Hrs/Employee	1,641	1,639	1,539	0.9%	-0.1%	-6.1%
Cost Per Passenger	\$8.06	\$8.56	\$9.21	-8.7%	6.2%	7.6%
Measure C Funds	\$147,771	\$128,718	\$193,174	3.1%	-12.9%	50.1%
Op Subsidy/Passenger	\$7.24	\$7.69	\$8.42	-9.2%	6.2%	9.5%
Farebox Incl. Measure C	20%	20%	20%	0.0%	0.0%	0.0%
Farebox Ratio w/o Meas.C	10.1%	10.2%	8.6%	7.8%	0.1%	-15.7%

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

Table II - 2
Clovis Roundup
Annual Productivity Trends FY 2006-2008

Indicator	2005	2006	2007	04-05	05-06	06-07
Indicator	2006	2007	2008	05-06	06-07	07-08
Total Passengers	45,531	47,594	55,645	8.7%	4.5%	16.9%
Total Hours	19,784	22,055	24,024	7.5%	11.5%	8.9%
Total Mileage	268,930	286,937	319,120	10.5%	6.7%	11.2%
Operating Cost	\$1,181,610	\$1,375,107	\$1,493,013	17.6%	16.4%	8.6%
Farebox Revenue*	\$118,161	\$137,510	\$149,301	17.6%	16.4%	8.6%
Employees (FT Equivalent)	9	9.5	14	0.0%	5.5%	%
Passenger/Hour	2.30	2.16	2.13	0.9%	-6.1%	-1.4%
Passenger/Mileage	.17	.17	.16	0.0%	0.0%	-5.9%
Cost/Vehicle Hour	\$59.73	\$62.35	\$57.02	10.4%	4.4%	-8.6%
Cost/Vehicle Mile	\$4.39	\$4.79	\$4.40	7.3%	9.1%	-8.2%
Veh Hrs/Employee	2,198	2,321	1,716	7.5%	5.6%	-26.1%
Cost Per Passenger	\$25.95	\$28.89	\$26.83	9.2%	11.3%	-7.1%
Measure C Funds	\$52,962	\$65,068	\$70,467	37.3%	22.9%	8.3%
Op Subsidy/Passenger	\$24.52	\$27.37	\$25.41	1.8%	11.6%	-1.2%
Farebox Incl. Measure C	10%	10%	10%	0.0%	0.0%	0.0%
Farebox Ratio w/o Meas.C	5.5%	5.3%	5.3%	-11.3%	-3.6%	0.0%

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

Chart II-1
Clovis Roundup Passengers/Revenue Hour

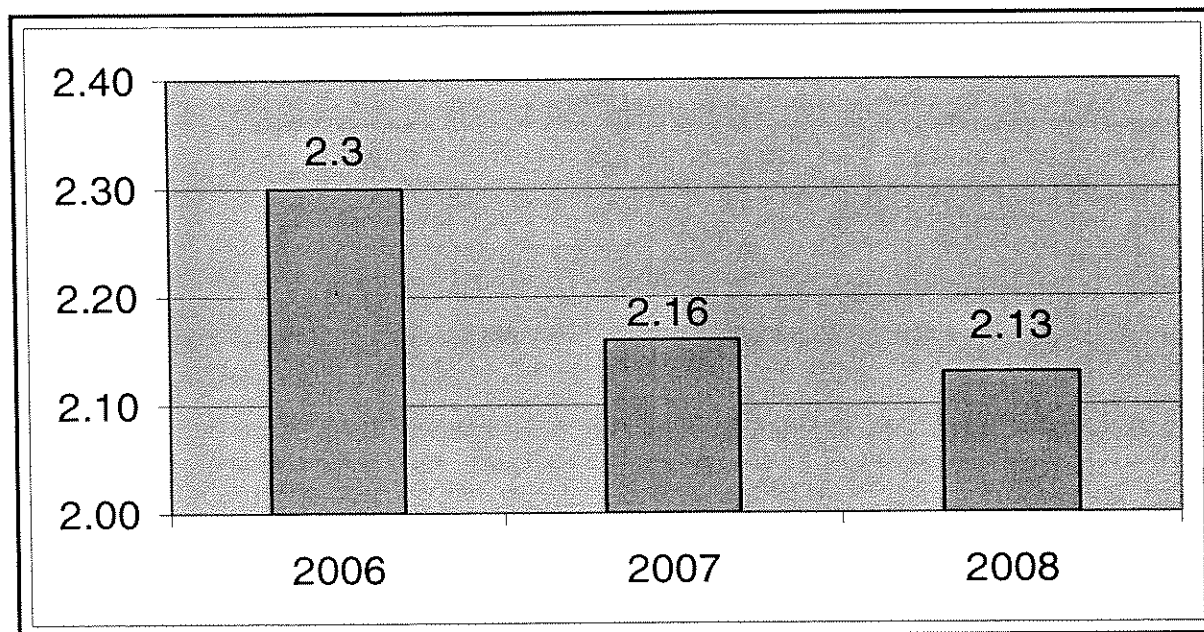


Chart II-2
Clovis Roundup Passengers/Revenue Mile

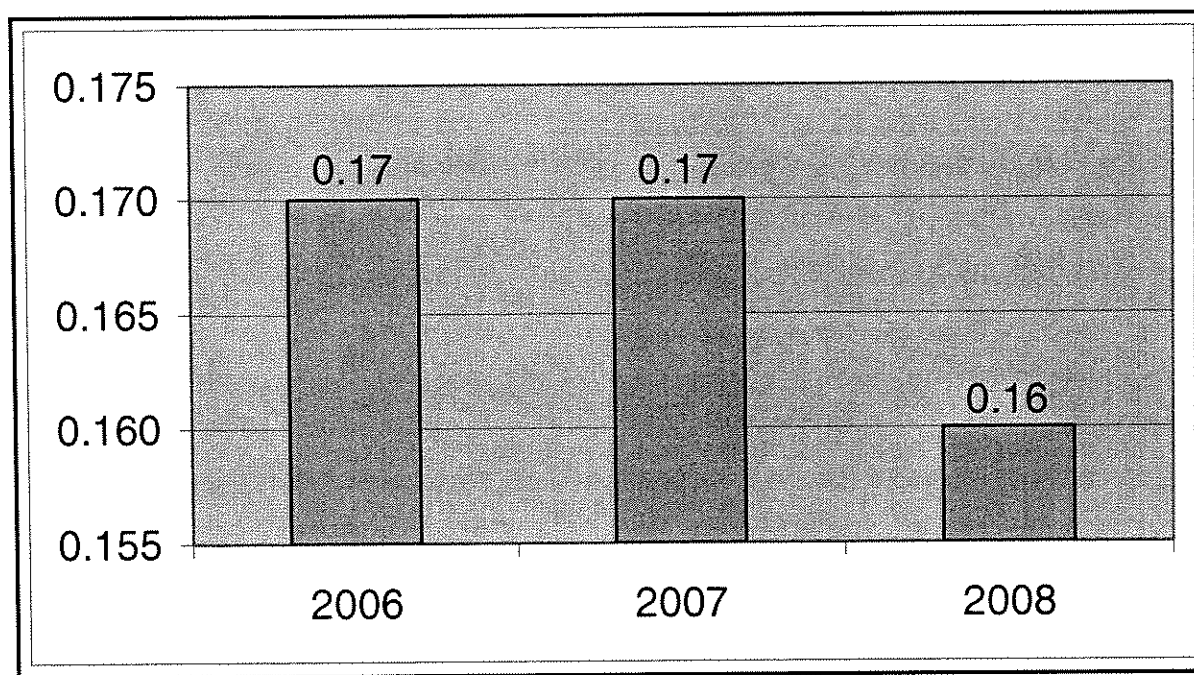


Exhibit II-3
Clovis Roundup Cost/Revenue Hour

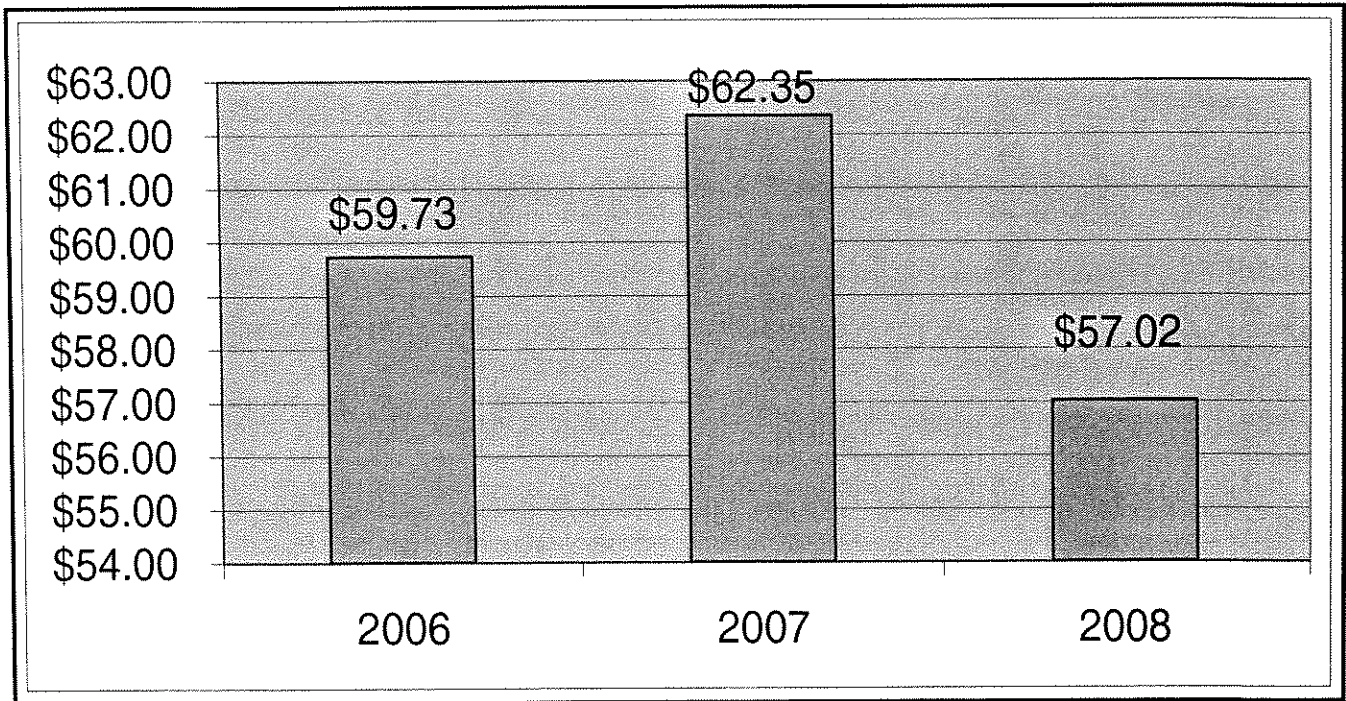


Exhibit II-4
Clovis Roundup Cost/Revenue Mile

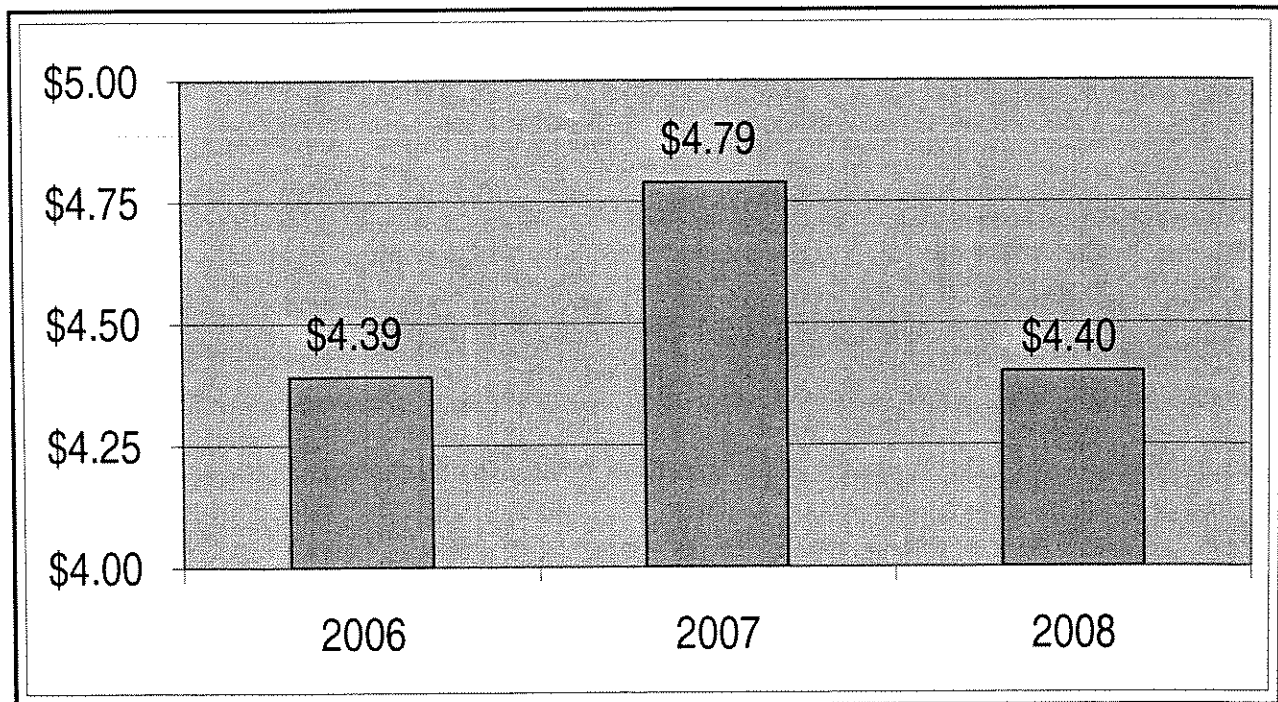


Exhibit II-5
Clovis Roundup Farebox Recovery Less Measure C

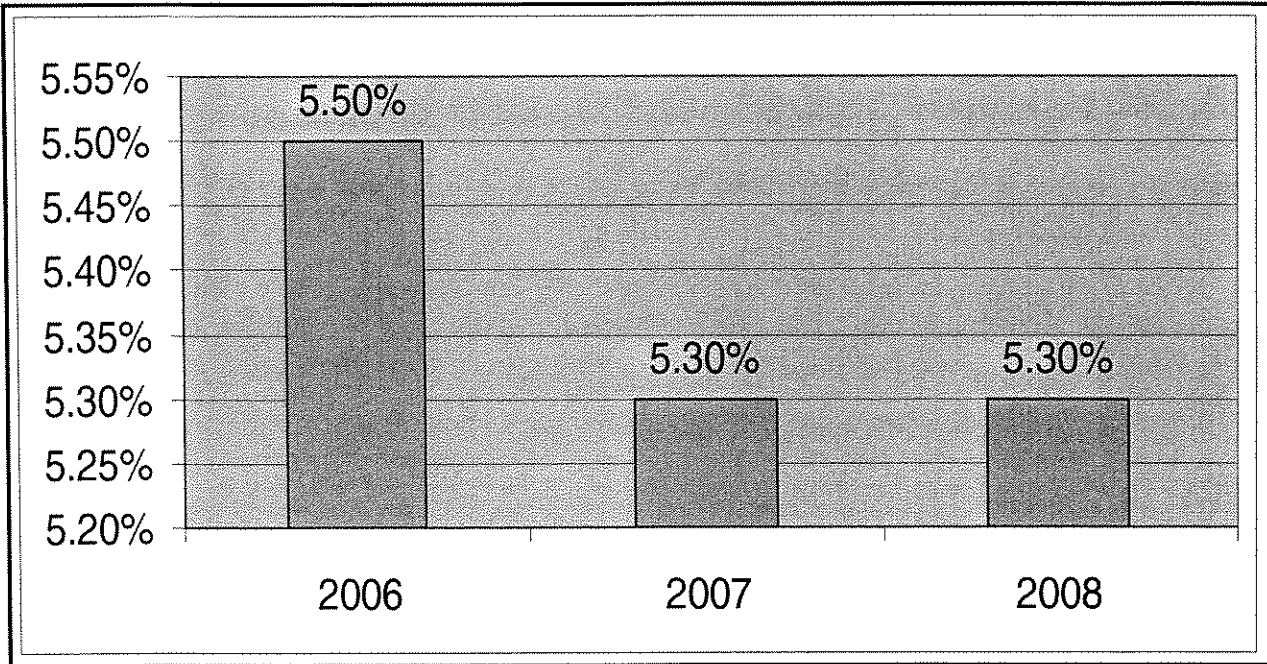


Exhibit II-6
Clovis Roundup Cost/Passenger

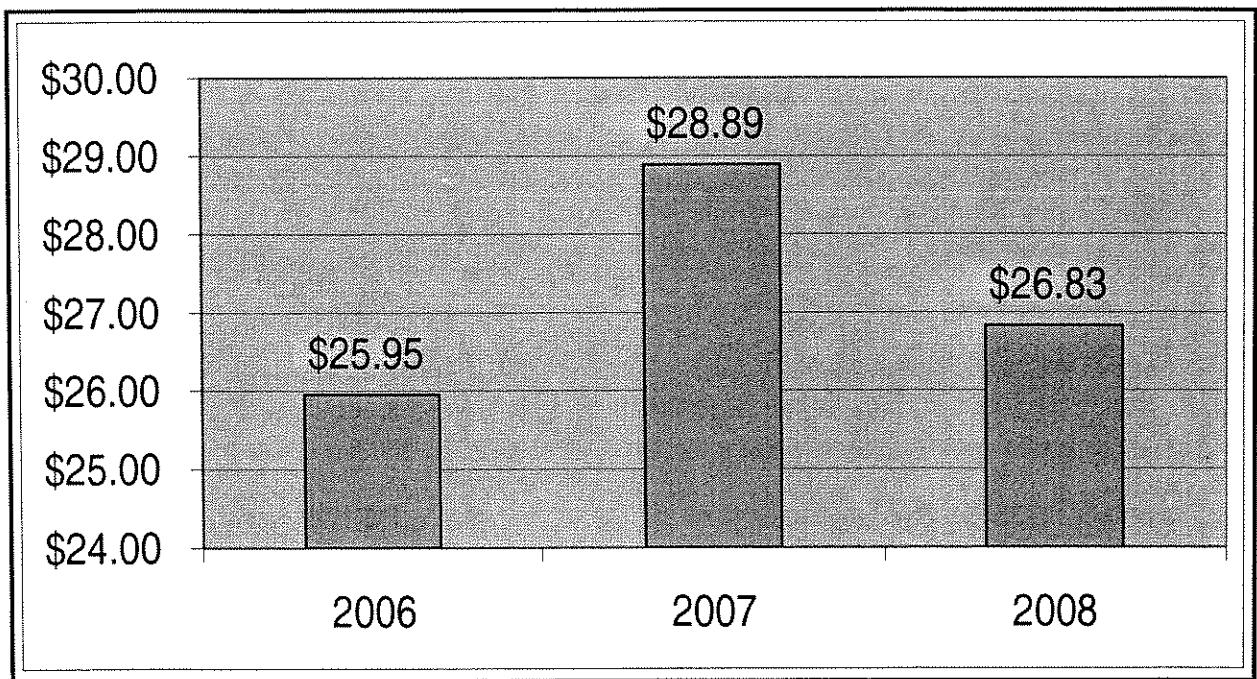


Exhibit II-7
Clovis Stageline Passengers/Revenue Hour

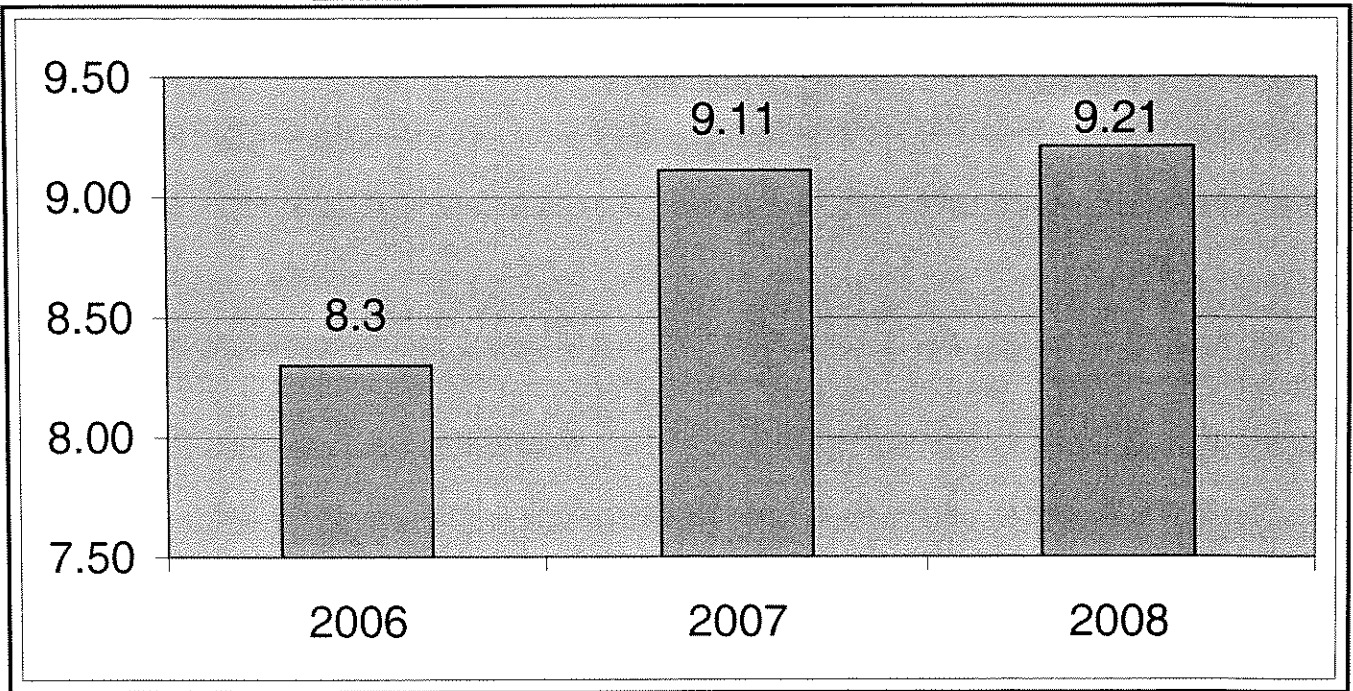


Exhibit II-8
Clovis Stageline Passengers/Revenue Mile

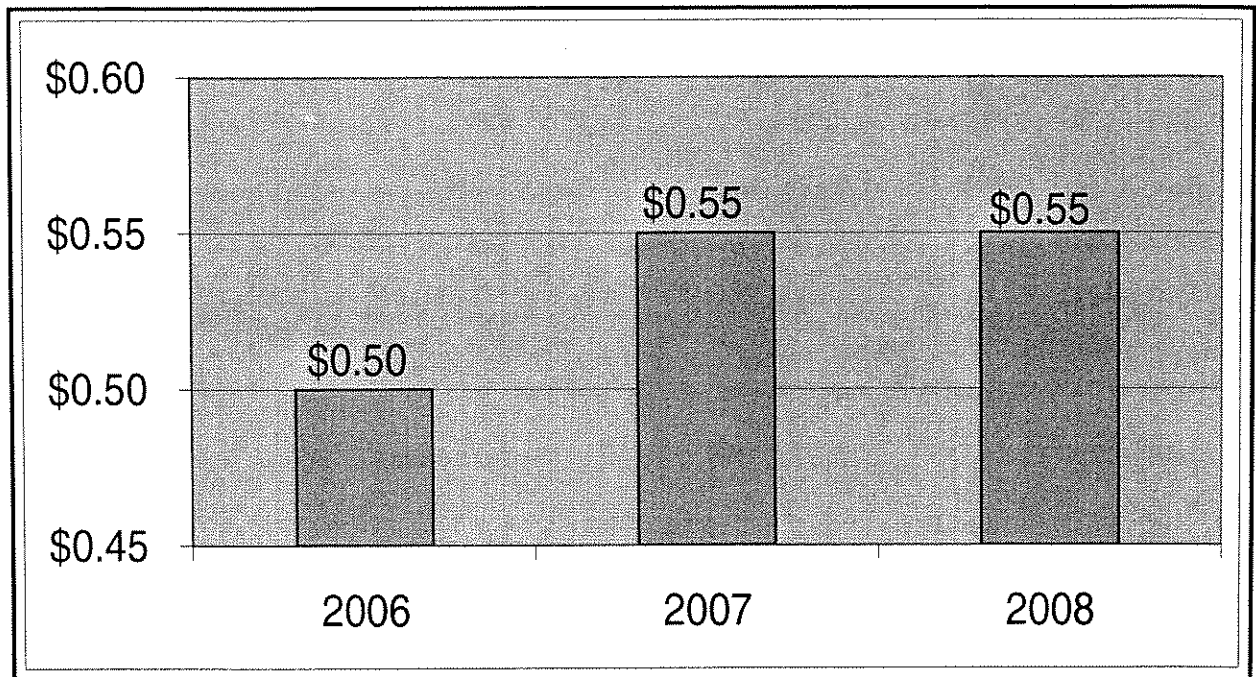


Exhibit II-9
Clovis Stageline Cost/Revenue Hour

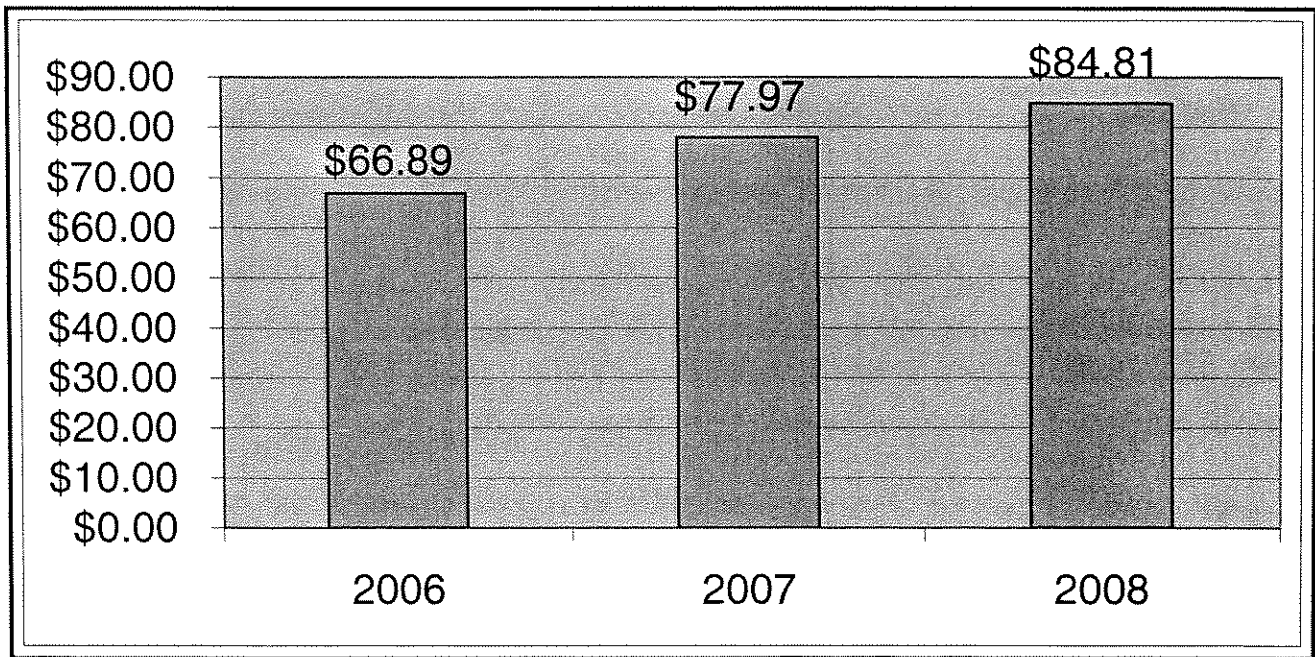


Exhibit II-10
Clovis Stageline Cost/Revenue Mile

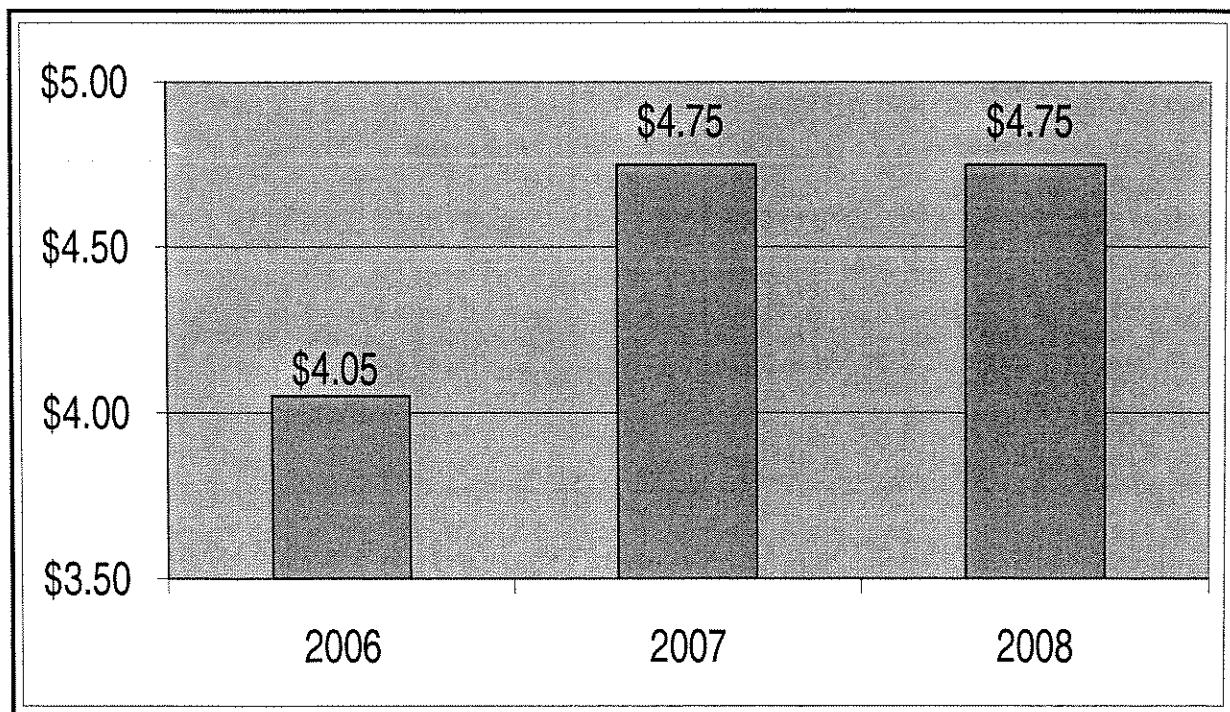


Exhibit II-11
Clovis Stageline Farebox Recovery Less Measure C

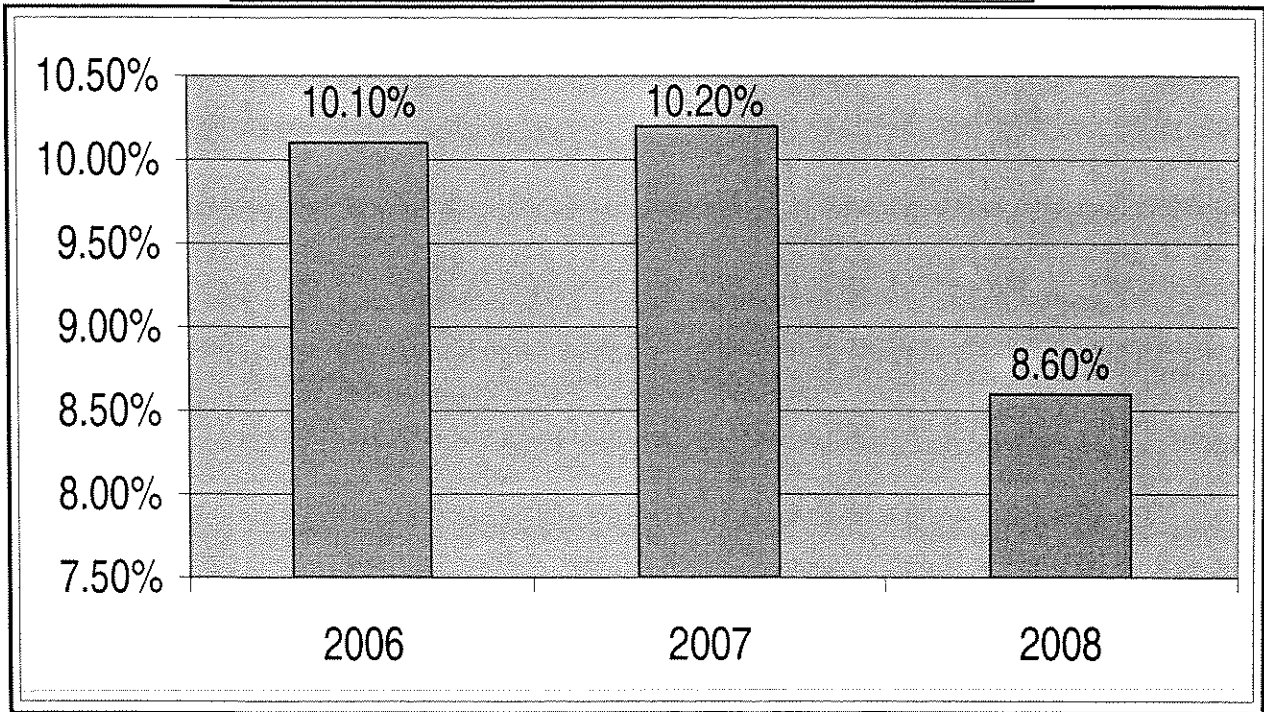
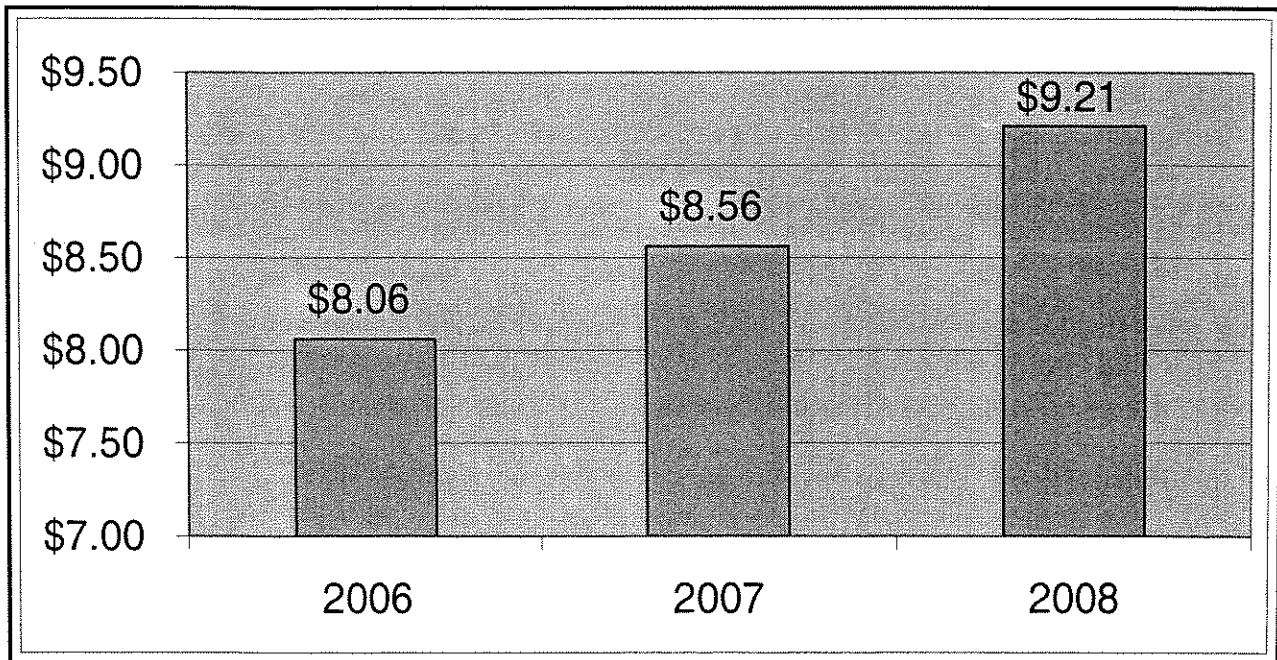


Exhibit II-12
Clovis Stageline Cost/Passenger



Section III

Fresno County Rural Transit Agency (FCRTA)

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

SECTION III

2007-2008 PRODUCTIVITY EVALUATION

FRESNO COUNTY RURAL TRANSIT AGENCY

I. SUMMARY DESCRIPTION OF SERVICE

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

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

The FCRTA is responsible for the overall administrative and financial supervision of the general public operations. Prior to FCRTA's formation in September 1979, limited services were provided in a few communities within Fresno County. In 2007-2008, FCRTA consisted of eighteen (18) rural Subsystems:

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

Four (4) function with City Staff:

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

Two (2) function under Private Contractors:

1. Laton Transit and Inter-City Transit to Fresno - Kings (County) Area Rural Transit / TransWest Specialties;
2. Sanger Transit - Transportation Specialties.

Thirteen (13) function under private non-profit contracts through the Fresno County Economic Opportunities Commission (FCEOC) as the Rural Consolidated Transportation Service Agency (Rural CTSA):

1. Auberry Transit;
2. Del Rey Transit;
3. Firebaugh Transit;
4. Fowler Transit;
5. Huron Transit;
6. Kingsburg Transit;
7. Mendota Transit;
8. Orange Cove Transit;
9. Parlier Transit;
10. San Joaquin Transit;
11. Selma Transit (Saturdays only);
12. Southeast Transit; and
13. Westside Transit.

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

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

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

II. SIGNIFICANT SYSTEM SERVICE AND ADMINISTRATIVE MODIFICATIONS

FCRTA Service Modifications for 2007-08

In 2007-08 the FCRTA General Manager recommended the most reasonable service hours of operation for each of FCRTA's individual Subsystems. The Board of Directors concurred. The adopted and implemented services were recapped as follows:

Recap of Recommended Services for 2007-08

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

Total Maximum Service Hours: 69,662

The eighteen (18) subsystem service modifications were summarized as follows:

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

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

Del Rey Transit: The Del Rey Transit service continues to be provided eight (8) hours per week day to the general public. The Rural CTSA provides funding four (4) hours per service day. The other four (4) hours of service is a Transportation Development Act (TDA) funding responsibility of Fresno County. The demand responsive service transported passengers within the community on a shared ride basis; arranges passenger

grouping for trips to Sanger; and transfers in Sanger to Orange Cove Transit for service to Fresno or Parlier, Reedley and Orange Cove. The operation maintains priority service to seniors attending the mid-day Hot Meal Nutrition Program.

Fowler Transit: This service was recommended for operation from 7:00am to 5:30pm with a mid-day lunch hour for the driver, Monday through Friday. The service utilizes two (2) twenty-two (22) passenger vans to assist in grouping passengers throughout the day.

Huron Transit: The ridership on this Intra-City service has consistently produced the highest passenger counts per hour. The service was provided by two (2) twenty-two (22) passenger van to address passenger loading requirements. The service continues to be operated from 6:00am to 6:00pm, with a mid-day lunch hour for the driver, Monday through Friday. The City also funds an inter-city "life line" service to Coalinga during a five (5) hour period Monday through Friday from 9:00am to 3:00pm, with a mid-day lunch hour for the driver. Two (2) round trip are available, with two (2) ninety (90) minute shuttle periods in Coalinga for passenger drop-offs and pick-ups.

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

Kingsburg Transit: A twenty-two (22) passenger vehicle and a fourteen (14) passenger vehicle continues to address existing ridership demand. The service was provided during a ten and a half (10.5) hour period, Monday through Friday from 7:00am to 5:30pm, with a mid-day staggered lunch hour for the drivers. Saturday Service is also available from 8:00am to 5:00pm, with a mid-day lunch hour for the driver.

Laton Transit: This route service extension contract with KART continued to be the most effective solution to address transit needs of Laton area residents. One (1) round trip between Laton and Hanford in Kings County is available Monday, Wednesday, and Friday. FCRTA funds one (1) of the days of service per week for a KART inter-city service from Hanford (Kings County) through Selma - Kaiser Medical Clinic to Fresno Hospitals - Community Regional Medical Center, Veteran's Hospital, Kaiser Hospital, Saint Agnes Hospital, and to Children's Hospital Central Valley (Madera County).

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

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

Parlier Transit: Intra-City service continues to be available from 7:00am to 4:00pm, with a mid-day lunch hour for the driver, Monday through Friday.

Reedley Transit: Four (4) vehicles are operated eight (8) hours each on a staggered basis from 7:00am to 5:30pm Monday through Friday. Two (2) vehicles are operated on Saturdays from 8:00am to 5:00pm.

Sanger Transit: Two (2) twenty-two (22) passenger vans has been operated on a demand response basis from 7:00am to 5:30pm, with a mid-day staggered lunch hour for the drivers, Monday through Friday; and eight (8) hours on Saturday from 8:00am to 5:00pm, with a mid-day lunch hour for the driver.

San Joaquin Transit: Ridership has increased significantly to address service needs to child day-care programs. This life-line services continue to be essential to the community residents for connectivity to senior, social service and medical programs in neighboring communities and to and from Mendota and Kerman for connections on Westside Transit for weekday service to Fresno. Passenger trips were grouped to share rides. The service was operated from 7:00am to 5:30pm, Monday through Friday.

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

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

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

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

Marketing of Transit Services

In the Winter of 2007 the Council of Fresno County Governments (COFCG) published its Fifth (5th) Edition of the *"Fresno County Transportation Guide"*. It represented the culmination of an extensive update effort to produce a quality bilingual publication that people could reference to learn more about convenient transportation options that are available to them within Fresno County. It contains multi-colored maps and service descriptions. The publication was expanded to reference complete transit schedules throughout the day. The booklets have been printed to be both in English and Spanish, in the single publication. The public can utilize the information to understand what services are available, access the services, determine the cost and times of travel, and contact courteous customer service representatives to respond to their other specific questions. Additional copies were produced for even greater distribution. Despite significant publication cost, the *"Guides"* continue to be distributed *"free"* to the public on each of FCRTA's vehicles, at local City Halls, Senior Centers, Libraries, Medical Offices, Chambers of Commerce, Fresno City and County Convention Bureau, Travellers Aid Stations, and through the mail as requests are received. The document is currently available over the Internet by accessing the COFCG's Home Page at "<http://www.fresnocog.org>" or the FCRTA Home Page at "<http://www.ruraltransit.org>".

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

Inter-City Service Modifications

Years ago, inter-city services in Fresno County were primarily provided by two (2) common carriers, Greyhound and Orange Belt Stages, that are regulated by the California Public Utilities Commission (PUC). Previously, Greyhound provided inter-regional services through the Fresno County Cities of Firebaugh, Mendota, Kerman, to Fresno; and through Kingsburg, Selma, Fowler to Fresno; while Orange Belt Stages provided inter-regional service through Reedley, Parlier, Selma, and Fowler to Fresno. Over the past ten (10) years their respective services have declined significantly. During the 2004-05 fiscal year Greyhound proceeded to eliminate approximately seventy-two (72) additional cities from its inter-regional service program in California. Specifically impacted were the Cities of: Firebaugh; Fowler; Kerman; Kingsburg; Mendota; Parlier; Reedley; and Selma.

The local agency representatives (elected and staff) and the general public have reacted to these deteriorating circumstances. They have suggested, and it's been reflected in the adopted Rural Short Range Transit Plan, that the FCRTA become responsible for assuming inter-city service responsibility for *"general public patrons"*. To

this end the FCRTA acquired Grant funding through the Federal Transit Administration's Congestion Mitigation / Air Quality program to purchase inter-city compressed natural gas powered buses. The original objective of these inter-city replacement services was to attract a mix of "*transit dependent*" and "*choice*" riders. Commuter travel was intended to reduce vehicle miles travelled (VMT) by single occupancy vehicles. The air quality benefits of this form of transit service can prove beneficial to Fresno County.

Ridership by Senior Citizens

The FCRTA is the only transit system in Fresno County that continues to consistently record transit ridership by population segments: elderly (60+); disabled; and general public. This practice has allowed them to track these passenger groupings to note overall usage. Senior ridership increased 24.5% in 2007-08. The increase may be directly attributed to a special program funded by the successful passage of Measure - C in November 2006 and implemented in July 2007. The program allows seniors, sixty-five and older (65+), to ride each local transit agency's (Fresno Area Express, Clovis Transit; and the FCRTA) intra-city services for free through 2027. Over the past three (3) Fiscal Years senior ridership increased 24,352 or 25.7% between 2005-06 and 2007-08.

Fiscal Year	Senior Ridership	Numeric Change	Percent Change	Three Fiscal Year Percent Change
2005-06	94,763			
		900	0.009%	
2006-07	95,663			
		23,452	24.5%	
2007-08	119,115			25.7% (24,352)

Management and Organization

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

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

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

- The annual Fiscal Audit Reports continue to be completed on schedule and reflect positive management letters.
- The timely filing of the State Auditor Controller's Report of Transportation Development Act (TDA) Transactions as a Transit Operator.
- Staff completed its responses to requests by the Council of Fresno County Government's auditor, Pacific Management Consultants (PMC) Associates, towards the successful completion of the latest Triennial Performance Auditor covering the three (3) Fiscal Years, 2003-04; 2004-05; and 2005-06.

- Continue to procure alternatively fueled replacement vehicles.

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

The FCRTA has recognized its responsibilities in ensuring accessible services to passengers for the previous twenty-nine (29) years. The Agency's fleet has always been 100% accessible. All of FCRTA's seventy-three (73) fleet vehicles are wheelchair lift equipped to permit access by disabled patrons in accordance with the latest Americans with Disabilities Act (ADA) accessibility requirements.

Since its inception, the Agency operations were carefully considered to meet the special needs of the transit disadvantaged (elderly, disabled, and low-income). Fifteen (15) of FCRTA's Subsystems (Auberry Transit, Coalinga Transit, Del Rey Transit, Firebaugh Transit, Fowler Transit, Huron Transit, Kerman Transit, Kingsburg Transit, Mendota Transit, Orange Cove Transit, Parlier Transit, Reedley Transit, Sanger Transit, San Joaquin Transit, and Selma Transit) are operated as *"real-time"* demand responsive services. A portion of seven (7) FCRTA Subsystems (Coalinga Transit, Huron Transit, Laton Transit, Orange Cove Transit, Selma Transit, Southeast Transit, and Westside Transit) were provided on a scheduled fixed-route basis. Since January 26, 1992, in compliance with requirements of the ADA, each respective service may, however, deviate from its specified route on a demand responsive basis up to a three-quarter (3/4) mile in either direction (1-1/2 mile path) to pick-up or drop-off a disabled passenger. As such, the FCRTA is exempt from the requirement to prepare a *"Comparable Service Paratransit Plan"* for implementing the ADA (a common requirement for other fixed route transit operators such as Fresno Area Express and Clovis Transit).

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

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

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

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

The FCRTA vehicle fleet in 2007-08 consisted of seventy-three (73) vehicles. Sixty (60) have been alternatively fueled, and the other thirteen (13) are powered by unleaded gasoline, only because no conversion kits were approved by the California Air Resources Board. The FCRTA vehicle fleet has consisted of:

- Thirteen (13) 1992 propane powered fourteen (14) passenger modified Ford vans.
- Seven (7) 1997 Cummins CNG powered Blue Bird buses, five (5) thirty-one (31) passenger and two (2) twenty-four (24) passenger;

- Sixteen (16) 1997 CNG powered fourteen (14) passenger modified Ford vans;
- Two (2) 1997 zero emission, electric battery powered vehicles. One is a twenty-three (23) passenger contemporary low-floor bus and the other is a nineteen (19) passenger trolley. After ten (10) year of success operation, the vehicles have been removed from regular service due to increasing excessive operating costs;
- One (1) 1999 propane powered fourteen (14) passenger modified Ford van.
- Three (3) 2001 unleaded gasoline powered twenty-two (22) passenger modified Ford vans;
- Four (4) 2002 unleaded gasoline powered twenty-two (22) passenger modified Ford vans.
- Five (5) 2003 unleaded gasoline powered twenty-two (22) passenger modified Ford vans;
- Fourteen (14) 2004 CNG powered twenty-two (22) passenger modified Ford vans;
- Five (5) 2005 CNG powered twenty-two (22) passenger modified Ford vans;
- Five (5) 2006 CNG powered twenty-two (22) passenger modified Ford vans; and
- Three (3) 2006 CNG powered thirty-seven (37) passenger buses.

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

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

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

Driver Training

Nineteen (19) years ago in 1989, the State mandated a law (SB 1586) that created the General Public Transit Vehicle (GPPV) driver training, licensing, and background check requirements. The FCRTA was required to develop and implement a forty (40) hour training program that included classroom and behind-the-wheel training for all drivers assigned to its operations. Topics covered in the training sessions included:

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

Additional mandatory Driver Inservice Meetings are conducted during three (3) hour sessions, every other month. Supervisors, and guest speakers (including: disability awareness and procedures representatives,

insurance agency representatives, California Highway Patrol Officers, Drug and Alcohol Consortium Representatives, etc.), review techniques and procedures to ensure that each driver is oriented toward serving each individual that accesses FCRTA's vehicles, or interacts in anyway with their services.

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

Vehicle Maintenance

The GPPV law also required vehicle inspection and maintenance program standards. The California Highway Patrol (CHP) is responsible for certifying the FCRTA's maintenance terminal (Transportation Specialties of Clovis) and inspecting the transit vehicles annually to ensure that the Agency complies with mandated daily, forty-five (45) day or 3,000 mile, and annual inspections. The premise of the State requirements is that the transit vehicles are never out of original factory specification tolerances. Therefore, while the vehicles may continue to get older, they are no longer permitted to progressively wear out. The CHP again issued a "satisfactory" rating of FCRTA's vehicles and terminal facility in March 2008. The documentation is included with FCRTA's TDA Claim, as required by law.

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

III. TRIENNIAL PERFORMANCE AUDIT RECOMMENDATIONS (FY2003-04 to 2005-06)

The most recent Triennial Performance Audit report that was prepared for the COFCG, under Contract by Pacific Management Consultants (PMC). This audit was mandated by the Transportation Development Act (TDA).

The report represents an exhaustive effort to evaluate every aspect of FCRTA's operations during the 2003-04; 2004-05; and 2005-06 Fiscal Year periods. The FCRTA was found to be in compliance with applicable TDA requirements, as well as those regulations imposed by the State Controller's Office. The Auditor's overall assessment was that the FCRTA *"is operating in an economical, efficient, and effective manner"*.

The results, findings, and recommendations were enumerated for implementation. Two (2) recommendations was identified. The FCRTA Board of Director accepted the Report and its recommendation at their July 19, 2007 meeting, following an expressed opportunity for public comment. The two (2) recommendation were:

1. Consider Steps for Succession Planning.

The General Manager has managed the transit system for over twenty-nine (29) years. FCRTA should consider planning slowly for a future successor to ensure the agency continues to operate efficiently and effectively well into the future. Some initial steps could include documenting the various desk procedures and requirements to administer and manage the rural transit system, and determining the appropriate recruitment and training for an eventual smooth transition in personnel. The matter may yet be resolved if Agency consolidation is implemented.

Compliance Response: *Staff concurs with the recognition, acknowledgment, recommendation and possible alternative solution..*

Staff is aware of at least three qualified and experienced individuals, with prior experience in Fresno County transit implementation, that could be attracted to the position of General Manager. And if

"agency consolidation" were to proceed, the matter could be totally unnecessary.

2. Review the Effectiveness of Marketing Expenditures.

Approximately sixty-five percent (65%) of FCRTA's marketing budget is allocated towards multiple community phone book advertisements. Given that most of the marketing budget is one marketing venue, FCRTA should determine whether the phone book remains the best means of advertisement. Through its upcoming survey work, FCRTA should poll customers about how they heard about the service, and which types of media venues they have access to (newspaper, internet, etc.). The information may help with determining whether a change in marketing strategy and expenditures is warranted.

Compliance Response: Staff agrees with the observation. The number of new local community telephone books continue to multiply and their annually increasing associated advertising costs versus usage by actual riders are immeasurable. To date FCRTA's marketing efforts have centered on expenditures for telephone directories and reproduction costs for the "Regional Transportation Guides". The suggestion for surveys and even focus groups may result in different recommendations. It may also warrant budgeting for a cost effective program, tied to resultant ridership increases.

IV. FOLLOW-UP ON 2006-2007 PRODUCTIVITY EVALUATION COMMITTEE RECOMMENDATIONS

It was recommended that FCRTA take the following actions:

- A. Continue to implement recommendations in the *"Short-Range Transit Plan for the Rural Fresno County Area"* to increase productivity.

Ongoing.

- B. Continue to modify services as warranted.

Ongoing.

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

Ongoing

- D. Respond to recommendation referenced in the Triennial Performance Audit of FY2003-2004 to 2005-2006 Report.

Ongoing.

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

In Conformance.

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

Ongoing.

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

Ongoing.

- H. Continue to pursue coordination of services between the various transportation agencies in the County towards possible agency consolidation.

Ongoing.

V. HIGHLIGHTS OF PRODUCTIVITY DATA

Overall System

FCRTA System Summary Totals from the current and two (2) previous Transit Productivity Evaluation Reports are presented in Table III-1. A Summary of FCRTA Performance Characteristics are calculated in Table III-2 for the three (3) previous Fiscal Years. Exhibit III-1 graphs the FCRTA Performance Indicator Summary data for Fiscal Years 2005-2006 through 2007-2008. FCRTA continues to modify its overall performance to respond to the needs of its ridership.

As noted in Tables III-3 through III-8, performance characteristics between FY2006-2007 and FY 2007-2008 resulted in mixture of increases and decreases as a reflection in the overall economy. The total vehicle service hours increased 5,537 hours or 9.68%. This in turn resulted in an increase in vehicle miles traveled, 25,552 miles or 3.10%. Costs increased \$352,324, or 9.47%. Total passengers increased 58,383, or 14.51%. Of the total passengers: seniors increased 23,452, or 24.52%; disabled increased 27 or 0.29%; and general public increased 34,904, or 11.74%. Resultant fares increased \$65,383, or 14.02%.

Performance characteristics changed incrementally over the previous year's productivity characteristics: 7.34 passengers per hour, up from 7.03; 0.54 passengers per mile, up from last year's 0.49. Cost per hour decreased \$0.12 per hour (from \$65.03 to \$64.91); costs per mile increased \$0.28 (from \$4.51 to \$4.79); cost per passenger decreased \$0.41 (from \$9.25 to \$8.84). The resulting farebox recovery percentage increased 0.52% (from 12.54% to 13.06%); still in excess of the minimum 10.00% requirement.

Clarifications

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

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

And finally, it's important to note the context in which the statistical relationships are depicted in each of the accompanying tables. The magnitude of an individual number can easily be skewed by comparing raw numbers (and their relative relationships) between each of the Subsystems. An examination of the percentage relationships, in light of the methods and characteristics of the Subsystem, will help illustrate that each individual operation is distinctly different from its relative counterparts. Comparisons between each Subsystem tend to give the impression that some are winners while others are losers. Certainly this is *not* the objective of a

performance evaluation. Each mode of service can, and should be, improved upon. The results of this effort should be constructive, *not* destructive. Modifications to a Subsystem are addressed as part of the Biannual process of updating the Short Range Transit Plan (S RTP) for the Rural Fresno County Area.

Subsystem Comments

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

1. **Auberry Transit** Despite expressed interest and reported need, ridership on both the foothill communities intra-community and inter-city service to Fresno, continue to be very marginal. Auberry Transit total ridership decreased by -497 passengers (-12.64%). Senior ridership decreased by -219 passengers (-7.74%), disabled passengers decrease by -180 (-30.41%), and general public passengers decreased by -98 (-19.18%) for the Fiscal Year. Total fares decreased by -\$1,146 (-12.88%), mileage decreased -0.74% (-228), hours decreased -0.54% (-10). Costs decreased -\$1,776 (-1.45%). The resultant farebox recovery was 6.44%, less than the minimum 10.00% standard.

During the past year Auberry Transit operated beyond reasonable FCRTA System standards in the following three (3) System performance indicators:

- passengers / hour (1.97 vs. 3.00);
- passengers / mile (0.11 vs. 0.30); and
- cost / passenger (\$35.06 vs. \$17.64).

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

2. **Coalinga Transit** provided two (2) modes of varied services: 1) the in-city demand responsive service, transported 3,981 passengers; and 2) the inter-city fixed route service to the Fresno-Clovis Metropolitan Area transported 10,248 passengers.

In summary, Coalinga Transit's two (2) modes achieved a collective ridership increase of 9.78% (1,268). Senior ridership increased 1,842 and disabled ridership increased by 88. General public ridership decreased by -662. Fares increased \$18,740 (29.73%), mileage increased 1.21% (953) along with a increase in hours 1.51% (48). The overall costs increased 9.53% (\$28,329). The resultant farebox was 25.12%.

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

- passengers / mile (0.18 vs. 0.30);
- cost / hour (\$100.84 vs \$88.20); and
- cost / passenger (\$22.88 vs. \$17.64).

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

3. **Del Rey Transit** was in its fifth year of general public operation, eight (8) hours per week day. Overall ridership decreased -2.63% (-162). Senior ridership decreased -121 (-4.26%), there were no disabled ridership, general public ridership decreased -41 (-1.24%). Total fares decreased -5.77% (-\$1,285). Mileage increased 134 (0.44%), hours increased 6 hours (0.35%), and costs increased by \$9,355 (9.36%). The resultant farebox recovery was 19.21%

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

- passengers / mile (0.20 vs.0.30); and
- cost / passenger (\$18.24 vs. \$17.64).

4. **Firebaugh Transit** reported a 42.94% (10,324) increase in overall ridership. Senior ridership increased 82.22% (4,979), disabled passengers increased by 65.74% (261), and general public ridership increased 28.90% (5,084). Farebox revenues increased \$4,731 (33.28%). Mileage increased 17,854 miles (56.64%). Service hours increased 54.89% (1,286 hours). Costs increased \$39,018 (25.81%). Farebox receipts exceeded the minimum standard, with a 9.96% return.

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

5. **Fowler Transit** noted an increase in overall ridership, 4,116 (29.97%). Senior ridership increased 2,118 or 102.27%, while disabled ridership increased by 467 passengers, and general public ridership increased 1,531 (13.22%). Fares increased 19.41% (\$2,234), while mileage increased 81.82% (17,726). Total hours increased 55.04% (1,295). Costs increased 58.30% (\$76,534). The resultant farebox recovery was 6.61%.

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

6. **Huron Transit's** ridership increased 10,187 (14.00%). Senior riders increased 1,583 (42.30%), disabled increased 92, while general public ridership increased 8,512 (12.33%). Total fares increased 7.70% (\$4,253). Mileage increased 21.71% (8,073). Hours of service increased 43.82% (1,652 hours). Costs increased 27.92% (\$62,641). The resultant farebox recovery was 20.74%.

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

- cost / mile (\$6.34 vs. \$6.06).

7. **Kerman Transit** reported a 0.44% increase in ridership (47). Ridership by elderly passengers increased by 241 rides (7.42%), disabled increased by 3 passengers (6.52%), general public passengers decreased by -197 riders (-2.67%). Farebox receipts increased \$2,921 (25.95%). Mileage increased 4.50% (644 miles). Hours of operation remained unchanged. Costs increased 16.95% (\$21,390). The resultant farebox recovery was 9.32%, less than the minimum 10.00% standard.

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

- cost / mile (\$9.87 vs. \$6.06).

8. **Kingsburg Transit's** ridership increased 33.85% (5,732). Senior rides increased 4,483 (55.11%), 655 more disabled riders rode, while general public rides increased by 594 (6.86%). Fares increased \$3,067 (18.83%). Mileage increased 30.90% (8,608) and hours increased 36.06% (1,118). Costs increased \$71,827 (31.55%). The resultant farebox recovery was 6.46%, less than the minimum 10.00% standard.

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

- cost / mile (\$8.21 vs \$6.06).

9. **Laton Transit's** ridership increased 23.72% (1,049). Local interest in the service is still strong. Passenger fares are retained by KART. Mileage decreased -582 miles (-2.07%). Hours increased by 7 (0.44%) Costs increased \$2,946 (7.74%). FCRTA's recorded fares resulted resultant in a farebox recovery was 4.16%, less than the minimum 10.00% standard. However, KART's actual retained fares exceed the minimum ten percent (10%) requirement to warrant continuation.

Two (2) performance indicators for Laton Transit were inconsistent with FCRTA System standards:

- passengers / mile (0.20 vs 0.30); and
- farebox recovery (4.48% vs 6.00%).

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

10. **Mendota Transit's** ridership decreased -5.56% (-1,070), fewer seniors (-1,153) rode representing an decrease of -21.57%, -2 fewer disabled passengers rode (-0.72%) and 85 (0.62%) more general public patrons utilized the service. This trend resulted in a decrease in fares of -11,48% (-\$1,902). Mileage decreased -10,992 (-28.23%), while hours increased 0.40% (10 hours). Cost increased \$5,202 (3.62%). The resulting farebox return was 9.84%, less than the minimum 10.00% standard.

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

11. **Orange Cove Transit** has reported an increase in ridership of 6.99% (2,254). Seniors ridership increased 12.93% (1,222) , -277 fewer disabled (-16.29%), and 1,309 (6.20%) more general public passengers rode last year. Fares increased 8.59% (\$4,131), mileage increased 1.43% (886). Hours of service increased 0.32% (15). Costs decreased -\$8,927 (-3.29%). The resultant farebox recovery was 19.90%.

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

12. **Parlier Transit** transported -1,147 fewer passenger for a decrease of -11.86%. Senior riders increased 2.68% (99), -71 (-43.83%) fewer disabled, and general public riders decreased -1,175 (-20.19%). Fares decreased -27.05% (-\$2,840). Mileage decreased -464 (-2.49%), while service hours increased 2 hours (0.11%). Cost increased \$4,290 or 3.31%. The resultant farebox recovery was 5.73%, less than the minimum 10.00% standard.

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

- cost / mile (\$7.36 vs \$6.06); and
- farebox recovery (5.73% vs 6.00%).

13. **Reedley Transit's** ridership decreased -3,224 passengers, representing a -4.27% change from the previous Fiscal Year. Seniors ridership increased 5.55% (593), -420 (-19.72%) fewer disabled riders rode, and -3,397 (-5.42%) less general public. Fares decreased -4.91% (-\$2,734). Mileage decreased -3.77% (-3,773) while hours decreased -2.16% (-168). Costs rose \$25,380 (5.93%). The resultant farebox recovery was 11.69%.

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

14. **Sanger Transit's** ridership increased 67.54% (15,048). Ridership by seniors increased 27.34% (3,967), while the disabled passengers decreased by -888 (-57.66%), and general public passengers increased 192.06% (11,969). Fares increased 37.57% (\$9,289). Mileage increased 7.41% (4,449 miles), and hours increased 0.39% (18 hours). Costs decreased -15.06% (-\$53,232). The resultant farebox recovery was 11.33%, more than the minimum 10.00% standard.

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

15. **San Joaquin Transit** ridership increased 198.99% (6,686). Senior ridership decreased -40.64% (-371), disabled increased by 9, and general public ridership increased 288.03% (7,048). Fares increased 59.56% (\$3,506). Mileage increased 31.29% (10,626 miles) while hours increased 24.01% (451 hours). Cost increased 39.65% (\$43,163). The resultant farebox recovery was 6.18%, less than the minimum 10.00% standard.

During the 2007-08 Fiscal Year San Joaquin Transit operated beyond reasonable FCRTA System standards in the following one (1) performance indicators:

- passenger / mile (0.23 vs. 0.30).

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

16. **Selma Transit's** ridership increased 15.30% (8,021). Senior ridership increased 3,744 (21.82%), disabled passengers decreased by -32 (-4.00%) while general public ridership increased 4,309 (12.50%). Fares increased 9.94% (4,090). Mileage increased 13.77% (11,576). The hours of service increased 25.23% (1,633 hours). The resultant costs increased 1.69% (\$8,377). The resultant farebox recovery was 8.98%, less than the minimum 10.00% standard .

Selma Transit operated above FCRTA System standards for all performance indicator:

17. **Southeast Transit** ridership increased 15.44% (1,649) during the past Fiscal Year. Ridership by seniors increased by 209 (11.97%), while disabled ridership increased by 390 (29.95%) and general public increased by 1,050 (13.76%). Fares increased 23.31% (\$5,538). Mileage increased 1,865 miles (4.66%). The service hours also increased by 8 hours (0.40%). The costs increased \$15,346 (12.90%). The resultant farebox recovery was 21.82%.

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

- passenger / mile (0.29 vs. 0.30).

18. Westside Transit's ridership increased 1.36% (128). Senior ridership increased 9.33% (196), disabled decreased by -41 (-22.91%) and general public decreased -0.38% (-27). Fares increased \$1,455 (4.65%). Mileage decreased -0.15% (-68 miles), and hours increased 0.96% (19 hours). Costs increased \$22,755 (19.01%). The farebox recovery was 22.98%.

During the past year Westside Transit service has operated beyond reasonable FCRTA System standards in the following one (1) performance indicator:

- passengers / mile (0.21 vs. 0.30).

VI. 2008 - 2009 PRODUCTIVITY EVALUATION COMMITTEE RECOMMENDATIONS

It is recommended that FCRTA take the following actions:

- A. Continue to implement recommendations in the *"Short-Range Transit Plan for the Rural Fresno County Area"* to increase productivity.
- B. Continue to modify services as warranted.
- C. Continue to monitor subsystem farebox recovery percentages to ensure the minimum ten percent (10%) TDA requirement is maintained for the entire System. Conduct Public Hearings to consider appropriate fares adjustments to increase farebox revenues as warranted.
- D. Respond to recommendations referenced in the Triennial Performance Audit for FY2003-2004 to 2005-2006 Report.
- E. Continue to address responsibilities under the Americans with Disabilities Act of 1990.
- F. Continue to Address responsibilities under the Clean Air Act of 1990, the San Joaquin Valley Unified Air Pollution Control District's Air Quality Plan and COFCG's Transportation Control Measures Plan and State's Congestion Management System.
- G. Continue to perform community outreach and marketing activities in an effort to increase ridership and improve public awareness and perception of public transit.
- H. Continue to pursue coordination of services between the various transportation agencies in the County towards possible agency consolidation.

TABLE III-1
FY 2005-2006 to FY 2007-2008 Summary of FCRTA Totals

Fiscal Year	Seniors	Disabled	General Public	Total Passengers	Fares	Mileage	Hours	Cost
FY 2005 - 06	94,763	8,225	298,456	401,444	\$439,078	777,151	55,105	\$3,417,765
FY 2006 - 07	95,663	9,384	297,409	402,456	\$466,474	824,976	57,221	\$3,721,259
FY 2007 - 08	119,115	9,411	332,313	460,839	\$531,857	850,528	62,758	\$4,073,584

TABLE III-2
FY 2004-2005 to FY 2006-2007 Summary of FCRTA Performance Characteristics

Fiscal Year	Pass / Hour	Pass / Mile	Cost / Hour	Cost / Mile	Cost / Pass	% Farebox
FY 2005 - 06	7.30	0.52	\$62.12	\$4.40	\$8.51	12.85
FY 2006 - 07	7.03	0.49	\$65.03	\$4.51	\$9.25	12.54
FY 2007 - 08	7.34	0.54	\$64.91	\$4.79	\$8.84	13.06

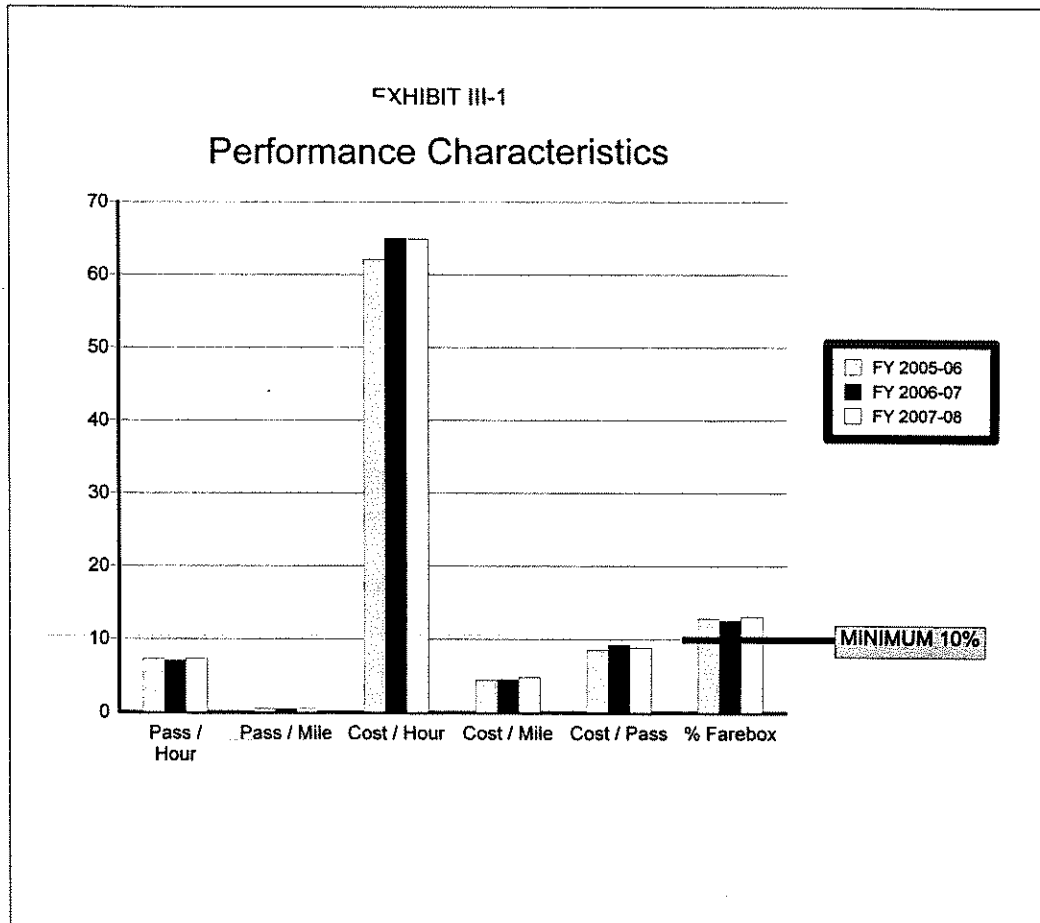


**Table III-3
FY 2006-2007 FCRTA System Summary**

FCRTA Subsystems:	Total Seniors:	Total Disabled:	Total General Public:	Total Passengers:	Total Fares:	Total Mileage:	Total Hours:	Total Cost:
Auberry Transit	2,828	592	511	3,931	\$8,894.25	30,652	1,756	\$122,164.91
Biola Transit	169	27	752	948	\$1,589.00	13,051	661	\$55,904.05
Coalinga Transit	104	8	12,849	12,961	\$63,036.52	78,802	3,180	\$297,174.98
Del Rey Transit	2,839	10	3,306	6,155	\$22,280.24	30,519	1,730	\$99,962.74
Firebaugh Transit	6,056	397	17,591	24,044	\$14,215.56	31,522	2,342	\$151,153.77
Fowler Transit	2,071	77	11,584	13,732	\$11,510.04	21,664	2,352	\$131,269.05
Huron Transit	3,742	3	69,020	72,765	\$55,252.34	37,181	3,770	\$224,320.19
Kerman Transit	3,250	46	7,386	10,682	\$10,840.19	14,313	1,875	\$126,207.24
Kingsburg Transit	8,135	135	8,663	16,933	\$16,283.30	27,860	3,100	\$227,628.96
Juvenile Transit Campus Transit	0	0	1,078	1,078	\$1,076.00	28,684	1,194	\$77,169.15
Laton Transit	885	0	3,538	4,423	\$1,705.00	28,107	1,606	\$38,039.25
Mendota Transit	5,345	276	13,639	19,260	\$16,564.90	38,934	2,356	\$143,824.39
Orange Cove Transit	9,449	1,700	21,110	32,259	\$48,096.64	62,072	4,726	\$271,316.24
Parlier Transit	3,690	162	5,819	9,671	\$10,498.85	18,640	1,873	\$129,435.81
Reedley Transit	10,676	2,130	62,693	75,499	\$55,725.21	99,957	7,764	\$427,745.19
Sanger Transit	14,508	1,540	6,232	22,280	\$24,724.75	60,020	4,640	\$353,440.92
San Joaquin Transit	913	0	2,447	3,360	\$5,886.75	33,965	1,876	\$108,858.94
Selma Transit	17,156	800	34,463	52,419	\$41,152.10	84,086	6,472	\$495,240.47
Southeast Transit	1,746	1,302	7,630	10,678	\$23,760.10	40,033	1,980	\$118,926.97
Westside Transit	2,101	179	7,098	9,378	\$31,281.89	44,914	1,971	\$119,682.36
SYSTEM TOTALS	95,663	9,384	297,409	402,456	\$466,473.63	824,976	57,221	\$3,721,258.58

**Table III-4
FY 2007-2008 FCRTA System Summary**

FCRTA Subsystems:	Total Seniors:	Total Disabled:	Total General Public:	Total Passengers:	Total Fares:	Total Mileage:	Total Hours:	Total Cost:
Auberry Transit	2,609	412	413	3,434	\$7,748.50	30,424	1,747	\$120,388.43
Coalinga Transit	1,946	96	12,187	14,229	\$81,776.52	79,755	3,228	\$325,503.77
Del Rey Transit	2,718	10	3,265	5,993	\$20,995.40	30,653	1,736	\$109,318.13
Firebaugh Transit	11,035	658	22,675	34,368	\$18,946.97	49,376	3,628	\$190,171.95
Fowler Transit	4,189	544	13,115	17,848	\$13,743.95	39,390	3,647	\$207,803.20
Huron Transit	5,325	95	77,532	82,952	\$59,505.10	45,254	5,422	\$286,961.19
Kerman Transit	3,491	49	7,189	10,729	\$13,761.32	14,957	1,875	\$147,597.19
Kingsburg Transit	12,618	790	9,257	22,665	\$19,350.01	36,468	4,218	\$299,456.34
Laton Transit	1,094	0	4,378	5,472	\$1,705.00	27,525	1,613	\$40,985.00
Mendota Transit	4,192	274	13,724	18,190	\$14,662.85	27,942	2,366	\$149,025.93
Orange Cove Transit	10,671	1,423	22,419	34,513	\$52,227.95	62,958	4,741	\$262,389.20
Parlier Transit	3,789	91	4,644	8,524	\$7,658.60	18,176	1,875	\$133,726.23
Reedley Transit	11,269	1,710	59,296	72,275	\$52,991.65	96,184	7,597	\$453,125.08
Sanger Transit	18,475	652	18,201	37,328	\$34,013.50	64,469	4,658	\$300,208.49
San Joaquin Transit	542	9	9,495	10,046	\$9,392.62	44,591	2,327	\$152,022.20
Selma Transit	20,900	768	38,772	60,440	\$45,241.67	95,662	8,105	\$503,617.39
Southeast Transit	1,955	1,692	8,680	12,327	\$29,298.35	41,898	1,988	\$134,272.95
Westside Transit	2,297	138	7,071	9,506	\$32,736.55	44,846	1,990	\$142,437.04
SYSTEM TOTALS	119,115	9,411	332,313	460,839	\$531,856.51	850,528	62,758	\$4,073,582.87

Table III-5
Numeric Change in FCRTA System Summaries
FY 2006-2007 vs. FY 2007-2008

FCRTA	Total	Total	Total	Total	Total	Total	Total	Total
Subsystems:	Seniors:	Disabled:	General Public:	Passengers:	Fares:	Mileage:	Hours:	Cost:
Auberry Transit	-219	-180	-98	-497	-\$1,146	-228	-10	-\$1,776
Biola Transit	-169	-27	-752	-948	-\$1,589	-13,051	-661	-\$55,904
Coalinga Transit	1,842	88	-662	1,268	\$18,740	953	48	\$28,329
Del Rey Transit	-121	0	-41	-162	-\$1,285	134	6	\$9,355
Firebaugh Transit	4,979	261	5,084	10,324	\$4,731	17,854	1,286	\$39,018
Fowler Transit	2,118	467	1,531	4,116	\$2,234	17,726	1,295	\$76,534
Huron Transit	1,583	92	8,512	10,187	\$4,253	8,073	1,652	\$62,641
Kerman Transit	241	3	-197	47	\$2,921	644	0	\$21,390
Kingsburg Transit	4,483	655	594	5,732	\$3,067	8,608	1,118	\$71,827
Juvenile Transit Campus Transit	0	0	-1,078	-1,078	-\$1,076	-28,684	-1,194	-\$77,169
Laton Transit	209	0	840	1,049	\$0	-582	7	\$2,946
Mendota Transit	-1,153	-2	85	-1,070	-\$1,902	-10,992	10	\$5,202
Orange Cove Transit	1,222	-277	1,309	2,254	\$4,131	886	15	-\$8,927
Parlier Transit	99	-71	-1,175	-1,147	-\$2,840	-464	2	\$4,290
Reedley Transit	593	-420	-3,397	-3,224	-\$2,734	-3,773	-168	\$25,380
Sanger Transit	3,967	-888	11,969	15,048	\$9,289	4,449	18	-\$53,232
San Joaquin Transit	-371	9	7,048	6,686	\$3,506	10,626	451	\$43,163
Selma Transit	3,744	-32	4,309	8,021	\$4,090	11,576	1,633	\$8,377
Southeast Transit	209	390	1,050	1,649	\$5,538	1,865	8	\$15,346
Westside Transit	196	-41	-27	128	\$1,455	-68	19	\$22,755
SYSTEM TOTALS	23,452	27	34,904	58,383	\$65,383	25,552	5,537	\$352,324

Table III-6
Percentage Change in FCRTA System Summaries
FY 2006-2007 vs. FY 2007-2008

FCRTA	Total	Total	Total	Total	Total	Total	Total	Total
Subsystems:	Seniors:	Disabled:	General Public:	Passengers:	Fares:	Mileage:	Hours:	Cost:
Auberry Transit	-7.74%	-30.41%	-19.18%	-12.64%	-12.88%	-0.74%	-0.54%	-1.45%
Biola Transit	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Coalinga Transit	100.00%	0.00%	-5.15%	9.78%	29.73%	1.21%	1.51%	9.53%
Del Rey Transit	-4.26%	0.00%	-1.24%	-2.63%	-5.77%	0.44%	0.35%	9.36%
Firebaugh Transit	82.22%	65.74%	28.90%	42.94%	33.28%	56.64%	54.89%	25.81%
Fowler Transit	102.27%	606.49%	13.22%	29.97%	19.41%	81.82%	55.04%	58.30%
Huron Transit	42.30%	3066.67%	12.33%	14.00%	7.70%	21.71%	43.82%	27.92%
Kerman Transit	7.42%	6.52%	-2.67%	0.44%	26.95%	4.50%	0.00%	16.95%
Kingsburg Transit	55.11%	485.19%	6.86%	33.85%	18.83%	30.90%	36.06%	31.55%
Juvenile Transit Campus Transit	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Laton Transit	23.66%	0.00%	23.73%	23.72%	0.00%	-2.07%	0.44%	7.74%
Mendota Transit	-21.57%	-0.72%	0.62%	-5.56%	-11.48%	-28.23%	0.40%	3.62%
Orange Cove Transit	12.93%	-16.29%	6.20%	6.99%	8.59%	1.43%	0.32%	-3.29%
Parlier Transit	2.68%	-43.83%	-20.19%	-11.86%	-27.05%	-2.49%	0.11%	3.31%
Reedley Transit	5.55%	-19.72%	-5.42%	-4.27%	-4.91%	-3.77%	-2.16%	5.93%
Sanger Transit	27.34%	-57.66%	192.06%	67.54%	37.57%	7.41%	0.39%	-15.06%
San Joaquin Transit	-40.64%	0.00%	288.03%	198.99%	59.56%	31.29%	24.01%	39.65%
Selma Transit	21.82%	-4.00%	12.50%	15.30%	9.94%	13.77%	25.23%	1.69%
Southeast Transit	11.97%	29.95%	13.76%	15.44%	23.31%	4.66%	0.40%	12.90%
Westside Transit	9.33%	-22.91%	-0.38%	1.36%	4.65%	-0.15%	0.96%	19.01%
SYSTEM TOTALS	24.52%	0.29%	11.74%	14.51%	14.02%	3.10%	9.68%	9.47%

Table III-7
FY 2006-2007 Summary of FCRTA Performance Characteristics

FCRTA Subsystems:	Pass / Hour	Pass / Mile	Cost / Hour	Cost / Mile	Cost / Pass	Farebox Percentage	Times Beyond Reasonable Standards
Auberry Transit	2.24 x	0.13 x	\$69.59	\$3.99	\$31.08 x	7.28%	3
Biola Transit	1.43 x	0.07 x	\$84.57	\$4.28	\$58.97 x	2.84% x	4
Coalinga Transit	4.08	0.16 x	\$93.45 x	\$3.77	\$22.93 x	21.21%	3
Del Rey Transit	3.56	0.20 x	\$57.78	\$3.28	\$16.24	22.29%	1
Firebaugh Transit	10.27	0.76	\$64.54	\$4.80	\$6.29	9.40%	0
Fowler Transit	5.84	0.63	\$55.81	\$6.06	\$9.56	8.77%	0
Huron Transit	19.30	1.96	\$59.50	\$6.03	\$3.08	24.63%	0
Kerman Transit	5.70	0.75	\$67.31	\$8.82 x	\$11.81	8.59%	1
Kingsburg Transit	5.46	0.61	\$73.43	\$8.17 x	\$13.44	7.15%	1
Juvenile Justice Campus Transit	0.90 x	0.04 x	\$64.66	\$2.69	\$71.59 x	1.39% x	4
Laton Transit	2.75 x	0.16 x	\$23.69	\$1.35	\$8.60	4.48% x	3
Mendota Transit	8.17	0.49	\$61.05	\$3.69	\$7.47	11.52%	0
Orange Cove Transit	6.83	0.52	\$57.41	\$4.37	\$8.41	17.73%	0
Parlier Transit	5.16	0.52	\$69.12	\$6.94 x	\$13.38	8.11%	1
Reedley Transit	9.72	0.76	\$55.09	\$4.28	\$5.67	13.03%	0
Sanger Transit	4.80	0.37	\$76.17	\$5.89	\$15.86	7.00%	0
San Joaquin Transit	1.79 x	0.10 x	\$58.04	\$3.21	\$32.40 x	5.41% x	4
Selma Transit	8.10	0.62	\$76.53	\$5.89	\$9.45	8.31%	0
Southeast Transit	5.39	0.27 x	\$60.08	\$2.97	\$11.14	19.98%	1
Westside Transit	4.76	0.21 x	\$60.72	\$2.66	\$12.76	26.14%	1
System Average	7.03	0.49	\$65.03	\$4.51	\$9.25	12.54%	
FCRTA "Intra-City" Standard	5.00	0.50	\$63.00	\$4.33	\$12.60	10.00%	
60% of FCRTA Standard	3.00	0.30	na	na	na	6.00%	
140% of FCRTA Standard	na	na	\$88.20	\$6.06	\$17.64	na	

Table III-8
FY 2007-2008 Summary of FCRTA Performance Characteristics

FCRTA Subsystems:	Pass / Hour	Pass / Mile	Cost / Hour	Cost / Mile	Cost / Pass	Farebox Percentage	Times Beyond Reasonable Standards
Auberry Transit	1.97 x	0.11 x	\$68.93	\$3.96	\$35.06 x	6.44%	3
Coalinga Transit	4.41	0.18 x	\$100.84 x	\$4.08	\$22.88 x	25.12%	3
Del Rey Transit	3.45	0.20 x	\$62.97	\$3.57	\$18.24 x	19.21%	2
Firebaugh Transit	9.47	0.70	\$52.43	\$3.85	\$5.53	9.96%	0
Fowler Transit	4.89	0.45	\$56.99	\$5.28	\$11.64	6.61%	0
Huron Transit	15.30	1.83	\$52.93	\$6.34 x	\$3.46	20.74%	1
Kerman Transit	5.72	0.72	\$78.72	\$9.87 x	\$13.76	9.32%	1
Kingsburg Transit	5.37	0.62	\$70.99	\$8.21 x	\$13.21	6.46%	1
Laton Transit	3.39	0.20 x	\$25.41	\$1.49	\$7.49	4.16% x	2
Mendota Transit	7.69	0.65	\$63.00	\$5.33	\$8.19	9.84%	0
Orange Cove Transit	7.28	0.55	\$55.34	\$4.17	\$7.60	19.90%	0
Parlier Transit	4.55	0.47	\$71.32	\$7.36 x	\$15.69	5.73% x	2
Reedley Transit	9.51	0.75	\$59.65	\$4.71	\$6.27	11.69%	0
Sanger Transit	8.01	0.58	\$64.45	\$4.66	\$8.04	11.33%	0
San Joaquin Transit	4.32	0.23 x	\$65.34	\$3.41	\$15.13	6.18%	1
Selma Transit	7.46	0.63	\$62.14	\$5.26	\$8.33	8.98%	0
Southeast Transit	6.20	0.29 x	\$67.54	\$3.20	\$10.89	21.82%	1
Westside Transit	4.78	0.21 x	\$71.58	\$3.18	\$14.98	22.98%	1
System Average	7.34	0.54	\$64.91	\$4.79	\$8.84	13.06%	
FCRTA "Intra-City" Standard	5.00	0.50	\$63.00	\$4.33	\$12.60	10.00%	
60% of FCRTA Standard	3.00	0.30	na	na	na	6.00%	
140% of FCRTA Standard	na	na	\$88.20	\$6.06	\$17.64	na	

EXHIBIT III-2
Passengers Per Hour

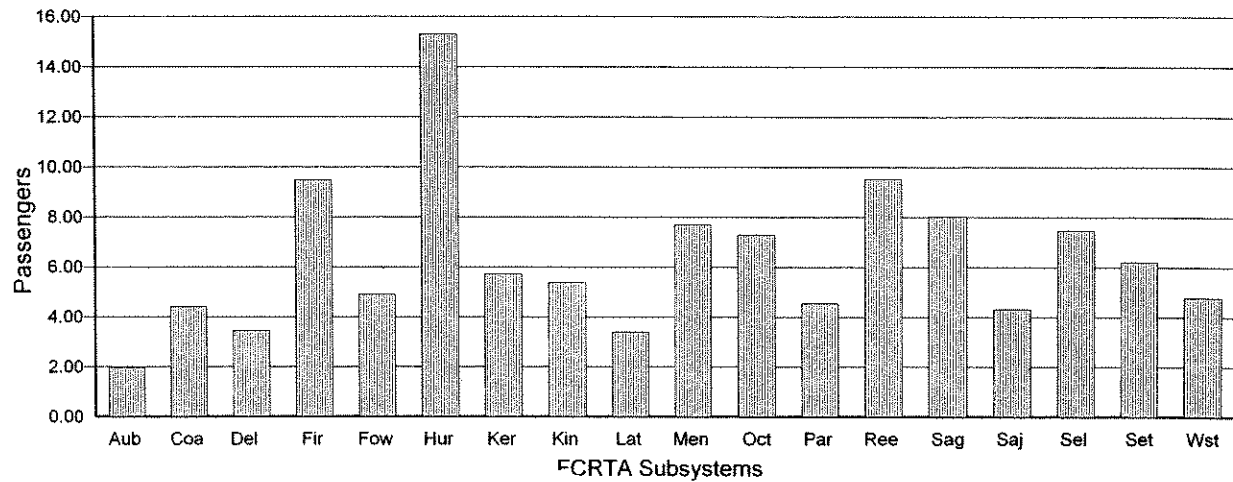


EXHIBIT III-3
Passengers Per Mile

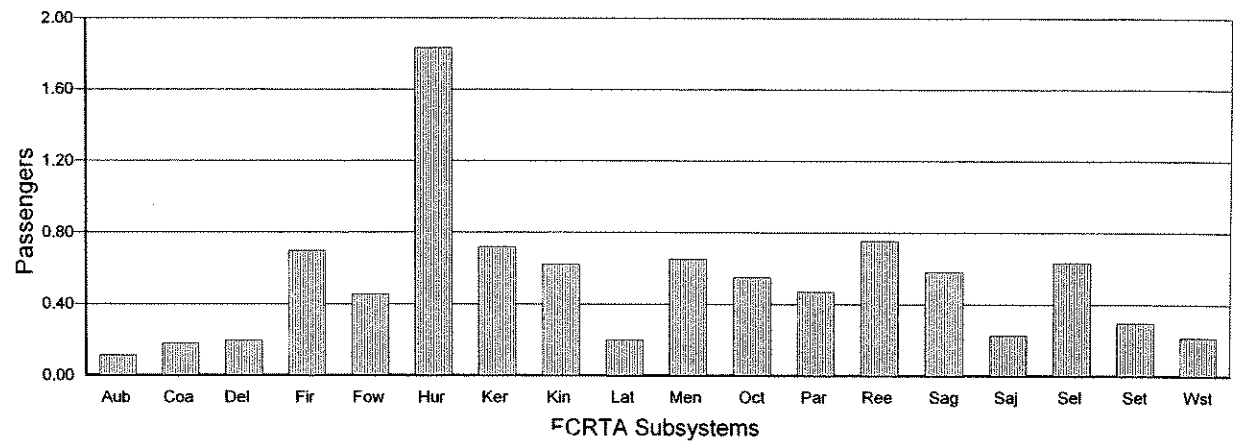


EXHIBIT III-4
Cost Per Hour

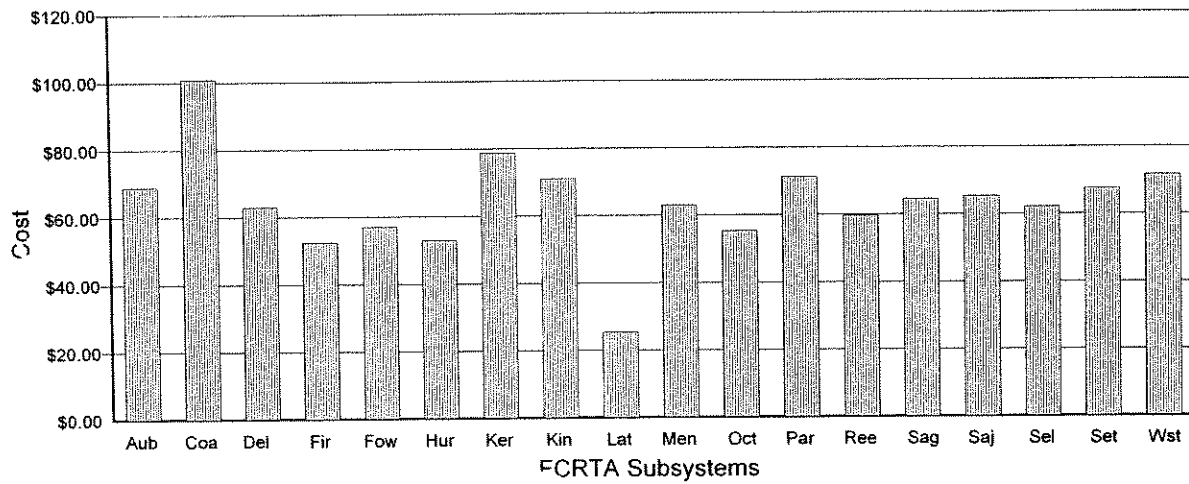


EXHIBIT III-5
Cost Per Mile

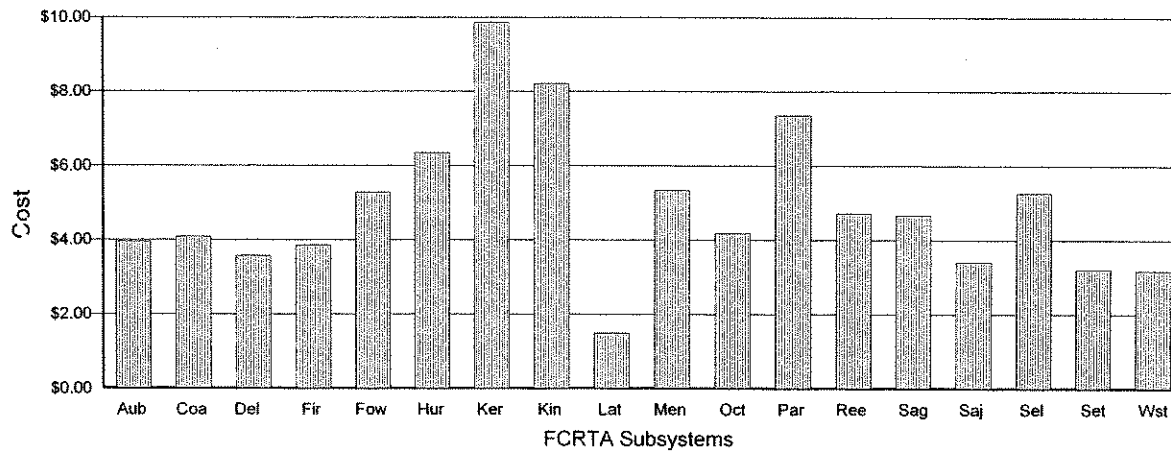


EXHIBIT III-6
Cost per Passenger

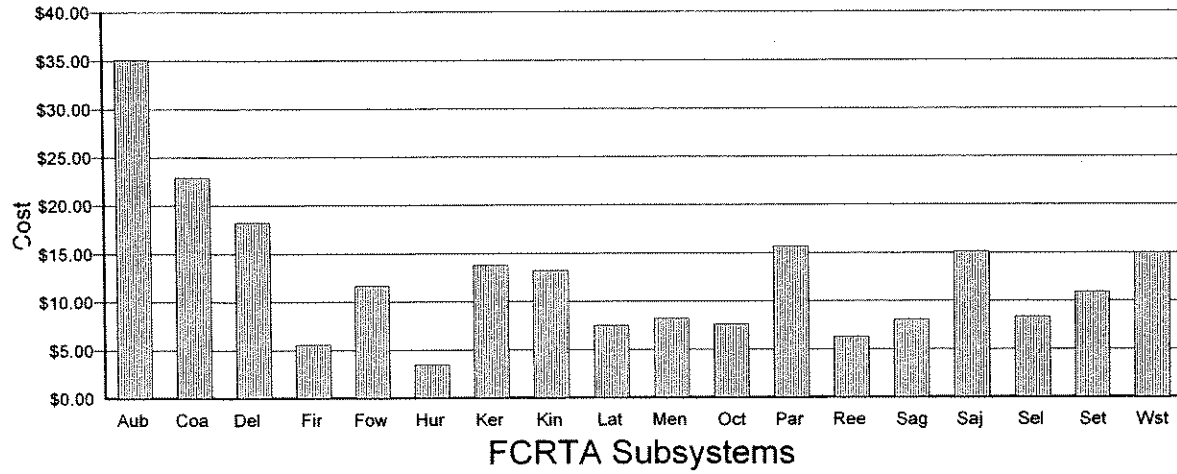
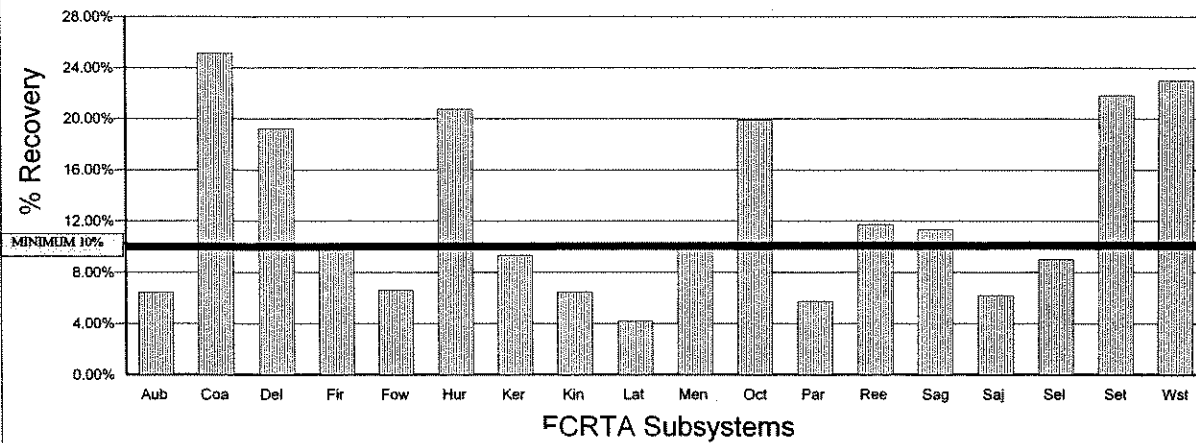


EXHIBIT III-7
% Farebox Recovery



Section IV

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

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SECTION IV

2007-08 PRODUCTIVITY EVALUATION

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

I. BACKGROUND

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

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

II. DESCRIPTION OF URBAN AND RURAL SERVICES AS IDENTIFIED IN THE ADOPTED OPERATIONS PROGRAM AND BUDGET FOR FISCAL YEAR 2007-08 FOR THE FRESNO URBAN CTSA AND THE FRESNO RURAL CTSA.

During fiscal year 2007-08, the following non-profit social service and public agencies participated in the Fresno Urban CTSA and Fresno Rural CTSA process:

The Fresno Urban Area CTSA

AGENCY	TYPE OF SERVICE
1. Local Conservation Corps	Vehicle Maintenance
2. FMAAA Senior Transportation	Elderly Transportation
3. FCEOC <i>Senior Meals/Summer Lunch</i>	Congregate Meal Delivery Vehicle Maintenance
4. Head Start	Student Transportation Vehicle Maintenance Congregate Meal Delivery
5. St. Agnes -ADHC	Elderly transportation Vehicle Maintenance
6. Masten Towers	Elderly Transportation Vehicle Maintenance

- | | | |
|-----|---|--|
| 7. | Nikkei | Vehicle Maintenance |
| 8. | Sanctuary | Vehicle Maintenance |
| 9. | Senior Citizens Village | Elderly Transportation
Vehicle Maintenance |
| 10. | Fresno County CalWorks | Passenger Transportation
Vehicle Maintenance |
| 11. | Central Valley Regional Center | Developmentally Disabled Transportation
Vehicle Maintenance |
| 12. | Charter Trips for Social Service Agencies | General Transportation
Vehicle Maintenance |
| 13. | United Cerebral Palsy | Emergency Coordinated Back-up Transportation |

The Fresno Rural Area CTSA

- | | | |
|----|---------------------|---|
| 1. | FMAAA | Elderly Transportation
Vehicle Maintenance |
| 2. | FCEOC Food Services | Senior Meals/Summer Lunch
Vehicle Maintenance |
| 3. | HEAD START | Student Transportation
Congregate Meal Delivery
Vehicle Maintenance |

Fresno County Rural Transit Agency
(Public Agency Contract Services)

Kingsburg Transit
General Public

Orange Cove Transit
General Public Inter-City Service

Huron Inter-City
General Public

Selma Transit
Saturday Only
General Public

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

Southeast Corridor Service
Back-Up Service to Inter-City
Common Carrier Service for Elderly and
Disabled

Westside Corridor
General Public Inter-City Service

South Sierra Transit
General Public Inter-City Service

5. Ridesharing Services

Firebaugh Transit

Public Agency Contract Services
Shared Gen. Public & Social Service

Huron Transit

Social Service

Mendota Transit

Shared General Public & Social Service

Orange Cove Transit (In-City)

Shared General Public & Social Service

Parlier Transit

Shared General Public & Social Service

San Joaquin Transit

Shared General Public & Social Service

Auberry Transit

Shared General Public Social Service

Fowler Transit

Shared General Public Social Service

Del Rey Transit

Shared General Public Social Service

6. Nikkei

Vehicle Maintenance

7. Fresno County Office of Education

Student Transportation

8. Central Valley Regional Center

Disabled Passenger Transportation

9. Charter Trips for Social Service Agencies

General Public and Non-Profits Transportation
Vehicle Maintenance

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

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

III ANNUAL AND TRIENNIAL REVIEW PROCESS

Annual Productivity Evaluation

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

Section VI contains the Productivity Evaluation Response detail for 2007/08 and Section VII contains the 2008/09 Recommendations.

Triennial Performance Audit

The Transportation Development Act (TDA) requires that the COFCG, on a triennial basis, engage the service of an outside consultant to conduct a performance audit on all transit operators claiming TDA funds, under California Public Utilities (CPUC) section 99260 of the TDA within their jurisdiction. The performance audits cover the triennial period July 1, 2003 through June 30, 2006 and have been accepted by the COFCG Board in its June 2006 meeting. [See section VIII for Recommendations]

IV. SIGNIFICANT SERVICE / ADMINISTRATIVE CHANGES

Passenger Transportation

After seven successful years transporting CalWorks clients, Fresno County renewed the Contract for this dispatched transportation service.

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

During 2007/08, FCEOC contracted with the Fresno County Office of Education to transport students to and from the Tielman site to their homes in the South Valley. These courts appointed students are continuing their education within this special environment.

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

FCEOC also continues to provide transportation services for the Fresno-Madera Area on Agency on Aging (FMAAA) Senior Program. Transportation is provided to and from the participants' home to the nutrition site.

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

Meal Delivery Transportation

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

Vehicle Maintenance

During FY 2007-08, the CTSA continued to market vehicle maintenance service to social service agencies. CTSA continues to embark/explore effective and efficient methods of providing low-cost-low-maintenance services to other social services organization.

As part of CTSA's commitment to quality services, CTSA employs four maintenance specialists to handle maintenance duties. All CTSA Maintenance specialists are certified by the Automotive of Society of Engineer (ASE). As required, the maintenance specialist continues to improve their skills through the Automotive of Society Engineer (ASE) certified mechanic program. CTSA continues to use its "state of the art" Engine Analyzer and upgraded air-conditioning equipment to carry out vehicle repairs. A maintenance software program that tracks maintenance work and schedule a vehicle preventive maintenance is also used.

Administrative Structure and Training

During FY 2007/08, FCEOC continued to employ a multi-tiered management structure that included a Program Director, Business Manager, and four supervisors. The management team met monthly to address an aggressive operational and administrative agenda. These meetings were vital link between the management team and staff.

During the FY 2007/08, FCEOC continued to attend seminars and workshops, notably, the Transportation Safety Institute/US Department of Transportation Certificate Program, the National HeadStart Association Conference, Mountain Area School Bus In-service Certificate Programs, California Association of School Transportation Officiates (CASTCO) Conference and the Community Transportation Association Training-the-Trainer Passenger Service and Safety Certificate Program.

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

The FCEOC Human Resources continues to provide training sessions to management personnel on Labor Laws, Workers Compensation and Safety Training, Time Management, Paperwork Processing, Recruiting Skills, Disciplinary Procedures, Attendance, Workplace Violence, Sexual Harassment and Investigative Procedures.

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

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

V. OVERALL CTSA SERVICES

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

Vehicle Maintenance

CTSA has one (1) Maintenance Supervisor and three (3) full-time maintenance specialists. The maintenance specialists perform brake jobs, tune-ups, electrical works, wheelchair equipment repair, and suspension, etc. Para Transit vehicles are inspected every 45 days or 3,000 miles, as required by the CHP regulations. The "B" buses are inspected every 90 days or 5, 000 miles.

Driver Training

CTSA has three (3) Certified School Bus Classroom Driver Instructors and one (1) Delegated Behind-the-Wheel Instructor to provide Behind-the-wheel and classroom instruction for school bus, GPPV and Class B-P certification. An on-going driver-training program has been maintained and will continue to be offered to other social service agencies in Fresno Metropolitan Area and to the FCRTA. Our insurance carrier (Non-Profits United) also provides trainings on emergency techniques and laws/regulations to staffs and drivers.

CTSA also participates in the DMV Employer Testing Program (ETP). ETP is a program of DMV that authorizes employers of commercial drivers to administer the drive-test portion for the DMV commercial drive-licensing requirement: Class A, Class B, and non-commercial license. The ETP is a significant tool in training new/current employees.

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

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

Insurance

The United Non-Profits Insurance Corporation (Non-Profit United) insures CTSA vehicles. The Non-Profit United maintains five (5) different policy levels for liability, including comprehensive and collision for newer vehicles. The insurance pool has provided a substantial cost savings to CTSA. Older vehicles are self-insured for comprehensive and collision coverage, only.

VI. CTSA: FY2007/2008 PRODUCTIVITY COMMITTEE RECOMMENDATIONS AND AGENCY'S RESPONSE:

A. Comply, where feasible, with the Triennial Performance Audit Recommendations for FY 2003/04, 2004/05, 2005/06

Continue to work closely with Fresno COG and Partner Agencies on the Coordinated Public Transit-Human Services Transportation Plan.

The Fresno COG is currently developing the County's Coordinated Public Transit/Human Services Transportation Plan, a federal requirement of SAFETEA-LU legislation. As the intended purpose of the plan is for the COG to develop a coordinated countywide social service plan that will become a blueprint for spending multiple federal transit grants for coming years, it is important for FCEOC to provide input through its representation of the Fresno COG Social Services Transportation Advisory Committee (SSTAC) and Coordinated Public Transit-Human Services Transportation Advisory Council.

FCEOC concurs and is complying with the recommendation. FCEOC works closely with the COG as it is a member of the SSTAC, TTC, is accountable to the COG Governing Board and participates in the annual "Unmet Needs" process. EOC was also instrumental in helping develop the County's coordinated plan as set forth by the SAFETEA-LU legislation.

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

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

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

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

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

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

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

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

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

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

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

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

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

FCEOC continuously reviews the progress and recommendations from the Air District and the COFCG regarding the feasibility of implementing transportation control measures applicable to public/social service transportation. In FY 1997-98, FCEOC received funding from the Air District for REMOVE Program (Assembly Bill 2766) for alternatively fueled vehicles to support its transportation program.

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

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

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

G. Work with the Social Services Transportation Advisory Council (SSTAC) on implementation of the Fresno County Coordinated Human Services Transportation Plan. (SAFETEA-LU.

FCEOC participated in the development and implementation of the Fresno County Human Services Coordinated Transportation Plan.

The Council of Fresno County Governments (Fresno COG) as the designated Metropolitan Planning Organization (MPO) is responsible for transportation in Fresno County. This includes development and adoption of Planning, and transportation policy direction. The COG was the lead agency for the development of the SAFETEA-Lu Plan. This plan provides a strategy for meeting local needs which prioritizes transportation service for funding and implementation, with an emphasis on the transportation need of individuals with disabilities, older-adults, and people low incomes.

As a member of the SSTAC the FCEOC was very involved in the development and implementation of the Plan. The Plan was adopted on June 24, 2008.

VII. TRIENNIAL PERFORMANCE AUDIT FY 2003/04 2004/5 2005/06

Derek Wong, AIP Pacific Municipal Consultant (PMC) has concluded a Triennial Performance Audit for FY 2003/04, 2004/05, 2005/6.

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

1. Continue to Work Closely with Fresno COG and Partner Agencies on the Coordinated Public Transit-Human Services Transportation Plan.

The Fresno COG is currently developing the County's Coordinated Public Transit/Human Services Transportation Plan, a federal requirement of SAFETEA-LU legislation. As the intended purpose of the plan is for the COG to develop a coordinated countywide social service plan that will become a blueprint for spending multiple federal transit grants for coming years, it is important for FCEOC to provide input through its representation of the Fresno COG Social Services Transportation Advisory Committee (SSTAC) and Coordinated Public Transit-Human Services Transportation Advisory Council.

FCEOC concurs and will comply with the recommendations. FCEOC works closely with the COG as it is a member of the SSTAC, TTC, is accountable to the COG Governing Board and participates in the annual "Unmet Needs" process. EOC was also instrumental in helping develop the County's coordinated plan as set forth by the SAFETEA-LU legislation.

VIII. HIGHLIGHTS OF PRODUCTIVITY DATA

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

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

Referencing the annually adopted Operations Program and Budget clearly highlights "estimated" and "projected" services from one fiscal year to the next. Mutually negotiated service contracts reflect available "revenues" from the social service agency, their clients, and TDA / Article 4.5 funds. The numbers of potential "clients" to be served are noted in relation to a negotiated number of "service hours" and estimated service "miles". Each program is individually tailored to meet the special needs of the social service funding agency and its respective identified client's needs. Therefore the service costs versus the number of clients served per hour versus the distance between clients and the actual service times vary from program to program. These factors are considered in determining which type of coordinated transportation service category is to be utilized: vehicle time-sharing; ridesharing; consolidation; and/or maintenance. It should be mentioned that each category has differing cost centers and trade-offs that are acknowledged between the negotiating parties.

The resultant data summarized in this report is a compilation of all the specific individual activities of the respective CTSA operations. The programs are further aggregated by "service type"; "passenger transportation" or "meal delivery transportation". The Fresno Urban Area CTSA summarizes thirteen (13) programs. Nine (9) are summarized as "passenger transportation", and two (2) are summarized as "meal delivery transportation", (the Head Start program has both passenger & meal delivery) and an additional three (3) require vehicle maintenance only. The Rural Area CTSA summarizes nine (9) programs. Eight (8) are summarized as "passenger transportation", and two (2) are summarized as "meal delivery transportation", (the Head Start program has both passenger & meal delivery). (Note, it does not include passengers associated with the FCRTA's subsystem services: Auberry Transit; Auberry Inter-City; Firebaugh Transit; Huron Transit; Huron Inter-City; Kingsburg Transit; Mendota Transit; Orange Cove Transit (in-city & inter-city);

Parlier Transit; San Joaquin Transit; Selma Transit (Saturday Service); Southeast Corridor Service and Westside Corridor Service. These are summarized in the FCRTA section of this document.)

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

Highlights - Urban Area and Rural Area

The overall operating costs for Urban and Rural combined increased 9% over 2006/2007. Likewise the number of passenger trips increased by 10%. Our number of passengers per hour and miles remained close to last years. Fuel costs were very high during this reporting year, attributing to most of the cost increase.

Fresno Urban Area CTSA Productivity Data

Table IV-1 summarizes the Fresno Urban Area Productivity Data for fiscal year 2006-2007.

Table IV-2 summarizes the Urban Data for fiscal year 2007-08.

Chart IV-1 illustrates a graphic comparison of performance characteristics from fiscal years 2006-07 and 2007-08.

Revenues

Revenues reflect an increase adequate to cover the cost increase of 6.9%

Match

The calculated social service match for 2007-08 is 85%. The minimum required is 55%. FCEOC Transit continues to exceed the minimum requirement by focusing on its mission as a CTSA, and coordinating social service transportation for Fresno County.

Cost

Urban costs increased predominately due to fuel and health insurance increases.

Fresno Rural Area CTSA Productivity Data

Table IV-3 and IV-4 summarizes the rural data for fiscal year 2006-07 and 2007-08. Chart IV-2 illustrates a graphic comparison of performance characteristics from fiscal years 2006-07 and 2007-08.

Revenues

Revenues increased slightly for 2006/2007 adequately covering costs, 5.5%.

Match

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

Cost

Rural costs increased predominately due to fuel & health insurance premiums.

IX. CTSA: FY 2008/09 PRODUCTIVITY COMMITTEE RECOMMENDATIONS:

A. Comply, where feasible, with the Triennial Performance Audit Recommendations for FY 2003/04, 2004/05, 2005/06

1. Continue to Work Closely with Fresno COG and Partner Agencies on the Coordinated Human Services Transportation Plan.

The Fresno COG is currently developing the County's Coordinated Human Services Transportation Plan, a federal requirement of SAFETEA-LU legislation. As the intended purpose of the plan is for the COG to develop a coordinated countywide social service plan that will become a blueprint for spending multiple federal transit grants for coming years, it is important for FCEOC to provide input through its representation of the Fresno COG Social Services Transportation Advisory Committee (SSTAC) and Coordinated Human Services Transportation Advisory Council.

- B. Pursue contracting of service and continue to consider the potential for and encourage private sector participation in the public transportation planning/service delivery process, and investigate other potential funding sources.
- C. Continue to coordinate with other general public paratransit service providers to jointly provide the State-required 40 hours of specified training and behind-the-wheel instruction.
- D. Address responsibilities under the American with Disabilities Act of 1990.
- E. Address responsibilities under the Clean Air Act Amendments of 1990, the San Joaquin Valley Unified Air Pollution Control District Air Quality Plan, the City of Fresno Transportation Management Plan, and the Council of Fresno County Governments Transportation Control Measures Plan, and Congestion Management System (CMS).
- F. Continue to perform community outreach and marketing activities in an effort to increase ridership and improve public awareness and perception of public transit.
- G. Work with the Social Service Transportation Administrative Council on implementation of Fresno County Coordinated Human Service Transportation Plan – (SAFETEA-LU).

Table IV 1

CONSOLIDATED TRANSPORTATION SERVICES AGENCY
URBAN AREA PRODUCTIVITY DATA FISCAL YEAR 2006-07

SERVICE TYPE	COST	CLIENTS	MILES	HOURS	REVENUE	FARES	CLIENTS/ HOUR	CLIENTS/ MILES	COST/ HOUR	COST/ MILE	COST/ CLIENTS	MATCH	TDA Art. 4.5
Passenger Trans	\$3,881,125	321,769	1,270,568	75,675	3,410,431	0	4.3	0.25	\$51.29	\$3.05	\$12.06		\$470,694
Meal Delivery	\$185,455	439,868	61,689	3,374	116,286	0	130.4	7.13	\$57.71	\$3.16	\$0.44		\$78,442
TOTAL*	\$4,066,580	761,637	1,332,257	79,049	\$3,526,717	\$0	9.6	0.57	\$51.44	\$3.05	\$5.34	87%	\$549,136

Table IV 2

CONSOLIDATED TRANSPORTATION SERVICES AGENCY
URBAN AREA PRODUCTIVITY DATA FISCAL YEAR 2007-08

SERVICE TYPE	COST	CLIENTS	MILES	HOURS	REVENUE	FARES	CLIENTS/ HOUR	CLIENTS/ MILES	COST/ HOUR	COST/ MILE	COST/ CLIENTS	MATCH	TDA Art. 4.5
Passenger Trans	\$4,250,963	337,777	1,269,893	78,561	3,654,756	0	4.3	0.27	\$54.11	\$3.35	\$12.59		\$470,694
Meal Delivery	\$194,728	477,193	58,202	3,374	118,117	0	141.4	8.20	\$57.71	\$3.35	\$0.41		\$76,611
TOTAL*	\$4,445,691	814,970	1,328,095	81,935	3,772,873	\$0.00	9.95	0.61	\$54.26	\$3.35	\$5.46	85%	\$547,305

Passenger Miles and Hours above exclude Deadhead.

Table IV 3

CONSOLIDATED TRANSPORTATION SERVICES AGENCY
RURAL AREA PRODUCTIVITY DATA FISCAL YEAR 2006-07

SERVICE TYPE	COST	CLIENTS	MILES	HOURS	REVENUE	FARES	CLIENTS/ HOUR	CLIENTS/ MILES	COST/ HOUR	COST/ MILE	COST/ CLIENTS	MATCH	TDA Art. 4.5
Passenger Trans	\$1,821,165	200,373	563,577	31,591	\$1,649,156	\$0.00	6.34	0.36	\$57.65	\$3.23	\$9.09		\$172,009
Meal Delivery	\$217,338	350,200	162,477	4,183	95,143	\$0.00	83.72	2.16	\$54.56	\$1.40	\$0.65		\$133,062
TOTAL*	2,038,503	550,573	726,054	35,773	\$1,744,299	\$0.00	15.39	0.76	\$56.98	\$2.81	\$3.70	86%	\$305,071

Table IV 4

CONSOLIDATED TRANSPORTATION SERVICES AGENCY
RURAL AREA PRODUCTIVITY DATA FISCAL YEAR 2007-08

SERVICE TYPE	COST	CLIENTS	MILES	HOURS	REVENUE	FARES	CLIENTS/ HOUR	CLIENTS/ MILES	COST/ HOUR	COST/ MILE	COST/ CLIENTS	MATCH	TDA Art. 4.5
Passenger Trans	\$1,994,151	200,355	595,213	35,155	\$1,722,157	\$0.00	5.70	0.34	\$56.73	\$3.35	\$9.95		\$271,994
Meal Delivery	\$228,205	429,183	147,930	4,183	118,117	\$0.00	102.61	2.90	\$54.56	\$1.54	\$0.53		\$110,088
TOTAL*	\$2,222,356	629,538	743,143	39,338	\$1,840,274	\$0.00	16.00	0.85	\$56.49	\$2.99	\$3.53	83%	\$382,082

Passenger Miles and Hours above exclude Deadhead.

Urban and Rural Combined TOTALS 2007-2008

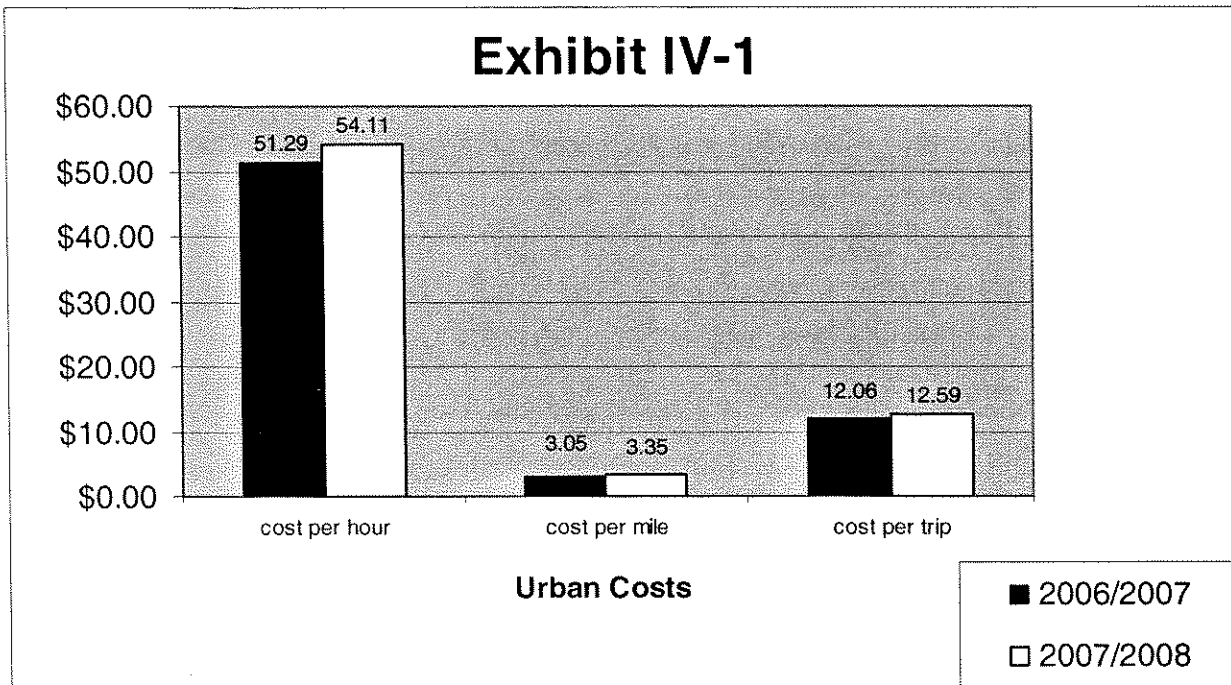
SERVICE TYPE	COST	CLIENTS	MILES	HOURS	REVENUE	FARES	CLIENTS/ HOUR	CLIENTS/ MILES	COST/ HOUR	COST/ MILE	COST/ CLIENTS	MATCH	TDA Art. 4.5
Passenger Trans	\$6,245,114	538,132	1,865,106	113,716	\$5,376,913	0	4.73	0.29	\$54.92	\$3.35	\$11.61		742,688
Meal Delivery	\$422,933	906,376	206,132	7,557	\$236,234	0	119.94	11.10	\$55.97	\$2.05	\$0.47		186,699
TOTAL*	\$6,668,047	1,444,508	2,071,238	121,273	\$5,613,147	0	11.91	0.70	\$54.98	\$3.22	\$4.62	84.18%	929,387

Urban and Rural Combined TOTALS 2006-2007

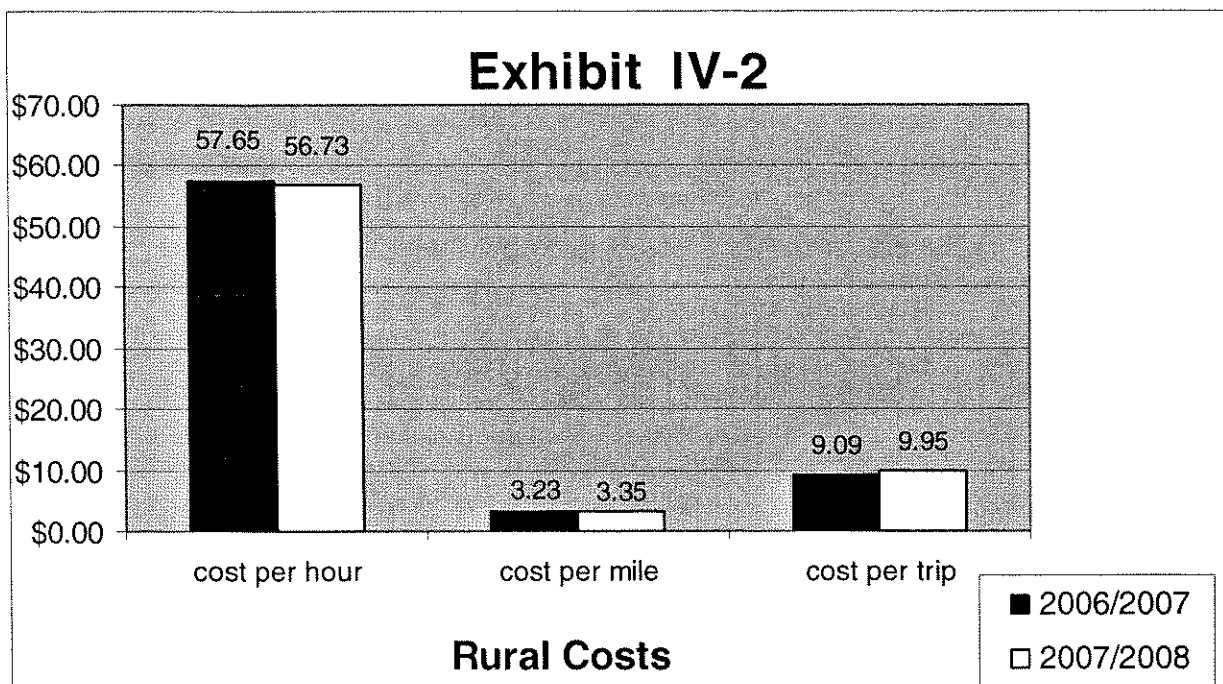
SERVICE TYPE	COST	CLIENTS	MILES	HOURS	REVENUE	FARES	CLIENTS/ HOUR	CLIENTS/ MILES	COST/ HOUR	COST/ MILE	COST/ CLIENTS	Match	TDA Art 4.5
Passenger Trans	\$5,702,290	522,142	1,834,145	107,266	\$5,059,587	\$0.00	4.87	0.28	\$53.16	\$3.11	\$10.92	\$0.00	642,703
Meal Delivery	\$402,793	790,068	224,166	7,557	\$211,429	\$0.00	104.55	3.52	\$53.30	\$1.80	\$0.51	\$0.00	211,504
TOTAL*	\$6,105,083	1,312,210	2,058,311	114,822	\$5,271,016	\$0	11.43	0.64	\$53.17	\$2.97	\$4.65	86.34%	854,207

VARIANCE	\$562,963.90	132,298	12,927	6,451	\$342,131.00	\$0.00	0.48	0.06	\$1.81	\$0.25	-\$0.04	-\$0.02	\$75,179.90
Variance Percentage	8.4%	9.2%	0.6%	5.3%	6.1%		4.1%	8.6%	3.3%	7.9%	-0.8%	-2.6%	8.1%

**Consolidated Transportation Services Agency
Urban Productivity Data**



**Consolidated Transportation Services Agency
Rural Productivity Data**



Meal Delivery is not included in statistics.



2035 Tulare Street, Suite 201
Fresno, California 93721

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

February 2, 2009

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:

- Where new service is needed, and where the potential trips would start and end;
- When and how often trips would need to be scheduled;
- 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 18, 2009 during the COG Policy Board Meeting.

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

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

- **City of Fresno** - Mr. Jeff Long, COG Transit Planner, 621-1436
- **City of Clovis** - Ms. Shonna Halterman, General Services Manager, 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 13, 2008:

Bill Hyatt, SSTAC Chairman
Central Valley Regional Center Inc.
4615 North Marty
Fresno, California 93722
Fax number: 800-856-8647

In addition to our request for written comments, SSTAC will be holding three information-gathering meetings during the month of February, 2009. The meeting times and locations are as follows:

Tuesday, February 17, 2009 – 6:00 p.m.

Westside of Fresno County
City of Huron, City Hall, Council Chambers
36311 Lassen Avenue, Huron, CA 93234

Tuesday, February 24, 2009 – 6:00 p.m.

Eastside of Fresno County
City of Parlier, Parlier Community Center (behind City Hall)
1100 E. Parlier Avenue, Parlier, CA 93648

Wednesday, February 25, 2009 – 2:30 p.m.

Fresno-Clovis Metropolitan Area
City of Clovis
Clovis Senior Center
850 Fourth St., Clovis, CA 93612

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 me at 276-4341, or email at BHyatt@cvrc.org.

2008/09
COUNCIL OF FRESNO COUNTY GOVERNMENTS
LOCAL TRANSPORTATION FUND
APPORTIONMENT TO MEMBER AGENCIES
Preliminary Estimate

01/27/09

2009/10 Estimate per Fresno County Auditor Controller	\$28,000,000
Less Administration	133,000
Gross Amount Available for Allocation	27,867,000

MEMBER	CENSUS		GROSS AMOUNT AVAILABLE	ART. 3	SHARE	RTP	NET FOR ARTICLES	ADD TO CTSA's	NET
	POPULATION	PERCENT		BIC. & PED.FAC.	TOWARD ART. 4.5				
	01/01/08			(2%)	(5%)	(3%)	4 & 8	ART. 4.5	ART. 4, 4.5 & 8
Clovis	94,278	10.13%	2,821,663	56,433	138,262	78,809	2,548,159	148,175	2,696,334
Coalinga	19,063	2.05%	570,540	11,411	27,956	15,935	515,238		515,238
Firebaugh	6,811	0.73%	203,848	4,077	9,989	5,693	184,089		184,089
Fowler	5,572	0.60%	166,766	3,335	8,172	4,658	150,601		150,601
Fresno City	486,116	52.21%	14,549,052	290,983	712,901	406,354	13,138,814		13,138,814
Huron	7,553	0.81%	226,056	4,521	11,077	6,314	204,144		204,144
Kerman	13,878	1.49%	415,358	8,307	20,353	11,601	375,097		375,097
Kingsburg	11,257	1.21%	336,913	6,738	16,509	9,410	304,256		304,256
Mendota	9,787	1.05%	292,916	5,858	14,353	8,181	264,524		264,524
Orange Cove	10,774	1.16%	322,456	6,449	15,800	9,006	291,201		291,201
Parlier	13,325	1.43%	398,807	7,976	19,542	11,139	360,150		360,150
Reedley	25,584	2.75%	765,708	15,314	37,520	21,386	691,488		691,488
Sanger	25,046	2.69%	749,607	14,992	36,731	20,937	676,947		676,947
San Joaquin	4,521	0.49%	135,309	2,706	6,630	3,779	122,194		122,194
Selma	23,284	2.50%	696,871	13,937	34,147	19,464	629,323		629,323
Fresno Co.	174,249	18.70%	5,215,130	104,303	255,541	145,659	4,709,627		4,709,627
FCRTA								424,726	424,726
FCEOC								792,582	792,582
TOTALS	931,098	100%	27,867,000	557,340	1,365,483	778,325	25,165,852	1,365,483	26,531,335



SIERRA NEVADA AIR QUALITY GROUP, LLC

WHITE PAPER ON LINKAGES BETWEEN AB32, SB375, SAN JOAQUIN VALLEY BLUEPRINT, AND FRESNO MODEL FARMLAND CONSERVATION PROGRAMS

**Prepared by the Sierra Nevada Air Quality Group for the San
Joaquin Valley Transportation Planning Agency Directors**

December, 2008

During 2008, an exceptional number of laws, rules, and programs that affect planning in the San Joaquin Valley were enacted or moved into the implementation planning stages. They include the recently adopted Scoping Plan under the California Global Warming Solutions Act of 2006 (AB 32); SB 375, enacted on September 30; the San Joaquin Valley (SVJ) Blueprint Planning Process, which will have a public “summit” in Fresno on January 26 to get public recommendations for the final Blueprint; and the Fresno Model Farmland Conservation Program, an on-going effort to reduce the loss of farmland and protect the Valley’s important agricultural industry. Various state agencies have adopted, or are developing, programs that will support the Scoping Plan and SB 375. These include the Office of Planning and Research’s (OPR) new CEQA guidelines for global warming at the program and project level; the California Transportation Commission’s January 2008 guidelines for addressing climate change requirements in Regional Transportation Plans (RTP); and the Attorney General’s guidance to insure MPOs and local governments address climate change in their plans and decisions. Other major regulations that will help reduce air pollution in the San Joaquin Valley include the adoption on December 12 of a stringent diesel emission regulation for trucks and buses, the San Joaquin Valley APCD’s Climate Change Action Plan, and the state’s low carbon fuel standards.

In addition to the AB 32 programs, Governor Schwarzenegger signed on November 14 Executive Order S-13-08, the California Climate Adaptation Strategy (CAS). To prepare for the expected impacts of climate change, California will develop a statewide CAS in coordination with existing efforts targeting greenhouse gas mitigation policies. The CAS will synthesize the most up-to-date information on expected climate change impacts to California for policy-makers and resource managers, provide strategies to promote resiliency to these impacts and develop implementation plans for short and long term

actions. The CAS will have six different Climate Adaptation Working Groups that will identify and prioritize climate adaptation strategies. Adaptation promises to offer solutions to climate impacts as a result of past and current emissions. Consequently, California's efforts to adapt to expected climate change impacts through careful planning and preparation must occur in parallel to ongoing mitigation efforts.

Finally, there are several impending "events" that will undoubtedly impact GHG reduction programs in California. First, a federal stimulus program to promote "shovel ready" infrastructure projects will very likely occur after the Obama Administration takes office. Second, the Federal transportation law, SAFETEA-LU, must be reauthorized by 2010 and it would not be too surprising if GHG reduction requirements will be included in the new version. Third, the current State budget crisis will potentially provide some waivers on environmental regulations. Finally, climate change legislation at the federal level is likely within the next two years.

Summary of Key Programs

AB 32

AB 32 set in motion a variety of actions by both the State and local governments that are intended to ultimately result in returning greenhouse gas (GHG) emissions to their 1990 levels by 2020. The key implementing program for AB 32 is the Scoping Plan, somewhat analogous to the State Implementation Plan under the Federal Clean Air Act. On December 11, the CARB adopted the final Scoping Plan. The Scoping Plan is really the centerpiece of a larger effort by the State's Climate Action Team. The members of the Climate Action Team represent virtually all the larger State government agencies, boards, commissions and departments. CARB expects local government to reduce its GHGs in 2020 by 15% from current levels. The Climate Action Team will release an overview report in 2009 that focuses on several cross-cutting topics with which they have been involved since 2005. The adopted Scoping Plan includes proposed GHG reductions from direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system.

Key elements of the final Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs including building and appliance standards;
- Increasing the required contribution of renewable electrical energy to 33 percent;
- Developing a cap and trade program in partnership with six other Western states and four Canadian provinces, in an effort called the Western Climate Initiative, to create a regional market system;
- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California, and pursuing policies and incentives to achieve those targets;

- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32.

CARB recently adopted the Local Government Operations Protocol to guide local governments on assessing and reporting GHG emissions from their operations. A new protocol on how to assess all community emissions, including residential and commercial activities, will be provided by CARB in the near future.

SB 375

SB 375, dubbed a "sequel" to AB 32, is the nation's first law to control greenhouse gas emissions through addressing land use planning. SB 375 enhances the CARB's ability to reach AB 32 goals by directing CARB to develop regional greenhouse gas emission reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035. SB 375 aims to counteract sprawl by directing each of the state's 18 major metropolitan planning agencies to prepare a "sustainable communities strategy" (SCS) for inclusion in its regional transportation plan. Drawing on population, housing, employment, and transportation data, these strategies will forecast more efficient development patterns - patterns meant to reduce dependency on driving and thereby minimize greenhouse gas emissions from automobiles and light trucks. In preparing these strategies, the agencies must conduct extensive outreach to solicit the input of a broad variety of stakeholders. Not only will state transportation dollars be at stake, but projects that adhere to sustainable community strategies can look forward to a streamlined CEQA review process.

CARB must finalize its GHG emission targets by September 30, 2010, and will soon appoint a Regional Targets Advisory Committee to execute this task.

San Joaquin Valley Blueprint Process

The San Joaquin Valley Blueprint Process is modeled after a highly successful "blueprint" for future growth that was developed and is now being implemented in the Sacramento Region. It will develop a cohesive regional framework that defines and offers alternative solutions to growth related issues for the Valley. The process involves the integration of transportation, housing, land use, economic development, and the environment to produce a preferred growth scenario to the year 2050.

The SJV Blueprint Planning Process is funded by grants totaling \$5 million to date from the State Business, Transportation, and Housing Agency with an additional \$750,000 of matching funds from the San Joaquin Valley Air Pollution Control District and additional grant funding from the Valley COGs. The grant was provided to the eight (8)

Metropolitan Planning Organizations (MPOs) in the San Joaquin Valley who are working together to produce Blueprint products. The final product will include growth strategies at the County level and for the San Joaquin Valley as a whole. The outcomes of the planning process will not supersede a local jurisdiction's land use authority, but will provide tools for local agencies' smart growth efforts. Elected officials throughout the valley will determine how their jurisdiction will implement the principles developed during the SJV Blueprint Process. Since its inception, the goal of the Blueprint has been to have elected officials, representatives from various interest groups and the public at large be fully engaged during all stages of the planning process. A major public workshop scheduled for January 26, 2009 will solicit recommendations for the final plan. The Blueprint should be completed in 2009.

Fresno Model Farmland Conservation Program

The purpose of the Fresno Model Farmland Conservation Program (MFCP) is to design and implement a coordinated set of local policies and techniques that will assist local agencies to effectively conserve (minimize the loss and decline of) the land and water resources necessary for Fresno County agriculture to remain economically viable for the foreseeable future. The Blueprint planning process has integrated the MFCP findings into its modeling activities. The MFCP program is initially being developed in Fresno County with a \$200,000 grant from the California Partnership for the San Joaquin Valley, awarded in March 2007 for an 18-month period. Completion is expected by early 2009, once the draft product has been circulated for comment. Various agricultural land preservation "tools" have been identified. It is anticipated that the Fresno COG Policy Board will endorse a final concept sometime this winter. The goal of the project is to develop a model strategy that would be useful to the rest of the Valley.

In summary, AB 32 contains a statewide goal for GHG reductions from changed transportation and land use patterns, SB375 will effectively accommodate that goal by region and establish the Valley's share and obligation, and the Blueprint and Farmland plans will provide tools for implementation.

Specific Planning Impacts on TPAs

Under AB 32, local governments also are asked to play a key, partnership role in implementing the Scoping Plan. It notes that often local government has broad or exclusive authority over GHG- contributing activities through planning and permitting processes. Land use planning and urban growth decisions will have very large impacts on future GHG emissions, particularly in the years after 2020 as California has the very challenging goal of reducing GHGs by 80% below 1990 levels. Regional GHG emission targets for transportation will be assigned to each region of the State.

In the final Scoping Plan, CARB has adjusted the projected 2020 Regional Transportation-Related Greenhouse Gas Targets from 2 to 5 million metric tons of CO₂ equivalent (MMTCO₂E). Under SB 375, CARB must develop greenhouse emission

reduction targets for passenger vehicles by September 30, 2010. Accordingly, CARB committed to the following to reflect potential adjustments to the regional targets – “the estimated reductions in the Scoping Plan will be adjusted to reflect the outcome of the Board’s decision on SB 375 targets.” To assist CARB in determining these targets, the legislation establishes a Regional Targets Advisory Committee (RTAC) to evaluate factors and methodologies to set the targets. While SB 375 notes that the committee will be composed of “representatives of the metropolitan planning organizations” it is not clear that every MPO would have a representative.

With respect to the Sustainable Communities Strategy (SCS), Section 4(b) (2) (M) of SB 375 provides for two or more of the eight TPAs in the Valley to work together on the SCS. The Scoping Plan gives considerable discussion to integrating local general plans to the regional SCS efforts under SB 375. Siting for future land uses, design of residential and commercial projects, enhancing public transit, and promoting low-carbon travel choices such as carpools and bike lanes will be a part of this integrated approach. Several GHG reducing measures specifically noted in the Scoping Plan are congestion pricing, indirect source review, pay-as-you-drive insurance, and reducing vehicle trips while preserving personal mobility. CARB has not quantified the specific emission reductions for each of the separate measures mentioned above in the Scoping Plan, but does commit to work with the regions to determine the emission impacts.

Under SB 375, representatives of the MPOs, CSAC, League of Cities, and members of the public may be on the RTAC, and the committee must provide CARB its recommendations by September 30, 2009. The final targets will be given to the MPOs in late 2010. With those targets, each MPO must develop a SCS to meet needed reductions, even if that plan is in conflict with local plans. A potential example of SCS may well be the City of Fresno’s plan to have a major expansion to its southeast and incorporate “new urbanism” techniques; it will contain 55,000 residents and “green” planning approaches to reduce GHGs. SB 375 also allows homebuilders to get relief from certain environmental reviews under the California Environmental Quality Act (CEQA) if they build projects consistent with the new sustainable community strategies. It will also encourage the development of more alternative transportation options, which will promote healthy lifestyles and reduce traffic congestion.

The final Scoping Plan under AB 32 contains numerous references to the Blueprint planning process underway in many major California areas as playing an important role in implementing both the Scoping Plan and the closely-connected SB 375 regional targets. Upon adoption of the San Joaquin Valley Blueprint, it is anticipated that it will provide a powerful tool to guide major regional and inter-regional planning efforts. The plan will provide guidance, though not mandatory, to county efforts to update Regional Transportation and General Plans; congestion management plans; transit planning; housing needs and SB 375 Sustainable Communities Strategies; and open-space/farmland conservation programs. Some of the counties have already identified a preferred growth scenario that includes increased residential densities for future growth - higher densities than presently exist. The Valley wide planning process has identified three different growth scenarios – these may be refined at the January 2009 Blueprint Summit. The

Valley wide preferred growth scenario, along with the AB 32 and SB 375 legislative mandates, will greatly impact the eight SJV TPAs in future planning. One concern is how the Blueprint process and any related local agency general plan modifications will be addressed before the SB375 reduction goal is established in late 2010.

Finally, the Model Farmland Conservation Program, within the context of the Blueprint and SCS, will provide further input and tools to the TPAs in developing future RTPs. That document will advise decision-makers on best practices to protect strategic farmlands while still accommodating the expansion of the cities. The timing of the MFCP is nearly identical to the Blueprint and therefore provides opportunities for supportive land use strategies. It is likely to impact future RTP/COG planning programs and support the desire for more infill under the AB 32 and SB 375 programs.

Institutional Relationships

As is quite obvious from all the planning programs described above, successful implementation of AB 32 and SB 375 will require strong coordination between all levels of government in the Valley. The San Joaquin Valley APCD has a very important role in identifying and implementing air quality programs as part of the Scoping Plan. It also has been a funding contributor to the Blueprint Planning process. Finally, its Indirect Source Review program has the potential to influence land use and transportation decisions at county and city level. County planning departments will need to continue to participate in the development of the Blueprint and the Model Farmland Conservation Program. Congestion management concerns will require activity by the TPAs, the cities, and State/Federal funding agencies to assure future projects lead to less congestion and air pollution. Energy planning is an integral part of climate change planning and this will require leadership from the various MPOs. While CARB is lead agency for implanting the Scoping Plan, much of its input and programs will be at the regional and local level. There are also numerous other State agencies involved in climate change – the Attorney General’s office; Caltrans; Resources Agency; Business, Transportation, and Housing Agency; Cal EPA; OPR; CEC; PUC; Food and Agriculture; and many others who participate on the Governor’s Climate Action Team. Finally, the soon to be appointed Regional Targets Advisory Committee under SB 375 will play a major role in implementing the Scoping Plan by recommending factors and methodologies to CARB to adopt regional GHG emission allocations.

Revenue Enhancement

The Climate Action Team has stated that implementation of the Scoping Plan should have a net zero cost through 2020. Based on analysis put forth it is assumed that state, regional, and local agency partners will be able to redistribute and leverage existing funding revenues for land use and transportation activities to meet the state’s regional GHG targets, while continuing to meet the balance of the State’s other land use and transportation goals. At the regional level, the Sacramento region’s Blueprint planning process has projected that implementation of their compact regional growth plan will

yield a savings of about 12% (\$1.8 billion) in transportation system capital spending from a business as usual scenario in 2050 (SACOG Blueprint 2004).

Zero net cost is a daunting goal for a large and economically diverse area like the San Joaquin Valley. There is some obvious start up implementation costs of concern to regional and local planning agencies. Revising regional transportation and general plans to address SB 375 and Scoping Plan mandates will need some up front funding incentives, especially with the current budget problems in these agencies due to the economic downturn. Many of the new mandates require increased reliance on transit and commuting and, thus, the State will need to assure that transportation funding priorities be directed at the transit sector. Renewable energy projects and increased requirements for “green” buildings will also need up front funds to compensate for the longer term pay-back period.

Potential uses of revenue from Scoping Plan mandates may include funding or other incentives to local governments be used to increase recycling, composting, and to generating renewable energy from anaerobic digestion. The Cap and Trade program revenues from auctions may constitute an important revenue source to fund regional and local implementation of the Scoping Plan. The revenues from this program might serve as funding incentives to local governments for well-designed land-use planning and infrastructure projects that result in shorter commutes and encourage walking, bicycling and public transit use.

The SJVAPCD may also offer some potential for funding. Its recently adopted Climate Change Action Plan contains a proposal for a carbon exchange, though it would likely be voluntary and of limited quantity due to other programs under State and Federal jurisdiction. Finally, mitigation fees from the San Joaquin Valley APCD’s Indirect Source Review (ISR) rules might be leveraged to further the implementation of both the Scoping Plan and the SB 375 mandates. This would especially be true should the SJV APCD decide in the future to include GHGs in the ISR program. A proposed ISR rule in the South Coast AQMD does include GHGs.

Technical Tools

The emerging role of CEQA in addressing climate change and greenhouse gas emissions has been the topic of much discussion and debate in recent months. SB 97 mandated that the Governor’s Office of Planning and Research produce regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents. In June 2008, OPR published informal guidance regarding the steps lead agencies should take to address climate change in their CEQA documents. This guidance was developed in cooperation with the Resources Agency, the Cal/EPA, and the CARB.

Another very important technical tool for local governments in developing strategies and assessing air quality emissions in local climate action plans is the California Air Pollution Control Officers Association (CAPCOA) January 2008 resource paper on evaluating and addressing GHG emissions from projects. A future update is anticipated.

CARB adopted a Local Government Operations Protocol in September 2008. It includes a tool to quantify and report GHG emissions inventories for landfills. Other protocols are under development.

The Institute of Local Government provides tools to local governments to assess GHG emissions, best local practices, and develop climate action plans and programs. Nearly 20 cities and counties in California have published online emission inventories of GHGs, including the technique used in determining the inventories.

An international organization to promote climate change programs is the ICLEI-Local Governments for Sustainability organization. For its members, ICLEI provides regionally specific tools and technical assistance to assist local governments in reducing their greenhouse gas emissions. Many California cities have developed their own GHG emission inventories using the ICLEI tools.

The Attorney General has become an active player in “encouraging” cities and counties to consider climate change in their planning efforts. His office has also provided references to various technical sources to assist local governments in considering such plans. A very useful “chart of modeling tools” can be found at: http://ag.ca.gov/globalwarming/ceqa/modeling_tools.php . He also has a list of mitigation measures, grouped by various planning categories such as general plans, at: http://ag.ca.gov/globalwarming/pdf/GW_mitigation_measures.pdf .

On January 10, 2008, the California Transportation Commission (CTC) adopted guidelines to assist Metropolitan Planning Organizations (MPOs) in addressing new climate change requirements in RTPs as a result of passage of the Global Warming Solutions Act (AB32) and Executive Order S-3-05. The revised guidelines were developed during the fall of 2007 by an RTP Guidelines Work Group that included legislative members, MPOs and TPAs, state and federal agencies, environmental interest groups, building industry, and city and county associations. The workgroup had three sub-work groups: Climate Change, Smart Growth/Land Use, and Transportation Modeling and Analysis. It is expected that the CTC will revise these guidelines now that AB 32’s Scoping Plan has been adopted.

Conclusions and Recommendations

Findings:

- (1) California’s initiatives such as AB 32 and SB 375 are likely here to stay, especially because starting in 2009 they will likely be backed by comparable federal policy initiatives coming from both the Congress and the White House.
- (2) CARB staff is not likely to empathize with the concerns of Valley transportation and land use agencies or their lack of expertise on climate change issues. CARB is far more familiar with air regulatory agencies than other local and regional governments.
- (3) Budget constraints in California may limit any extensive financial assistance to MPOs or local agencies.

- (4) The MPOs will likely have to assume the lead on coordination with the State on regional transportation and land use issues as most cities and other local governments lack the resources and clout to affect State decisions.
- (5) In 2009 climate change is a State directed program with high public visibility, strong public support and considerable policy momentum. Should MPOs/RTPAs take a "go slow" approach, there is high risk of reduced access to transportation funding and land use decision-making prerogatives.
- (6) MPO/RTPA influence on the process and policies will likely be directly proportional to the resources invested in tracking and influencing State decisions on climate change.

Recommendations:

- (1) Immediately take action to assure maximum representation by the Valley RPAs on the Regional Targets Advisory Committee. Clearly denote the efforts underway in the Valley to develop a Blueprint Plan as well as adopting Climate Change Action Plan by the San Joaquin Valley APCD and individual county GHG policies. Finally, argue that the vast diversity in the various RPAs of the Valley will provide the RTAC with valuable input for developing factors to set regional GHG emission reduction targets.
- (2) To meet the challenges posed above, we recommend that the Valley RPAs carve out and dedicate some resources to address climate change issues.
- (3) At the leadership level we suggest you consider forming a Subcommittee of interested RPA Directors to focus on the issue, provide guidance to staff, deal with key policy issues that must be addressed and keep the Policy Committee informed.
- (4) Form a small task force of 2-3 mid-level RPA agency staff whose members are authorized to dedicate a considerable portion of their time to climate change issues in general, and to interacting with the State on a regular basis. Though coordination with the ARB is important, there are numerous other agencies with an important role to play, including Caltrans, the CTC, the CEC, and the San Joaquin Valley APCD. The task force should develop a living work plan with specific action items and update the plan frequently in response to changing circumstances.
- (5) To the extent resources are available, supplement the staff task force with consulting assistance. That assistance can take the form of technical assistance on climate change issues and programs, strategic planning, tracking emerging State and federal legislation, interacting with the federal EPA, FHWA and other federal agencies as they move into the climate change area, and "other duties as assigned."

Status Report on Recent EPA Action

2/4/09 TTC

Lauren Dawson-COFCG Staff Report

On January 21, 2009 the U. S. Environmental Protection Agency (EPA) issued a 'finding of failure to submit' to the state of California for not meeting a Federal Clean Air Act requirement related to the San Joaquin Valley's 2004 Extreme 1-hr Ozone Attainment Demonstration Plan.

Background:

In October 2004, the San Joaquin Valley Air Pollution Control District (SJVAPCD) adopted the 2004 Extreme 1-hr Ozone Attainment Demonstration Plan, which was subsequently approved by the California Air Resources Board and forwarded to EPA. In June 2005 the EPA revoked the 1-hour Ozone standard, replacing it with the more stringent and more health protective 8-hour Ozone standard. EPA found the transportation conformity budgets in the 2004 plan to be adequate but, having revoked the 1-hour standard, EPA delayed further action on the 2004 Plan. In early 2008 EPA resumed review of the 2004 plan.

The recent January 21, 2009 EPA action is related to the need for an updated Reasonably Available Control Technology (RACT) analysis. The SJVAPCD anticipates the completion of the Reasonably Available Control Technology State Implementation Plan (RACT SIP) by spring, 2009. 'RACT' refers to the most stringent level of control technology for stationary sources that is both technologically and economically feasible. Due to the technological advances that occur over time, the RACT assessment done in 2004 might not equal a RACT analysis done in 2008-2009. This update will assure that the major stationary sources of air pollution in the San Joaquin Valley are using the most current reasonably available control technology.

The Federal Clean Air Act allows the EPA to impose sanctions on areas that have not submitted certain plans, and this current action starts a 'sanction clock' for the San Joaquin Valley. The sanctions are two fold: in 18 months (starting July 2010) a 2:1 offset ratio will be required from new major stationary sources. The second sanction, which runs for 24 months (starting January 2011), restricts the use of federal highway funds with the exception of certain safety and air quality projects. The sanctions will be avoided and the sanction clock stopped with the submission of the Air District's RACT SIP, which the SJVAPCD anticipates completing by spring 2009, well ahead of any sanction deadlines.

This current action by EPA has no impact on the Amendments to the 2009 Interim TIP or the 2007 RTP scheduled for adoption this month. The action also has no associated impact on the 8-hour Ozone transportation conformity budgets that EPA is anticipated to find adequate this month.

COG staff will continue to track this item and provide the board with updates as necessary.



ANNOUNCEMENT: Call for Cycle 8 State-legislated Safe Routes to School projects

Posted: January 15, 2009

Application Submittal Deadline: April 15, 2009

What is the State-legislated Safe Routes to School (SR2S) Program?

A reimbursement funding program for reducing injuries and fatalities through capital projects that improve safety for children in grades K-12 who walk or bicycle to school.

How much funding is available?

\$24.25M in State funds was approved in the FY 2008/09 State budget. However, double that amount - \$48.50M worth of projects will be selected in Cycle 8. This multi-year approach is being implemented to 1) fund projects that are ready to go first, 2) allow better planning for projects that are selected for the following year, 3) minimize workload for District and Headquarters staff, and 4) improve chances of continued funding for the SR2S program during the budget development process if decision-makers are aware that projects have already been selected and ready for funding.

How are projects selected?

Caltrans Districts are apportioned funds based on student enrollment. District review committees will score and rate applications using standardized evaluation forms furnished by Caltrans Headquarters and develop two lists. Once projects are selected and prioritized, Districts will then determine which projects will be placed on the Tier I list (those that are ready to go now), and on the Tier II list (those that are selected for future funds) based on the project's delivery schedule. Projects in Tier I will be funded with FY 08/09 funds up to FY08/09 apportionment level, while Tier II projects will be funded when the next round of funding becomes available. Caltrans Headquarters will validate District selections and compile a statewide list of selected projects for each cycle for Director approval. Districts will notify all applicants of the results.

Who is eligible to apply?

Any incorporated city or county

What types of projects are eligible?

Capital projects must fall under the broad categories of pedestrian facilities, traffic calming measures, installation of traffic control devices, construction of bicycle facilities, and public outreach/education/enforcement. See guidelines for examples. Up to 10% of the construction cost can fund an education/encouragement/enforcement element.

Is there a local match required, and what is the maximum amount of funding that can be requested?

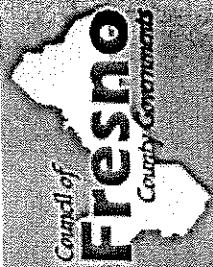
There is a 10% local match required; \$900,000 is the maximum amount that can be requested.

Where are the guidelines and applications posted, and how can I get more information?

www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm or contact: Joyce Parks, Safe Routes to School Coordinator at Caltrans Headquarters at: (916) 653-6920 or at: joyce_parks@dot.ca.gov

Where do I send my application(s)?

Original and 1 copy must be sent to your Caltrans District Local Assistance Engineer (DLAE) by the deadline. Applications postmarked on the deadline are acceptable. DLAE information is available at: www.dot.ca.gov/hq/LocalPrograms/dlae.htm



Legislation Summary February 2009

Bill# Author	Topic - Summary	Status/Hearing	Fresno COG Position	Other Position
AB 118 Logue	California Global Warming Solutions Act of 2006. The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The state board is required by January 1, 2011, to adopt greenhouse gas emissions limits and emission reduction measures by regulation to achieve the prescribed emission reductions. This bill would repeal the California Global Warming Solutions Act of 2006.	01/16/2009-From printer. May be heard in committee February 15.		
AB 153 Ma	High-Speed Rail Authority. Existing law creates the High-Speed Rail Authority with specified powers and duties relating to the development and implementation of an intercity high-speed rail system. Existing law authorizes the authority to prepare a plan for the construction and operation of that system and to enter into contracts, acquire rights-of-way through purchase or eminent domain, and take other actions, subject to specified contingencies. Under existing law, a public entity may not commence an eminent domain proceeding until its governing body has adopted a resolution of necessity that meets certain requirements. Existing law generally prohibits a state agency from employing legal counsel other than the Attorney General unless there is a specific statute authorizing that employment. This bill would eliminate those contingencies to the exercise of the authority's authority and would specify that the authority constitutes a "governing body" for the purpose of adopting a	01/23/2009-Introduced. To print.		

	resolution of necessity. The bill would authorize the authority to employ its own legal staff or contract with other state agencies for legal services, or both. This bill contains other related provisions and other existing laws.		
SB 31 Pavley	California Global Warming Solutions Act of 2006: revenue allocations. The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee to be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for purposes of carrying out the act. This bill would require that revenues collected pursuant to compliance mechanisms adopted by the state board also be deposited in the Air Pollution Control Fund. This bill would specify certain uses of the revenues collected pursuant to the fee discussed above and the compliance mechanisms.	12/03/2008-From print. May be acted upon on or after January 2.	
SCA 3 Wyland	Transportation Investment Fund. Article XIX B of the California Constitution requires, commencing with the 2003-04 fiscal year, that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund (TIF) for allocation to various transportation purposes. Article XIX B authorizes this transfer to be suspended in whole or in part for a fiscal year during a fiscal emergency pursuant to a proclamation by the Governor and the enactment of a statute by a 2/3 vote in each house of the Legislature, subject to various restrictions. This measure would delete the provisions authorizing the transfer of revenues to the TIF to be suspended during a fiscal emergency. The measure would also prohibit a	12/02/2008-From print. May be acted upon on or after January 1.	

loan of TIF revenues under any circumstances, and would prohibit any statute that would reduce the extent to which these tax revenues are deposited into the General Fund for transfer to the TIF for transportation purposes.			
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Total Position Forms: 4



Legislation Summary February 2009

Bill#	Author	Topic	Dead/2 YR	1st Desk	1st Policy	1st Fiscal	1st Floor	2nd Desk	2nd Policy	2nd Fiscal	2nd Floor	Conf./Conc.	Enrolled	Vetored	Chaptered	Page #
<u>AB 118</u>		California Global Warming Logue		1st Desk												
<u>AB 153</u>		High-Speed Rail Authority. Ma		1st Desk												
<u>SB 31</u>		California Global Warming Pavley		1st Desk												
		allocations.														
<u>SCA 3</u>		Transportation Investment Fund. Wyland		1st Desk												
Total Position Forms: 4																