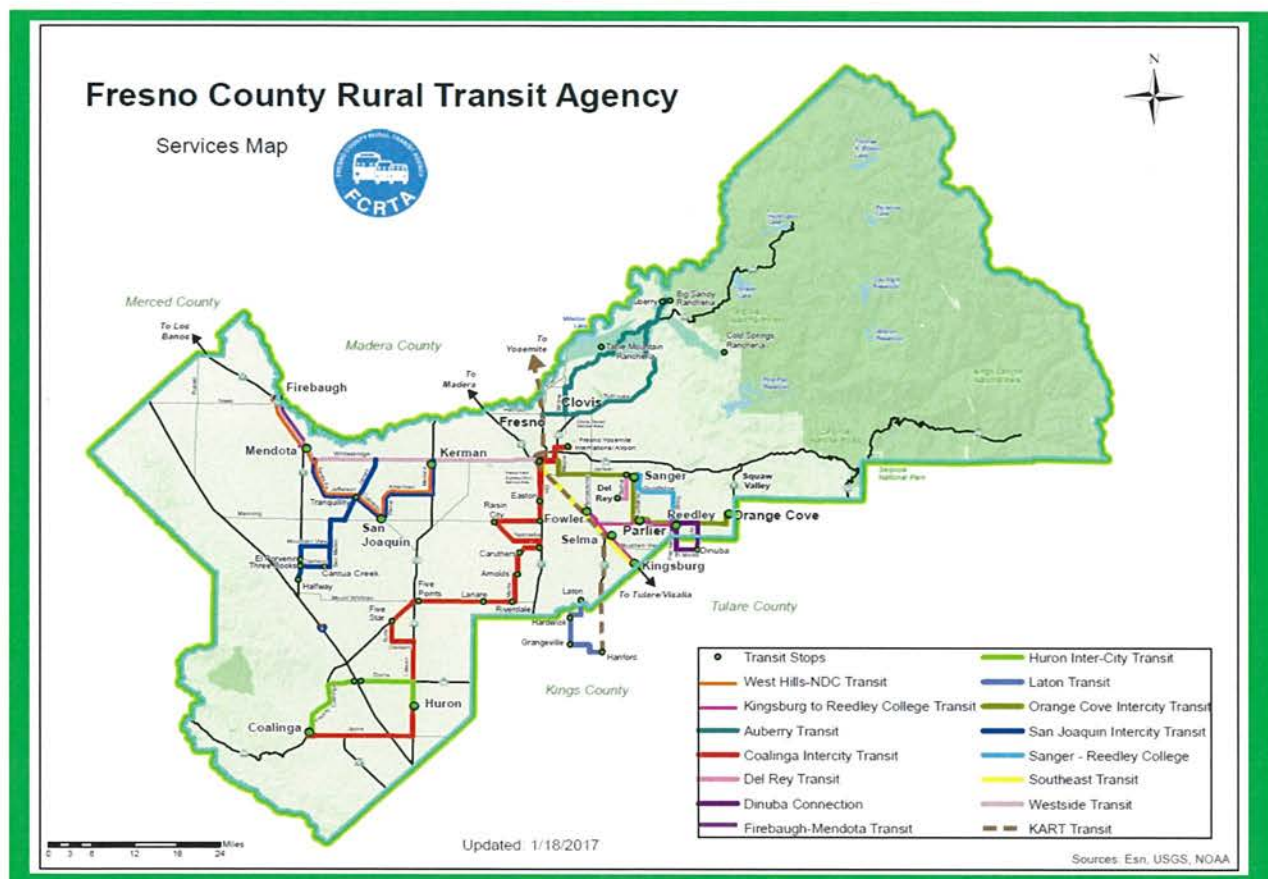


SHORT RANGE TRANSIT PLAN FOR THE RURAL FRESNO COUNTY AREA 2018-2022



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CHAPTER I

INTRODUCTION

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

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

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

1. Demand-responsive intra-city service in the small incorporated cities; and
2. Fixed-route inter-city service along the following four (4) corridors for service to the Fresno-Clovis Metropolitan Area (FCMA):
 - a. Firebaugh-Mendota-Kerman Corridor.
 - b. Kingsburg-Selma-Fowler Corridor.
 - c. Orange Cove-Reedley-Parlier-Sanger Corridor.
 - d. Coalinga-Huron-Riverdale-Caruthers-Easton Corridor.

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

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

- B. The S RTP for the Rural Fresno County Area, as implemented, provides a basis for local governments to demonstrate that public transportation needs within their jurisdiction have been, and may continue to be, reasonably met. Fresno COG, acting in its capacity as the Regional Transportation Planning Agency (RTPA) for Fresno County is required by the Transportation Development Act (TDA) to annually make findings that public transportation needs have been reasonably met before it

may approve Local Transportation Fund claims for streets and roads projects. A copy of Section 6658 of the California Administrative Code which details this process is included in Appendix A of this document.

- C. The SRTP for the Rural Fresno County Area may serve to document the "planning basis" for Federal and State assistance programs for public transportation in rural areas of Fresno County. Currently, the principal sources of grant funding for rural public transportation services are from the Federal Transit Administration (FTA) Section 5311 Capital and Operating Assistance grants; Congestion Mitigation / Air Quality (CMAQ) grants.

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

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

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

In February 2009, Congress and the President signed into law the American Recovery and Reinvestment Act (ARRA). Short term economic stimulus funds were made available for projects that could be implemented quickly as a means of creating jobs and stimulating the weakening economy.

On July 6, 2012 President Obama signed into law a new two (2) year transportation authorization, entitled Moving Ahead for Progress in the 21st Century (MAP-21). The new law authorized \$10.6 billion in FY 2013 and \$10.7 billion in FY 2014 for public transportation.

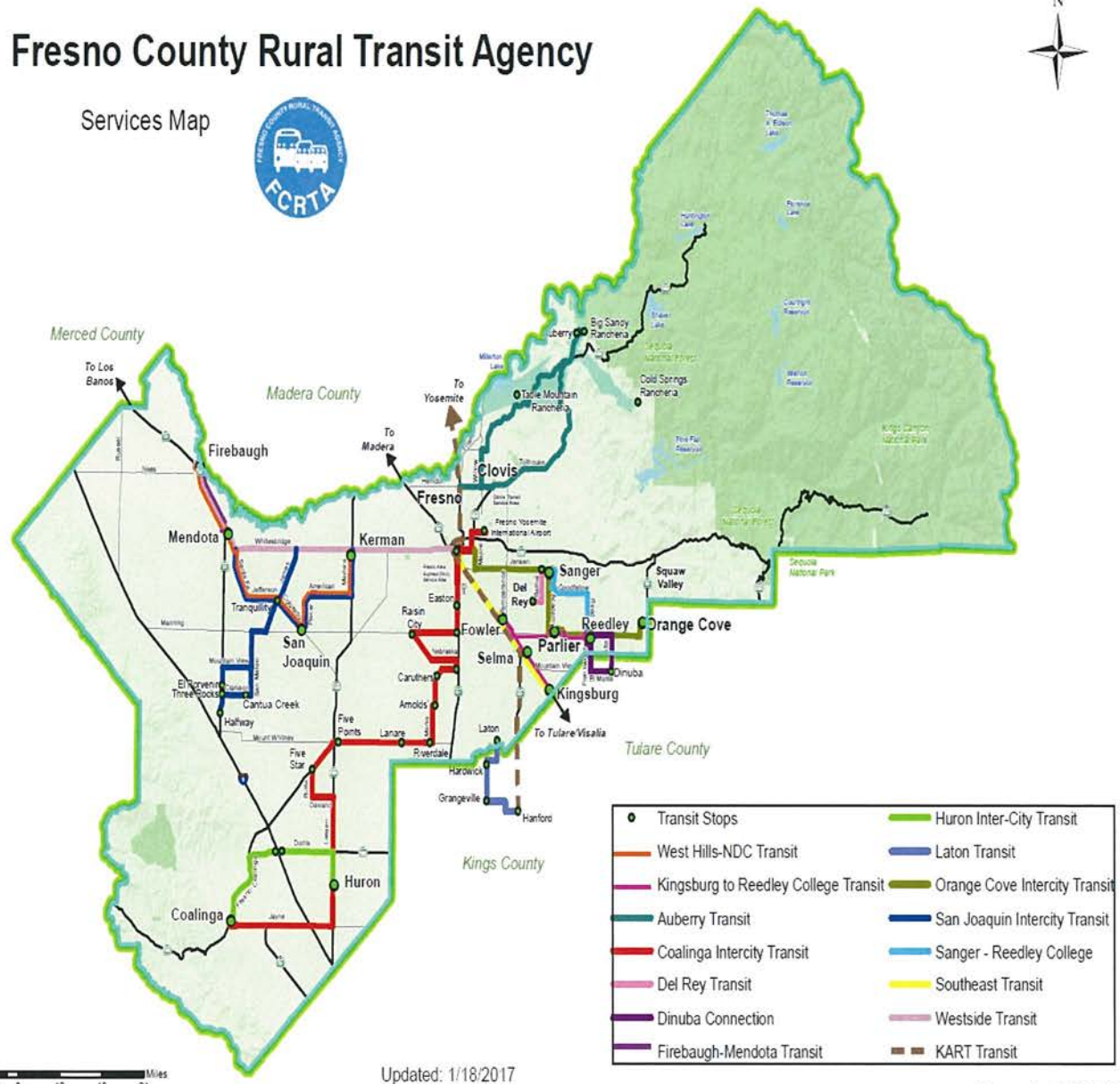
MAP-21 furthers several important goals, including safety, state of good repair, performance, and program efficiency. MAP-21 gives FTA significant new authority to strengthen the safety of public transportation systems throughout the United States. It establishes performance-based planning requirements that align Federal funding with key goals and tracks progress towards these goals. Finally, MAP-21 improves the efficiency of administering grant programs by consolidating several programs. MAP-21 took effect on October 1, 2012.

On December 4, 2015 President Obama signed into law a new five (5) year transportation authorization, entitled Fixing America's Surface Transportation (FAST). The new law is considered to be a status quo of transit funding levels.

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

Fresno County Rural Transit Agency

Services Map



Updated: 1/18/2017

Sources: Esri, USGS, NOAA

Fixed-route Intercity Transit Service Along Four Corridors to Fresno-Clovis Metropolitan Area (FCMA)

- Firebaugh-Mendota-Kerman Corridor (Westside Transit)
- Kingsburg-Selma-Fowler Corridor (Southeast Transit)
- Orange Cove-Reedley-Parlier-Sanger Corridor (Orange Cove Intercity Transit)
- Coalinga-Huron-Riverdale-Caruthers-Easton Corridor (Coalinga Intercity Transit)

CHAPTER II

GOALS, OBJECTIVES AND POLICIES FOR RURAL PUBLIC TRANSPORTATION

The 2014 Regional Transportation Plan (Eighteenth Edition – 2014 to 2040) declares many goals, objectives and policies for the Consolidated Multi-Modal Plan. The following goals and objectives are "generally" applicable to rural public transportation operation:

GOAL: AN EFFICIENT AND FISCALLY RESPONSIBLE PUBLIC TRANSPORTATION MOBILITY SYSTEM.

Objective:

Continue to pursue expanded federal, state and local funding for both public and social service transportation, to provide mobility opportunities to the maximum number of people in the region.

Policies:

- Provide a transit system that meets the public transportation needs of the service area.
- Provide transit services that serve low income, elderly and disabled communities and those users in the project review process.
- Support the coordination and consolidation of social service transportation.

GOAL: PROVIDE QUALITY, CONVENIENT AND RELIABLE PUBLIC TRANSPORTATION SERVICE

Objective:

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

Policies:

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

GOAL: PROVIDE AN EFFICIENT AND EFFECTIVE PUBLIC TRANSPORTATION SYSTEM

Objective:

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

Policies:

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

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

Objective:

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

Policies:

- Create and produce publications that promote the use of public transportation to all segments of the community.

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

Objective:

Develop a multimodal transportation network.

Policies:

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

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

Objective:

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

Policies:

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

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

- Transportation;
- Maintenance;
- Service Planning; and
- Administration.

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

TRANSPORTATION

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

Objective:

Provide a transit system that meets the public transportation needs within the specified service areas.

Policies:

- Provide transit service within each rural incorporated city's Sphere of Influence as designated by the Fresno County Local Agency Formation Commission.
- Provide transit service through unincorporated rural communities as warranted.
- Work with common carrier operators that provide inter-city services within Fresno County.
- Provide "back-up" inter-city accessible transit services to individuals that are unable to negotiate the steps of the common carrier vehicles.

Standards:

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

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

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

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

MAINTENANCE

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

Objective:

Maintain equipment within factory specifications at all times to ensure safe reliable equipment.

Policies:

- Adhere to stipulated specifications of parts and system components to ensure equipment reliability.

- Ensure that detailed records are maintained in accordance with regulations and agency practices.
- Provide safe, reliable equipment for delivery of services to the staff and patron of services.

Standards:

Maintain equipment in a reliable condition.

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

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

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

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

SERVICE PLANNING

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

Objective:

Adhere to the stipulated transportation planning process as stipulated by state and federal laws and regulatory agencies.

Policies:

- Cooperate to the maximum extent feasible to ensure that existing operations are evaluated, as appropriate (daily, monthly, quarterly, semi-annually, annually, and triennially).
- Participate with the Fresno COG's Social Service Transportation Advisory Council (SSTAC) on-going mandated evaluation process to ensure that transit needs are identified, analyzed, addressed and resolved to the mutual satisfaction of all affected parties.

Standards:

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

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

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

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

ADMINISTRATION

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

Objective:

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

Policies:

- Practice administrative skills consistent with those stipulated in the Joint Powers Agreement as adopted, and amended, by member agencies.
- Regulate and manage the operation as efficiently and effectively as possible.
- Ensure fiscal responsibility over the assets of the Agency.
- Provide required services with a minimum of personnel.

Standards:

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

Respond to requirements as stipulated and warranted.

THE RURAL AREA SERVICE PROVIDERS

A. Fresno County Rural Transit Agency (FCRTA)

The primary provider of public transportation services in the rural areas of Fresno County is the Fresno County Rural Transit Agency (FCRTA). This Agency was formed under a Joint Powers Agreement (signed September 27, 1979) which delegated overall administrative and financial supervision of governmentally-financed rural transit operations to the FCRTA. Signatories to the Agreement include all non-metropolitan rural area cities (Cities of Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Sanger, San Joaquin and Selma) plus the County of Fresno. FCRTA is considered the overall operator of all rural systems, with most of the day-to-day operational authority vested with the local agencies or service contractors. FCRTA staff is responsible for preparing budgets, allocating financial resources, conducting marketing programs, preparing grant applications, and contracting for services where required. The potential service area maps for FCRTA are shown on pages III-2 and III-3; FCRTA may provide service within this area only if the service is in conformity with that shown in the Regional Transportation Plan.

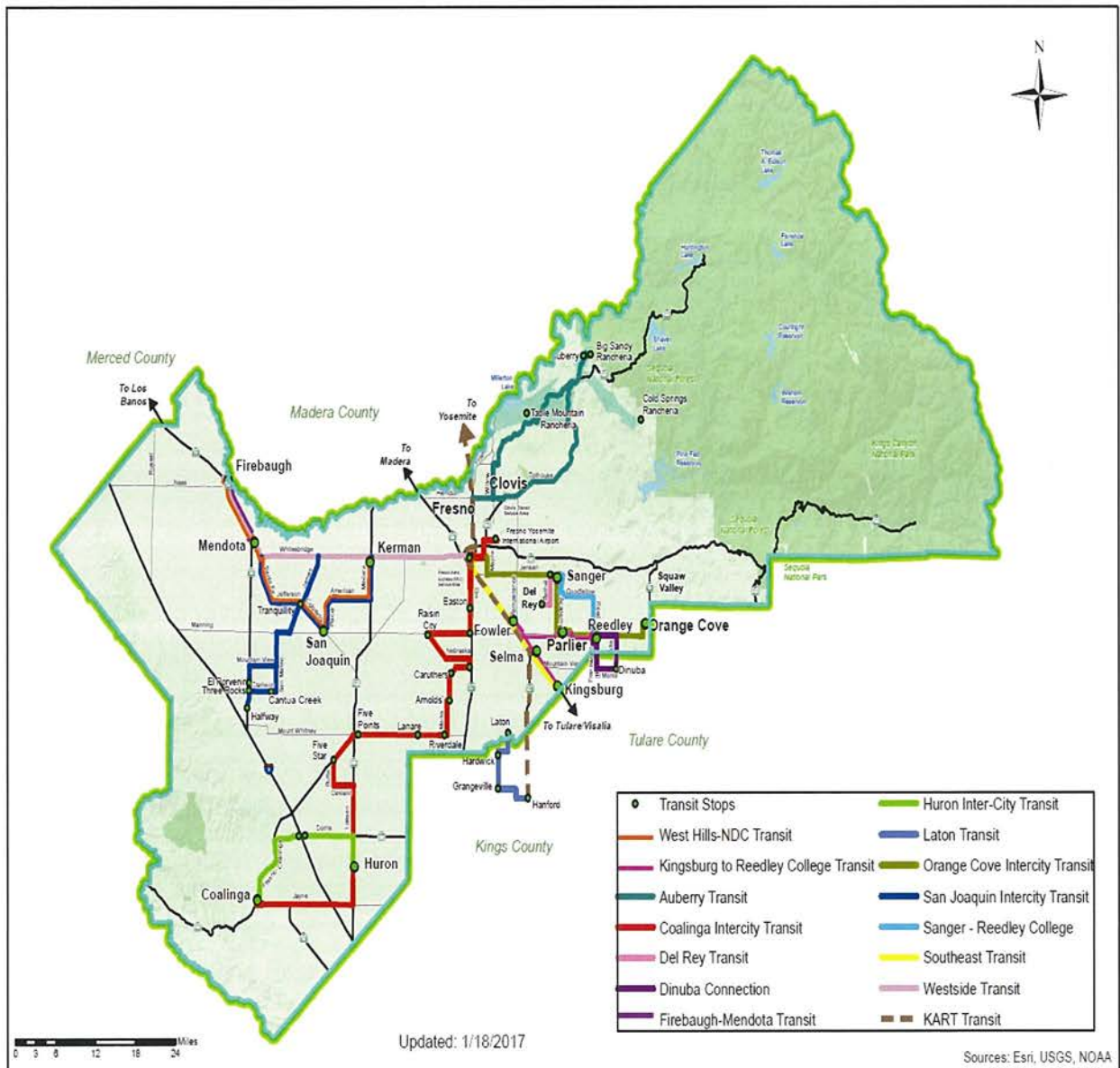
At the present time, public transportation wheelchair lift-equipped services are available within the Spheres of Influence of each of the thirteen (13) incorporated cities in rural Fresno County, with the cities linked to the Fresno Metropolitan Area.

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

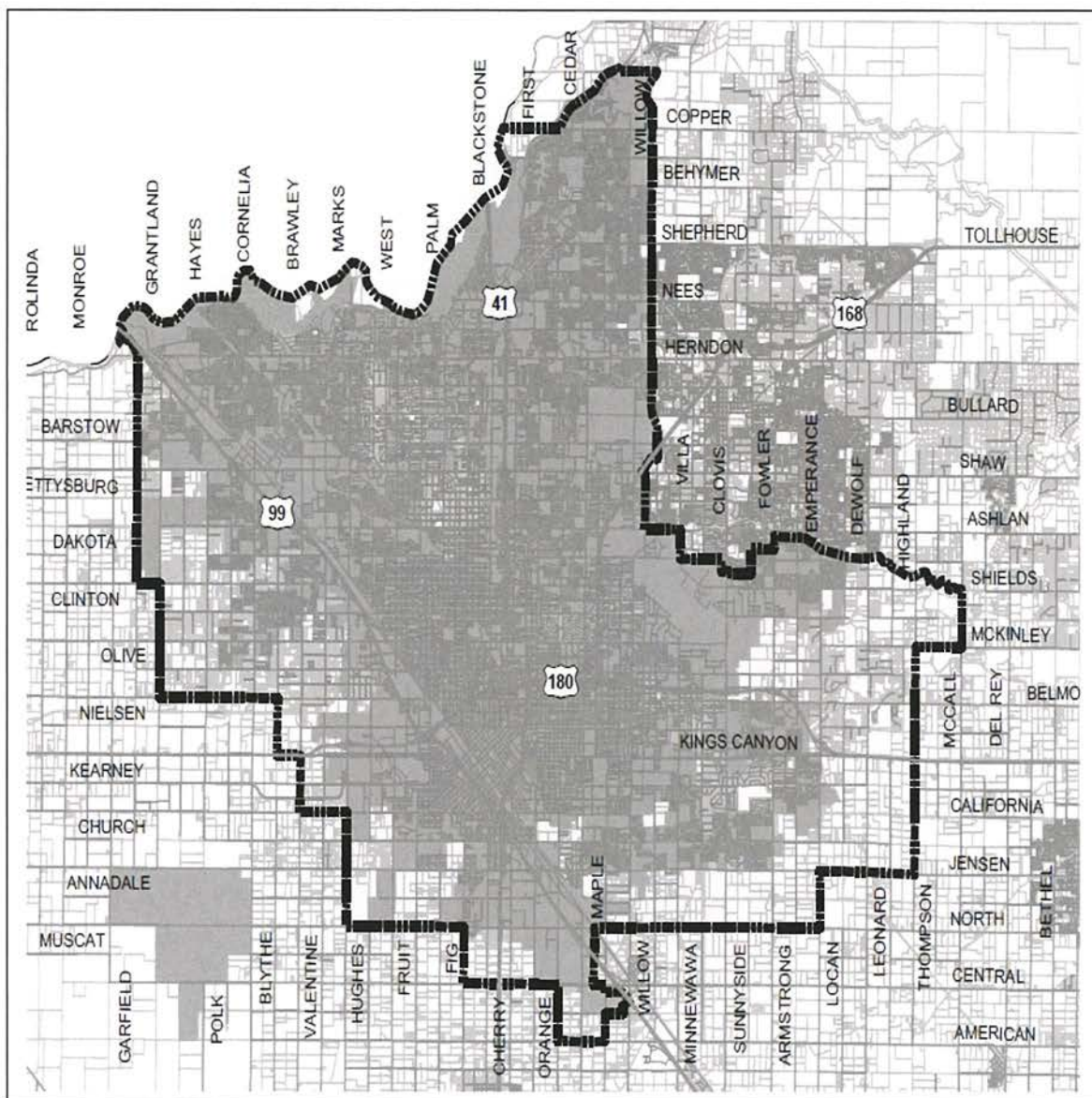
In 1979, the State mandated through Assembly Bill 120 that Consolidated Transportation Service Agencies (CTSA's) be considered to improve the coordination and efficiency of transportation provided by social service agencies. The Fresno Council of Governments subsequently developed a report entitled "Assembly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

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

The CTSA provides specialized service to social service agencies located anywhere in rural Fresno County or participates financially to allow social service agencies to utilize existing resources. The provision of such service improves the coordination and consolidation of rural transportation services. It also reduces the need for the FCRTA to provide "specialized service" to social service patrons associated with social service agencies working with the Rural CTSA. A more detailed description of CTSA services in the rural Fresno County area can be found on **page III-28** of this Plan and in the updated "Operations Program for the Consolidated Transportation Service Agencies for Metropolitan Fresno and Rural Fresno County 2016-17" (proposed adoption June 29, 2017).



Short Range Transit Plan Public Transportation Areas



**Short Range Transit Plan
Fresno & Clovis Transit Service Areas**

C. Existing Transit Services (2015-16)

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; Del Rey; Easton; El Porvenir; Five Points; Friant; Halfway; Jose Basin; Lanare; Laton; Marshall Station; Meadow Lakes; Mile High; New Auberry; O'Neill's; Prather; Raisin City; Riverdale; Sycamore; Three Rocks; Tollhouse; Tranquility; and the Native American Indian Rancherias of: Big Sandy; Cold Springs; and Table Mountain.

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

<u>Intra-City Operations</u>	<u>Inter-City Operations</u>	<u>Inter-Community Operations</u>	<u>City-Operated Services</u>
Coalinga Transit Del Rey Transit Firebaugh Transit	Auberry Transit Coalinga Transit Huron Transit	Auberry Transit Dinuba Transit Rural Transit	Coalinga Transit Kerman Transit Reedley Transit
Fowler Transit Huron Transit Kerman Transit Kingsburg Transit Laton Transit Mendota Transit Orange Cove Transit Parlier Transit Reedley Transit Sanger Transit San Joaquin Transit Selma Transit Shuttle Transit	Laton Transit Orange Cove Transit Sanger Transit Big Trees Transit Southeast Transit Westside Transit Firebaugh-Mendota Transit Kingsburg-Reedley Transit Kerman-Firebaugh N.D.C. Transit		

The table below shows the relationship of rural inter-city and inter-community transit services. Exhibit III-1 provides a detailed description of each of FCRTA's subsystems. Population statistics for each of the cities and their Spheres of Influence are contained in Appendix B. Also included are population comparisons of inter-city route segments and total population of rural unincorporated communities.

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

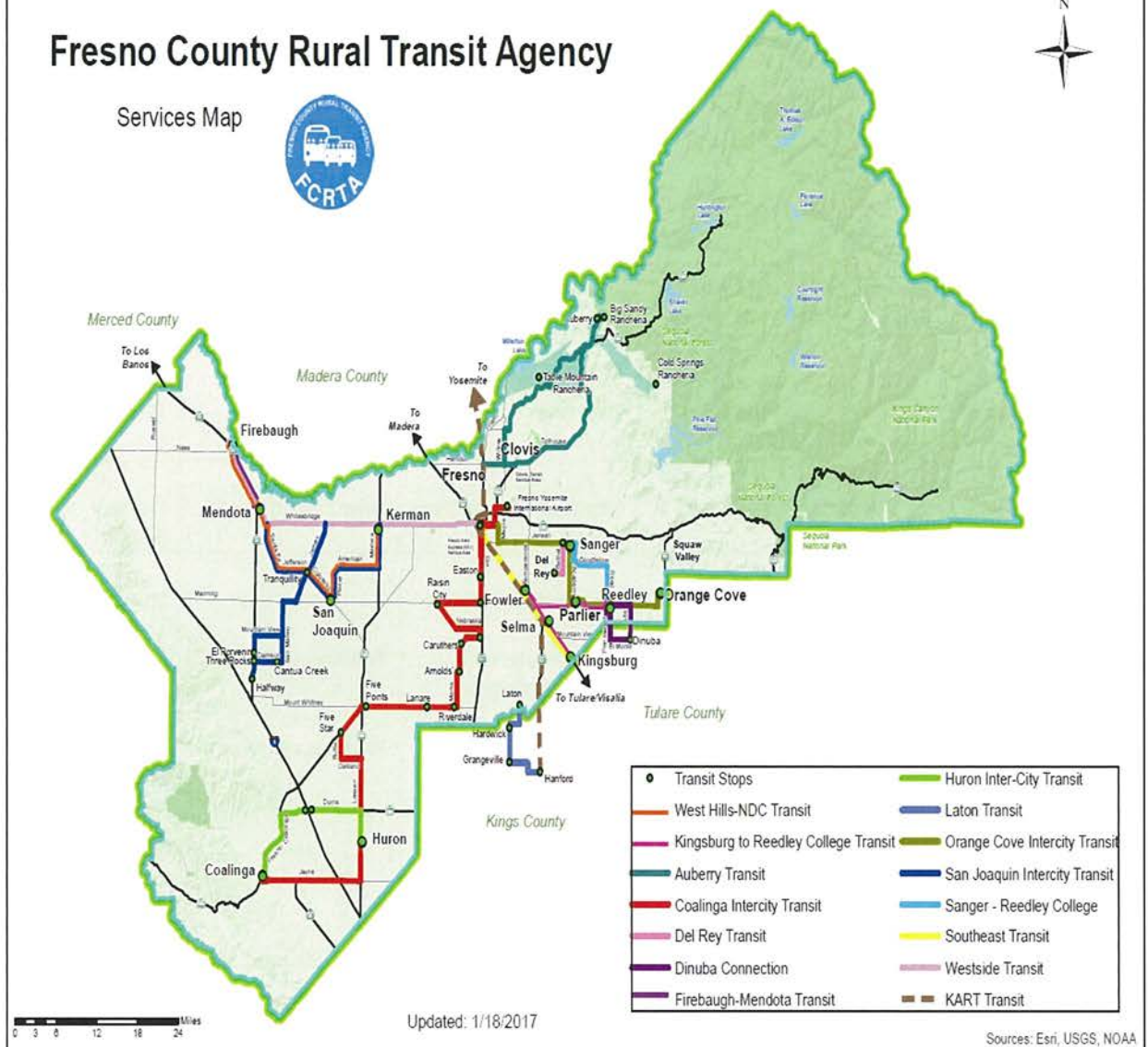
D. Marketing of Transit Services

The FCRTA maintains a website at www.ruraltransit.org to explain our services to the inquiring general public. Transit service information, phone numbers and schedules are highlighted.

The COG has published editions of their "Fresno County Transportation Guide". The guide has been distributed through the rural area of Fresno County. It describes the multi-modal public transportation services available in the County. Airline information and airports are listed. Inter-city common carrier bus services are described. Amtrak's services are referenced. Public taxis are noted. The general public

Fresno County Rural Transit Agency

Services Map



Short Range Transit Plan Intercity & Inter Community Transit Services

Exhibit III-1

Summary of FCRTA's 2016-17 Transit Subsystem Under Contract to FEOC Identified Subsystems, Days and Hours of Operation, Service Type, Frequency & Service Areas

FCRTA Subsystem	Days and Times of Operation	Type of Service	Frequency of Inter-City Trips	Also Serves
<u>Auberry Transit</u> Inter-Community Service InterCity Service	M-F: 7:30 am – 2:30 pm Tue: 8:00 am – 5:00 pm	Demand Responsive 24 Hour prior reservations by end of Mon, for Tues	 One Round Trip	Adler Springs, Auberry, New Auberry, Big Sandy Indian Rancheria, Burrough Valley, Cold Springs Indian Rancheria, Friant, Jose Basin, Marshall Station, Meadow Lakes, Mile High, Prather, Sycamore Above Communities & Table Mountain Indian Rancheria, Tollhouse, Fresno
<u>Big Trees Transit</u> <i>Demonstration Service</i> Sequoia–Kings Canyon Inter-City Service	M-Su: 7:00 am-7:35 pm Memorial-Labor Day	Fixed Route Prior Reservation	Four Round Trips	Fresno, Sanger, State Highway 180, Sequoia-Kings Canyon
<u>Del Rey Transit</u> Intra-City Service & Inter-Community Service	M-F: 8:00 am-5:00 pm	Demand Responsive	Four Round Trips	Del Rey Sanger
<u>Firebaugh Transit</u> Intra-City Service Inter-City Service Inter-City Service on Westside Transit:	M-F: 6:45 am – 5:30 pm M-F: 7:00 am – 5:00 pm M-F: 6:45 am – 5:45 pm	Demand Responsive Fixed Route with Route Deviation Fixed Route with Route Deviation	 Ten Round Trips Two Round Trips	Sphere of Influence Firebaugh and Mendota Firebaugh, Mendota, Kerman San Joaquin, Cantua Creek, El Povenir, Half Way, Tranquility, Three Rocks, Fresno
<u>Fowler Transit</u> Intra-City Service Inter-City Service On Southeast Transit:	M-F: 6:45 am-5:30 pm M-F: 6:45 am – 5:45 pm	Demand Responsive Fixed Route with Route Deviation	 Three Round Trips	Sphere of Influence Fresno, Fowler, Selma, Kingsburg
<u>Huron Transit</u> Intra-City Service Inter-City Service Inter-City Service on Coalinga Transit:	M-F: 7:00 am – 5:00 pm M-F: 8:45 am – 5:45 pm M-F: 8:00 am – 5:45 pm	Demand Responsive Fixed Route with Route Deviation Fixed Route with Route Deviation	 Seven Round Trips One Round Trip	Sphere of Influence Huron, Harris Ranch, , I-5/198 Interchange, West Hills College, Coalinga Coalinga, Huron, Riverdale, Lanare, Caruthers, Easton, Fresno

<u>Kingsburg Transit</u> Intra-City Service	M-F: 9:00 am – 6:00 pm Sa: 8:00 am – 5:00 pm	Demand Responsive		Sphere of Influence
Southeast Transit	M-F 6:45 am – 5:45 pm	Fixed Route with Route Deviation	Three Round Trips	Kingsburg, Selma, Fowler, Fresno
<u>Kingsburg-Reedley College Transit</u> Inter-City Service	M-F: 7:45 am – 4:15 pm	Fixed Route with Route Deviation	Three Round Trips	Kingsburg, Selma, Fowler, Parlier, Reedley
<u>Mendota Transit</u> Intra-City Service	M-F: 6:45 am – 5:45 pm	Demand Responsive		Sphere of Influence
Inter-City Service	M-F: 7:00 am – 5:00 pm	Fixed Route with Route Deviation	Ten Round Trips	Firebaugh, Mendota
Inter-City Service on Westside Transit:	M-F: 6:45 am – 5:45 pm	Fixed Route with Route Deviation	Two Round Trips	Firebaugh, Mendota, Kerman San Joaquin, Cantua Creek, El Povenir, Half Way, Tranquility, Three Rocks, Fresno
<u>New Freedom Transit</u> <i>Demonstration Service</i> Intra-and Inter- Community Service	<i>After July 1, 2016</i> M-F; 8:00am – 5:00pm	Demand Response, Prior Reservation, & Emergency	Multiple Round Trips	Countywide
<u>Orange Cove Transit</u> Intra-City Service	M-F: 6:45 am – 5:45 pm	Demand Responsive		Sphere of Influence
Inter-City Service	M-F: 6:45 am – 5:45 pm	Fixed Route with Route Deviation	Two Round Trips	Orange Cove, Reedley, Parlier, Sanger, Fresno
<u>Parlier Transit</u> Intra-City Service	M-F: 7:00 am – 4:00 pm	Demand Responsive		Sphere of Influence
Inter-City Service on Orange Cove Transit:	M-F: 6:45 am – 5:45 pm	Fixed Route with Route Deviation	Two Round Trips	Orange Cove, Parlier, Reedley, Sanger, Fresno
<u>Rural Transit</u> Inter-Community Inter-City	M-F: 8:00 am – 5:00pm	24 Hour prior reservation Demand Responsive	Multiple Round Trips	Beyond existing city service areas – Remote Rural Areas
<u>Sanger Transit</u> Intra-City Service	M-Sa: 8:00 am – 5:00 pm	Demand Responsive		Sphere of Influence
Inter-City Service	M-F: 6:45 am – 4:25pm	Fixed Route with Route Deviation	Nine Round Trips	Sanger, Parlier, Reedley
Inter-City Service on Orange Cove Transit:	M-F: 6:45 am – 5:45 pm	Fixed Route with Route Deviation	Two Round Trips	Orange Cove, Reedley, Parlier, Sanger, Fresno

<u>San Joaquin Transit</u> Intra-City Service and Inter-Community Service	M-F: 6:30 am – 5:30 pm	Demand Responsive		Sphere of Influence, Cantua Creek, El Porvenir, Half Way, Tranquility, Three Rocks
Westside Transit	M-F: 6:45 am – 5:45 pm	Fixed Route with Route Deviation	Two Round Trips	San Joaquin, Kerman, Mendota, Firebaugh, Fresno
<u>Selma Transit</u> Intra-City Service	M-F: 8:00 am – 5:00 pm Sa: 8:00 am – 5:00 pm	Demand Responsive		Sphere of Influence
Inter-City Service on Southeast Transit:	M-F: 6:45 am – 5:45 pm	Fixed Route with Route Deviation	Three Round Trips	Kingsburg, Selma, Fowler, Fresno
<u>Shuttle Transit</u> Intra-City Service	M-Sa: 7:30am -4:45pm	Demand Responsive, Prior Reservation	Meets Arriving and Departing Inter- City Services	Fresno-Clovis Metropolitan Area
<u>Southeast Transit</u> Southeast Transit	M-F: 6:45 am – 5:45 pm	Fixed Route with Route Deviation	Three Round Trips	Kingsburg, Selma, Fowler, Fresno
<u>West Hills N.D. College Transit</u>	M-F: 6:35 am – 3:00 pm	Fixed Route with Route Deviation	One Round Trip	Firebaugh, Mendota, Tranquility, San Joaquin, Kerman
<u>Westside Transit</u> Inter-City Service	M-F: 6:45 am – 5:45 pm	Fixed Route with Route Deviation	Two Round Trips	San Joaquin, Kerman, Mendota, Firebaugh, Fresno

services of each provider are highlighted in English and Spanish text. Multi-colored maps, time schedules, and phone numbers are designed to assist potential riders in getting all around the County as easily as possible. A "trip planner" is included to assist the first time rider. A suggestion questionnaire is included to assist staff with the "in-house" updating of subsequent editions.

An alternative marketing flyer has now been produced. The pocket sized flyer unfolds as a large sheet of paper. It illustrates FAX and Clovis Transit on one (1) side and FCRTA information on the other (2) side. The multi-colored maps include routes and service area maps, basic service information and the phone numbers for more information. The bilingual booklet also contains important reference information.

The FCRTA hired a consultant to prepare the necessary documentations with GPS coordinates for submission to "Google Transit". The material was found to be in conformance with their requirements. The FCRTA services are now available by accessing "Google Transit" on the internet. (FAX and Clovis Transit had previously been included on Google Transit.) FCRTA Staff was also contacted by two (2) other internet search engines companies for inclusion on their websites for free public access.

"Transportation Information" (for all modes) is now also available to anyone by simply dialing "511" on your phone.

The implementation of Trip Planning Software will also provide specific information, identify routes and service pick-up and drop-off location information for the inquiring public.

FCRTA Staff also going to be contracting for the training of volunteers who want to participate in our "Transit Ambassador" program. Volunteers will be assisting "other people" who want to go to various destinations in the County. They will explain and assist the new patron in successfully making their trip and based on that experience become a regular user of public transit.

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

The FCRTA has recognized its responsibilities in ensuring accessible services to passengers for the previous thirty-six (36) years. The Agency's fleet has always been 100% accessible. All of FCRTA's eighty-eight (88) vehicles are wheelchair accessible 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). Sixteen (16) 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, Selma Transit, and Shuttle Transit) are operated as "real-time" demand responsive services. A portion of twelve (12) FCRTA Subsystems (Coalinga Transit, Dinuba 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 remain in full compliance with the spirit and intent of the ADA law.

F. Ridership Survey

Results of a previous On-Board Ridership Survey indicated that:

1. 84.4% of FCRTA's riders have either no other way to make their trip, or would have to Walk;

2. 58.9% of FCRTA's riders use the system five (5) days a week;
3. Female ridership out numbers male ridership, two-to-one; and
4. The ethnic cross-section of FCRTA ridership was:

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

G. Ridership by Senior Citizens

The FCRTA is the only transit system in Fresno County that continues to consistently record transit ridership by population segments: elderly (60+); disabled; and general public. This practice has allowed them to track these passenger groupings to note overall usage. Between Fiscal Year 2015 and 2016 total senior ridership decreased very slightly at -1.23% (-1,129 riders). In 2015-16 the total of all seniors, sixty years and older (60+) was 90,979 rides. Seniors who were sixty-five years of age and older (65+) were able to take advantage of a special Measure-C program that was approved by the voters in 2006 and implemented by the FCRTA in 2007. The program allows seniors who are 65+, with a photo ID, to ride each local transit agency's intra-city services for free through 2027. The actual fares are paid for with FCRTA's Measure-C program funds. Over the past three (3) Fiscal Years, senior ridership decreased -4.40% or -4,980 between 2011-12 and 2013-14.

Fiscal Year	Senior Ridership	Numeric Change	Percent Change	Three Fiscal Year Percent Change
2013-14	108,078	-15,970	-14.78%	
2014-15	92,108	-1,129	-1.23%	
2015-16	90,797			-16.00% (-17,281 riders)

In Summer of 2010, four (4) years after the implementing the in-city "free service to seniors, 65 years and older (65+)", Clovis Transit and Fresno Area Express (FAX) were contacted by a Los Angeles Attorney that called attention to a previously unknown sections (99206; 295.5; 297.7; and 22511.55) of the California Public Utilities Code (PUC) that stipulated that whatever special fares may be extended to "Seniors" also had to be made available to the "Disabled". After considerable discussion with the legal counsels of: Clovis; Fresno; Fresno County; and the administrative staffs: of the Fresno COG; the Fresno County Transportation Authority; the local agencies Fiscal Auditors; and the Fresno COG's Triennial Performance Auditors; the FCRTA Staff recommended to their Board of Directors on October 28, 2010, that the "free fare" should be extended to the disabled passenger using FCRTA's in-City transit services, effective November 1, 2010.

H. Responsibilities and Mandates under the Clean Air Act of 1990, Five Separate San Joaquin Valley Air Pollution Control District State Implementation Plans currently in effect for ozone and particulates, and the Fresno Council of Government's Congestion Management Plan.

Following the passage of the Federal Clean Air Act in 1990, the FCRTA followed pending regulations that were to mandate public transit agencies throughout the Nation to consider and implement alternative fuel programs as an example to other the public governmental entities, and the non-profit sector and private sector. These issues were also very important to the San Joaquin Valley Air Basin of California. At the time, the FCRTA Board of Directors understood that the Valley had potentially for the worst air quality in the Nation. This understanding is confirmed by the Valley's current non-attainment status for the 8-hour ozone (extreme non-attainment classification) and the PM2.5 National Ambient Air Quality Standards.

The FCRTA Board of Directors, which is composed of the Mayors of each of the thirteen (13) Cities and a Supervisor from 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. From 1992 through 2010 the FCRTA successfully operated eleven (11) vehicles on propane. In 1997 the FCRTA purchased twenty-three (23) compressed natural gas (CNG) powered vehicles, and two (2) zero emission electric battery powered buses that were successfully operated through 2010.

The FCRTA vehicle fleet in 2015-16 consisted of eighty-eight (88) vehicles. Forty-four (44) were powered by CNG, and the other forty-four (44) were powered by unleaded gasoline, only because no conversion kits were approved by the California Air Resources Board. The FCRTA does not operate any diesel powered vehicles.

The FCRTA vehicle fleet consisted of:

- Two (2) 2013 unleaded gasoline powered Ford service trucks;
- Two (2) 2013 unleaded gasoline powered seven (7) passenger 4 wheel drive Ford vans;
- Thirty-eight (38) 2013 unl. gasoline powered seventeen (17) passenger Chevrolet-Arboc vans;
- Three (3) 2006 CNG powered thirty-seven (37) passenger Blue Bird buses;
- Four (4) 2007 CNG powered thirty-seven (37) passenger Blue Bird buses;
- Eleven (11) 2008 CNG powered twenty-two (22) passenger modified GMC - Glaval Vans;
- Sixteen (16) 2009 CNG powered twenty-two (22) passenger modified GMC - Glaval Vans; and
- Four (4) 2009 gasoline powered five (5) passenger modified Chevrolet Mini-Vans;
- Eight (8) 2016 CNG powered thirty-five (35) passenger El Dorado buses.

It should be noted that each of FCRTA's public transit vehicles have always been wheelchair accessible. The Blue Bird buses accommodate thirty-seven (37) ambulatory passenger, if one (1) wheelchair is accommodated, then the ambulatory passengers is reduced to thirty-four (34). If two (2) wheelchairs are accommodated, then the ambulatory passengers are reduced to thirty-one (31). The Glaval Cut-Away Vans accommodate twenty-two (22) passengers. When one (1) wheelchair is accommodated the ambulatory passenger is reduced to twenty (20). When two (2) wheelchairs are accommodated, the ambulatory passengers are reduced to sixteen (16).

The Arboc vehicles are design that permits front passenger door access at curb level OR they may kneel on the roadway for a single step into the vehicle OR by retractable ramp that can accommodate up to a 1,000 pound wheelchair and its passenger. Four (4) different seating capacity vehicle types are available.

- A "Type 1" vehicle can be configured to transport fourteen (14) passengers, one (1) wheelchair passenger and thirteen (13) ambulatory passengers, OR two (2) wheelchair passengers and eleven (11) ambulatory passengers, OR three (3) wheelchairs passengers and nine (9) ambulatory passengers.
- A "Type 2" vehicle can be configured to transport eighteen (18) passengers, one (1) wheelchair passenger and seventeen (17) ambulatory passengers, OR two (2) wheelchair passengers and fifteen (15)) ambulatory passengers, OR three (3) wheelchairs passengers and thirteen (13) ambulatory passengers. .

- A "Type 3" vehicle can be configured to transport fourteen (14) passengers, one (1) wheelchair passenger and thirteen (13) ambulatory passengers, OR two (2) wheelchair passengers and nine (9) ambulatory passengers.
- A "Type 4" vehicle can be configured to transport ten (10) passenger, six (6) wheelchairs passengers and four (4) ambulatory passengers, OR twelve (12) passengers, five (5) wheelchair passengers and seven (7) ambulatory passengers, OR thirteen (13) passengers, four (4) wheelchairs passengers and nine (9) ambulatory passengers.

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) CNG refueling appliances, 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.

During Fiscal Year 2015-16 FCRTA demonstrated a new commitment to zero emission vehicles in the form of EVs. During the year several grants were pursued for the purpose funding EVs and EV infrastructure, in the form of EV Chargers, Solar EV Chargers, Solar Tree EV Chargers, related electric equipment, and electricity infrastructure upgrades. FCRTA was successful in obtaining funding from several grants that will enable FCRTA to begin purchasing EVs and EV Charging infrastructure during Fiscal Year 2016-17.

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

I. Driver Training

Twenty-seven (27) 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. Record keeping and reporting procedures.

Additional mandatory Driver In-service 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 any way 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. This function will be reviewed on an on-going basis.

J. Vehicle Maintenance

The GPPV law also required vehicle inspection and maintenance program standards. The California Highway Patrol (CHP) is responsible for certifying the FCRTA's maintenance terminal (FEOC) 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 on July 1, 2016. The documentation is included with FCRTA's annual 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 based on CHP compliance requirements.

As mentioned previously, the FCRTA transfer its vehicle maintenance responsibilities and contract from the City of Fresno – Fresno Area Express, to the FEOC on August 1, 2015.

K. Triennial Performance Audit Recommendations for FY2012-13; 2013-14; to 2014-15

The most recent Triennial Performance Audit report that was prepared for the FCOG, under Contract by Pacific Management Consultants (PMC). This audit was mandated by the Transportation Development Act (TDA) of 1971.

The report represents an exhaustive effort to evaluate every aspect of FCRTA's operations during the 2012-13; 2013-14; and 2014-15 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 were identified. The FCRTA Board of Director accepted the Report and its recommendation at their January 2017 meeting, following an expressed opportunity for public comment. The two (2) recommendations were:

1. Provide Title VI policy documentation on the FCRTA website.

Pursuant to the federal Civil Rights Act of 1964, a Title VI Program was adopted by FCRTA and approved by Caltrans in June 2014. Title VI of the Civil Rights Act of 1964 requires that no person in the United States, on the grounds of race, color, or national origin be excluded from, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. However, the auditor could not locate Title VI information and complaint forms on the FCRTA website. Title VI provisions include a Limited English Proficiency (LEP) plan to help identify reasonable steps to provide language assistance for LEP persons seeking meaningful access to the FCRTA subsystems as required by Executive Order 13166. Therefore, it is recommended that FCRTA update its website and make available online the Title VI plan, procedures, and complaint form in English and Spanish. One compliance measure would be to work with the website designer to install a Google Translate tool or widget on the newly designed FCRTA website.

Compliance Response: FCRTA staff is following the recommendation and is including this task as part of its new Title VI Program document that will be submitted to Caltrans for approval later in 2017.

2. Calculate farebox recovery using revised method contained in new state legislation.

FCRTA's farebox ratio has consistently been above the TDA standard of 10 percent, although the ratio had declined by the end of the audit period due to certain cost increases such as

insurance. New state legislation (SB 508, October 2015) makes changes to the farebox ratio, including exclusions for certain costs above inflation such as insurance. This change would help support the fare ratio for FCRTA. Also, the legislation reinforces the practice of allowing other locally generated revenues in the farebox ratio. Examples of possible other local support revenues may include, but are not limited to, gains on the sale of capital assets, lease revenues generated by transit-owned property, alternative fueling services, advertising revenues, donations made in lieu of a prescribed fare, and local transportation sales tax. These local support revenues are intended to be a supplement to passenger fare revenue when passenger revenues fail to meet farebox standard. The annual TDA fiscal audit should account for and calculate the farebox ratio inclusive of applicable cost and revenue adjustments.

Compliance Response: FCRTA will incorporate these recommended changes going forward.

L. Social Service Transportation Advisory Council

Fresno COG is mandated by State law to have a Social Service Transportation Advisory Council that, among other things, annually evaluates the performance of the County's four (4) transit operators, including the FCRTA. In 2015-16, following their review of FCRTA's operations, they made a series of recommendations to the FCRTA to continue the improvement of the services.

1. Continue to implement recommendations in the *"Short-Range Transit Plan for the Rural Fresno County Area"* to increase productivity.
2. Continue to modify services as warranted.
3. 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.
4. Respond to recommendations referenced in the Triennial Performance Audit for FY2009-2010; 2010-11; and 2011-2012 Report.
5. Continue to address responsibilities under the Americans with Disabilities Act of 1990.
6. 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 Fresno COG's Transportation Control Measures Plan and State's Congestion Management System.
7. Continue to perform community outreach and marketing activities in an effort to increase ridership and improve public awareness and perception of public transit.
8. Continue to pursue coordination of services between the various transportation agencies in the County towards possible agency consolidation.

M. Fresno COG Staff Recommendations

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

1. Interface between FCRTA and Metropolitan Area Operations
 - a. The Greyhound Depot in downtown Fresno has reverted to a "commission agent" form of operation. An evaluation of their eighteen (18) bus bay facility and building space needs clearly indicate that other transit operations, including FCRTA's, could successfully negotiate terminal and office rights to facilitate inter-modal transfers.

- b. FCRTA shall also participate with the Fresno COG's multi-modal facilities study to coordinate the proposed new Amtrak Depot on the Burlington Northern Santa Fe rail lines. All service providers could transfer patrons at one common location.

With the voter approval of bonds to begin funding High Speed Rail from Northern to Southern California with a stop in Fresno, the transit operators, including FCRTA, should coordinate their services to interface at the future Fresno station.

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

2. Future Expansion of Service

a. Inter-City Service Modifications

Years ago, inter-city services in Fresno County were primarily provided by two (2) common carriers, Greyhound and Orange Belt Stages, which 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 (1985-1995) 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 asked the FCRTA to respond to these deteriorating circumstances. The adopted Rural Short Range Transit Plan recommended 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 traveled (VMT) by single occupancy vehicles. The air quality benefit of this form of transit service has proven beneficial to Fresno County.

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

Several specific projects have been suggested. FCRTA's plans could include subsidizing a service for three (3) to six (6) month period in which ridership would be attracted to make the service totally self-supporting by participants. Some of the programs would invite contracting with a vanpool vehicle provider. Possible examples include:

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

In 1994, the Fresno County Economic Opportunities Commission (FCEOC) as the Consolidated Transportation Service Agency (CTSA) submitted a Grant Application for a Federal Demonstration Program through the U.S. Department of Health and Human Services' - Job Opportunities and Basic Skills Training

Program. The demonstration program was referred to as "Joblinks". It was administered by the Community Transportation Association of America (CTAA).

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

The program proved to be a success for addressing commuter "home" to "training / work" needs in Fresno County. The model may be utilized in the future.

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

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

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

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

The resultant plan was completed in September 1998. It recommended twelve (12) hours of service per week day to adequately address the diverse needs of the Area. However, some entities felt that a phased approach would be more reasonable. Service was expanded to ten (10) hours pr day for the 1998-99 Fiscal Year. Ridership continues to grow in the Area. Service interaction to neighboring communities has proved to be very successful. Further expansion has been proposed since the 2000-01 Fiscal Year. Modifications to the operations were further funded with Measure "C" beginning in 2006-07. Consideration is given annually to further service expansion to address the growing needs of the Westside of Fresno County.

- (4) Service Expansion Analysis

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

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

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

Several years ago, attention was focused on the Fresno-Clovis Metropolitan Area (FCMA). The DSS and the Fresno Workforce Development Corporation (FWDC) purchased Fresno Area Express (FAX) monthly passes for social service case workers to hand out to welfare clients needing transportation within the FCMA. The arrangement was quite simple at the time, FAX operated on a twelve (12) hour per day basis (generally 6:30am to 6:30pm). The fixed route system operates on a grid pattern throughout the Area, clients can generally walk to a bus stop location within a half (½) mile of their residence and the buses generally takes them within a half mile of their employment or training location destination. The passes were the same ones used by the general public so on one could distinguish them as a welfare client. This arrangement continues to maintain a high degree of confidentiality and autonomy.

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

The FCRTA's twenty-eight (28) individual services have recognized the holiday schedule of the local City in which they are operated. As such, service may not be provided eight (8) to thirteen (13) weekdays a year. It was acknowledged that many employers do not recognize the same holidays as our local governments. This type of arrangement has been "certified" annually by the Fresno COG Policy Board at the recommendation of its advisory committees, and following an opportunity for written and oral public testimony at legally noticed Public Hearings, to meet the rural transit needs within Fresno County.

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

The circumstances of these previous arrangements were seriously challenged by the Federal Welfare Reform Act. The Federal law stipulates maximum walking distances and travel times while in transit for child day care and employment/training. The maximum travel time was one (1) hour. No provisions existed to adjust this regulation. Simply, it is somewhat difficult (and in many cases impossible) to travel from "home" to "work or training" and "a child care location" within most urban metropolitan areas (including our own

FCMA) within one (1) hour. This provision is even more difficult in a rural County such as ours with 6,005 square miles.

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

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

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

In support of this recommendation staff offered the following observations:

- a. A number of new rural health care facilities have been created within the last several years. Specific services are not being duplicated at each facility. Patients need to travel between facilities in the rural area to receive required care.
- b. The County Board of Supervisors directed its staff in 1999 to merge the Departments of Health and Social Services. These departments operate numerous programs that directly impact rural residents. The delivery of service was oriented away from the FCMA to better serve rural residents. Specific proposals were evaluated.
- c. The first Fresno County Human Service System Regional Center was established in Selma to serve the Eastern Communities in Fresno County. The site was dedicated in the Autumn of 1999. Nearly one hundred (100) employees were reassigned to the Center to address the needs of Fowler, Kingsburg, Orange Cove, Parlier, Reedley and Selma.
- d. The Coalinga Service Center was expanded in the Winter of 2000; a Satellite office was also opened in Huron.
- e. The FCHSS staff worked to establish a Western Fresno County site to serve the needs of Firebaugh, Kerman, Mendota, San Joaquin and the surrounding rural unincorporated Communities. The implementation of a specific site was hampered by the unavailability of a vacant facility that could meet the needs of staff. The I-5 Business Development

Corridor favored building a new facility in the areas between Kerman and Mendota. Financing and construction of a facility delayed implementation of a western regional center.

- f. The one (1) hour travel time limitation on rural welfare clients is requiring job creation and training programs to be located within closer proximity to rural cities.

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

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

The five (5) year funding ended in 2005-06. Many welfare clients were unsuccessful in getting jobs to support themselves. The FCRTA discontinued the expanded services as ridership and funding decreased to warrant continuation.

N. Recap of Transit Service Expansions

Over the years the FCRTA has implemented several Demonstration Programs including:

1. Coalinga Transit Inter-County Extension Service (through Avenal and Lemoore Naval Air Station in Kings County, to Fresno) – *discontinued*.
2. Westside Transit (Intercity service between San Joaquin, Tranquility, Mendota and Firebaugh - *discontinued*);
3. Kerman Transit's Service Expansion (between Kerman and Biola - *discontinued*);
4. Firebaugh Transit's Inter-County Extension Service between (Firebaugh and East Acres in Madera County - *discontinued*);
5. Auberry Transit (service from Auberry and the foothill communities of: Adler Springs; New Auberry; Big Sandy Indian Rancheria; Friant; Jose Basin; Marshall Station; Meadow Lakes; Mile High; Prather; Sycamore; Tollhouse to the Fresno-Clovis Metropolitan Area - *modified and ongoing*);

6. Friant Transit (service within Friant and to the Fresno-Clovis Metropolitan Area - *discontinued*);
7. Laton Transit (service extension of Kings Area Rural Transit's Inter-County route from Laton in Fresno County to Hanford in Kings County - *ongoing*);
8. Coalinga Transit's I-5 Interchange Development Service (between Coalinga to Interchange developments at Interstate Highway-5 and State Highway 198, Harris Ranch with connection to Kings Area Rural Transit for service to Hanford in Kings County, and to Huron - *discontinued*);
9. Eastside Transit (between Selma, with connections from Southeast Transit and Reedley, with connections from Orange Cove Transit - *discontinued*);
10. Huron Transit's Inter-City Service (between Huron and Coalinga - *ongoing*);
11. Kings Area Rural Transit's Medical Service (to medical appointments in Fresno County at the Kaiser Clinic in Selma, Community Regional Medical Center in Downtown Fresno, Veterans Hospital, Kaiser Hospital, Saint Agnes Hospital, and Children's Hospital - Central California in Madera County - *ongoing*);
12. Biola Transit (within Biola and to Fresno - *discontinued*);
13. Juvenile Justice Campus Transit (between Downtown Fresno and the Juvenile Justice Campus at State Highway 99 and American Avenue, *twice* - initially (September 2006-June 2007) to provide service for visitors of clients retained at the facility, and reintroduced July 2009 – November 2009) when the Juvenile Justice Courtrooms and Probation Offices were completed - *discontinued*);
14. Dinuba Transit Connection (Inter-County service between Dinuba in Tulare County and Reedley in Fresno County with connections to Reedley Transit and Orange Cove Transit - *ongoing*);
15. South Sierra Transit (within the foothill communities of Dunlap, Miramonte, Pinehurst, and Squaw Valley and to Orange Cove, Reedley, Parlier, Sanger and the Fresno-Clovis Metropolitan Area - *discontinued*);
16. Rural Transit (service to unincorporated areas of Fresno County, beyond incorporated cities - *ongoing*); and
17. Firebaugh – Mendota Transit (inter-city service between Firebaugh and Mendota, - *discontinued, reinstituted and ongoing*)
18. Coalinga Transit's Medical Express Service (from Coalinga to medical appointments in the Fresno-Clovis Metropolitan Area - *discontinued*).
19. Lanare Transit (intra- and inter-community service in Lanare, and to Five-Points, Riverdale, and Laton - *discontinued*)
20. Sanger Transit (expansion to provide inter-city service between Sanger, through Parlier, to Reedley and the College – *ongoing*)
21. Shuttle Transit (meets arriving and departing inter-city services of Coalinga Transit, Orange Cove, Southeast Transit, Westside Transit for direct transport to employment, education, training, medical appointments in the Fresno-Clovis Metropolitan Area – *ongoing*)
22. New Freedom Transit (transit service for the disabled in vehicles that can accommodate morbidly obese passengers in wheelchair with a combined weight up to 1,000 pounds,

in excess of the 600 pound limit imposed by the American with Disabilities Act. Utilization of vehicles that can accommodate up to six wheelchair passengers with independent random access and their travel companions – *to be started in FY 16-17*)

23. Sequoia – Kings Canyon Transit (Big Trees Transit) (service between Fresno on State Highway 180 through Sanger to the National Parks seven days a week between Memorial Day and Labor Day, *discontinued in FY 2016-17*)
24. Yosemite Transit (YARTS - Yosemite Area Regional Transportation Service -service between Fresno on State Highway 41 to the National Park, *operated by outside party, not by FCRTA*)
25. Kingsburg-Reedley Transit (inter-city service between Kingsburg, Selma, Fowler, Parlier, and Reedley College – *ongoing*)
26. Kerman-Firebaugh N.D.C. Transit (inter-city service between Kerman, San Joaquin, Tranquility, Mendota, and Firebaugh (West Hills North District Center College - *ongoing*)

A Demonstration Service is subject to meeting stipulated minimum performance criteria. In each case where a service was “discontinued” actual ridership and farebox receipts did not meet minimum expectations and standards, despite extra efforts.

O. Service Responsibilities

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

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

The following Exhibit III-2 summarizes a number of these relationships:

EXHIBIT III-2
Primary Service Responsibilities

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

Clearly, the FCRTA is responsible for serving the "general public" transportation "needs" of County residents living beyond the Fresno-Clovis Metropolitan Area, to the extent that they are reflected in the adopted Regional Transportation Plan and the Rural Short Range Transit Plan. Services are available equally to the able-bodied and the disabled. Transit disadvantaged individuals, including: elderly, disabled, and low-income individuals may utilize the services with "other" patrons. All forms of trip

purposes may be addressed within the limits of the specified service area, during the specified time periods. Priority service continues to be extended to elderly patrons attending noon-time meal programs. Trips for employment, training, education and child care purposes may also be accommodated.

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

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

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

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

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

Rural CTSA (Consolidated Transportation Service Agency)

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

School Districts

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

Medical Specialists

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

P. Insurance

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

The FCRTA General Manager has worked through the California Transit Association (CTA) to determine the feasibility of the Agency joining the California Transit Insurance Pool (CalTIP). The results did not net a savings to the Agency. The FCRTA in FY 2009-10 also reevaluated the possibility

of seeking insurance through "Non-Profits United", the group previously used by the Fresno Economic Opportunities Commission, but the results did not meet FCRTA's stipulated protection requirements. The arrangements were contrary for a public agency. Liability limits did not meet FCRTA's current coverage.

The FCRTA has been successful in securing insurance for its entire fleet of eighty-eight (88) passenger vehicles at very competitive rates, because the FCRTA's experience rating is remarkably low for such a diverse rural operation. Primary and excess coverage totaling \$6,500,000 continues to be secured through conventional insurance companies.

Q. Estimating Demand for Rural Public Transportation Service

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

This socio-economic information served as input into a mathematical model used to estimate the scale of latent public transportation demand in these areas. The model used, the Proportional Demand Model, is designed to forecast the number of public transportation trips based on the trip-making frequency of elderly and low-income persons. The model assumes that eighty percent (80%) of the transit trips would be made by persons from these two (2) groups with the remaining twenty percent (20%) made by "other" persons in the community. A comparison of the forecasted transit trips and actual ridership in fiscal year 1980-81 revealed that actual ridership was approximately half (½) of what the Proportional Demand Model projected.

FCRTA's more recent transit demonstration services estimated minimum ridership requirements to achieve minimum performance standards to warrant continuation. In most cases, less than 1/4 of the necessary ridership materialized, resulting in termination.

R. Service Evaluation - New Service

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

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

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

1. Unmet Transit Needs

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

2. Reasonable to Meet

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

- a. Services which, if implemented or funded, would not cause the responsible operator or service claimant to exceed its appropriations limitation as set forth by Proposition 4 (Gann Limit).
- b. Service which, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of:
 - (1) Local Transportation Funds and State Transit Assistance Funds which may be available for such operator to claim;
 - (2) Federal Transportation Administration (FTA) funds or other Federal and/or State support for public transportation services which are committed by Federal and/or State agencies by formula or tentative approval of specific grant requests; and
 - (3) Farebox and local funding in compliance with PUC Section 99268 et. seq. The fact that an identified need cannot fully be met based on available resources, however, shall not be the sole reason for finding that a transit need is not reasonable to meet.
- c. Services which, if implemented or funded, would result in the responsible operator or service claimant meeting the farebox recovery and local support requirements as set forth by PUC Section 99268 et. seq. Evaluation of existing operators shall be based on records provided to Fresno COG by operators pursuant to the Transit Productivity Evaluation Process (PUC Section 99244). Evaluation of proposed new service shall be based upon a feasibility analysis which includes, but is not limited to:
 - (1) Forecast of anticipated ridership if service is provided.
 - (2) Estimate of capital and operating costs for the provision of such services.
 - (3) Estimate of fares and local support in relation to estimated operating costs for providing such services (Fresno County Rural Transit Agency - 10%; Clovis Stagelines - 20%; Clovis Seniors Round Up - 10%; Fresno Transit - 20%).
 - (4) An estimated fare which the Fresno COG Board would determine to be sufficient to meet farebox recovery requirements, but would not be so high that it would pose a financial burden on transit dependent patrons.

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

In 1993, at the direction of the Fresno COG's Social Service Transportation Advisory Council (SSTAC), staff was directed to seek more definitive

information from individuals and/or agencies that may request or suggest new transit services. The initial evaluation criteria include:

- (1) Service area boundary;
- (2) Specific origin and destination information;
- (3) Trip times and frequency;
- (4) Estimate of potential patrons or clients who intend to utilize the service on an infrequent, regular, and/or consistent basis;
- (5) Special needs of ambulatory and/or disabled passengers;
- (6) Ability, source of funding, and potential constraints in paying required share of transit expenditures and/or subsidized fares.

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

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

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

The Fresno COG Policy Board must determine that the public transportation needs within Fresno County will be reasonably met in Fiscal Year 2015-16 prior to approving claims of Local Transportation Funds for streets and roads. The Fresno COG's Social Service Transportation Advisory Council (SSTAC) is responsible for evaluating unmet transit needs. Each year the SSTAC begins the process of soliciting comments from the public by sending approximately 400 letters to agencies and individuals interested in providing feedback on their public transportation needs within Fresno County. The request for comments letters, English and Spanish were sent in early February 2015. In addition to the request for written comment, SSTAC held three (3) information-gathering meetings.

The first meeting was held in the City of Huron on February 17, 2015 in the City Hall Council Chambers at 36311 Lassen Ave., Huron, CA 93234. The location was selected to facilitate comments from the residents of Western Fresno County including Coalinga, Firebaugh, Huron, Kerman, Mendota, San Joaquin and the surrounding unincorporated communities. The meeting was set for 5:30 pm. No comments were received.

The second meeting was held in the City of Clovis on February 18, 2015 in the Clovis Senior activity Center at 850 4th Street, Clovis, CA 93612. The meeting location was selected to facilitate comments from the residents of the Fresno-Clovis Metropolitan Area (FCMA) and surrounding unincorporated communities. The meeting time was set for 5:30 pm. No comments were received.

The third meeting was held in the City of Selma on February 19, 2015 in the City Council Chambers at 1740 Tucker Street, Selma, CA 93662. The meeting location was set to facilitate comments from the residents of Eastern Fresno County including Fowler, Kingsburg, Orange Cove, Parlier, Reedley, Sanger, Selma and the surrounding unincorporated communities. The meeting was set for 5:30 pm. One comment was received regarding staffing on the inter-city bus passing through Selma in route to

the City of Fresno. Gary Joseph, FEOC Transit Manager and operator of this service responded to the inquiry. This issue was not related to Unmet Needs. No other comments were received.

Later, SSTAC Chairman, Bill Hyatt received three (3) letters regarding possible unmet transit needs. The first was from the County of Fresno Public Works Department, concerning FAX service in the southeast part of Fresno. The second letter was from David F. Rodriguez, Seniors Deputy County Counsel, regarding FCRTA service to the Juvenile Justice Campus. The final letter was received from Fresno State University, concerning FAX service in the area of the University and El Dorado Park.

It should be noted that the FCRTA has previously provided Juvenile Justice Campus Transit (JJCT) service between Downtown Fresno and the Campus. The first was offered from September 2006 through June 30, 2007 when the detention facility first opened. The service was at the request of the Department of Public Works who was responding inquiries by the lead Judge over the Juvenile Justice System and two dozen (24+) administrative and support staff. Over a three (3) month period the working group designed a transit service to respond to the needs of family member who wanted to visit the family members. The service originated from Courthouse Park in order to interface with Fresno Area Express (FAX) services at Shelters A, B, and L to the Campus to facilitate visitors to the facility. The service was available from 3:00pm to 9:30pm Monday through Friday, and Saturdays from 9:00am to 5:00pm. The vehicle circulated between to two (2) locations every fifteen (15) minutes. The subsidized fare was \$1.00 each way. The service was marketed directly to the families of the juveniles. Over the ten (10) months of the service, actual ridership and the resultant farebox recovery did not meet minimum performance standards, to warrant continuation so the service was terminated after legal public notice. At that time staff noted that the County had begun construction of the Juvenile Court Facilities at that location, which was programmed to be completed in eighteen (18) months from that time.

Later, the FCRTA and FAX Staff were informed in March 2009 that the Court Facilities were nearing completion and that transit was again being requested. FAX had no extra vehicles at that time to provide an inter-line service extension or a new route. The FCRTA assumed the opportunity to negotiate the details, so the new service could begin after July 1, 2009, on a scheduled basis, Monday through Friday during a ten (10) hour period utilizing a twenty-two (22) passenger, wheelchair accessible vehicle. The service was expected to be utilized by the public and County personnel, from several metropolitan area departments, to support the functions of the overall facility.

Again the Judge and associated department Staff attended meetings to address the schedule and bilingual informational materials. Bus signs and shelters were ordered and installed. Again FCRTA staff provided consistent dependable service "to" and "from" the Campus. Despite second and third marketing efforts, consistent and dependable service was in place to transport all passengers. The service was provided over a four (4) month period for a total of eighty-three (83) general public service days. A total of 769 one-way passengers rode. That equates to nine (9) one-way passengers per day, or an average of less than five (5) round trips per service day. During the entire period, the minimum ridership expectation (80 one-way trips; 40 round trips per day) were never realized, even on a single day. Our peak was on Wednesday, July 22nd, with a total of twenty-six (26) one-way passengers, or thirteen (13) round trip passengers. We needed to average forty (40) round trips per day. Resultant farebox recovery was less than two percent (2%); the minimum is ten percent (10%). Clearly minimum performance evaluation criteria were well below acceptable standards. It should be noted that after a careful review of the daily information, there was no evidence of any pattern of ridership to justify even a reduced service consideration. At that time, if a decision were made to still continue the service, the minimum farebox receipts would have to be reached. Based on the actual ridership, one (1) option would be to raise subsidized fares to \$8.00 per one-way trip (\$16.00 per round trip). At that point, potential riders retain their personal option to contact a taxi service in order to make their trips.

From the FCRTA perspective, we are not aware of any new development, or situation, that would lead us to reconsider the viability of such a service at this time, In this particular case, the obvious perception that a general public transit service might be needed, has not actually proven to be "reasonable" to meet.

FCRTA staff would suggest that FAX reevaluate a possible extension of one of its existing routes in the immediate area. An existing route would meet minimum performance criteria, and a simple extension

might further attract additional supporting ridership. Such a route extension would inter-line with other FAX City-wide services and would be a convenient transfer for those wanting to access the Juvenile Justice Campus.

Each of the actual comment letters and Staff response letters are contained in the Fresno COG's May 2015 "Unmet Transit Needs" staff report that is forwarded to SSTAC for review, comment and recommendations. Following SSTAC's actions the report is submitted to the FCOG's Transportation Technical Committee (TTC) and Policy Advisory Committee (PAC) for their concurrence and recommendation to the FCOG Policy Board for their actions, following a legally noticed "Public Hearing" scheduled for 5:30 pm on Thursday, June 25, 2015. The Board may direct further staff analysis and evaluation of new comments. After adoption, amendments may be funded with available contingency funds.

S. Specialized Services

Since the enactment of Assembly Bill 120--the Social Service Transportation Improvement Act in September 1979, much has been accomplished with respect to improved coordination and consolidation of transportation services for social service agencies within Fresno County.

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

In June 1988 an inventory of public and private social service agencies in Fresno County was completed by a consultant hired by the Fresno COG and is contained in two (2) documents entitled "Updated Rural AB 120 Action Plan - 1988" and "Updated Social Service Transportation Inventory - 1988". The documents were further updated in 1990-91. A 1994-95 Inventory was completed on June 30, 1994. Subsequent updates were completed in December 1995 and December, 2001.

In 2012-13 the Rural CTSA provided transportation services to nine (9) social service agencies, operating thirty (30) different social service programs. The organization provided 63,868 passenger trips in 2012-13. CTSA operations are coordinated to high degrees with the public transit services of FCRTA to optimize the effectiveness of the services provided.

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

During 2004-05, construction of a new maintenance facility was approved. The current facility is over 5,000 square feet, with eight (8) service bays and new service equipment. The facility was opened on June 18, 2006. The maintenance facility has enabled affected agencies to realize the goal of cost savings through centralized maintenance.

Exhibits III-3 reflects the existing fiscal year 2016-17 Rural Area Program and Operations. Exhibit III-4 reflects the 2015-16 fiscal year ridership and projected 2016-17 fiscal year ridership. For complete details of the CTSA program, consult the draft CTSA Operations Program and Budget for fiscal year 2015-16.

Exhibit III-3

RURAL CTSA SERVICES '2016/2017

AGENCY	TRANSPORTATION				Meal Delivery		MAINTENANCE
	GENERAL	ELDERLY	DISABLED	STUDENT	CONGRE- GATE	HOME- BOUND	VEHICLES
CENTRAL VALLEY REGIONAL CENTER			X				X
Fresno EOC Head Start				X	X		X
Fresno EOC RMAAA Senior Meal Delivery					X		X
Other Rural Meal Delivery					X	X	X
Special Events-Non-Profit Charter Timeshares	X	X	X	X			X

* Provides own Driver.

** Urban CTSA provides back-up.

Exhibit III-4

RURAL CTSA RIDERSHIP STATISTICS

SERVICE DESCRIPTION	TYPE	FY 2015-16 (ESTIMATED)			FY 2016-17 (PROJECTED)		
		PASSENGER TRIPS	VEHICLE HOURS	VEHICLE MILES	PASSENGER TRIPS	VEHICLE HOURS	VEHICLE MILES
PASSENGER TRANSPORTATION							
Student (School Bus) Programs							
Head Start	Consolidate	55,210	2,796	25,480	55,210	2,796	25,480
Disabled Programs					0	0	0
Central Valley Regional Center	Timeshare	65,980	18,884	332,874	65,980	18,884	332,874
Low Income/Social Service Programs:					0	0	0
Special Functions	Timeshare	1,132	192	5,358	1,132	192	5,358
<i>Subtotal</i>		122,322	21,872	363,712	122,322	21,872	363,712
Passenger Totals		122,322	21,872	363,712	122,322	21,872	363,712
MEAL DELIVERY TRANSPORTATION	Center & Hmbnd.						
ALL FCEOC Meal Delivery	Timeshare	526,888	12,327	283,099	526,888	12,327	283,099
<i>Delivery Total</i>		526,888	12,327	283,099	526,888	12,327	283,099
FRESNO RURAL CTSA TOTALS		649,210	34,199	646,811	649,210	34,199	646,811

T. Fresno County Coordinated Human Services Transportation Plan

In August of 2005, Congress passed SAFETEA-LU (Safe, Accountable, Flexible, Efficient, Transportation Equity Act; A Legacy for Users). SAFETEA-LU was a federal surface transportation program which provides funding for transportation. Specific transit programs were part of the Surface Transportation Act. They include the following programs:

1. Elderly and Persons with Disabilities Transportation - (Section 5310);
2. Rural Public Transportation - (Section 5311);
3. Job Access and Reverse Commute (JARC) - (Section 5316); and
4. New Freedom - (Section 5317)

As part of fulfilling the requirement to receive funding from any of these sources, Fresno COG completed a 'Coordinated Human Services Transportation Plan'. The plan accomplishes the following:

1. Identifies resources currently in use for public transit;
2. Surveys users to determine current needs and future expectation of users, and
3. Develops strategies to close gaps in perceived service levels.

The federal funds are the resources used to close the gaps identified in the plan. The Fresno County Coordinated Human Services Transportation Plan was developed in close cooperation with public transit and human services providers and other stakeholders.

Fresno COG and FAX staff completed the Fresno County Coordinated Human Services Transportation Plan in November 2007. Following an extended 45 day review period for public comments, the document was adopted by the Fresno COG Board on January 24, 2008 by Resolution 2008-03.

In July 2012 President Obama signed into law a new two (2) year transportation authorization, entitled Moving Ahead for Progress in the 21st Century (MAP-21). MAP-21 furthers several important goals, including safety, state of good repair, performance, and program efficiency. MAP-21 gives FTA significant new authority to strengthen the safety of public transportation systems throughout the United States. It establishes performance-based planning requirements that align Federal funding with key goals and tracks progress towards these goals. Finally, MAP-21 improves the efficiency of administering grant programs by consolidating several programs. MAP-21 took effect on October 1, 2012.

MAP-21 consolidates the number of Federal programs by two-thirds (2/3), from about ninety (90) programs down to less than thirty (30), to focus resources on key national goals and reduce duplicative programs. Two (2) such programs that were eliminated included Job Access / Reverse Commute (JARC (Section 5316) and New Freedoms (Section 5317). Map-21 also eliminated congressional earmarks for local constituents. It also is to expedite project delivery while protecting the environment. It also creates a new title called "America Fast Forward," which strengthens the Transportation Infrastructure Finance and Innovation Program (TIFIA) program to leverage federal dollars.

After months of agency coordination and environmental justice involvement and participation, the Fresno COG successfully updated its Fresno County Coordinated Human Services Transportation Plan in January 2015.

U. Service Recognition

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

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

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

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

In March 2009, the California Association for Coordinated Transportation (CalACT) awarded recognition plaques to the FCRTA and the FCEOC for twenty-five (25) years as founding members and continued recognition of active involvement to promote exceptional transit services to the public. The FCRTA General Manager, Jeffrey D. Webster, also was singled out for the distinguished service award for "Always working hard to improve coordination of rural transportation in California".

In May 2012, the Community Transportation Association of America (CTAA) recognized the FCRTA General Manager, Jeffrey D. Webster, as “Transit Manager of the Year” at their Annual Meeting in Baltimore, MD.

FCRTA System Summary Totals from the current (1) and two (2) previous Transit Productivity Evaluation Reports are presented in Table IV-1. A Summary of FCRTA Performance Characteristics are calculated in Table IV-2 for the three (3) previous Fiscal Years. Exhibit IV-1 graphs the FCRTA Performance Indicator Summary data for Fiscal Years 2013-2014 through 2015-2016. FCRTA continues to modify its overall performance to respond to the needs of its ridership.

V. Vanpool Transportation

Farm Labor Vanpooling The tragic 1999 collision of a van transporting field laborers with a semi-truck at Five Points in Fresno County caused thirteen (13) farm worker fatalities and became the unfortunate landmark in the history of transportation for agricultural workers in the State of California. This event, which resonates for farm workers even today, resulted in a directive from the Governor’s office to begin the Agricultural Industries Transportation Service (AITS) Project in July 2001 with funding from Caltrans and the Federal Transit Administration. Its purpose was to address the pervasive absence of safe and viable options for traveling “to” and “from” the agricultural work sites for thousands of workers who sustain California’s agricultural industry.

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

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

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

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

The Fresno, Kings, Tulare County AITS project is operated as a public transit component in order to come into compliance with the Federal Department of Labor regulatory guidelines. An ever-expanding fleet of fifteen passenger vans has been purchased. The program began with

forty-eight (48) vehicles in Kings County. Following the FCRTA Board of Directors action to enter into a Memorandum of Understanding (MOU) with Kings County, seventy-five (75) additional vans were ordered for eventual service introduction to address the needs in Fresno County.

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

In the Spring of 2007, the Project has 105 farm labor vanpools in operation by residents in each of the three (3) Counties. The residents are trained and certified, to safely operate the vanpool vehicles. The operators of these vehicles both drive the vans and work at agricultural fields and packing facilities in the designated service area. Vanpool fares are \$25 per week based on a total trip length of less than three hundred (300) miles per week, with operating cost averaging \$880 per month.

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

The Pilot Program now focuses on marketing to target populations while assisting other agencies in establishing their own projects. Valley farm workers now see the AITS project as a viable option in getting to work. Outreach continues at various events held in the area. Extended outreach to other agencies is taking place in areas outside the original three (3) county project areas. Interested individuals continue to participate in bilingual classroom and behind-the-wheel training. Numerous participants have graduated, been tested and licensed are now successfully providing transportation service to fellow farm labor workers.

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

The ATIS program continues to receive recognition for the positive results benefitting valley farm workers. This resulted in the passage of SB 1135 in 2006, funding expansion into Kern and Madera counties, as well as spurring others to implement Projects in other areas of the State. During the first cycle in 2006-07, \$5,255,552 was awarded. A second cycle in 2007-08 funded additional Projects worth \$10,166,506. The final cycle in 2008-09 funded \$4,577,942 in projects. Presently, all funds are expended with projects underway in twelve (12) additional counties.

Commuter Vanpooling The KART program also had a very successful Commuter Vanpool Program also. With ten (10) prisons in the San Joaquin Valley, the workers often travel great distances to their jobs. Allowance stipends encouraged consideration of shared rides. Vanpooling was seen as a means of reducing personal expenses of single occupancy travel and the depreciation of excess mileage on personal vehicles.

Combined Vanpooling The "San Joaquin Valley Express Transit Study" conducted by the County of Merced recommended the creation of the regional agency. It also made the finding that a publicly operated vanpool system is the most practical and cost effective way of

addressing transit needs in the rural San Joaquin Valley. In addition, they recommend the establishment of a central rideshare website and creation of additional park and ride lots.

After considerable effort the new regional Joint Powers Agency (JPA) was formally authorized in December 2011. The "CalVans" Board of Directors was constituted a month later. Meetings are held every other month through teleconferences, to reduce the need for extended travel and time away from local responsibilities. Currently the following eighteen (18) Counties are members: El Dorado, Fresno, Madera, Merced, Monterey, Napa, Kern, Kings, Placer, Sacramento, San Benito, Santa Barbara, Santa Cruz, Sutter, Tulare, Ventura, Yolo, and Yuba. The following nine (9) adjacent Counties have CalVans traveling "to" and "from" them: Imperial, Los Angeles, Mendocino, San Joaquin, San Luis Obispo, Santa Clara, Solano, Sonoma, and Stanislaus. And the Agency continues to grow. Nearly 500 Commuter and Farm Labor Vanpool vehicles are currently in service.

Locally, Measure – C will add to additional available funding in Fresno County. Annually through 2027, \$1,000,000 will be available to expand Farm labor van pools and an equal amount (\$1,000,000) will be available for commuter vanpools.

The FCRTA continues to receive requests for rural transit expansion to further address commuter travel to work, education, and job training in the Fresno-Clovis Metropolitan Area (FCMA). Despite other subsidies, many of FCRTA participating agencies expressed concern that even the average \$5.00 per day vanpool cost appeared to be beyond the reach of many unemployed and under employed people in the rural communities.

In 2010-11, after ongoing requests by individuals, City Managers, and City Councils and Departments of Fresno County regarding desire to see the FCRTA services expanded to address transportation service for employment and educational purposes. The diverse nature of such requests, including the location of the origins and destinations, and the time-frame for needed arrival and desired departure of such trips, and the resulting actual commuting time for such a service is very difficult to be viable for a rural public transit provider. A review of the vanpooling participant's actual share of the daily transportation is approximately \$5.00 per day, depending on the actual distance traveled. For an employed person that cost is understood to be very reasonable. But some remarked that some individuals were just starting work, and they wondered if the cost could be even lower. FCRTA Staff recommended in the adoption of the 2010-11 budget to set aside up to \$1 million of its capital reserve funds to purchase thirty-five (35) vehicles that were delivered and equipped for service in March 2011. The vehicles are available through the CalVans program for rural Fresno county residents. A vehicle was on display prior to the FCRTA's Board meeting in late March. A qualifying participant was present to be handed the first set of keys to begin utilizing the vehicle. The individual was a resident from Kingsburg that was a teacher in Pixley in Tulare County. He had organized a group that needed reliable transportation to South Valley communities. The monthly cost of the vanpool will not be required to include original vehicle costs paid for by the FCRTA. The next result is to lower the daily shared costs nearly \$2.00 per day per participant. This amount is much less than what a rural public operator would have to charge in order to achieve the minimum ten (10) percent fare ratio to actual expenses. Thirty-four (34) similar vehicles are immediately available to specifically address this previous perceived need in a low-cost effective manner personalized to the very individuals participating.

In February 2013, the FCRTA Board of Directors directed staff to set aside another \$1 million to purchase thirty-five (35) vehicles to be as farm labor vanpools for CalVans to administer for Fresno County farm workers. The vehicles are being delivered in May 2013 for immediate use as the harvest season and processing begins. If work moves beyond Fresno County, the workers may continue to be employed to support their families. It should be understood that multiple trips per day are possible to meet workload demands in agriculture.

For more information to participate in carpooling, commuter vanpooling or farm labor vanpooling contact the Valley Rides Program. They may be contacted at 559-441-RIDES (7433) or valleyrides.com. Valley Rides staff and their designated program vendors (VPSI, Enterprise

and CalVans continue to be available to make on-site presentations to employers, employees and clients who may want to know more about the programs.

W. Measure C

The final edition of the Measure “C” Expenditure Plan included the following text relating specifically to rural transit to be addressed and implemented over the next twenty (20) years. These provisions were specifically approved by the Fresno County voters in November, 2006. Staff will address the specifics through the Short Range Transit Plan for the Rural Fresno County area document and annual FCRTA budgets. Many implementation details are yet to be addressed.

Fresno County Rural Transit Agency

Primary Program

1. Install and integrate a regional automated farebox system to enhance transit coordination and seamless passenger travel between transit systems;
2. Expand intra-city services to improve demand responsive paratransit service frequencies to the elderly, disabled, low-income, and youth of rural Fresno County;
3. Complete fleet conversion to low emission buses;
4. Deploy other operational and infrastructure improvements such as construction of a dispatch terminal, utilizing intelligent transportation system technology such as safety surveillance cameras and global positioning systems to provide better services within and between the rural incorporated cities and unincorporated communities;
5. Expand inter-city service to improve scheduled fixed-route service frequencies to address trips for employment;
6. Implement an unincorporated County area shuttle program;
7. Implement escort medical transit service program;
8. Expand transit services to the Eastside and Westside of Fresno County; and
9. Implement sub-regional Eastside and Westside transit terminal facilities with compressed natural gas and hydrogen refueling stations.
Secondary Program; and
10. FCRTA’s phased implementation will accomplish all the Primary Programs within the twenty (20) year time frame of available funding resources.

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

Seniors Fare Subsidy Earmark Programs

Primary Program

Free General Public Transit Fare Program for Seniors 65 years of age and Older

1. Each transit agency will commit to implement a Measure “C” reimbursement program from earmarked funds, to implement free fares for general transit ridership, for seniors 65 years of age and older. This program was implemented by Fresno, Clovis and the FCRTA in July 2007. It was well received.

The City of Fresno's Fresno Area Express (FAX) and Handy Ride and the City of Clovis' Stageline and Round-Up services implemented a fare increase to stabilize its farebox revenues in support of their respective services.

A few months later, a Los Angeles attorney contacted the City of Clovis regarding a little known section with in Public Utilities Code which referenced that the disabled people were entitled to the same services privileges as senior, and if a particular fare was offered to seniors, it had to also be available to the disabled. The City of Fresno was contacted a few days later. The matter caused the FAX to reconsider its ability to afford the use of its Measure-C funds for the reimbursement of the expanded free fare program. In the end they discontinued the free service option to Fresno Area passengers. The City of Clovis and the FCRTA have expanded their "in-City" free fare program to the elderly 65+ and the disabled.

2. At 5-year intervals, each transit agency will conduct a performance evaluation to determine if the free senior fare reimbursement program is meeting its intended goals of increasing senior ridership on general public transit services. The evaluation will measure actual senior usage and fare reimbursement versus available program funding to ensure continued viability.
3. If ridership increases beyond the earmark of available Measure "C" funding other funding sources may be utilized to continue the free senior fare program, otherwise the transit agencies may charge a reduced fare to augment and continue this Measure "C" fare subsidy program.

Secondary Program

Taxi Scrip Program for Seniors 70 years of age and Older

1. Each of the three (3) transit agencies will commit to develop a *Taxi Scrip Program* for persons 70 years of age and older, who do not meet ADA eligibility requirements for access to paratransit services.
2. The program will be uniform between the three agencies and will provide for the purchase of a predetermined amount of scrip to be used for taxi service by those who are qualified to use the program.
3. The details of the "scrip ratio" will be determined by the transit agencies at the time the program is implemented. This program was implemented in July 2008. It has been advertized with radio and television commercials in the Winter of 2008-09. It has been well received, and has become quite popular county-wide.
4. At 5 year intervals each transit agency will conduct a performance evaluation to determine if the program is meeting its intended goals of increasing ridership amongst eligible seniors of the *Taxi Script Program* and assess whether or not to continue, or redirect the funding to a more effective alternative

Public Transit Agency Performance Criteria

1. Measure "C" funds can be used to provide new / demonstration service for a period of up to three (3) years. The service must meet the minimum performance standards of each transit agency.
2. Service that does not meet the minimum performance standards may be discontinued; unless the transit agency can demonstrate that continued reduced / minimal "life-line" service is in the best interest of the community.

3. Any request to extend such “life-line” service(s) shall be reviewed by the Council of Fresno County Government’s Fresno COG Social Service Transportation Advisory Council (SSTAC) with final approval made by the appropriate transit agency board

Phase 1 - Public Transportation Infrastructure Study / Transit Consolidation

In 2006, Fresno County Voters approved a Measure “C” half-cent sales tax for transportation. Measure “C” included a projected \$5 million reserve for the completion of the Public Transportation and Infrastructure Study (PTIS) and the formation of a regional transit agency.

The Public Transportation Infrastructure Study (PTIS) will evaluate mobility needs and opportunities, and identify strategies for public transit and transit supportive infrastructure development that will result in wider acceptance and use of non-automobile transportation modes such as public transit, bicycle and pedestrian travel. In addition to the development of viable alternative public transportation options for Fresno County, this study seeks to develop ridership projections and cost estimates for various growth and development scenarios that will be used to establish a long-range plan leading to optimum connectivity within the region.

Phase I of the PTIS evaluated existing and planned land uses, mapped residential and employment densities, and identified primary travel corridors for communities outside of the Fresno/Clovis Metropolitan Area (FCMA). Phase I also reviewed existing land use policies and developed a set of transit supportive recommendations. The document was accepted by the Fresno COG Board in Phase I report are available on the Fresno COG website at www.fresnocog.org.

Phase 2 – Public Transportation Infrastructure Study (PTIS)

The Measure C Extension Plan includes a projected \$5.1 million (\$255,000 annually) for the completion of the PTIS and the formation of a regional transit agency. A General Planning Task Order Request for Proposal (TORFP) has been developed for this process. The advantages of a General Planning Task Order include: maximizing the benefit of the Consultant’s knowledge and experience; maintaining flexibility in the process so that new information, public comment and changing circumstances such as advances in technology can be addressed by adjusting work tasks; and lastly, it only encumbers funds for ordered tasks rather than for the entire project.

The original PTIS budget was set at \$3 million; however, because significant work has already been completed including Phase I of the PTIS and other related planning studies such as the Fresno Downtown Transportation and Infrastructure Study (DTIS), a Bus Rapid Transit Plan, City of Fresno Activity Center Study, City of Fresno South East Growth Area Specific Plan and a Metro Rural Loop Feasibility Study, staff does not anticipate needing \$3 million to complete the PTIS.

Additionally, the Downtown Fresno Streetcar Feasibility Study has been included in the scope of services for the Phase II PTIS. Funding for the streetcar study has been capped at \$250,000, which is the amount that the COG Policy Board approved in September 2007.

On April 7, 2008, a Request for Proposals for Phase II of the PTIS was released. On May 15, 2008, four (4) proposals were received. A proposal selection committee evaluated the proposals and recommends a preferred consulting team. The Fresno COG Board approved the selection of Kimley-Horn and Associates to conduct Phase II of the PTIS. The study should be completed in June 2011.

Transit Consolidation

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

The "Public Transportation Regional Agency Formation" Report, included peer evaluations, policy level stake holder interviews, an evaluation of existing system performance and coordination efforts, found that Fresno County public transportation operators already have a high level of cooperation and coordination. Additionally, based on peer evaluations, Fresno County Operators are providing a cost effective and productive service. The Study recommends the formation of a "Transit Coordinating Council" which would consist of policy level members and technical staff support. The purpose of the Council would be to continue to explore improved coordination potentially leading a regional transit agency. The final report was accepted by the Fresno COG Board on September 27, 2007. The Report is available on the Fresno COG website at www.fresnocog.org.

The interaction of the three (3) transit operators offered further coordination opportunities in electronic farebox collaboration that lead to three (3) Request for Proposals (RFP) and the selection of a vendor. Unfortunately the preliminary in-service testing of the equipment, on several occasions did not proved to be acceptable. Recently another vendor was selected. The testing of their equipment will occur through the Summer of 2013. If successful, the FCRTA and Clovis will have the option to secure similar equipment, to realize seamless travel throughout the County.

The second opportunity facilitated the FCRTA Staff to pursued discussions with the City of Fresno to determine the possible "coordination and consolidation" of their maintenance needs as proposed by the Fresno COG's two (2) formal Transit Consolidation Studies, prepared by Nelson / Nygaard and Associates. As a direct result the FCRTA was able to take corrective action last year to their ever increasing maintenance costs from their previous provider. They were able to enter into a Memorandum of Understanding (MOU) with the City of Fresno's Fresno Area Express (FAX) so they could negotiate a favorable Contract with their Fleet Services for the maintenance of FCRTA's seventy (70) fleet vehicles. They report that they expenditures continue to decrease and their vehicle reliability has never been better, and all associated staff and drivers have noticed the difference

ADA / seniors / Paratransit

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

Vanpool Programs.

Public / Private Competition

Measure "C" funds can subsidize van pool programs within Fresno County. The programs would be evaluated for funding allocation based upon an open competitive process. The Van Pool Program should provide an equal opportunity for both public and private industry competition, as well as potential public / private partnerships. Details regarding the funding process and implementing guidelines were further defined by Fresno COG and considered for approval by the Authority in 2007.

Commuter Van Pool Performance Criteria

1. The Fresno County Transportation Authority, in coordination with Fresno COG issued a Request for Proposals to qualified entities to provide such a service. Two (2) vendors were approved.

All commuter vanpools using Measure "C" funds allocated for this purpose must originate within Fresno County. This does not preclude an agency to use other Measure "C" funds (e.g., Regional Public Transit, Local Transportation Program) to subsidize additional Commuter Vanpools.

2. Allocations of Measure "C" funds for vanpools will be prioritized based on overall cost effectiveness and air quality benefit.

3. Kings County and Enterprise Car Rental are currently implementing the program. Several new vanpools have been formed successfully.

Farm Worker Van Pools

1. Dedicated Revenue Stream for Farm worker Vanpools.

Each of the two sub-programs (Car & Van Pool and Farm worker Van Pool) should receive equal Measure "C" funding. In addition, the Farm worker Van Pool Program is required to operate in accordance with federal regulations and Measure "C" funding for Farm worker Van Pool Programs within Fresno County is to be allocated to entities through an open competitive process. Details regarding the funding process and implementing guidelines were further defined by Fresno COG and considered for approval by the Authority.

Farm Worker Van Pool Performance Criteria

1. The Fresno County Transportation Authority will issue a Request for Proposals to qualified entities to provide such a service.
2. The RFP included specific performance criteria and specific operating standards needed to operate such a service in the State of California.
3. All farm worker vanpools using Measure "C" funds allocated for this purpose must originate within Fresno County. This does not preclude an agency to use other Measure "C" funds (e.g., Regional Public Transit, Local Transportation Program) to subsidize additional Farm worker Vanpools.
4. Allocations of Measure "C" funds for vanpools will be prioritized based on overall cost effectiveness and air quality benefit

Advanced Transportation Technologies

Eligible Projects & Urban / Rural Allocation

A portion of this funding allocation can be programmed and available for efforts needed to implement the new technologies. Also, the sub-category should be renamed to New Technology Reserve, and defined as a funding program for new transit technologies such as Personal Rapid Transit (PRT) or similar system. A further recommendation was that if the sub-category does not resonate with the voters in the follow-up poll it could be eliminated. It can also be eliminated if during the biennial Expenditure Plan update a detailed evaluation of the feasibility and likelihood of implementing such a system after ten (10) years is not eminent, or if construction is not eminent within 15 years after the Measure passes. The funds would then revert back to the Expenditure Plan update process to be allocated where the greatest need then exists. Details regarding the funding process and implementing guidelines will be further defined by Fresno COG and considered for approval by the Authority.

X. Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA)

In November 2006, California voters approved Proposition 1B which placed \$3.6 billion into a new account referred to as the Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA). It is at the discretion of the State legislature to appropriate this funding to transit operators. In 2007 the legislature appropriated \$600 million via Senate Bill (SB) 88. They may appropriate different levels in future years. The criteria by which they make allocations may also change.

SB 88 calls for the \$600 million to be allocated to agencies and transit operators who are eligible to receive State Transit Assistance funding pursuant to Sections 99313 and 99314 under new sections 8879.55 (a2) and 8879.55(a3) respectively.

Allocations were proportional to the share of State Transit Assistance (STA) allocated to each agency in FY 2004-05, 2005-06, and 2006-07. Eligible projects were submitted to Caltrans to determine eligibility with SB 88.

The State Controllers Office initially calculated and distributed the Section 8879.55(a3) funding based on the Section 99314 revenue formula. The Section 8879.55(a2) funding is distributed by the Metropolitan Planning Organization's (MPO) per Section 99313 by population. The initial allocation to Fresno County operators totaled \$8,217,473.

Eligible Capital Projects (or a minimum operable segment of a project) must address the following purposes:

1. Rehabilitation, safety, or modernization improvements;
2. Capital service enhancement or expansion;
3. New capital projects;
4. Bus rapid transit improvement; or
5. Rolling stock procurement, rehabilitation or replacement.

A month later the State Controller decided to include the PTMISEA as part of the State Transit Assistance Estimate and the 2007-08 Transportation Development Act Claims were adopted using this estimate. However, STA can be used for operations while the PTMISEA must be used for capital. Therefore, approximately \$6.5 million in PTMISEA was adjusted out of the STA resulting in Local Transportation Funding (LTF) that was originally claimed for Streets and Roads being transferred to Transit Operations.

The current appropriation is for three years, therefore funding not allocated in 2007-08 will carry over, however there is no guarantee that the Legislature will not revise the guidelines. In 2007-08 Transit agencies, including the Fresno County Rural Transit Agency (FCRTA) began preparing a list of eligible projects to submit to Caltrans.

In November 2008, the Legislature and the Governor decided to eliminate future STA funding as a means of balancing the State Budget. In December of 2007-08, PTMISEA funding was suspended by the Governor due to the circumstances of the growing deficit in the State Budget. The State Controller was unable to sell the necessary Bonds to support this and many other Programs. The PTMISEA Program was restored in 2009 but will be permanently ended in 2017.

To date, the FCRTA has submitted applications for twenty-two (22) vehicles, sixty (60) electronic fareboxes, Mendota Transit Service expansion to serve the new prison, seven (7) CNG pumps, eight (8) 35-passenger buses, and ten (10) electric charging stations totaling over four million dollars.

Y. California Transit Assistance Fund (CTAF), California Governor's Office of Emergency Services (CalOES)

California voters approved Proposition 1B in November 2006. It included \$600 million for Transit System Safety, Security and Disaster Response to be available over a ten year period per Senate Bill (SB) 88. Fresno County's share of the first year's apportionment was \$821,939. The program is to be administered similar to the Public Transportation Modernization, Improvement and Service Enhancement Program (PTMISEA) in that the funds are allocated to Transit Operators per the formula used to allocate State Transit Assistance funds. Project applicants submit projects to the Fresno COG in its role as the Metropolitan Planning Organization (MPO). Fresno COG forwards them to the State Office of Homeland Security, (OHS) who then instructs the State Controller to make allocations directly to the applicant.

The State Controller's office first notified the Fresno COG of this program in January 2007, however at the time the Department of Homeland Security had not published grant guidelines. In the subsequent organization, the Fresno COG was omitted from the initial mailing list, but repeated contacts resolved the matter. The deadline for the projects was April 11, 2008. Funds not requested in the year of apportionment will carry over to the following year but may be subject to changes in legislation. Currently, the Department of Homeland Security will allow applicants to submit a project based on future allocations, however, they will not guarantee the amount of year to year allocations. This program evolved to be the California Governor's Office of Emergency Services and Statewide Emergency Management (CalEMA). It administered programs to fund capital projects that would address possible emergencies and provide safe guards to better deal with them.

Eligible activities include:

1. A capital project that provides increased protection against a security or safety threat, including, but not limited to the following:
 - a. Construction or renovation projects that are designed to enhance the security of public transit stations, tunnels, guide ways, elevated structures or other transit facilities and equipment.
 - b. Explosive device mitigation and remediation equipment.
 - c. Chemical, biological, radiological and nuclear explosives search, rescue or response equipment.
 - d. Interoperable communications equipment.
 - e. The installation of fencing barriers, gates or related security enhancements that are designed to improve the physical security of transit stations, tunnels, guide ways, elevated structures or other transit facilities and equipment.
 - f. Other security related projects approved by OHS.
- 2.. A capital project that increases the capacity of transit operators to prepare for disaster response transportation systems that can move people, goods, emergency personnel and equipment in the aftermath of disaster.

The program further evolved in 2013-14 to become the California Governor's Office of Emergency Services (CalOES). The Fresno County transit operators (FAX, Clovis and FCRTA) were notified and put together 8879.55(a)(2) applications totaling well over one million dollars. The FCRTA submitted an Application for a Phase 1 On- Board Vehicle Video Surveillance Recording System for \$169,697. The second year funding for the three (3) operators increased to \$819,958. The FCRTA submitted its second Application for Phase 2 for an additional \$170,941 for Video Surveillance equipment. Since then FCRTA has subsequently submitted applications for Multi-Frequency Emergency Radios for \$10,000; Mobile Emergency Radios for \$100,000; Mobile Emergency Electrical Generators for \$83,542; Automated Security Gates for \$151,142; Additional Surveillance Cameras for FCRTA buses for \$153,433; Surveillance Cameras for Maintenance Yards for \$153,433; and Surveillance Cameras for Bus Stops for \$155,377. Since the beginning of this grant program FCRTA has received over one million dollars in CalOES funds.

The FCRTA continues to seek and apply for funding to assist it with equipment to promote safety and security in order prepare for inevitable emergencies. Since FY 2012-13 to 2015-16 FCRTA is focusing on safety in its buses, bus stops, and rural city maintenance yards where FCRTA alternatively fueled fleet vehicles are refueled overnight and parked.

CHAPTER IV

EXISTING SERVICE EVALUATION & RECOMMENDATIONS

A. Summary of Operational Indicators

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

For purposes of this analysis, twenty-four (24) FCRTA subsystems have been reviewed for their performance during fiscal year 2015-16.

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

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

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

The following pages note the development of a system-wide average for each operational indicator, for each similar type of transit operation. FCRTA's subsystem standards are expressed (Table IV-8) for a typical full-time (40 hours per week) intra-city operation. It should be understood that further deviations from these standards occur with part-time, and inter-community and inter-city rural services. In addition to these standards, a minimum performance standard is established at 60% of the average. This 60% figure is an overall industry standard that assumes a transit system such as FCRTA will tolerate some components below average performance, balanced against the higher performing components. This 60% figure represents a point at which it becomes necessary to re-evaluate the particular service that falls below unexplained or justified minimum standards with the objective of modifying it to make it more efficient. To this end, each service component of the total FCRTA system should attempt to achieve, if technically feasible, 60% of the system-wide performance standard for similar components for each indicator (except cost indicators). To permit more flexibility for the differing costs incurred by each component (recognizing size of community, service area, inter-city/community travel distances, differing equipment, types of service, etc.) the standard for "Cost per Hour" and "Cost per Passenger" is established at 140% of the average of similar operations. Table IV-1 and IV-2 summarizes the results of the productivity evaluation for fiscal years 2013-14 through 2015-16. Table IV-3 through IV-8 summarizes the statistical details of each subsystem. Exhibits IV-1 through IV-7 summarize the relative performance of each of FCRTA's operations by indicator.

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

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

B. FCRTA Sub-System Productivity Evaluation

The annual "Transit Productivity Evaluation" for the fiscal year 2015-16 is presented to Fresno COG Policy Board in conjunction with this Plan. This evaluation is conducted annually to assess the progress of transit operators who receive State Transportation Development Act (TDA) funds and to recommend potential productivity improvements. The following sections and associated tables and exhibits are derived from the evaluation of FCRTA and its subsystems.

Twenty-four (24) subsystems were analyzed for their productivity during fiscal year 2015-16.

At least once during the Fiscal Years of 2015 and 2016, nineteen (19) of the subsystems operated beyond reasonable performance expectations for at least one (1) of the six (6) productivity criteria used to evaluate FCRTA's annual performance. The following subsystems exceeded one (1) productivity measure during this period; Del Rey Transit, Laton Transit, Kingsburg Transit, Parlier Transit, Reedley Transit, Mendota Transit, Selma Transit, Westside Transit, and Southeast Transit. None of the subsystems exceeded two (2) standards during this time. Auberry Transit, Lanare Transit, Kerman Transit, Rural Transit, San Joaquin Transit, Kingsburg-Reedley Transit, and Kerman-Firebaugh N.D.C. Transit exceeded the standard for three (3) criteria. Big Trees Transit, Fowler Transit, Shuttle Transit, and Coalinga Transit did not meet the standards for four (4) or more criteria.

One of the overriding unresolved issues in evaluating the rural subsystems is determining the point at which a subsystem is considered unproductive. Is a subsystem "unproductive" when one (1) or more of six (6) of the productivity criteria are not met without reasonable justification and over what time period? If a subsystem fails to meet one (1) of the criteria but performs above the overall system average in other productivity criteria, what impact does this have on the evaluation process? Further, should the criteria be weighted based on passengers, cost or farebox for determining the efficiency of a subsystem? Or is the basis of the current evaluation methodology at fault, is it indeed appropriate to lump all the subsystems together, irrespective of the known circumstances for each operation? Does the level and type of service and operator in a given community affect the resultant performance of the operation? Does a community's layout, land use, street network influence an operator's ability to effectively provide service? Do vehicle type, size, and number help or hinder an operation?

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

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

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

C. Highlights of Productivity Data

FCRTA System Summary Totals from the current (1) and two (2) previous Transit Productivity Evaluation Reports are presented in Table IV-1. A Summary of FCRTA Performance Characteristics are calculated in Table IV-2 for the three (3) previous Fiscal Years. Exhibit IV-1 graphs the FCRTA Performance Indicator Summary data for Fiscal Years: 2013-2014; 2014-15; and 2015-16. FCRTA continues to modify its overall performance to respond to the needs of its ridership.

As noted in Tables IV-3 through IV-8, performance characteristics between FY2014-2015 and FY 2015-2016 resulted in mixture of increases and decreases as a reflection in the overall economy. As a direct result of these service changes, the total vehicle service hours increased 8,849 hours or 12.80%. This in turn resulted in an increase in vehicle miles traveled, 76,268 miles or 8.09%. Costs decreased

-\$97,721 or -1.99%. Total passengers decreased -14,961, or -3.56%. Of the total passengers: seniors decreased -1,129, or -1.23%; disabled increased 4,811 or 10.72%; and general public decreased -18,643, or -6.58%. Resultant fares decreased -\$13,705, or -2.33%.

Performance characteristics changed incrementally in Fiscal Year 2015-16 over the previous year's productivity characteristics: -1.68 fewer passengers per hour 6.88 to 5.20 (-24.41%). Cost per hour decreased -\$6.18 per hour (-9.11%) (from \$67.85 to \$61.67); costs per mile decreased -\$0.11 (from \$4.83 to \$4.72); cost per passenger increased \$2.01 (from \$9.86 to \$11.87). The resulting farebox recovery percentage difference decreased -0.61 (-4.86%) (from 12.56% to 11.95%); still in excess of the minimum 10.00% requirement.

Between Fiscal Year 2015 and 2016 FCRTA's ridership has declined on fifteen (15) of its twenty-four (24) subsystems and in general it has been trending downward for the last four years. In the case of Westside County Cities, they have been severely impacted by the lack of water for agricultural production. The individual City unemployment rates are among the highest in the State. The lack of direct and indirect jobs has caused some families to simply relocate. Local business has declined and others have closed. The local school systems and pre-school programs have experienced serious enrollment declines that affected the number of retained employees. Eastside Cities have also been impacted to a similar extent. It may be quite some time before this down trend improves. FCRTA staff is definitely concerned about the consistently lower and stagnant ridership levels system-wide and is planning significantly more marketing in targeted FCRTA subsystems during Fiscal Year 2017 and beyond.

The impact of lower ridership was most reflected on passenger paid fares, plus Measure C funds to cover reimbursement of "free fares" for seniors (65+) and disabled passengers utilizing in-city services. In Fiscal Year 2016, Seventeen (17) of FCRTA's twenty-four (24) individual subsystems failed to achieve the minimum ten percent (10.00%) farebox requirement, totaling all twenty-four (24) system farebox receipts together equaled an overall recovery of 8.77%. The FCRTA then transferred a portion of its Measure - C funds (\$153,355.98) to make-up the difference (just as the City of Clovis has previously done for many years) to meet the minimum 10% farebox recovery standard for each subsystem. After that action, the resulting overall farebox was 11.95%.

	Achieved Farebox Percentage	Addition of Measure -C Revenues	Resultant Farebox Percentage
1. Auberry Transit	4.42%	\$ 7,495.50	10.00%
2. Big Trees Transit	4.59%	0.00	4.59%*
3. Coalinga Transit	7.85%	\$ 9,360.82	10.00%
4. Del Rey Transit	21.78%	\$ 0.00	21.78%
5. Dinuba Transit	18.98%	\$ 0.00	18.98%
6. Firebaugh Transit	5.39%	\$11,724.30	10.00%
7. Fowler Transit	2.16%	\$10,032.21	10.00%
8. Huron Transit	15.21%	\$ 2,728.00+	16.10%
9. Kerman Transit	8.04%	\$ 3,789.94	10.00%
10. Kingsburg Transit	4.33%	\$13,677.43	10.00%
11. Kingsburg-Reedley Transit	15.09%	\$ 0.00	15.09%
12. Laton Transit	3.92%	\$ 0.00	3.92%**
13. Mendota Transit	6.19%	\$ 6,595.61	10.00%
14. Orange Cove Transit	21.26%	\$ 2,878.00+	22.32%
15. Parlier Transit	4.64%	\$ 7,102.39	10.00%
16. Reedley Transit	5.76%	\$22,747.02	10.00%
17. Rural Transit	2.16%	\$ 7,866.94	10.00%
18. Sanger Transit	7.79%	\$11,005.41	10.00%
19. San Joaquin Transit	3.74%	\$10,089.91	10.00%
20. Selma Transit	4.91%	\$23,865.63	10.00%
21. Shuttle Transit	1.74%	\$ 1,742.67	10.00%
22. Southeast Transit	22.95%	\$ 0.00	22.95%
23. West Hills College Transit	6.39%	\$ 653.70	10.00%
24. Westside Transit	29.43%	\$ 0.00	29.43%
TOTAL	8.77%	\$153,355.98	11.95%

** Additional Measure - C augmentation funds were not deemed necessary because sufficient passenger fares are recorded by KART in their operation of Laton Transit and their inter-City Medical Hospital Transit to Fresno, together they reflect a farebox ratio of 15.40% exceeding the minimum 10.00% standard.

* Measure C funds were not necessary as the Big Trees Transit service is in its second and last year of demonstration project service.

+Measure C funds were added to the Orange Cove subsystem in order to increase the farebox ratio to 10.00% for the demand response service portion of this subsystem and these funds were added to the Huron subsystem to increase the farebox ratio to 10.00% for the fixed route service portion of this subsystem.

The FCRTA's fares have been unchanged for over the past fifteen (15) years. Other Agencies have increased fares once, twice, or even three times during that same period. They had hoped to increase supportive revenues for system improvements, but many have actually experienced ridership and farebox revenues declines. (The City of Clovis raised their base rate from \$1.00 to \$1.25 in the September 2009 and the City of Fresno increased their base fare from \$1.00 to \$1.25 in FY2010-11. Both agencies have managed to keep these fares unchanged since then.) The other option for consideration would be initiate an outreach marketing effort to attract new riders in order to generate the additional fare revenues in the coming 2017 Fiscal Year.

The FCRTA Staff and Board have been reluctant to raise their fares because they know their constituents cannot afford any further impacts to limited incomes and they recognize just how vital the transit services are to their residents.

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 an audit recommendation contained in a previous Triennial Performance Audit Report.

And finally, it's important to note the context in which the statistical relationships are depicted in each of the accompanying tables. The magnitude of an individual number can easily be skewed by comparing raw numbers (and their relative relationships) between each of the Subsystems. An examination of the percentage relationships, in light of the methods and characteristics of the Subsystem, will help illustrate that each individual operation is distinctly different from its relative counterparts. Comparisons between each Subsystem tend to give the impression that some are winners while others are losers. Certainly this is *not* the objective of a performance evaluation. Each mode of service can, and should be, improved upon. The results of this effort should be constructive, *not* destructive. Modifications to a Subsystem are addressed as part of the biannual process of updating the Short Range Transit Plan (SRTP) for the Rural Fresno County Area.

TABLE IV-1
FY 2013-14 to FY 2015-2016 Summary of FCRTA Totals

Fiscal Year	Seniors	Disabled	General Public	Total Passengers	Fares	Mileage	Hours	Cost
FY 2014	108,071	36,071	292,069	436,218	\$583,598	889,303	65,265	\$4,420,103
FY 2015	92,108	44,865	283,342	420,315	\$588,692	942,469	69,151	\$4,907,837
FY 2016	90,979	49,676	264,699	405,354	\$574,987	1,018,737	78,002	\$4,810,112

TABLE IV-2
FY 2014 to FY 2016 Summary of FCRTA Performance Characteristics

Fiscal Year	Pass / Hour	Pass / Mile	Cost / Hour	Cost / Mile	Cost / Pass	Farebox %
FY 2014	6.7	0.49	\$67.73	\$4.97	\$10.13	13.20%
FY 2015	6.1	0.45	\$70.97	\$5.21	\$11.68	11.99%
FY 2016	5.2	0.40	\$61.67	\$4.72	\$11.87	11.95%

EXHIBIT IV-1
Performance Characteristics

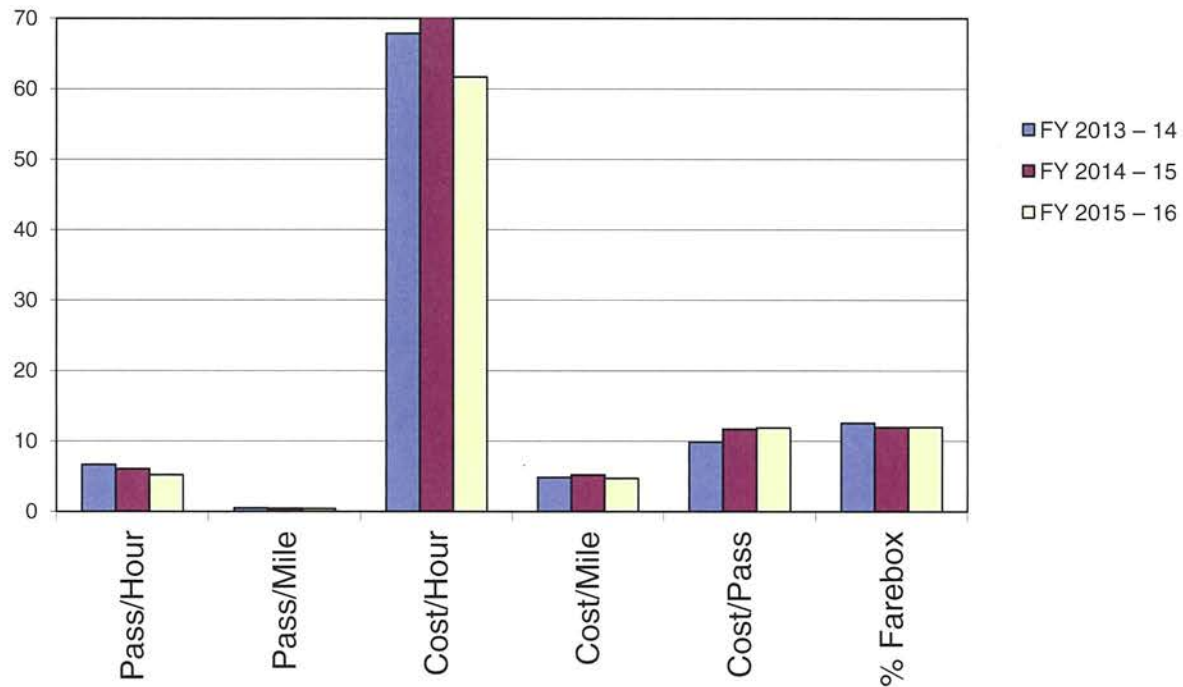


Table IV-3
FY 2015 FCRTA System Summary

FCRTA Subsystems:	Total Seniors:	Total Disabled:	Total General Public:	Total Passengers:	Total Fares:	Total Mileage:	Total Hours:	Total Cost:
Auberry Transit	1,204	539	482	2,225	\$14,035.95	39,493	1,689	\$140,359.46
Big Trees Transit	5	0	258	263	\$2,958.94	19,770	780	\$93,389.40
Coalinga Transit	1,631	525	9,872	12,028	\$52,549.08	78,004	4,925	\$525,490.77
Del Rey Transit	2,863	321	4,395	7,579	\$21,894.30	31,908	1,868	\$103,594.35
Dinuba Transit	677	849	10,455	11,981	\$14,181.98	27,563	1,367	\$67,469.72
Firebaugh Transit	4,038	1,279	13,489	18,806	\$25,225.46	57,413	4,439	\$252,254.57
Fowler Transit	2,128	693	1,897	4,718	\$13,169.02	16,922	2,293	\$131,690.20
Huron Transit	5,676	1,912	65,670	73,258	\$51,452.66	64,425	5,951	\$320,407.91
Kerman Transit	1,981	656	6,442	9,079	\$20,915.89	13,196	1,860	\$209,158.87
Kingsburg Transit	8,787	5,436	8,474	22,697	\$26,704.97	41,631	4,258	\$267,049.67
Lanare Transit	541	12	42	595	\$3,595.11	11,970	499	\$35,951.13
Laton Transit	2,451	671	5,179	8,301	\$1,705.00	19,204	597	\$43,182.40
Mendota Transit	2,820	574	13,011	16,405	\$19,822.34	22,527	2,336	\$198,223.35
Orange Cove Transit	11,620	1,854	30,960	44,434	\$60,349.83	62,727	4,735	\$312,434.93
Parlier Transit	3,338	762	7,004	11,104	\$15,879.89	17,449	1,883	\$158,798.94
Reedley Transit	10,791	7,537	34,440	52,768	\$53,406.59	74,083	6,613	\$534,065.91
Rural Transit	402	67	286	755	\$7,451.24	27,496	1,103	\$74,512.41
Sanger Transit	15,694	8,522	27,763	51,979	\$49,907.22	106,057	8,592	\$499,072.23
San Joaquin Transit	543	146	2,304	2,993	\$16,927.94	41,487	2,385	\$169,279.36
Selma Transit	9,801	11,084	18,869	39,754	\$45,416.26	70,962	6,765	\$454,162.63
Shuttle Transit	11	6	402	419	\$2,321.90	6,498	231	\$23,219.03
Southeast Transit	1,715	714	10,953	13,382	\$30,286.50	40,109	1,992	\$129,615.27
Westside Transit	3,391	706	10,695	14,792	\$38,534.60	51,575	1,992	\$164,451.81
SYSTEM TOTALS	92,108	44,865	283,342	420,315	\$588,692.67	942,469	69,151	\$4,907,834.32

Table IV-4
FY 2016 FCRTA System Summary

FCRTA Subsystems:	Total Seniors:	Total Disabled:	Total General Public:	Total Passengers:	Total Fares:	Total Mileage:	Total Hours:	Total Cost:
Auberry Transit	1,203	1,013	295	2,511	\$13,445.00	42,428	1,804	\$134,445.04
Big Trees Transit	67	0	830	897	\$11,253.69	43,920	1,694	\$245,199.44
Coalinga Transit	1,112	457	7,567	9,136	\$43,565.93	75,434	4,918	\$435,659.21
Del Rey Transit	2,124	505	3,700	6,329	\$21,275.10	32,087	2,000	\$97,679.81
Dinuba Transit	453	48	11,168	11,669	\$14,479.00	30,442	1,624	\$76,272.17
Firebaugh Transit	5,141	873	15,695	21,709	\$25,437.56	53,375	4,686	\$254,375.54
Fowler Transit	1,561	854	1,662	4,077	\$12,788.96	17,790	2,440	\$127,889.59
Huron Transit	4,990	1,087	62,228	68,305	\$49,388.16	64,133	6,126	\$306,738.50
Kerman Transit	2,091	1,868	4,440	8,399	\$19,386.06	13,214	1,944	\$193,860.58
Kingsburg Transit	9,524	5,964	6,512	22,000	\$24,102.84	44,062	4,832	\$241,028.33
Kingsburg-Reedley Transit	34	12	860	906	\$4,466.90	17,597	696	\$29,611.52
Laton Transit	1,218	291	4,582	6,091	\$1,705.00	19,903	700	\$43,490.10
Mendota Transit	1,862	361	11,567	13,790	\$17,296.27	18,782	2,500	\$172,962.61
Orange Cove Transit	12,659	2,135	28,495	43,289	\$60,533.79	65,209	5,015	\$271,167.63
Parlier Transit	5,089	508	6,777	12,374	\$14,588.99	16,559	2,008	\$145,889.85
Reedley Transit	10,496	8,836	34,841	54,173	\$53,651.20	74,380	7,516	\$536,511.97
Rural Transit	115	104	967	1,186	\$10,038.20	39,467	1,623	\$100,381.91
Sanger Transit	14,752	7,795	27,267	49,814	\$49,822.41	111,849	9,423	\$498,224.06
San Joaquin Transit	517	96	1,506	2,119	\$16,124.92	37,773	2,788	\$161,249.12
Selma Transit	10,225	13,570	19,484	43,279	\$46,908.73	91,741	8,770	\$469,087.30
Shuttle Transit	4	3	290	297	\$2,109.73	4,639	239	\$21,097.24
Southeast Transit	2,994	2,833	4,351	10,178	\$23,511.25	40,976	2,120	\$102,463.44
Westside Transit	2,747	462	9,587	12,796	\$37,296.05	50,314	2,120	\$126,712.54
WWC Transit	1	1	28	30	\$1,811.55	12,663	416	\$18,115.49
SYSTEM TOTALS	90,979	49,676	264,699	405,354	\$574,987.29	1,018,737	78,002	\$4,810,112.99

Table IV-5
Numeric Change in FCRTA System Summaries
FY 2015 vs. FY 2016

FCRTA Subsystems:	Total Seniors:	Total Disabled:	Total General Public:	Total Passengers:	Total Fares:	Total Mileage:	Total Hours:	Total Cost:
Auberry Transit	-1	474	-187	286	-\$590.95	2,935	115	-\$5,914.42
Big Trees Transit	62	0	572	634	\$8,294.75	24,150	914	\$151,810.04
Coalinga Transit	-519	-68	-2,305	-2,892	-\$8,983.15	-2,570	-7	-\$89,831.56
Del Rey Transit	-739	184	-695	-1,250	-\$619.20	179	132	-\$5,914.54
Dinuba Transit	-224	-801	713	-312	\$297.02	2,879	257	\$8,802.45
Firebaugh Transit	1,103	-406	2,206	2,903	\$212.10	-4,038	247	\$2,120.97
Fowler Transit	-567	161	-235	-641	-\$380.06	868	147	-\$3,800.61
Huron Transit	-686	-825	-3,442	-4,953	-\$2,064.50	-292	175	-\$13,669.41
Kerman Transit	110	1,212	-2,002	-680	-\$1,529.83	18	84	-\$15,298.29
Kingsburg Transit	737	528	-1,962	-697	-\$2,602.13	2,431	574	-\$26,021.34
Kingsburg-Reedley Transit	34	12	860	906	\$4,466.90	17,597	696	\$29,611.52
Laton Transit	-1,233	-380	-597	-2,210	\$0.00	699	103	\$307.70
Mendota Transit	-958	-213	-1,444	-2,615	-\$2,526.07	-3,745	164	-\$25,260.74
Orange Cove Transit	1,039	281	-2,465	-1,145	\$183.96	2,482	280	-\$41,267.30
Parlier Transit	1,751	-254	-227	1,270	-\$1,290.90	-890	125	-\$12,909.09
Reedley Transit	-295	1,299	401	1,405	\$244.61	297	903	\$2,446.06
Rural Transit	-287	37	681	431	\$2,586.96	11,971	520	\$25,869.50
Sanger Transit	-942	-727	-496	-2,165	-\$84.81	5,792	831	-\$848.17
San Joaquin Transit	-26	-50	-798	-874	-\$803.02	-3,714	403	-\$8,030.24
Selma Transit	424	2,486	615	3,525	\$1,492.47	20,779	2,005	\$14,924.67
Shuttle Transit	-7	-3	-112	-122	-\$212.17	-1,859	8	-\$2,121.79
Southeast Transit	1,279	2,119	-6,602	-3,204	-\$6,775.25	867	128	-\$27,151.83
Westside Transit	-644	-244	-1,108	-1,996	-\$1,238.55	-1,261	128	-\$37,739.27
WWC Transit	1	1	28	30	\$1,811.55	12,663	416	\$18,115.49
SYSTEM TOTALS	-1,129	4,811	-18,643	-14,961	-\$13,705.38	76,268	8,849	-\$97,721.33

Table IV-6
Percentage Change in FCRTA System Summaries
FY 2015 vs. FY 2016

FCRTA Subsystems:	Total Seniors:	Total Disabled:	Total General Public:	Total Passengers:	Total Fares:	Total Mileage:	Total Hours:	Total Cost:
Auberry Transit	-0.08%	87.94%	-38.80%	12.85%	-4.21%	7.43%	6.81%	-4.21%
Big Trees Transit	1240.00%	0.00%	221.71%	241.06%	280.33%	122.15%	117.18%	162.56%
Coalinga Transit	-31.82%	-12.95%	-23.35%	-24.04%	-17.09%	-3.29%	-0.14%	-17.09%
Del Rey Transit	-25.81%	57.32%	-15.81%	-16.49%	-2.83%	0.56%	7.07%	-5.71%
Dinuba Transit	-33.09%	-94.35%	6.82%	-2.60%	2.09%	10.45%	18.80%	13.05%
Firebaugh Transit	27.32%	-31.74%	16.35%	15.44%	0.84%	-7.03%	5.56%	0.84%
Fowler Transit	-26.64%	23.23%	-12.39%	-13.59%	-2.89%	5.13%	6.41%	-2.89%
Huron Transit	-12.09%	-43.15%	-5.24%	-6.76%	-4.01%	-0.45%	2.94%	-4.27%
Kerman Transit	5.55%	184.76%	-31.08%	-7.49%	-7.31%	0.14%	4.52%	-7.31%
Kingsburg Transit	8.39%	9.71%	-23.15%	-3.07%	-9.74%	5.84%	13.48%	-9.74%
Kingsburg-Reedley Transit	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Laton Transit	-50.31%	-56.63%	-11.53%	-26.62%	0.00%	3.64%	17.25%	0.71%
Mendota Transit	-33.97%	-37.11%	-11.10%	-15.94%	-12.74%	-16.62%	7.02%	-12.74%
Orange Cove Transit	8.94%	15.16%	-7.96%	-2.58%	0.30%	3.96%	5.91%	-13.21%
Parlier Transit	52.46%	-33.33%	-3.24%	11.44%	-8.13%	-5.10%	6.64%	-8.13%
Reedley Transit	-2.73%	17.23%	1.16%	2.66%	0.46%	0.40%	13.65%	0.46%
Rural Transit	-71.39%	55.22%	238.11%	57.09%	34.72%	43.54%	47.14%	34.72%
Sanger Transit	-6.00%	-8.53%	-1.79%	-4.17%	-0.17%	5.46%	9.67%	-0.17%
San Joaquin Transit	-4.79%	-34.25%	-34.64%	-29.20%	-4.74%	-8.95%	16.90%	-4.74%
Selma Transit	4.33%	22.43%	3.26%	8.87%	3.29%	29.28%	29.64%	3.29%
Shuttle Transit	-63.64%	-50.00%	-27.86%	-29.12%	-9.14%	-28.61%	3.46%	-9.14%
Southeast Transit	74.58%	296.78%	-60.28%	-23.94%	-22.37%	2.16%	6.43%	-20.95%
Westside Transit	-18.99%	-34.56%	-10.36%	-13.49%	-3.21%	-2.44%	6.43%	-22.95%
WWC Transit	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
SYSTEM TOTALS	-1.23%	10.72%	-6.58%	-3.56%	-2.33%	8.09%	12.80%	-1.99%

Table IV-7
FY 2015 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	1.32 x	0.06 x	\$83.10	\$3.55	\$63.08 x	10.00%	3
Big Trees Transit	0.34 x	0.01 x	\$119.73 x	\$4.72	\$355.09 x	3.17%	4
Coalinga Transit	2.44 x	0.15 x	\$106.70 x	\$6.74 x	\$43.69 x	10.00%	1
Del Rey Transit	4.06	0.24 x	\$55.46	\$3.25	\$13.67	21.13%	0
Dinuba Transit	8.76	0.43	\$49.36	\$2.45	\$5.63	21.02%	1
Firebaugh Transit	4.24	0.33	\$56.83	\$4.39	\$13.41	10.00%	3
Fowler Transit	2.06 x	0.28 x	\$57.44	\$7.78 x	\$27.91 x	10.00%	1
Huron Transit	12.31	1.14	\$53.84	\$4.97	\$4.37	16.06%	3
Kerman Transit	4.88	0.69	\$112.45 x	\$15.85 x	\$23.04 x	10.00%	1
Kingsburg Transit	5.33	0.55	\$62.72	\$6.41 x	\$11.77	10.00%	0
Lanare Transit	1.19 x	0.05 x	\$72.05	\$3.00	\$60.42 x	10.00%	0
Laton Transit	13.90	0.43	\$72.33	\$2.25	\$5.20	3.95% x	0
Mendota Transit	7.02	0.73	\$84.86	\$8.80 x	\$12.08	10.00%	1
Orange Cove Transit	9.38	0.71	\$65.98	\$4.98	\$7.03	19.32%	1
Parlier Transit	5.90	0.64	\$84.33	\$9.10 x	\$14.30	10.00%	5
Reedley Transit	7.98	0.71	\$80.76	\$7.21 x	\$10.12	10.00%	0
Rural Transit	0.68 x	0.03 x	\$67.55	\$2.71	\$98.69 x	10.00%	2
Sanger Transit	6.05	0.49	\$58.09	\$4.71	\$9.60	10.00%	0
San Joaquin Transit	1.26 x	0.07 x	\$70.99	\$4.08	\$56.56 x	10.00%	0
Selma Transit	5.88	0.56	\$67.13	\$6.40 x	\$11.42	10.00%	1
Shuttle Transit	1.81 x	0.06 x	\$100.52 x	\$3.57	\$55.42 x	10.00%	1
Southeast Transit	6.72	0.33	\$65.08	\$3.23	\$9.69	23.37%	1
Westside Transit	7.43	0.29 x	\$82.58	\$3.19	\$11.12	23.43%	1
SYSTEM AVERAGE	6.88	0.49	\$67.85	\$4.83	\$9.86	12.56%	

Table IV-8
FY 2016 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	1.39 x	0.06 x	\$74.53	\$3.17	\$53.54 x	10.00%	3
Big Trees Transit	0.53 x	0.02 x	\$144.75 x	\$5.58	\$273.36 x	4.59%	4
Coalinga Transit	1.86 x	0.12 x	\$88.58 x	\$5.78	\$47.69 x	10.00%	1
Del Rey Transit	3.16	0.20 x	\$48.84	\$3.04	\$15.43	21.78%	0
Dinuba Transit	7.19	0.38	\$46.97	\$2.51	\$6.54	18.98%	1
Firebaugh Transit	4.63	0.41	\$54.28	\$4.77	\$11.72	10.00%	3
Fowler Transit	1.67 x	0.23 x	\$52.41	\$7.19 x	\$31.37 x	10.00%	1
Huron Transit	11.15	1.07	\$50.07	\$4.78	\$4.49	16.10%	3
Kerman Transit	4.32	0.64	\$112.45 x	\$14.67 x	\$23.08 x	10.00%	1
Kingsburg Transit	4.55	0.50	\$49.88	\$5.47	\$10.96	10.00%	0
Kingsburg-Reedley Transit	1.30 x	0.05 x	\$42.55	\$1.68	\$32.68 x	15.09%	0
Laton Transit	8.70	0.31	\$62.13	\$2.19	\$7.14	3.92% x	0
Mendota Transit	5.52	0.73	\$69.19	\$9.21 x	\$12.54	10.00%	1
Orange Cove Transit	8.63	0.66	\$54.07	\$4.16	\$6.26	22.32%	1
Parlier Transit	6.16	0.75	\$72.65	\$8.81 x	\$11.79	10.00%	5
Reedley Transit	7.21	0.73	\$71.38	\$7.21 x	\$9.90	10.00%	0
Rural Transit	0.68 x	0.03 x	\$67.55	\$2.71	\$98.69 x	10.00%	2
Sanger Transit	5.29	0.45	\$52.87	\$4.45	\$10.00	10.00%	0
San Joaquin Transit	0.76 x	0.06 x	\$57.84	\$4.27	\$76.10 x	10.00%	0
Selma Transit	4.93	0.47	\$53.49	\$5.11	\$10.84	10.00%	1
Shuttle Transit	1.24 x	0.06 x	\$88.27 x	\$4.55	\$71.03 x	10.00%	1
Southeast Transit	4.80	0.25 x	\$48.33	\$2.50	\$10.07	22.95%	1
Westside Transit	6.04	0.25 x	\$59.77	\$2.52	\$9.90	29.43%	1
WVC Transit	0.07 x	0.00 x	\$43.55	\$1.43	\$603.85 x	10.00%	1
System Average	5.20	0.40	\$61.67	\$4.72	\$11.87	11.95%	

EXHIBIT IV-2
Passengers Per Hour

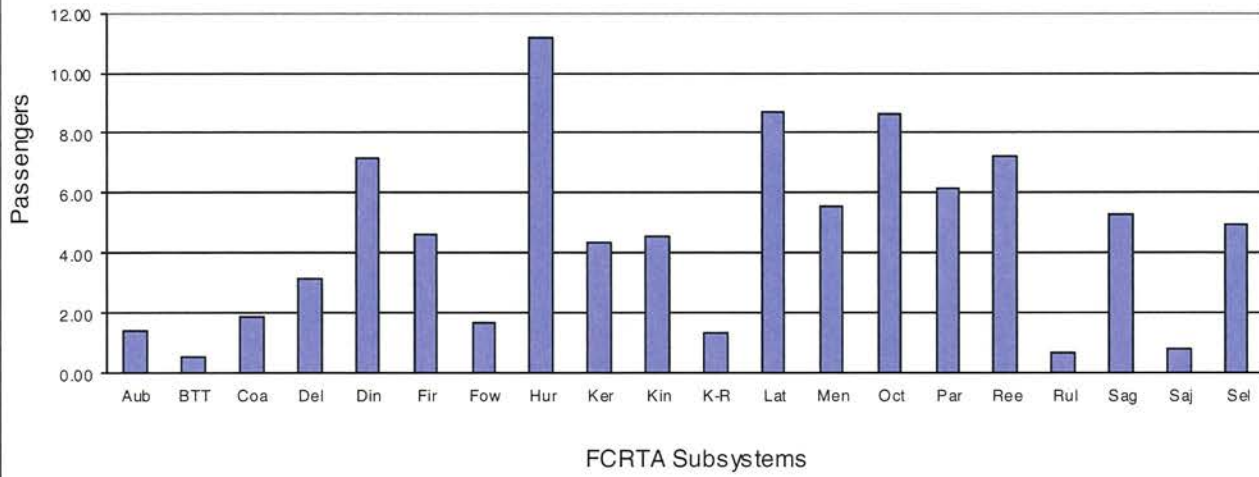
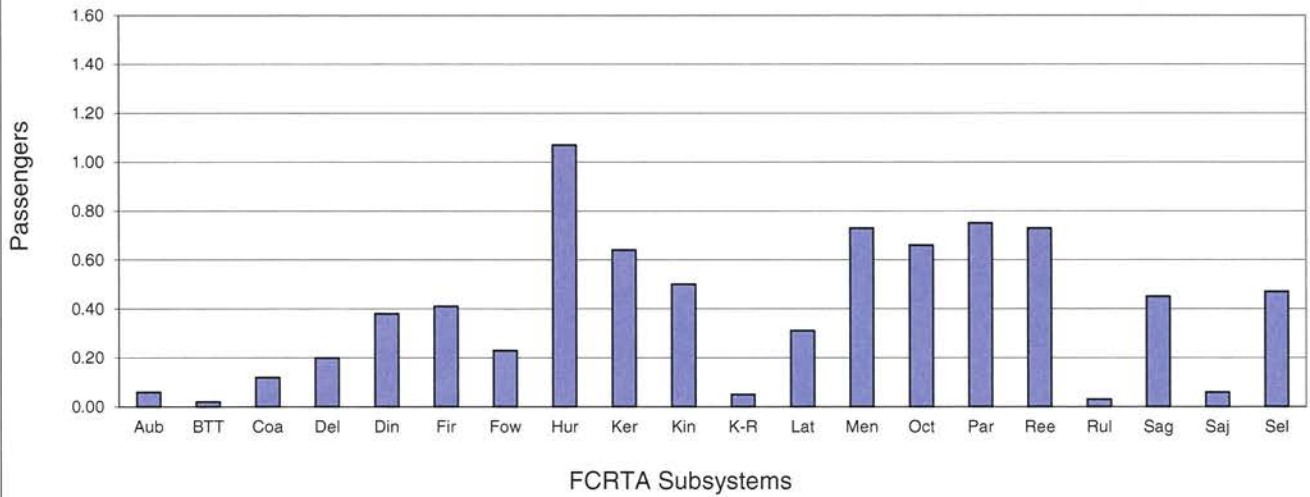
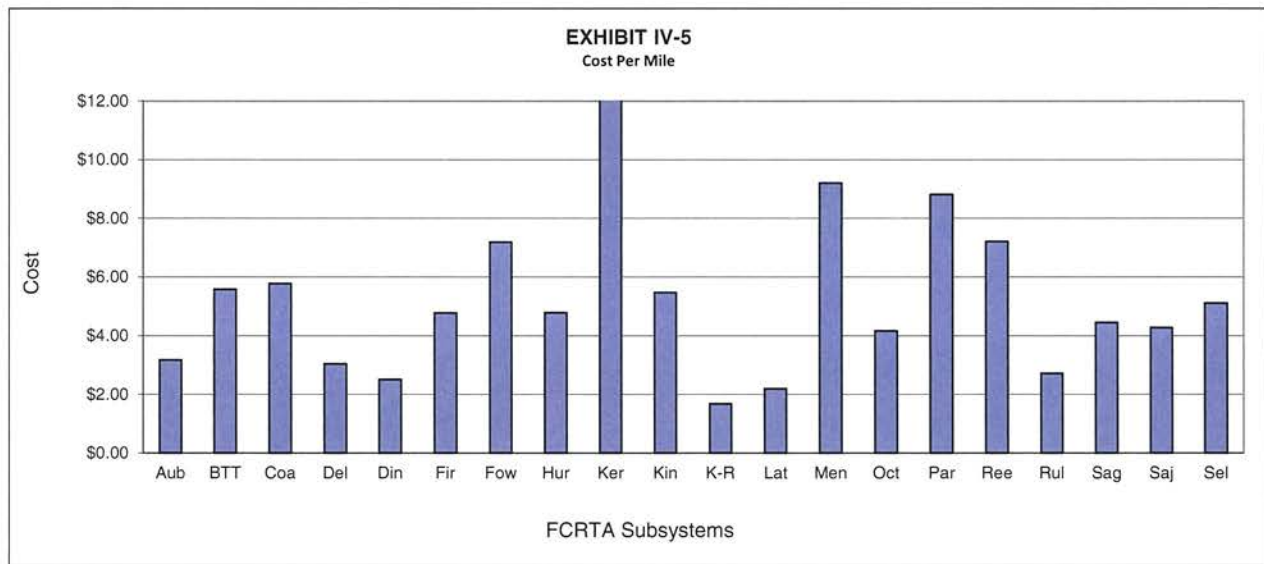
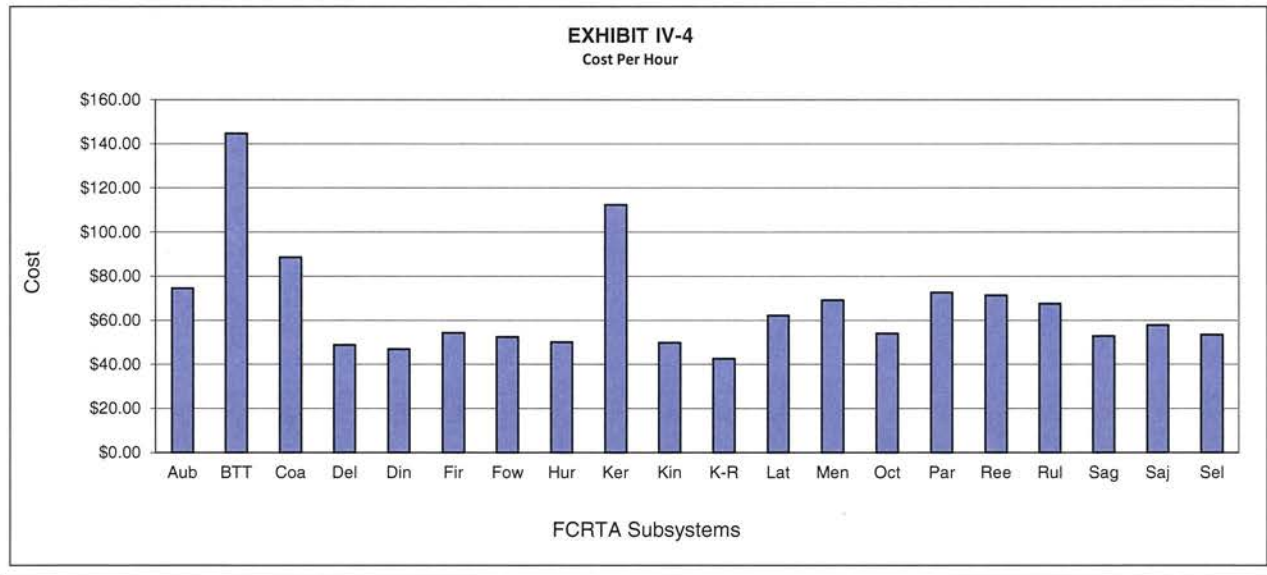
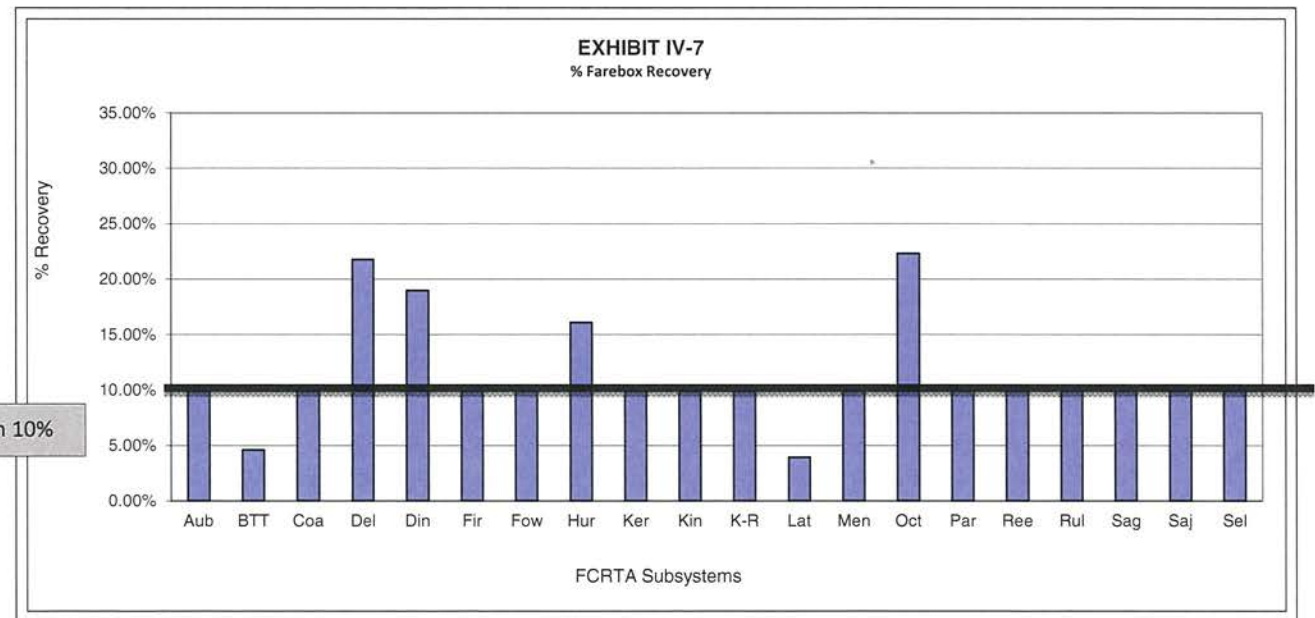
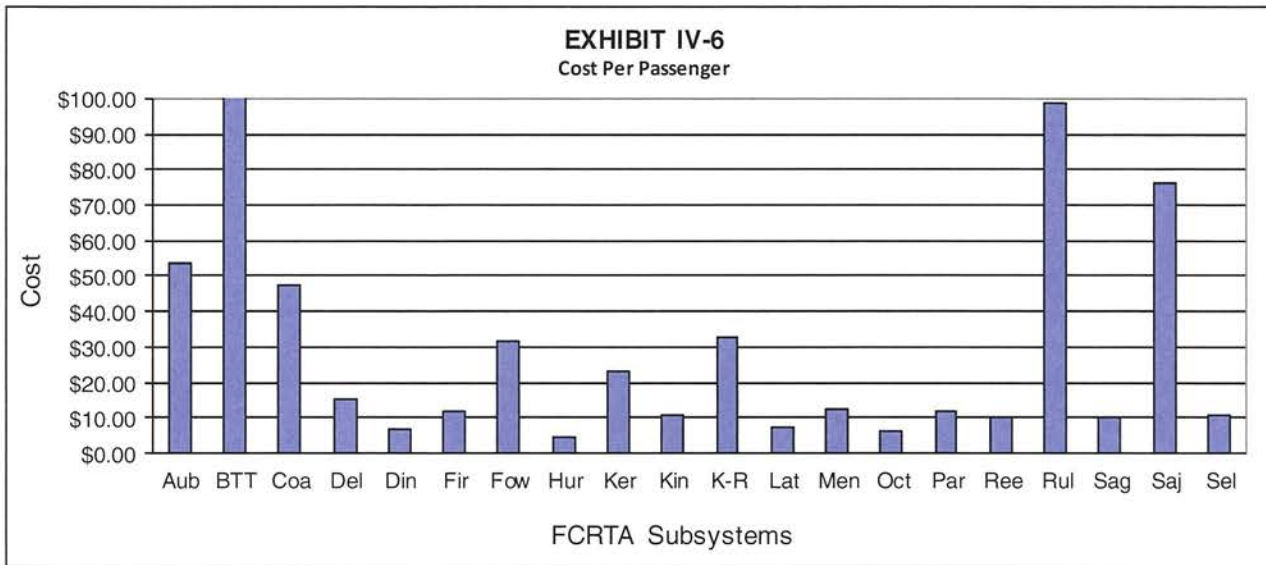


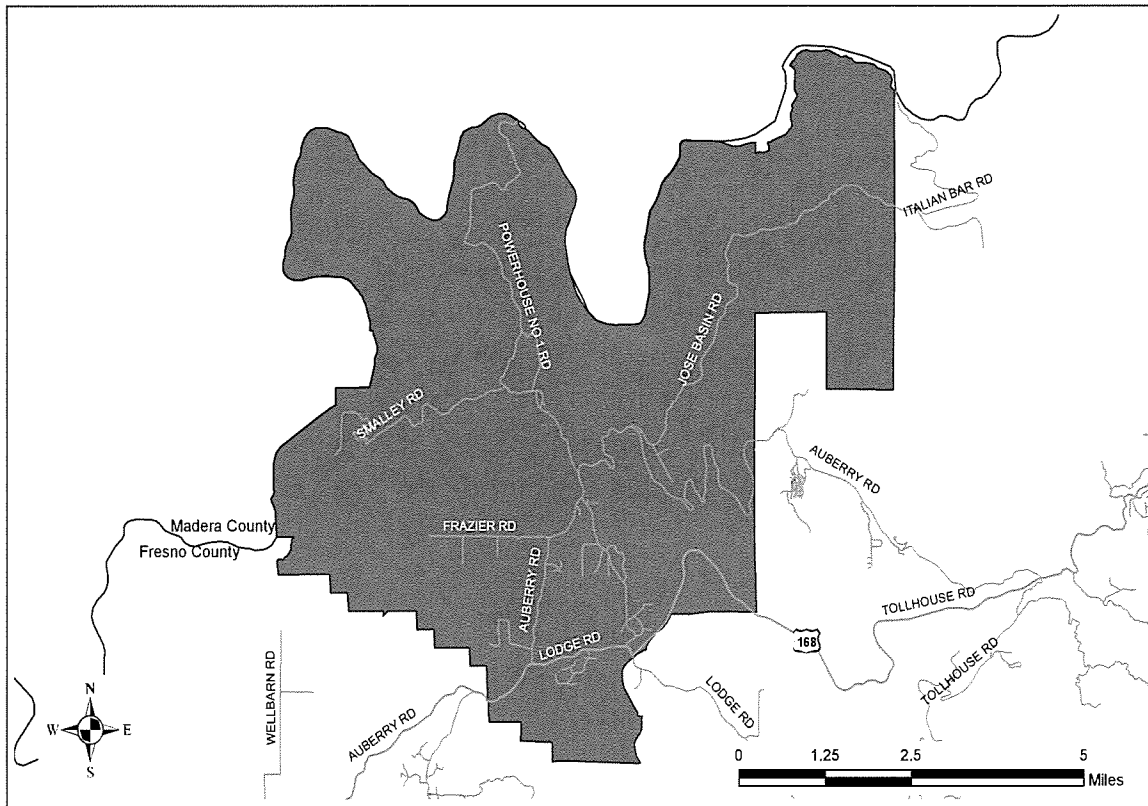
EXHIBIT IV-3
Passengers Per Mile







D. Summary of 2015-16 Fiscal Year Operational Indicators by Sub- System and Recommendations for Implementation to 2016-17



AUBERRY TRANSIT

1. AUBERRY TRANSIT

2015-16 Inter-Community Operations

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

2015-16 Productivity Evaluation Analysis

Auberry Transit: Despite expressed interest and reported need, ridership on both the foothill community's intra-community and inter-city service to Fresno, continue to be marginal but stable. Auberry Transit total ridership actually increased by 286 passengers (12.85%). Senior ridership decreased by only 1 passenger (-0.08%), disabled passengers jumped by 474 (87.94%), and general public passengers decreased by -187 (-38.80%) for the Fiscal Year. Total fares decreased by -\$590.95 or -4.21%. Mileage increased 7.43% (2,935); hours increased 6.81% (115). Costs decreased -\$5,914.42 (-4.21%). The initial farebox recovery was 4.25%, before adding \$7,495.50 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, just equal to the minimum 10.00% standard.

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

- passengers / hour (1.39 vs. 6.06);
- passengers / mile (0.06 vs. 0.45); and
- cost / passenger (\$53.54 vs. \$17.64).

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

Recommendations

The Auberry Transit Service has been carefully monitored during the past thirteen (13) years. Services were modified in an effort to attract a wide range patronage. Monthly ads in the "Mountain Press" newspaper have reminded the mountain area residents of both the inter-community and inter-city services and yet readership has primarily been just seniors attending the hot meal nutrition program. After the passage of Measure C, Seniors sixty-five (65) and older ride for free. Very few general public passengers utilize the services. Previous interest by members of the Big Sandy Rancheria does not demonstrate the basis for regular consistent usage and yet the service remains available to them. Minimum ridership standards are not achieved even for six (6) service hours per weekday, but that time period is necessary to service the area to facilitate senior attendance "to" and "from" the Senior Center programs. In 2011-12 The Indian Rancheria's of Big Sandy and Cold Springs received direct funding from the federal government to purchase their own vehicles and operate them for their residents.

Inter-city service to Fresno has not attracted a consistent minimum ridership base. Minimum ridership of six (6) round trip passengers per day has only been attained a few dozen times in thirteen (13) years. When utilized, only three (3) or four (4) passengers on average ride on a given day. A couple of days each month there are no service requests and so the service is not operational. The resultant cost per trip is exorbitant. It is difficult to recommend any service extension. Staff, however, continues to recommend that "lifeline" service be extended into the coming fiscal year for one (1) day a week service. If this limited service cannot attract a minimum of six (6) passengers per week, all services may be discontinued.

2016-17

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

2017-18

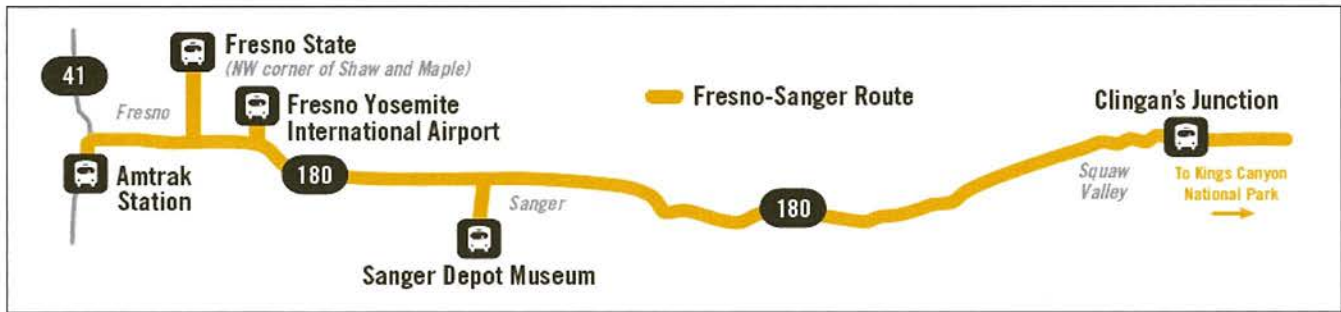
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.
- Possibly introduce additional marketing in this service area.

2018-19

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

2019-22

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



BIG TREES TRANSIT

2. BIG TREES TRANSIT

2015-16 Intra- and Inter-City Operations

Big Trees Transit: Began its second year of demonstration project service late during FY 2016 (May 28, 2016). There was only slightly more than three months of service during this Fiscal Year as this service is of a seasonal nature. Because this seasonal service overlaps two Fiscal Years, operational data for the FY 2016 includes data from both the first and second years of this service. Some data indicators yielded from this period are very revealing. This service has very high mileage (43,920) due to the long distance it travels between Fresno and Kings Canyon National Park; it has high costs (\$245,199.44) due mainly to the use of three buses to operate its separate Fixed Route and Shuttle services; and it has relatively poor ridership (897 riders) and farebox ratio (4.59%) which are under expectations and has convinced FCRTA to discontinue this service because the 10.00% threshold could not be met consistently in the second year of the this service. The in-park shuttle service (the equivalent of "intra-city" service) ridership during FY 2016 was 9,793. There were no fares collected within the National Park for the shuttle service as per the National Park Service which greatly affected the revenue potential for this service (the National Park Service did not contribute any funding to both Big Trees Transit services). So the decision was made during FY 2016 to end this service when the second season year finished on September 5, 2016.

Four (4) performance indicators for Big Trees Transit were inconsistent with FCRTA System standards:

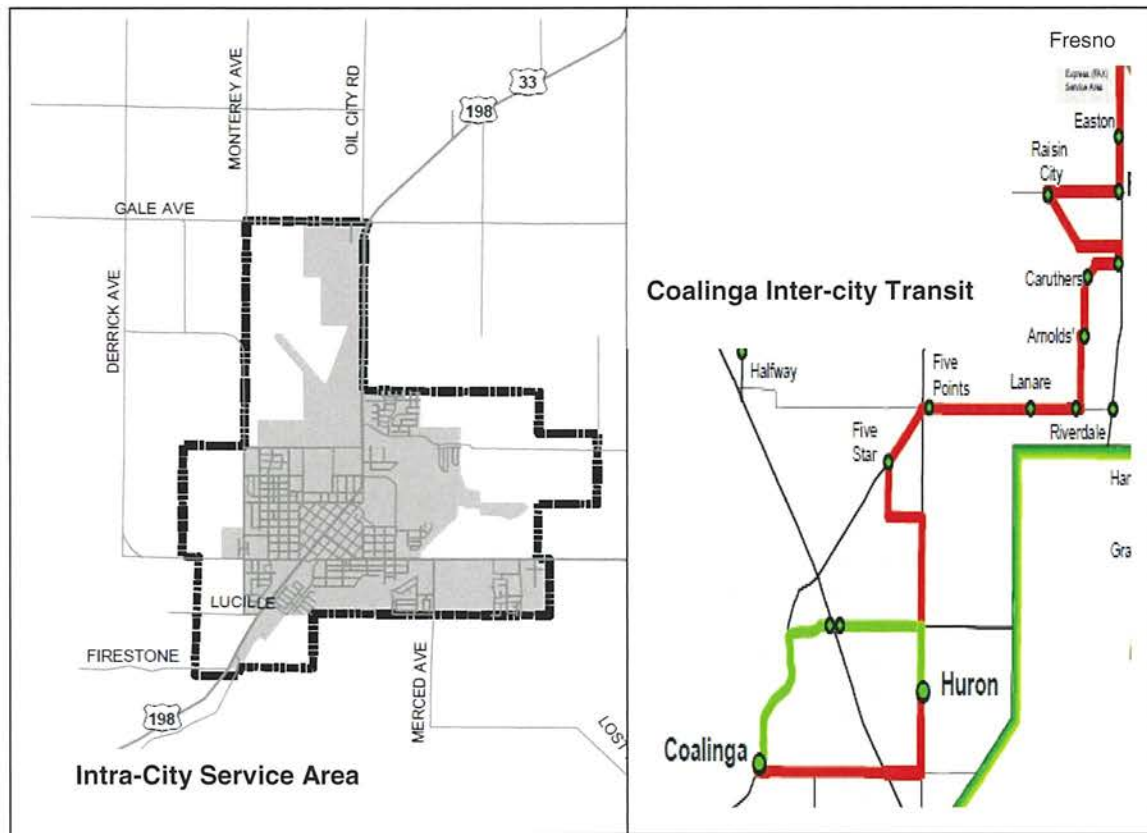
- passengers / hour (0.53 vs. 3.00);
- passengers / mile (0.06 vs. 0.30);
- cost / hour (\$144.75 vs. \$6.06); and
- cost / passenger (\$273.36 vs. \$17.64).

Recommendations

Big Trees Transit Service was discontinued during FY 2015-16 and will likely not be re-started without significant funding from the National Park Service and/or possibly other funding sources outside of FCRTA.

2016-22

- Continue with above recommendations.



COALINGA TRANSIT

3. COALINGA TRANSIT

2015-16 Intra- and Inter-City Operations

Coalinga Transit: Coalinga Transit provided two (2) modes of varied services: 1) the in-city demand responsive service transported 2,762 passengers; and 2) the inter-city fixed route service to the Fresno-Clovis Metropolitan Area transported 6,374 passengers, for a total of 9,136 passengers. In summary, Coalinga Transit's two (2) modes accounted for a ridership decrease of -24.04% (-2,892). Senior ridership decreased -519 (-31.82%) and disabled ridership decreased slightly by -68 (-12.95%). General public ridership increased by -2,305 (-23.35%). Fares decreased -\$8,983.15 (-17.09%); mileage decreased -3.29% (-2,570) along with a negligible decrease in hours -0.14% (-7). The overall costs decreased -17.09% (-\$89,831.56). The resultant farebox was 7.85%, before adding \$9,360.82 of Measure C funds to achieve the minimum 10.00% farebox recovery.

Four (4) performance indicators for Coalinga Transit were inconsistent with FCRTA System standards:

- passengers / mile (1.39 vs. 3.00);
- passengers / hour (0.12 vs. 0.30);
- cost / hour (\$88.58 vs. \$88.20);
- cost / passenger (\$47.69 vs. \$17.64).

The inter-City service operates 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 (2) individual modal operations.

Recommendations

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

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

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

2016-17

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

2017-18

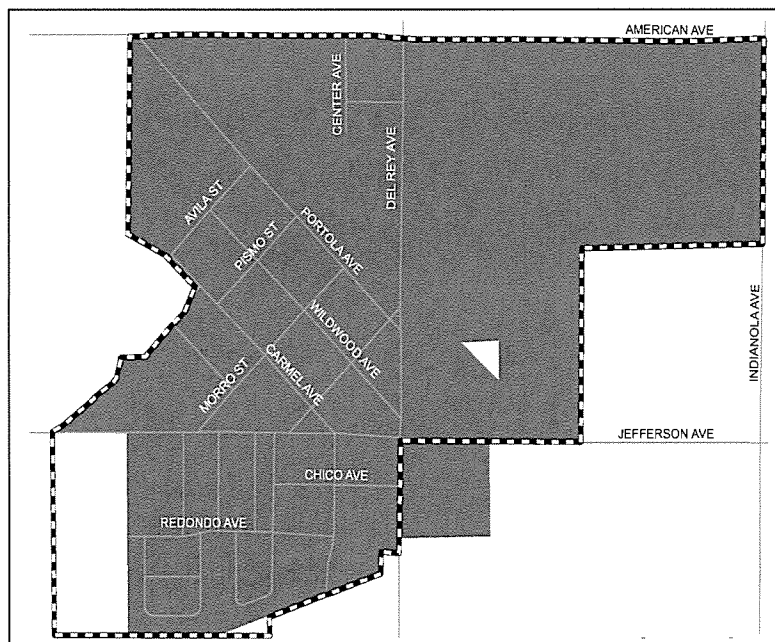
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2018-19

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

2019-22

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



DEL REY TRANSIT

4. DEL REY TRANSIT

2015-16 Intra- and Inter-City Operations

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

2015-16 Productivity Evaluation Analysis

Del Rey Transit experienced a total ridership decrease of -16.49% (-1,250). Senior ridership decreased by -739 (-25.81%), there was an increase of 184 (57.32%) in disabled ridership, general public ridership decreased -695 (-15.81%). Total fares decreased -2.83% (-\$619.20). Mileage increased by 179 miles (0.56%), hours increased 7.07% (132), and costs decreased by -\$5,914.54 (-5.71%). The resultant farebox recovery was 21.78%, significantly higher than the 10.00% minimum standard.

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

— passengers / mile (0.20 vs. 0.30).

Recommendations

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

2016-17

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

2017-18

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

2018-19

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

2019-22

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

5. Dinuba Transit

2015-16 Inter-Community Operations

Dinuba Connection was begun in August 2008 in cooperation with the FCRTA; the City of Dinuba (in Tulare County) began an inter-County service, referred to as the Dinuba Connection, between Dinuba and Reedley (in Fresno County). It allows Dinuba residents to travel from their City to attend Reedley College among many other activities. Eastern Fresno County residents travel to regional retail and entertainment centers in Dinuba. The service has proven to be very successful. The operations encourage transfers between Reedley Transit's Intra-City services and Orange Cove Transit's Inter-City services, to facilitate connectivity between Orange Cove, Reedley, Parlier, Sanger and Fresno.

2015-16 Productivity Evaluation Analysis

Dinuba Transit total ridership decreased -312 (-2.60%). Senior riders decreased -224 (-33.09%), there were 801 less disabled passengers; general public riders increased 713 (6.82%). Total fares increased \$297.02 (2.09%). Mileage increased 2,879 (10.45%). Hours of service increased by 257 (5.56%). The total cost (for half the expenditures, the City of Dinuba pays the other half) increased \$8,802.45 (13.05%). The resultant farebox recovery was 18.98%, in excess of the minimum 10.00% standard.

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

Recommendations

Both entities (the City of Dinuba and the FCRTA) will continue to utilize a portion of their locally approved ½ cent sales tax (Measure R in Tulare County and Measure C in Fresno County) to continue to split the costs of this transit expansion program.

The service will continue to be fully coordinated with Reedley Transit and Orange Cove Transit to ensure convenient transfers for the passengers.

2016-17

- Continue monitoring farebox recovery, adjust fares as warranted.
- Continue augmenting the financial support of the inter-city service with Measure –C funds, as necessary.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.

2017-18

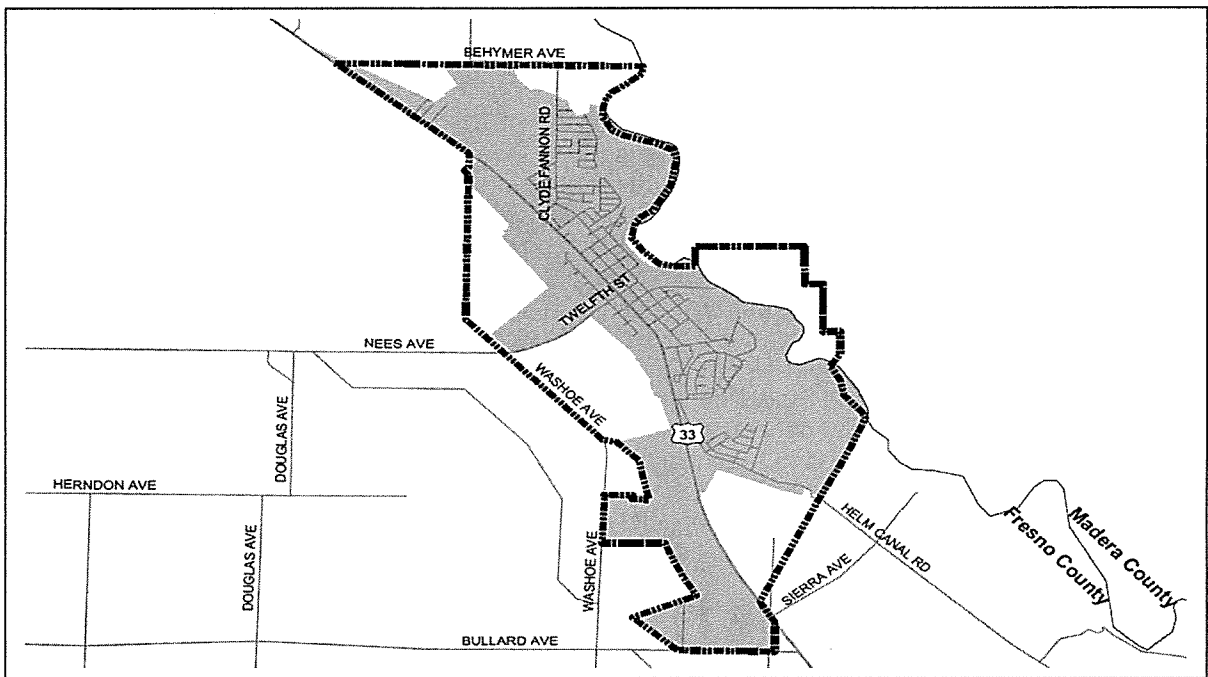
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2018-19

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

2019-22

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



FIREBAUGH TRANSIT

6. FIREBAUGH TRANSIT

2015-16 Intra-City and Inter-City Operations

The FCRTA, under an inter-agency services Agreement with the City of Firebaugh currently contracts with Fresno Economic Opportunities Commission (FEOC) for the provision of transportation services. Demand-responsive service within Firebaugh's Sphere of Influence is available by one (1) of FCRTA's twenty two (22) passenger lift-equipped vans Monday through Friday from 7:00am to 5:30pm.

The second vehicle provides weekday inter-city demand response service between Firebaugh and Mendota.

2015-16 Productivity Evaluation Analysis

Firebaugh Transit reported an increase of 15.44% (2,903) in overall ridership. Senior ridership increased -27.32% (1,103), disabled passengers decreased by -406 (-31.74%), and general public ridership increased 16.35% (2,206). Farebox revenues increased \$212.10 (0.84%). Mileage decreased 4,038 miles (-7.03%). Service hours increased 5.56% (247). Costs increased \$2,120.97 (0.84%). The initial farebox recovery was 5.39%, before adding \$11,724.30 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, equal to the minimum 10.00% standard.

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

Recommendations

In order to maintain the programmed hours of in-city service, a second vehicle was reintroduced again in 2011-12 with the expressed understanding that it will be used exclusively to address inter-city service between Firebaugh and Mendota. This is intended to ensure that the programmed in-city services of Firebaugh and Mendota are maintained to serve their respective Cities.

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

2016-17

- The operation of the second vehicle for service between Firebaugh and Mendota should continue to be funded by Measure – C to enhance the service.
- Continue augmenting the financial support of the inter-city transit services (Westside Transit) with a combination of LTF Articles 4.5 and 8(c).
- Continue to monitor farebox recovery, adjust fares as warranted.
- Undertake increased marketing efforts for intra-city transit service to attract non-elderly fare-paying patrons.
- Continue to maintain service to elderly residents associated with the Nutrition Program.
- Implement recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Expand general public services if warranted.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.
- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.

2017-18

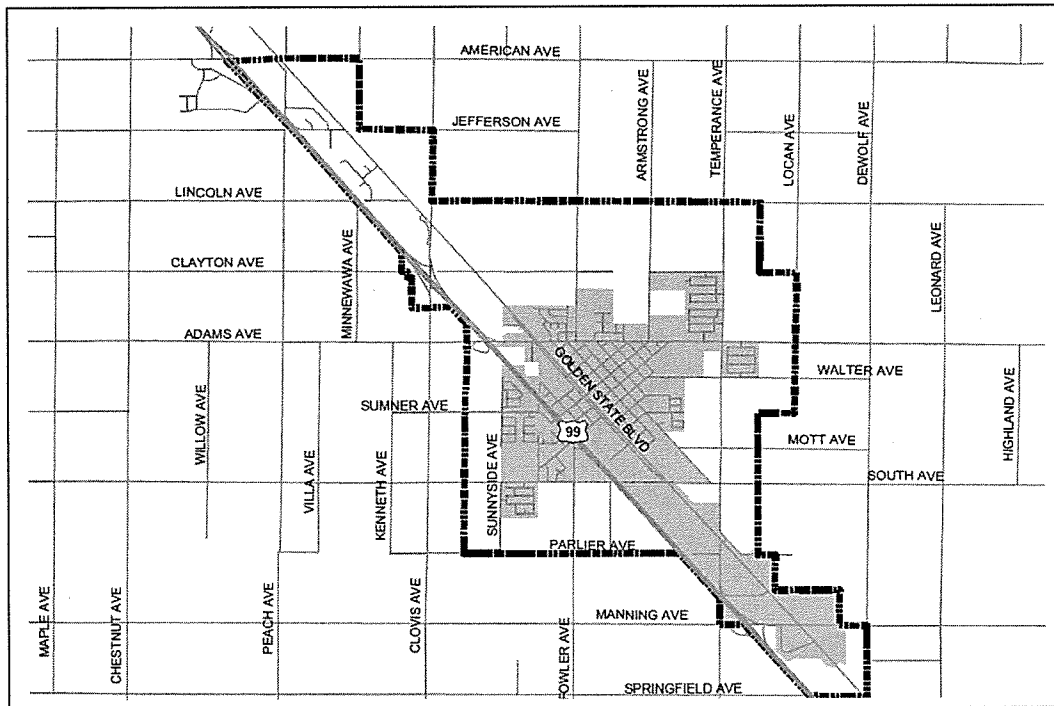
- Consider the introduction of a second service vehicle if sufficient TDA revenues are available for such purposes.
- Implement improvements as indicated by performance indicators.
- Implement alternative inter-city general public service to Fresno with new CMAQ funded bus.

2018-19

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

2019-22

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



FOWLER TRANSIT

7. FOWLER TRANSIT

2015-16 Intra- and Inter-City Operations

The FCRTA, under an inter-agency services Agreement with the City of Fowler contracts with Fresno Economic Opportunities Commission (FEOC) for public transportation services within its Sphere of Influence. One (1) twenty-two (22) passenger lift-equipped FCRTA van serves the Area nine and a half (9 1/2) hours per day, Monday through Friday.

Inter-city general public service to Fresno, Selma, and Kingsburg is provided on FCRTA's Southeast Transit utilizing a twenty-two (22) passenger bus for three (3) round trips within an eight (8) hour period, Monday through Friday.

2015-16 Productivity Evaluation Analysis

Fowler Transit noted a decrease in overall ridership, -641 (-13.59%). Senior ridership decreased -567 or -26.64%, while disabled ridership increased by 161 passengers (23.23%), and general public ridership decreased -235 (-12.39%). Fares decreased -2.89% (-\$380.06), while mileage increased 5.13% (868). Total hours increased 6.41% (147). Costs decreased -2.89% (-\$3,800.61). The initial farebox recovery was 2.16%, before adding \$10,032.21 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, equal to the minimum 10.00% standard.

Four (4) performance indicators for Fowler Transit were inconsistent with FCRTA System standards:

- passengers / hour (1.67 vs. 3.00);
- passengers / mile (0.23 vs. 0.30);
- cost / mile (\$7.19 vs. \$6.06); and
- cost / passenger (\$31.37 vs. 17.64).

Recommendations

The City of Fowler should continue to contract out for its public transportation service to FEOC. for Fowler Transit should continue to be monitored for efficiency and effectiveness of service to ensure its continued success.

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

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

2016-17

- The operation of the second vehicle should continue to be funded by Measure – C to enhance the service.
- Monitor farebox recovery, adjust fares as warranted.
- Maintain service to elderly residents associated with the Nutrition Program.
- Continue augmenting the financial support of inter-city service (Southeast Transit) with LTF Article 4.5 and 8(c).
- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.

2017-18

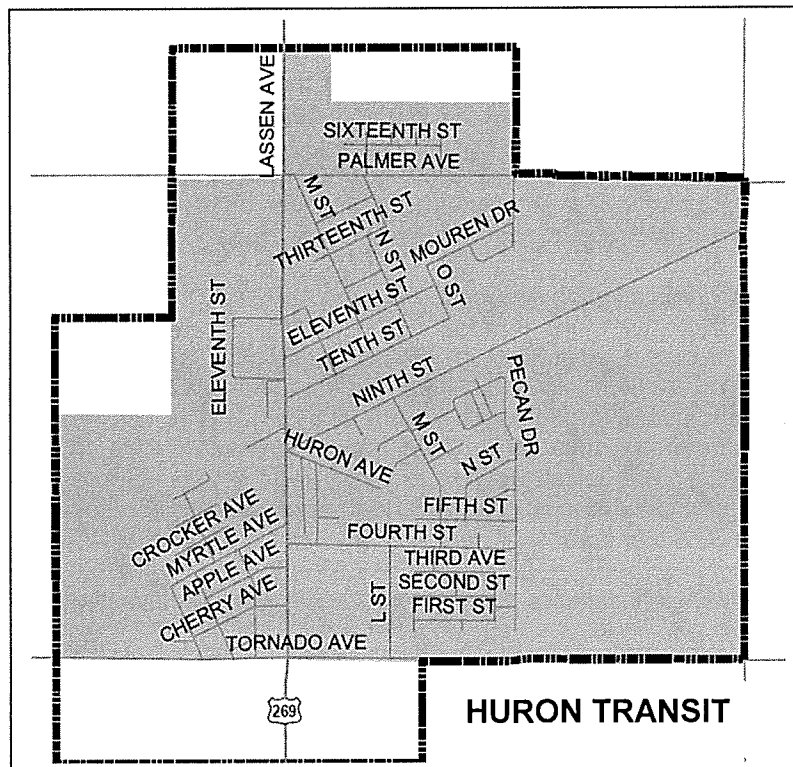
- Implement improvements as indicated by performance indicators.

2018-19

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

2019-22

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



8. HURON TRANSIT

2015-16 Intra- and Inter-City Operations

The FCRTA, under an inter-agency services Agreement with the City of Huron contracts with the Fresno Economic Opportunities Commission (FEOC) for the provision of general public transportation service within the Sphere of Influence. Intra-city lift-equipped services are available eleven (11) hours per day, Monday through Friday utilizing two (2) twenty-two (22) passenger lift equipped vans.

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

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

2015-16 Productivity Evaluation Analysis

Huron Transit's ridership decreased -4,953 (-6.76%). Senior riders decreased -686 (-12.09%), disabled decreased -825 for a -43.15% decrease, while general public ridership decreased -3,442 (-5.24%). Total fares decreased -4.01% (-\$2,064.50). Mileage decreased -0.45% (-292). Hours of service increased 2.94% (175) hours. Costs decreased -4.27% (-\$13,669.41). The resultant farebox recovery was 16.10%, well in excess of the minimum 10.00% standard.

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

Recommendations

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

The operation of the second in-city vehicle has proven to serve the increased transit service demands of the community. The operation of the intra-city service to Coalinga continues to be utilized in the morning and afternoon. Many residents appreciate the needed service.

The overall implementation of service hours should span from 6:00 am to 6:00pm Monday through Friday.

The inter-city service to Coalinga should continue.

In FY 2016 FCRTA entered into a partnership with West Hills College in Coalinga where the College is paying for rides (in the form of bus passes) for its students using the Huron Transit inter-city service to Coalinga. This arrangement is recommended to continue.

2016-17

- The operation of the second In-city vehicle should continue to be funded by Measure C to enhance the service.
- Monitor farebox recovery, adjust fares as warranted.
- Maintain service to elderly residents associated with the Nutrition Program.
- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.
- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.
- Continue bus pass purchase program with West Hills College in Coalinga.

2017-18

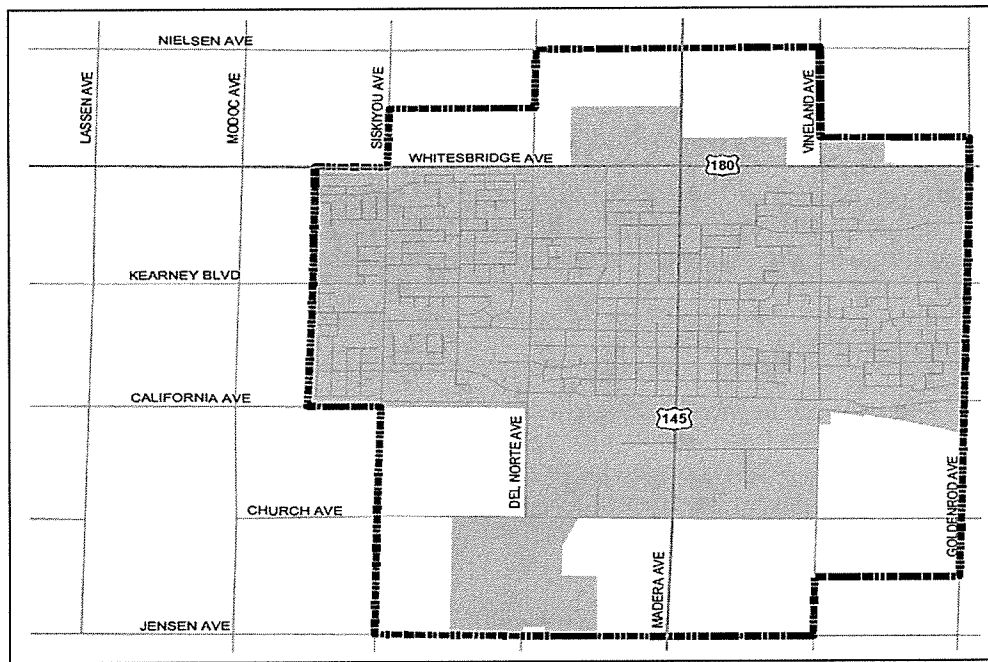
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2018-19

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

2019-22

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



KERMAN TRANSIT

9. KERMAN TRANSIT

2015-16 Intra- and Inter-City Operations

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

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

2015-16 Productivity Evaluation Analysis

Kerman Transit reported a -7.49% decrease in ridership (-680). Senior passengers increased by 110 rides (5.55%), disabled increased by 1,212 passengers, a whopping 184.76%, and general public passengers decreased by -2,002 riders (-31.08%). Farebox receipts decreased - \$1,529.83 (-7.31%). Mileage barely increased 0.14% (18 miles). Hours of operation increased 84 hours (4.52%). Costs decreased -7.31% (\$15,298.29). The initial farebox recovery was 8.04% before adding \$3,789.94 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, equal to the minimum 10.00% standard.

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

- cost / hour (\$112.45 vs. \$88.20);
- cost / mile (\$14.67 vs. \$6.06); and
- cost per passenger (\$23.08 vs. 17.64).

Recommendations

FCRTA staff continues to recommend service implementation from 7:00am to 4:00pm, with a mid-day lunch hour for the driver, Monday through Friday. Service expansion opportunities need to be explored locally in order to attract additional ridership to support the service.

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

2016-17

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

2017-18

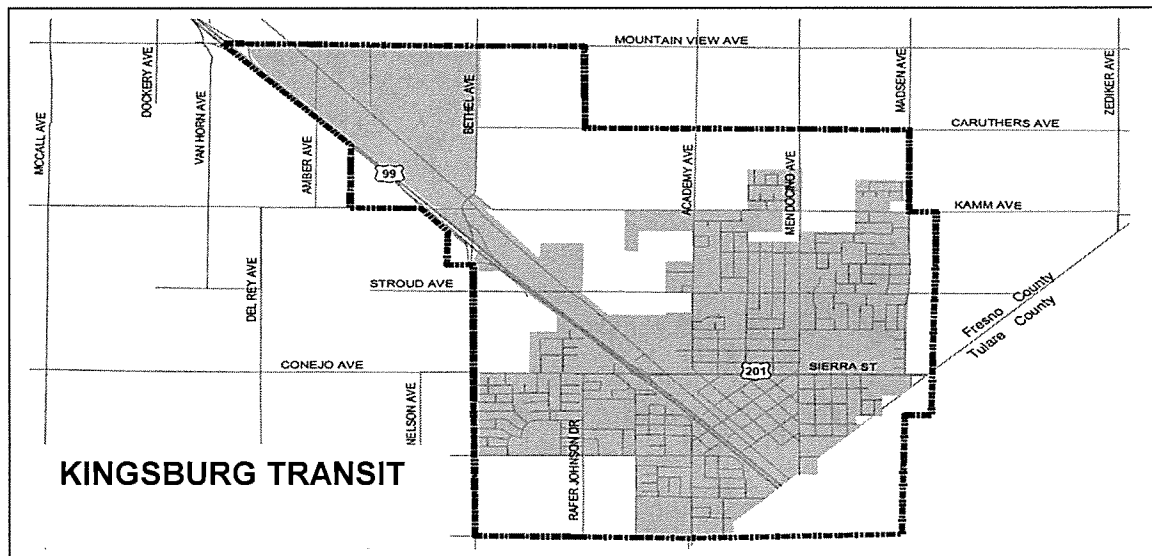
- Consider the service introduction of a second vehicle, funded by Measure – C, as warranted.
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2018-19

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

2019-22

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



10. KINGSBURG TRANSIT

2015-16 Intra- and Inter-City Operations

Two (2) FCRTA wheelchair lift-equipped vans are available for providing public transportation services to Kingsburg Area residents. The FCRTA, under an inter-agency services Agreement with the City of Kingsburg contracts with the Fresno Economic Opportunities Commission (FEOC) for the provision of general public service within the Sphere of Influence is on a demand-responsive basis nine and a half (9.5) hours per weekday, and eight (8) hours on Saturdays.

Inter-city trips to Fresno are available on FCRTA's scheduled fixed route Southeast Transit. Services are available for three (3) roundtrips Monday through Friday from 7:00am to 5:30pm through Selma and Fowler to Fresno.

2015-16 Productivity Evaluation Analysis

Kingsburg Transit's reported a -3.07% decrease in ridership (-697). Ridership by elderly passengers increased by 737 rides (8.39%), disabled increased by 528 passengers (9.71%), and general public passengers decreased by -1,962 riders (-23.15%). Farebox receipts decreased -\$2,602.13 (-9.74%). Mileage increased 5.84% (2,431 miles). Hours of operation increased 574 hours (13.48%). Costs decreased -9.74% (-\$26,021.34). The initial farebox recovery was 4.33%, before adding \$13,677.43 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, equal to the minimum 10.00% standard.

Each of the performance indicators for Kingsburg Transit was consistent with FCRTA System standards.

Recommendations

The operation of the Kingsburg Transit warrants the continued operation of two (2) service vehicles, Monday through Friday. One (1) service vehicle on Saturday is sufficient. The second vehicle should continue to be funded with Measure "C" funds to enhance the service.

2016-17

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

2017-18

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

2018-19

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

2019-22

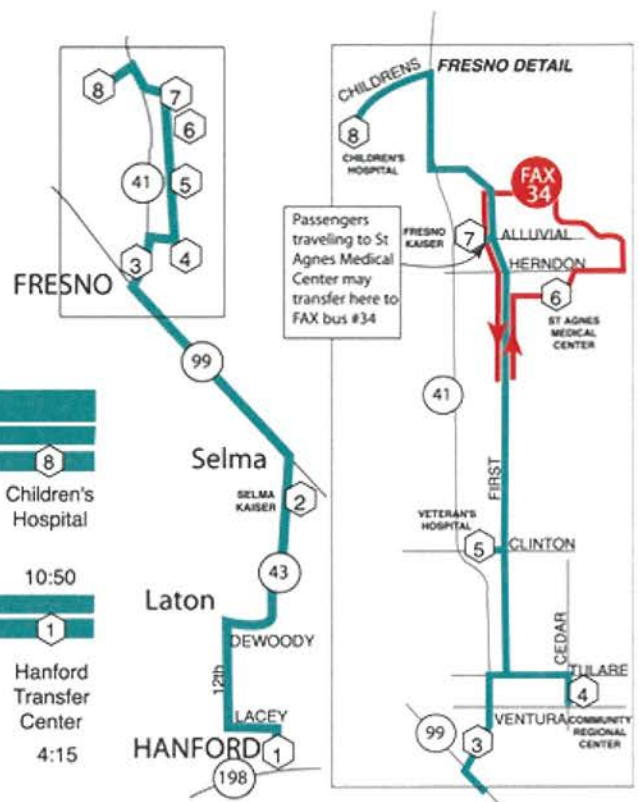
- Continue similar recommendations, as in previous years, to modify services as needed and warranted.

HANFORD – FRESNO

KART offers service to Fresno Monday to Friday.
Medical appointments between the hours of 10:00 AM and 2:00 PM are recommended when accessing medical care in Fresno.

Kart ofrece servicios a Fresno cada lunes a viernes.
Las recomendamos que hagan sus citas de las horas de 10:00 am a las 2:00 pm cuando tiene citas al doctor.

HANFORD - FRESNO							
NORTHBOUND							
1	2	3	4	5	6	7	8
Hanford Transfer Center	Selma Kaiser	Fulton Mall	Community Regional Center	Veteran's Hospital	Fresno & Shaw	Fresno Kaiser	Children's Hospital
9:00	9:30	9:55	10:05	10:15	10:20	10:35	10:50
SOUTHBOUND							
8	7	6	5	4	3	2	1
Children's Hospital	Fresno Kaiser	Fresno & Shaw	Veteran's Hospital	Community Regional Center	Fulton Mall	Selma Kaiser	Hanford Transfer Center
2:30	2:45	2:55	3:05	3:10	3:20	3:45	4:15



LATON TRANSIT

11. LATON TRANSIT

2015-16 Inter-City Operations

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

A second inter-County service contract was implemented to five (5) days a week (Monday through Friday), with FCRTA funding cooperation. The service facilitates transit from Hanford (in Kings County) through Selma (Kaiser Medical Clinic) to Fresno for stops at Fresno Community Regional Hospital, Veteran's Hospital, Kaiser Hospital, and Children's Hospital Central Valley (in Madera County).

2015-16 Productivity Evaluation Analysis

Laton Transit's ridership decreased -26.62% (-2,210). Senior riders decreased -1,233 (-50.31%); disabled riders decreased -380 (-56.63%), while general public ridership decreased -597 (-11.53%). Passenger fares remained unchanged. Mileage increased 699 miles (3.64%). Hours increased by 103 (17.25%) Costs increased \$307.70 (0.71%). FCRTA's recorded fares resulted in the farebox recovery of 3.92%.

One (1) performance indicators for Laton Transit were inconsistent with FCRTA System standards:

- farebox recovery (3.92% vs. 10.00%) overall the KART farebox for this service was 15.40% vs. 10.00%.

This performance measure is reflective of a portion of the inter-community services that are contracted with Kings Area Rural Transit's (KART's) operations that links the community to the City of Hanford and Fresno Hospitals. The FCRTA only pays a small portion of the actual operating costs associated with the service and KART records the overall farebox receipts from Hanford, Grangeville, Laton, and to Fresno Hospitals which results in a farebox ratio of 15.40% exceeding the minimum 10.00% standard.

Recommendation

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

2016-17

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

2017-18

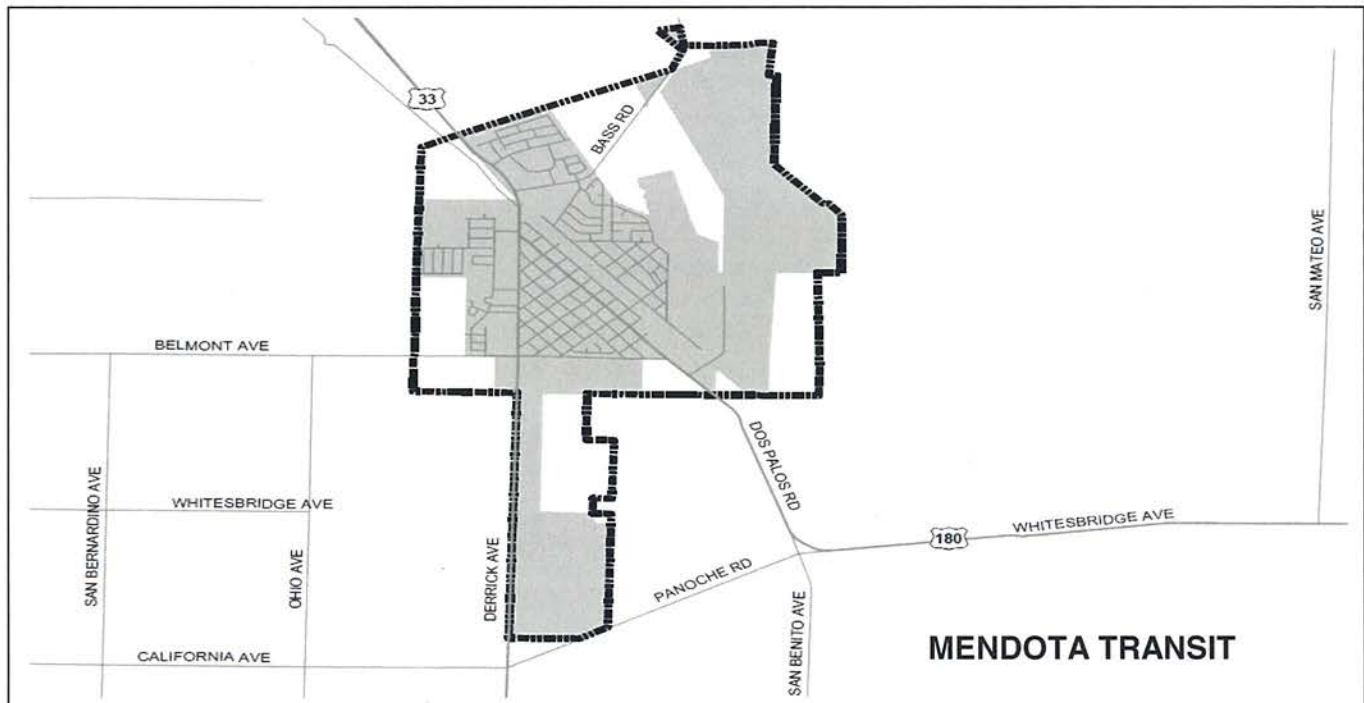
- Consider service expansion to five (5) days a week, with Measure – C funding, for inter-County services to medical facilities.
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2018-19

- Evaluate expansion or reduction of inter-city services.

2019-22

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



12. MENDOTA TRANSIT

2015-16 Intra- and Inter-City Operations

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

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

2015-16 Productivity Evaluation Analysis.

Mendota Transit's ridership decreased -15.94% (-2,615), less seniors (958) rode representing a decrease of -33.97%, -213 less disabled passengers rode (-37.11%) and -1,444 (-11.10%) less general public patrons utilized the service. Fares decreased -12.74% (-\$2,526.07). Mileage decreased 3,745 (-16.62%), while hours increased 7.02% (164). Cost decreased - \$25,260.74 (-12.74%). The initial farebox recovery was 6.19%, before adding \$6,595.61 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, equal to the minimum 10.00% standard.

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

— cost / mile (\$9.21 vs. \$6.06).

Recommendations

In order to maintain the programmed hours of in-city service in Mendota, the FCRTA has programmed a second vehicle for Firebaugh Transit. The second vehicle was reintroduced in 2011-12 with the expressed understanding that it will be used exclusively to ensure that the in-city services Mendota and Firebaugh are maintained to serve their respective Cities.

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

2016-17

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

2017-18

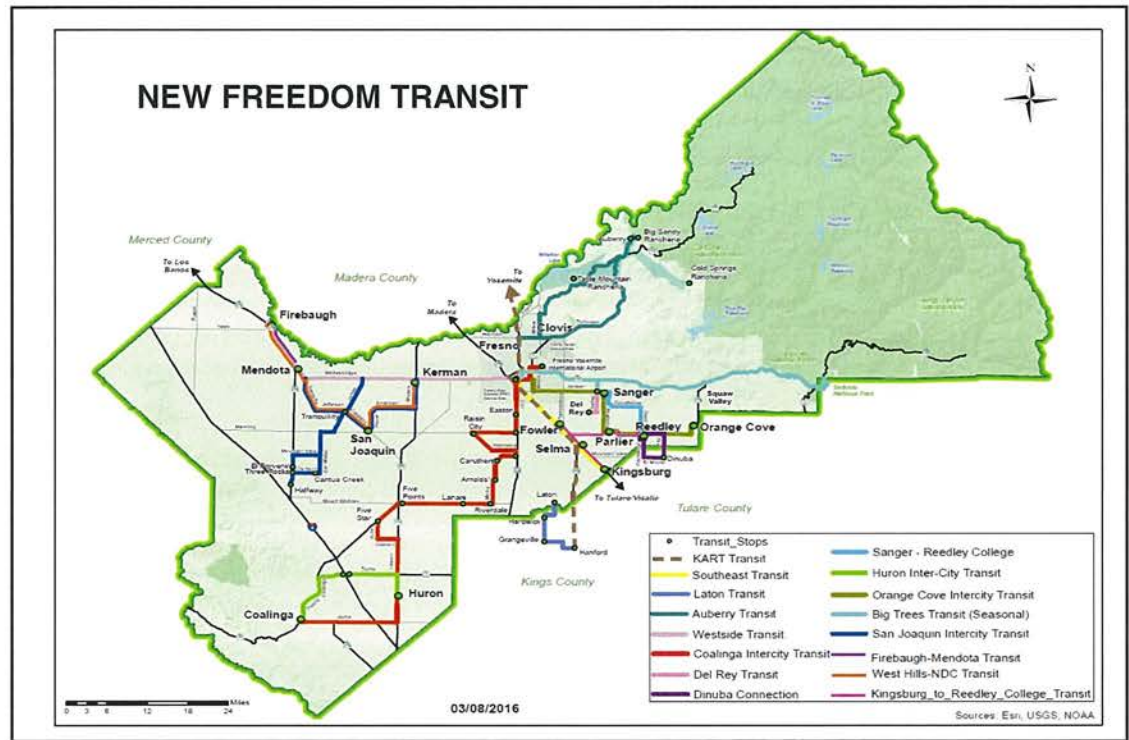
- Consider the need for the operation of a second vehicle, to be funded by Measure – C, to enhance the service.
- Consider the need to implement additional transit services to support the new Western Fresno County Regional Job Initiative Center.
- Implement improvements as indicated by performance indicators.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

2018-19

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

2019-22

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



13. NEW FREEDOM TRANSIT

Many obese, elderly and disabled riders sometimes are unable to board or use FCRTA buses due to physical limitations and/or the size and weight of their mobility equipment. These riders need special accommodations in order to access or better use FCRTA transit.

The Federal Transit Administration (FTA) recognized the problem nation-wide, and sought to address the matter. They created the New Freedom grant program which funds transit services specifically designed to help riders access transit services that they normally could not access or not without difficulty. FCRTA was awarded New Freedom funds for partial funding for a one (1) year demonstration period for a new transit service. The applicant is responsible for the funding in subsequent years

So FCRTA has developed a new service, called New Freedom Transit which is making its debut during FY 16-17. This service will transport passengers that weigh in excess of 600 pounds. The service will be primarily on a twenty-four hour prior reservation basis, between 7:00am to 5:30pm, Monday through Friday. However, because there are no other vehicles like this one in Fresno County, FCRTA intends to have this vehicle available on an emergency stand by basis.

Under these circumstances, it is projected that actual vehicle ridership for this new service will vary significantly. But in regular demand responsive operation, FCRTA is projected to serve from one to thirteen passengers per hour, depending on actual required time and distance traveled. The one-way trips therefore can range from 6,500 to 26,000 per year. Of that, approximately 1,250 would be recognized as disabled. Perhaps an additional 750 one-way passengers may be considered morbidly obese and could have exceeded the usual 600 pound access limit of the ADA. Personal aids who travel with disabled passengers will ride for free. One-way fares shall cost between \$1.25 and \$5.00.

Recommendations

The New Freedom Transit service is expected to begin on January 23, 2017. The new service will be closely monitored to ensure it meets minimum performance criteria to warrant continuation.

The FCRTA has contracted with Fresno Economic Opportunities Commission (FEOC) as the Rural Consolidated Transportation Service Agency (Rural CTSA) for the provision of this transportation services.

It is recognized that this is an important new service, and yet it will still need to be subjected to minimum performance evaluation criteria in order to justify additional service vehicles

2016-17

- Begin new service.
- Continue monitoring farebox recovery, adjust fares as warranted.
- Continue augmenting the financial support of the inter-city service with Measure –C funds, as necessary.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.

2017-18

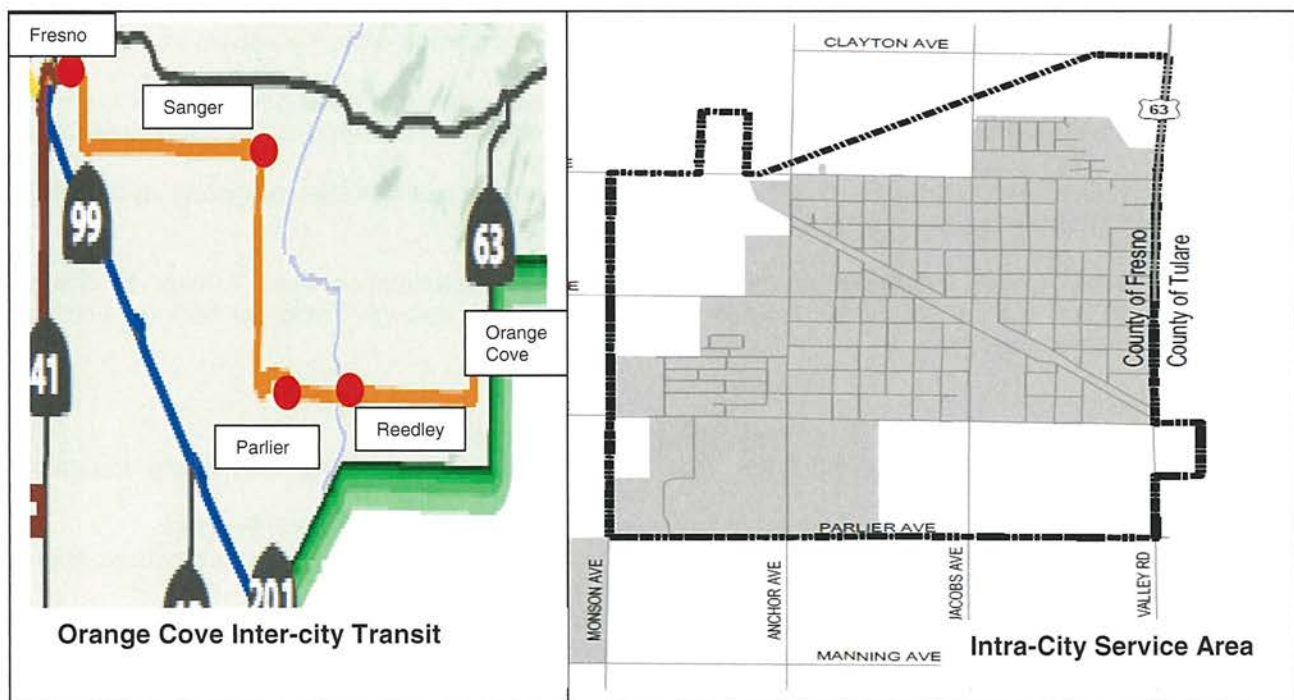
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2018-19

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

2019-22

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



ORANGE COVE TRANSIT

14. ORANGE COVE TRANSIT

2015-16 Intra- and Inter-City Operations

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

Orange Cove Transit also provides a thirty-seven (37) passenger lift-equipped inter-city fixed-route service, with route deviation to pick-up disabled passengers, linking Orange Cove to Fresno via Reedley, Parlier and Sanger. Currently multiple round trips are available each service day. The inter-city service is provided from 7:00am to 5:30pm, Monday through Friday.

2015-16 Productivity Evaluation Analysis

Orange Cove Transit has reported a decrease in ridership of -2.58% (-1,145). Seniors ridership increased 8.94% (1,039), 281 (15.16%) more disabled participated, and -2,465 (-7.96%) fewer general public passengers rode last year. Fares slightly increased 0.30% (\$183.96); mileage increased 3.96% (2,482). Hours of service increased 5.91% (280). Costs decreased - \$41,267.30 (-13.21%). The resultant farebox recovery was 22.32%.

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

Recommendations

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

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

A residential development in Orange Cove was approved contingent on the contractor constructing a Bus Stop Station Facility to enhance travel by Eastern Fresno County residents.

Passengers utilizing the Orange Cove Transit's inter-city service have an opportunity in Reedley to transfer to Dinuba Transit for service to Tulare County.

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

2016-17

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

2017-18

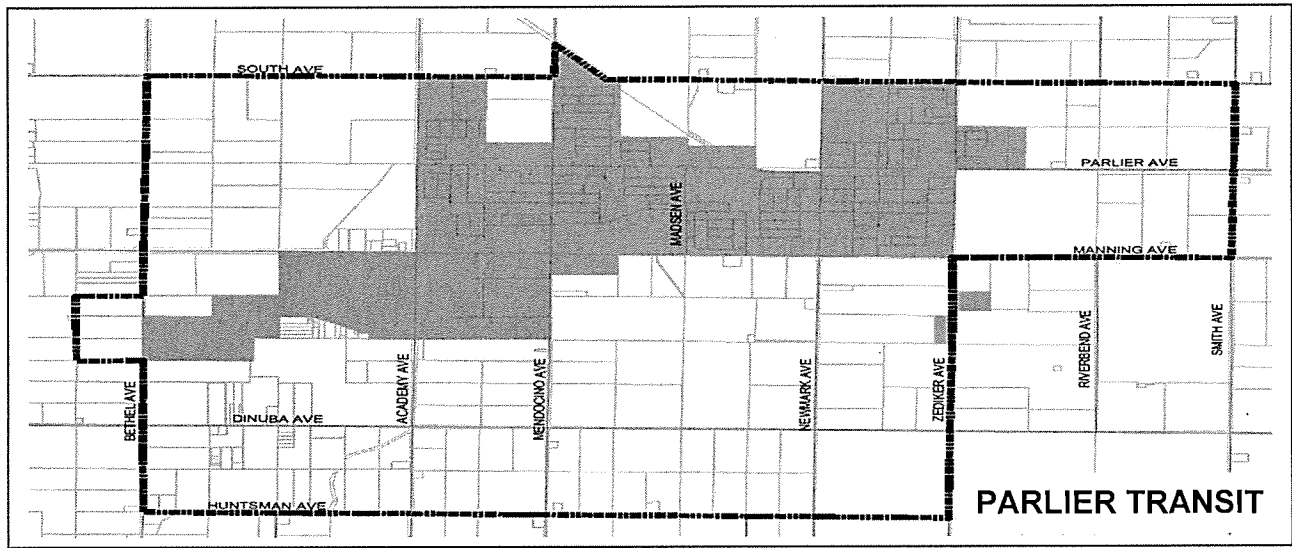
- Consider the need for the operation of a second vehicle, to be funded by Measure – C, to enhance the service.
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2018-19

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

2019-22

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



15. PARLIER TRANSIT

2015-16 Intra- and Inter-City Operations

Under an inter-agency services Agreement with the City of Parlier, FCRTA currently contracts for transportation services with the Fresno Economic Opportunities Commission (FEOC). Parlier Transit operates a twenty-two (22) passenger lift-equipped demand-responsive service within its Sphere of Influence. Service is currently provided Monday through Friday from 7:00 a.m. to 4:00 pm.

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

2015-16 Productivity Evaluation Analysis

Parlier Transit transported 1,270 more passengers for an increase of 11.44%. Senior riders increased 52.46% (1,751), -254 (-33.33%) less disabled, and general public riders decreased -227 (-3.24%). Fares decreased -8.13% (-\$1,290.90). Mileage decreased -890 (-5.10%), while service hours increased 125 (6.64%) hours. Cost decreased -\$12,909.09 or -8.13%. The initial farebox recovery was 4.64%, before adding \$7,102.39 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, just equal to the minimum 10.00% standard.

One (1) performance indicators for Parlier Transit were inconsistent with FCRTA System standards:

- cost / mile (\$8.81 vs. \$6.06).

Recommendations

It is recommended that the FEOC/CTSA continue the operation of Parlier Transit. FCRTA staff continues to recommend service implementation from 7:00am to 4:00pm, with a mid-day lunch hour for the driver, Monday through Friday. With the continued growth and development of Parlier, staff will be evaluating the possibility of expanded service hours and perhaps the need to introduce a second vehicle when warranted.

2016-17

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

2017-18

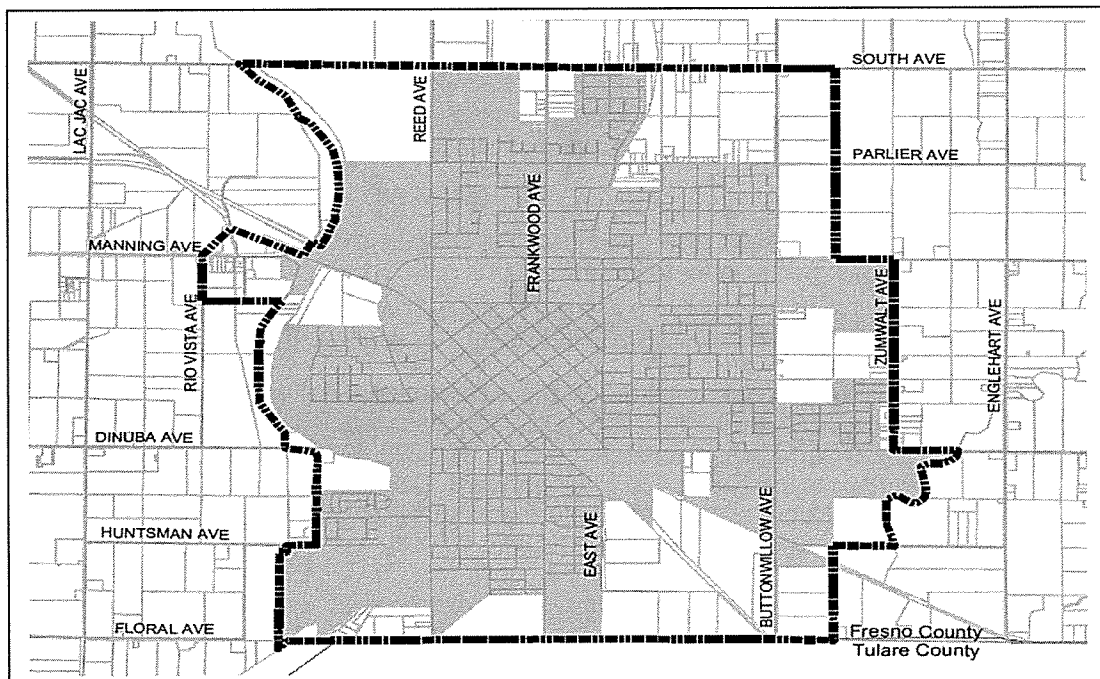
- Consider expansion of service hours.
- Consider the need for the operation of a second vehicle, to be funded by Measure – C, to enhance the service.
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2018-19

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

2019-22

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



REEDLEY TRANSIT

16. REEDLEY TRANSIT

2015-16 Intra- and Intra-City Operations

The City of Reedley, through an inter-agency services Agreement with the FCRTA, provides demand-responsive public transportation within its Sphere of Influence nine and a half (9.5) hours per day, Monday through Friday. In 2011-12, four (4) twenty-two (22) passenger lift-equipped FCRTA vans were utilized.

Orange Cove Transit provides wheelchair-accessible, inter-city, fixed-route service, with route deviation to pick-up disabled passengers, to Fresno via Parlier and Sanger. They provide multiple round trips daily, Monday through Friday. Passengers from Reedley Transit and Orange Cove Transit may transfer for service between Reedley (Fresno County) and Dinuba (Tulare County).

In 2014 a new transit operation, the Sanger-Reedley College route began fixed route service between Sanger and Reedley College and in 2016 another new transit operation, Kingsburg-Reedley College Transit begin fixed route service between Kingsburg and Reedley College.

2015-16 Productivity Evaluation Analysis

Reedley Transit's ridership increased 1,405 passengers, representing a 2.66% change from the previous Fiscal Year. Seniors ridership decreased -2.73% (-295), 1,299 (17.23%) more disabled rides rode, and 401 (1.16%) more general public rode. Fares increased slightly 0.46% (\$244.61). Mileage also increased slightly 0.40% (297) while hours increased 13.65% (903). Costs increased slightly \$2,446.06 (0.46%). The initial farebox recovery was 5.76%, before adding \$22,747.02 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, just equal to the minimum 10.00% standard.

One (1) performance indicators for Reedley Transit were inconsistent with FCRTA System standards:

— cost / mile (\$7.21 vs. \$6.06).

Recommendations

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

In 2009-10, the FCRTA staff recommended that the service be increased to five (5) service demand responsive vehicles for eight (8) service hours each staggered over a ten (10) hour service period from 7:00am to 5:30pm, Monday through Friday and a single (1) vehicle for eight (8) hours on Saturday from 8:00 a.m. to 5:00pm with a mid-day lunch hour for the drivers. The fifth (5th) vehicle's costs were being covered by FCRTA's Measure "C" funds as a service expansion. Upon further examination at the end of the Fiscal Year, it was determined that the inclusion of a fifth (5th) was simply not warranted. Many years ago the same numbers of riders were adequately addressed with just three (3) vehicles, but four (4) vehicles should be utilized to ensure prompt service. Ridership mid-way through 2010-11 decreased slightly. If, in the future, ridership demand increases significantly, a fifth (5th) vehicle may again be added.

Passengers from Reedley Transit and Orange Cove Transit's inter-city service from Orange Cover, through Reedley, Parlier, Sanger and Fresno, have the opportunity to transfer to Dinuba Transit for service into Tulare County.

2016-17

- Monitor farebox recovery, adjust fares as warranted.
- Continue marketing the intra-city transit services to attract non-elderly fare-paying patrons.

- Maintain service to elderly residents associated with the Nutrition Program.
- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.
- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.
- Continue to monitor the fixed routes serving Reedley College from Sanger and Kingsburg.

2017-18

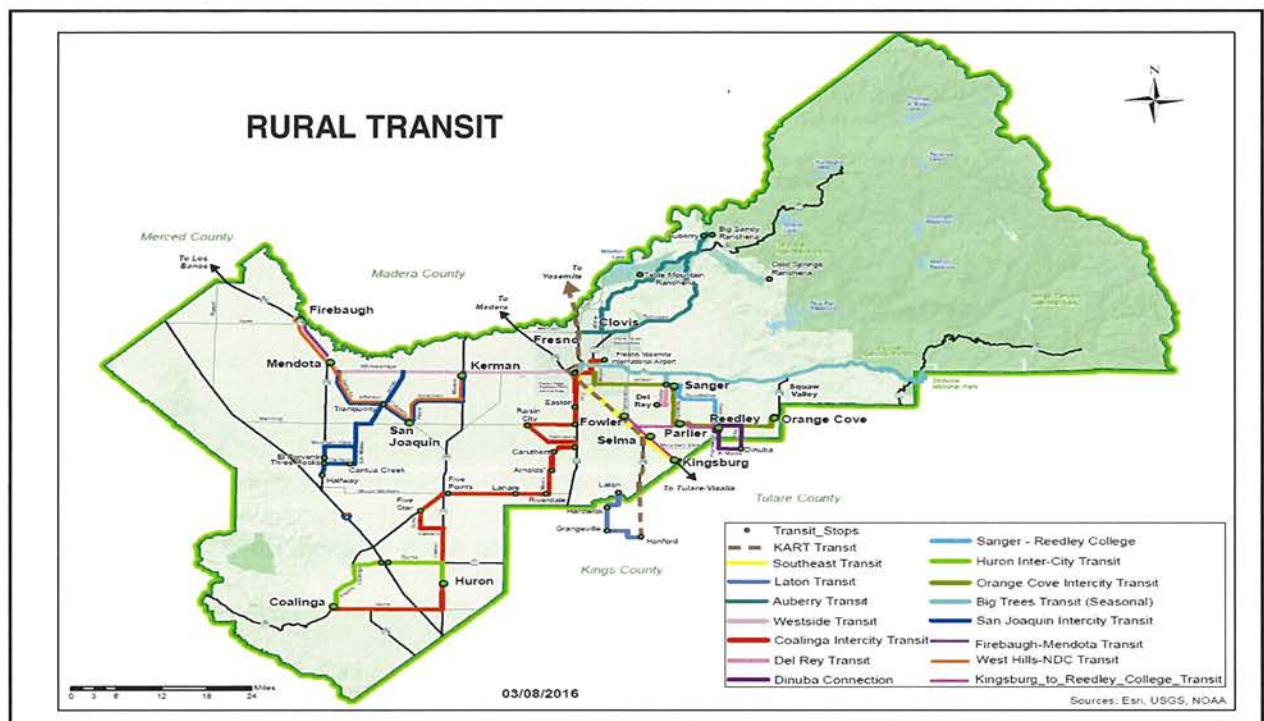
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2018-19

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

2019-22

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



17. RURAL TRANSIT

2015-16 Inter-Community Operations

Rural Transit's services address the previously unmet transit needs of truly rural area residents living beyond the existing transit service areas. Existing FCRTA service is not adequate to meet typical intra-or inter-City standards. Riders must request service twenty-four (24) hours in advance. The travel distances (deadhead and actual distance with a passenger and return) from Fresno to a remote rural location and the time for a single round trip are quite long (actually it becomes 2 round trips; if additional side trips are necessary, such as a trip to a doctor's appointment and then to a pharmacy and/or shopping), for the potential of very few passengers, typically just one (1) or two (2) individuals. Three (3) accessible four (4) passenger mini-vans are available. The reduced fare is \$5.00 per round trip fare, with an additional \$1.50 fee for each side trip. If a disabled passenger requires an assistant to travel with them, they do so at no additional charge, as per ADA stipulations. Rural Transit began operating in 2010-11 to address transit requests beyond existing Rural Service Areas. The service is available Monday through

Friday on a twenty-four (24) hour prior reservation basis. Ridership has been very limited, but for those who use it, they find it very responsive to their non-traditional needs. The service is funded by Measure C. funds.

2015-16 Productivity Evaluation Analysis

Ridership was 431 (57.09%) more passengers than the previous year. Less seniors rode (-287) (-71.39%), but there were 37 (55.22%) more disabled passengers, and there were 681 (238.11%) more general public passengers. Farebox receipts increased \$2,586.96 (34.72%). The mileage increased 11,971 (43.54%) and the hours increased 520 (47.14%) hours. The cost increased \$25,869.50 (34.72%). The initial farebox recovery was 2.16%, before adding \$7,866.94 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, just equal to the minimum 10.00% standard.

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

- passengers per hour (0.68 vs. 3.00).
- passengers per mile (0.03 vs. 0.30)
- cost per passenger (\$98.69 vs. \$17.64).

Recommendations

The Rural Transit subsystem was implemented as a demonstration expansion service. Four (4) vehicles have been purchase to facilitate the operation of three (3) in regular service, Monday through Friday, with the fourth (4th) reserved as a back-up vehicle. The service has been well received by those who need it. It addresses the final element on a county-wide transit service. Transfers to existing operations should eliminate service duplications.

The FCRTA has contracted with Fresno Economic Opportunities Commission (FEOC) as the Rural Consolidated Transportation Service Agency (Rural CTSA) for the provision of this transportation services.

It is recognized that this is an important new service, and yet it will still need to be subjected to minimum performance evaluation criteria in order to justify additional service vehicles

2016-17

- Continue monitoring farebox recovery, adjust fares as warranted.
- Continue augmenting the financial support of the inter-city service with Measure –C funds, as necessary.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.

2017-18

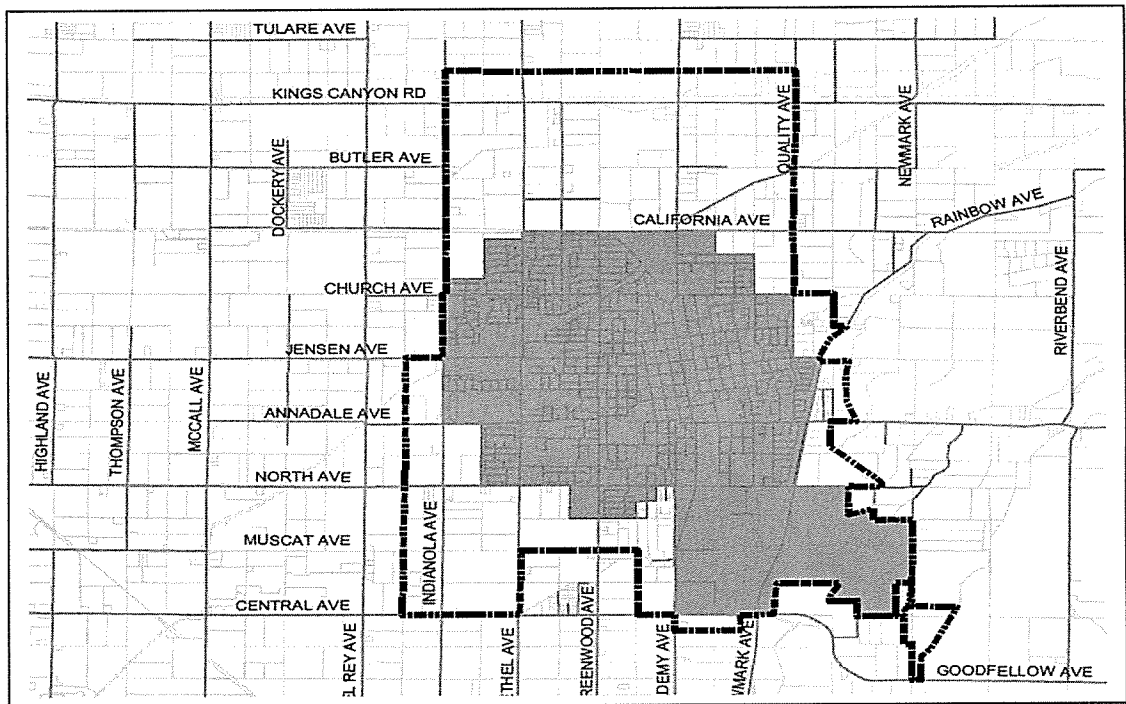
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2018-19

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

2019-22

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



SANGER TRANSIT

18. SANGER TRANSIT

2015-16 Intra- and Inter-City Operations

The FCRTA, under an inter-agency services Agreement with the City of Sanger, contracts with Transportation Specialties to provide public transportation service within the Sanger Sphere of Influence. Two (2) twenty-two (22) passenger lift-equipped FCRTA vans offer demand-responsive service in Sanger. The service is provided nine and a half (9.5) hours per day, Monday through Friday, and eight (8) hours on Saturday. In 2012-13, a third (3rd) vehicle was added to address increased ridership demands. In FY 2014-15 Sanger Transit was further expanded as a fourth vehicle was added to the in-city service and the new Sanger-Reedley College fixed route began service in September 2014.

Orange Cove Transit provides two (2) round-trips daily, with route deviation to pick-up disabled passengers, to Fresno or Parlier, Reedley and Orange Cove on its FCRTA lift-equipped thirty-seven (37) passenger bus.

2015-16 Productivity Evaluation Analysis

Sanger Transit's ridership decreased -4.17% (-2,165). Ridership by seniors decreased -6.00% (-942), while the disabled passengers decreased by -727 (-8.53%), and general public passengers decreased by -1.79% (-496). Fares decreased very slightly -0.17% (-\$84.81). Mileage increased 5.46% (5,792), and hours increased 9.67% (831). Costs decreased -0.17% (-\$848.17). The initial farebox recovery was 7.79%, before adding \$11,005.41 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, just equal to the minimum 10.00% standard.

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

Recommendations

Since the Spring of 2007, two (2) twenty-two (22) passenger lift-equipped vans have been providing demand responsible service in the community. Actual ridership continued to

increase. As the community grew a third (3rd) vehicle was added in July 2012. The operation of an additional vehicle will be covered by Measure "C" as a service expansion. Sanger Transit's service contract with Transportation Specialties was reviewed to ensure all aspects of the service was being adequately addressed. Numerous service complaints caused FCRTA's staff to not renew the contract. A new contract for 2013-14 has been negotiated reflecting a significant savings. The new contract will be with the Fresno Economic Opportunities Commission as the rural CTSA. The new arrangements will specifically address bilingual dispatching capabilities with a computer dispatch program.

Passengers from Sanger Transit and Del Rey Transit have an opportunity to utilize Orange Cove Transit's inter-city service to travel to Reedley and transfer to Dinuba Transit for service to Tulare County.

Continue Sanger Transit's expansion of fixed route service from Sanger through Parlier to Reedley and Reedley College to support the unemployed and under employed residents that are anxious to fill jobs at ten (10) manufactures in Sanger who need trained employees to support and expand their respective companies. City residents travel between the Cities in search of other goods and services. It should be noted that this service does not compete with the inter-City ridership of Orange Cove Transit service between Orange Cove, Reedley, Parlier, Sanger, and Fresno. The services do not operate at the same times or in the same directions. Specifically the Orange Cove Transit picks-up patrons to facilitate arrival in Fresno before 8:00am, while Sanger Transit picks-up patrons to facilitate arrival at Reedley College before 8:00am.

2016-17

- Continue to monitor farebox recovery, adjust fares as warranted.
- Continue marketing the intra-city transit services to attract non-elderly fare-paying patrons.
- Maintain service to elderly residents associated with the Nutrition Program.
- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.
- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.
- Continue to monitor the Sanger-Reedley College fixed route.

2017-18

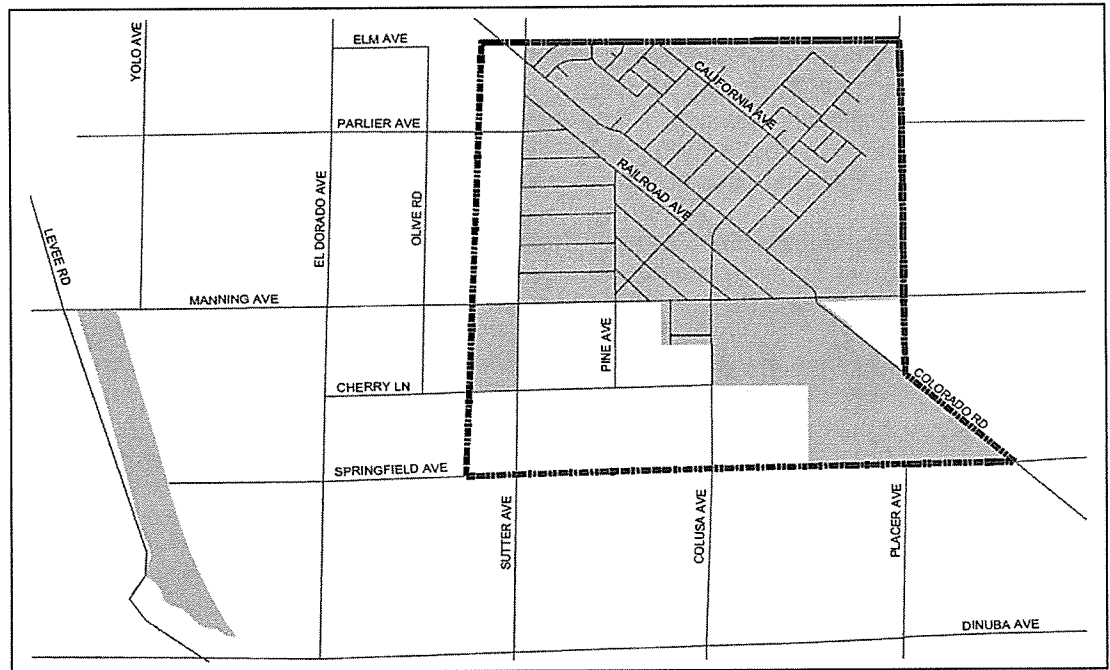
- Consider the need for the operating additional service vehicles to address increased travel demands.
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2018-19

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

2019-22

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



SAN JOAQUIN TRANSIT

19. SAN JOAQUIN TRANSIT

2015-16 Intra-, Inter City and Inter-Community Operations

The FCRTA, under an inter-agency Agreement with the City of San Joaquin, contracts with the Fresno Economic Opportunities Commission (FEOC) for demand-responsive service within their Sphere of Influence. This wheelchair accessible service is provided Monday through Friday for ten (10) hours daily from 7:00am to 6:00pm using a twenty-two (22) passenger lift equipped FCRTA van. San Joaquin Transit also responds to transit service requests of the communities of Cantua Creek, El Porvenir, Halfway, Tranquillity and Three Rocks.

The Rural CTSA also operates wheelchair-accessible inter-city services, with route deviation to pick-up disabled passengers, to Kerman, Mendota, Firebaugh and Fresno. The Westside Transit service provides two (2) roundtrips Monday through Friday on a scheduled fixed-route basis.

2015-16 Productivity Evaluation Analysis

San Joaquin Transit ridership decreased -29.20% (-874). Senior ridership decreased -4.79% (-26), disabled decreased by -50 (-34.25%), and general public ridership decreased -34.64% (-798). Fares decreased -4.74% (-\$803.02). Mileage decreased -8.95% (-3,714) while hours increased by 403 (16.90%). Cost decreased -4.74% (-\$8,030.24). The initial farebox recovery was 3.74%, before adding \$10,089.91 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, equal to the minimum 10.00% standard.

During the 2015-16 Fiscal Year San Joaquin Transit operated beyond reasonable FCRTA System standards in the following three (3) performance indicators:

- passengers / hour (0.76 vs. 3.00);
- passengers / mile (0.06 vs 0.30); and
- cost / passenger (\$76.10 vs \$17.64).

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

Recommendations

San Joaquin has aggressively worked to group passenger trips. The service needs to be operated as a shared ride demand responsive service. The existing scheduled pick-up locations, Cantua Creek, El Porvenir, Halfway, Tranquility, Three Rocks and Kerman result in high unproductive mileage. The passengers need to support the shared ride concept in order to retain current low farebox rates.

The lack of water for agriculture purposes has impacted the families of farm workers. Many have left the area in search of employment. The child care centers' enrollment has reduced significantly. If and when client increases return, additional services may be warranted at that time.

The ridership trend for the intra-community service continues to decline and FCRTA staff believes that additional marketing might help alleviate this situation. New marketing activities could begin in this service area as early as FY 2016-17.

2016-17

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

2017-18

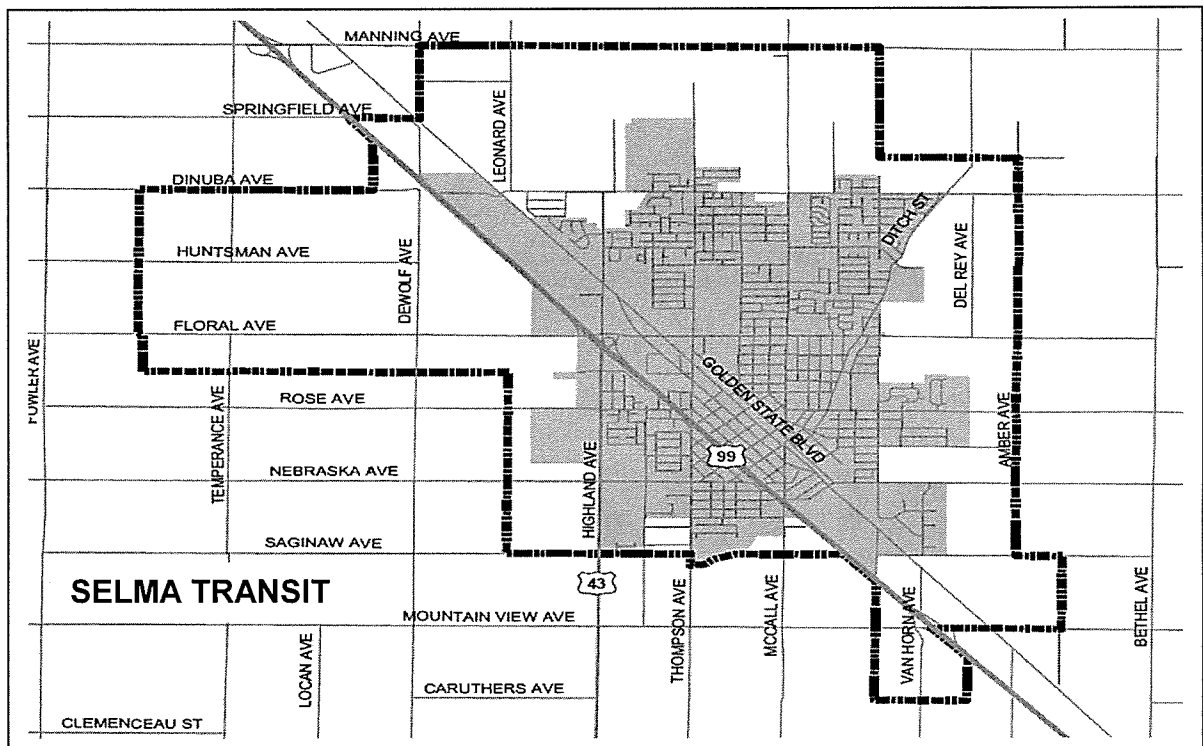
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2018-19

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

2019-22

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



20. SELMA TRANSIT

2015-16 Intra- and Inter-City Operations

In July 2009, the city of Selma decided that they no longer wanted to operate Selma Transit. In an effort to decrease costs, they had the FCRTA contract with Fresno Economic Opportunities Commission as the rural CTSA to take over the operation. The FEOC was able to hire previous drivers and dispatchers, who were familiar with the services and community to ensure a seamless transition. Selma Transit provides service within Selma's Sphere of Influence.

This service utilizes four (4) FCRTA lift-equipped vans. Three (3) are currently operated on a demand-responsive basis, Monday through Friday, for an average of eight (8) hours per service day. The individual vehicle operations are staggered from 7:00am to 5:30pm, Monday through Friday, and a single (1) vehicle is operated for eight (8) hours on Saturdays. A reserve vehicle covers the lunch hours of the other drivers and maintain consistent service during the busiest period of the day. Service is also available on Saturdays for eight (8) hours through a service contract with the FEOC as the rural CTSA.

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

Kings Area Rural Transit (KART) in Kings County provides inter-county service, with FCRTA funding cooperation. The service facilitates transit from Hanford through Selma (Kaiser Hospital, Veteran's Hospital and Children's Hospital Central Valley (in Madera County)).

2015-16 Productivity Evaluation Analysis

Selma Transit's ridership increased 8.87% (3,525). Senior ridership increased 424 (4.33%), disabled passengers increased by 2,486 (22.43%) while general public ridership increased 615 (3.26%). Fares increased 3.29% (\$1,492.47). Mileage increased 29.28% (20,779). The hours of service increased 29.64% (2,005 hours). The resultant costs increased 3.29% (\$14,924.67). The initial farebox recovery was 4.91%, before adding \$23,865.63 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, equal to the minimum 10.00% standard.

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

Recommendations

The alternative operations of Selma Transit have proven to be successful. The FEOC has been able to provide reliable back-up support staff to ensure maximum service during the stipulated times. As such, the service has attracted additional riders on a consistent basis. Programmed improvements should continue to be implemented.

The intra-city service of Selma Transit needs to focus on grouping more passengers together in an effort to accommodate increased ridership demand. Each dispatcher needs to visualize the relative location of each vehicle and subsequent service requests in an effort to “add additional passengers” to each vehicle trip. The dispatchers need to maintain constant radio feedback with the drivers to seek their suggestions as to who can best handle the next passenger.

In Fiscal Year 2014-15 the operation of the fourth (4th) vehicle on a fixed route basis was discontinued in favor of the vehicles being operated on a demand responsive basis.

Saturday service continues to be available with one (1) vehicle operated on a demand responsive basis for eight (8) hours from 8:00am to 5:00pm with a lunch hour for the driver from 12 Noon to 1:00pm.

2016-17

- The Selma City Council may divert staff to reassess the operational modes (demand responsive and fixed route) to ensure Selma Transit continues to meet the needs of an ever increasing population.
- Continue monitoring farebox recovery, adjust fares as warranted.
- Maintain service to elderly residents associated with the Nutrition Program.
- Continue to augment the financial support of inter-city services (South-East Corridor) with LTF Article 4.5 and 8c.
- Continue providing limited service to the Selma Airport.
- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Consider city staff operation of the Saturday intra-city services.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.
- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.

2017-18

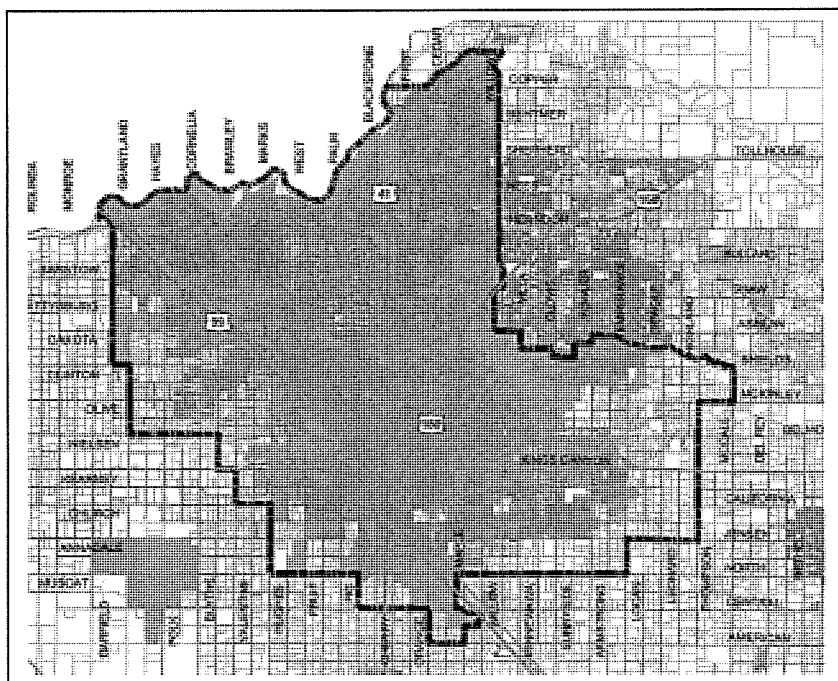
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2018-19

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

2019-22

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



SHUTTLE TRANSIT

21. SHUTTLE TRANSIT

For many years, it has been evident that when riders from rural Cities arrive in Fresno they have problems utilizing the fixed route services to get to their destinations, conduct their business and return back downtown to catch their return bus back to their respective rural City. Frail elderly and disabled have significant problems attempting to qualify as a user of the Handy Ride services. Those wanting to get to an employment opportunity, educational institution, training program, medical appointment or other facility learn that it is nearly impossible to rely on public transportation.

The Federal Transit Administration (FTA) recognized the problem nationwide, and sought to address the matter. They created another Program that is called Section 5316, the Job Access / Reverse Commute (JARC). Initially it sought competitive applications, and selected a few for partial funding for a one (1) year demonstration period. The applicant was responsible for the funding in subsequent years. It really was not attractive to small rural operators with very limited funding in the first place.

With the passage of Measure-C, the FCRTA has an opportunity to implement a supportive program. The FCRTA has four (4) inter-City subsystems that provide service to the Fresno Metropolitan Area. They include:

- Coalinga Transit (from Coalinga, Huron, Five Points, Lanare, Riverdale, Caruthers, Raisin City, and Easton);
- Orange Cove Transit (from Orange Cove, Reedley, Parlier, and Sanger);
- Southeast Transit (from Kingsburg, Selma, and Fowler); and
- Westside Transit (from Firebaugh, Mendota, Kerman, with connections from San Joaquin).

The Shuttle services are intended to meet the inter-City buses as they arrive in Fresno. The fares are the same as FAX, \$1.25 per one-way trip. The riders can call the Centralized Dispatch phone number 1-800-325-7433 to arrange service. The FCRTA has four (4) vehicles, three (3) primary and one (1) back-up.

2015-16 Intra City Operations

Since introduction during FY 2014-15, ridership has been very low due to the very specialized nature of this modified demand response service with total ridership being well below one thousand passengers annually.

2015-16 Productivity Evaluation Analysis

Between Fiscal Years 2015 and 2016, Shuttle Transit's ridership decreased -29.12% (-122). Senior ridership decreased by -7 (-63.64%), disabled passengers decreased by -3 (-50.00%) while general public ridership decreased -112 (-27.86%). Fares decreased -9.14% (-\$212.17). Mileage decreased -28.61% (-1,859). The hours of service increased 3.46% (8 hours). The resultant costs decreased -9.14% (-\$2,121.79). Farebox recovery was 1.74%, before adding \$1,742.67 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, equal to the minimum 10.00% standard.

During the 2015-16 Fiscal Year Shuttle Transit operated beyond reasonable FCRTA System standards in the following four (4) performance indicators:

- passengers / hour (1.24 vs. 3.00);
- passengers / mile (0.06 vs 0.30);
- cost / hour (\$88.27 vs. \$6.06); and
- cost / passenger (\$71.03 vs \$17.64).

Recommendations

The Shuttle Transit services were phased in after July 1, 2014 as new vehicles became available for service introduction. Service requests and transfers are monitored to match actual usage. The services are closely monitored to ensure they meet minimum performance criteria to warrant continuation.

The FCRTA has contracted with Fresno Economic Opportunities Commission (FEOC) as the Rural Consolidated Transportation Service Agency (Rural CTSA) for the provision of this transportation services.

It is recognized that this is an important new service, and yet it will still need to be subjected to minimum performance evaluation criteria in order to justify additional service vehicles

2016-17

- Continue monitoring farebox recovery, adjust fares as warranted.
- Continue augmenting the financial support of the inter-city service with Measure -C funds, as necessary.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.

2017-18

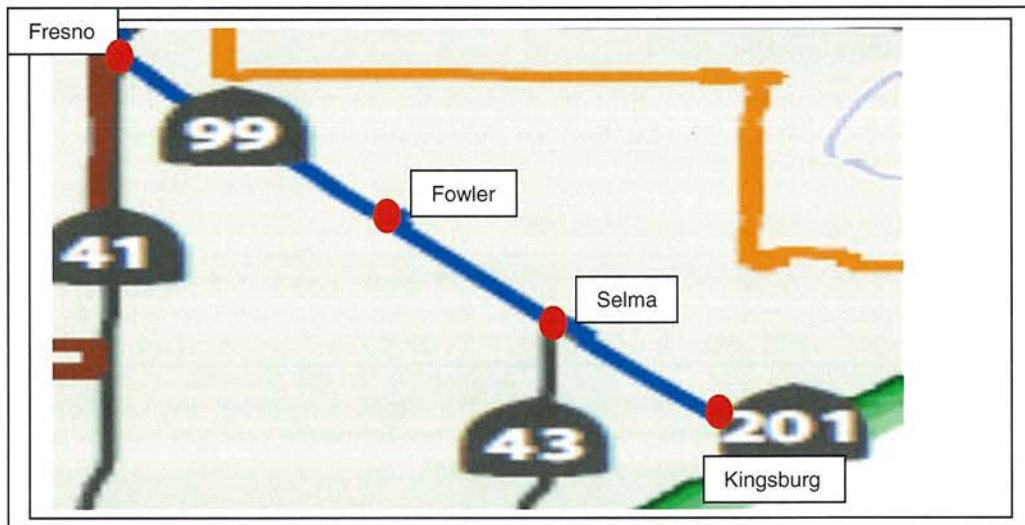
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.

2018-19

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

2019-22

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



SOUTHEAST TRANSIT

22. SOUTHEAST TRANSIT

2015-16 Inter-City Operations

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

Inter-city general public service between Kingsburg, Selma, Fowler, and Fresno is provided on FCRTA's Southeast Transit, utilizing a twenty-two (22) passenger modified van for three (3) round trips, within a nine and a half (9.5) hour period, Monday through Friday.

2015-16 Productivity Evaluation Analysis

Southeast Transit's ridership decreased -23.94% (-3,204) during the past Fiscal Year. Ridership by seniors increased by 1,279 (74.58%), while disabled ridership increased by 2,119 (296.78%) and general public decreased by -6,602 (-60.28%). Fares decreased -22.37% (-\$6,775.25). Mileage increased 867 (2.16%). The service hours increased 128 (6.43%) hours. The costs decreased -\$27,151.83 (-20.95%). The resultant farebox recovery was 22.95%.

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

— passengers / mile (0.25 vs 0.30);

Recommendations

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

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

Enhancements to the neighboring Fowler and Selma Transit intra-city operations may help increase Southeast Transit ridership. Close monitoring of Southeast Transit ridership will be necessary in the next few years.

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

2016-17

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

2017-18

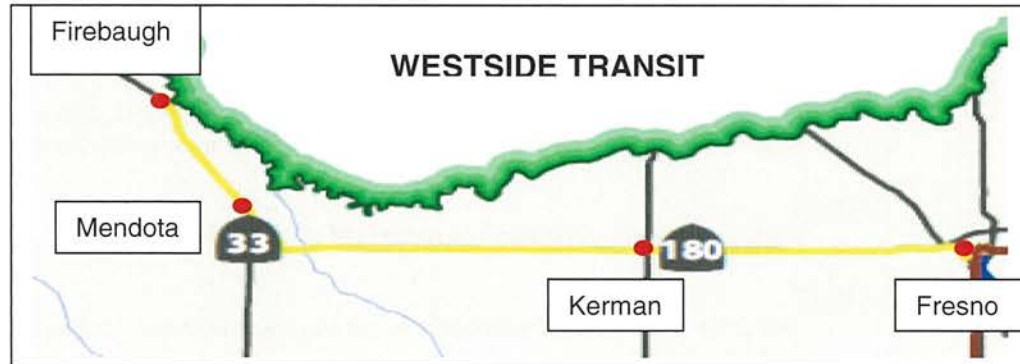
- Consider an expansion of service hours to address inter-City service enhancements with Measure – C funding.
- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.
- Closely monitor and analyze ridership to determine if changes to nearby Fowler and Selma Transit intra-city operations have helped increase Southeast Transit ridership.

2018-19

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

2019-22

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



23. WESTSIDE TRANSIT

2015-16 Inter-City Operations

Westside Transit Service is provided by the Rural CTSA. The service links the communities of Firebaugh, Mendota, San Joaquin, Tranquillity, Cantua Creek, Three Rocks and Kerman to the City of Fresno. The Westside Transit Service operates two (2) round trips Monday through Friday 7:00am to 6:00pm service is provided in FCRTA's twenty-two (22) passenger lift-equipped bus.

2015-16 Productivity Evaluation Analysis

Westside Transit's ridership decreased -13.49% (-1,996). Senior ridership decreased -18.99% (-644), disabled decreased by -244 (-34.56%) and general public decreased -10.36% (-1,108). Fares decreased -\$1,238.55 (-3.21%). Mileage decreased -2.44% (-1,261 miles), and hours increased 128 (6.43%) hours. Costs decreased -\$37,739.27 (-22.95%). The farebox recovery was 29.43%.

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

— passengers / mile (0.25 vs 0.30);

Recommendations

Service contracting with the CTSA has proven very successful and should continue. Westside Transit must be marketed effectively to attract the patrons that have previously requested the expanded service.

Westside Transit may need to expand its services to facilitate additional inter-city connectivity to address pending transit service needs associated with the Mendota Prison.

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

2016-17

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

2017-18

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

2018-19

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

2019-22

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



WEST HILLS NORTH DISTRICT CENTER COLLEGE TRANSIT

24. WEST HILLS NORTH DISTRICT CENTER COLLEGE TRANSIT

2015-16 Inter-City Operations

Inter-city service responsibilities from Kerman, San Joaquin, Tranquillity, and Mendota to Firebaugh to serve the West Hills North District Center College is provided through a contractual service agreement between the FCRTA and the Rural CTSA (FEOC) utilizing a twenty-two (22) passenger modified van for one (1) round trip, within a 4.75 hour period, Monday through Friday, only when school is in session.

West Hills North District Center College Transit began its first year of service during the second half of FY 2016 (January 11, 2016). This service is intended to only operate during the school year hence it will not have a full year of operating data.

2015-16 Productivity Evaluation Analysis

This service suffered from extremely low ridership (30 riders) during the first months of its debut. This service operated for 416 hours; and had mileage of 12,663. This service had \$1,811.55 farebox revenue and a cost of \$18,115.49. This service began with a low level of marketing which partly explains the very low ridership. It is hoped that increased marketing and public awareness of it will help increase ridership in the future Farebox recovery was 6.39%, before adding \$653.70 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, equal to the minimum 10.00% standard.

Three (3) performance indicator for West Hills North District Center Transit was inconsistent with FCRTA System standards:

- passengers / hour (0.07 vs 3.00);
- passengers / mile (0.00 vs 0.30); and
- cost / passenger (\$603.85 vs 17.64);

Recommendations

West Hills North District Center College Transit in its second year of operation continues to suffer from very low ridership and an extremely high cost per passenger that has resulted in FCRTA deciding to discontinue service at the end of FY 2016-17.

2017-22

- Continue with above recommendations.



KINGSBURG - REEDLEY COLLEGE TRANSIT

25. KINGSBURG – REEDLEY COLLEGE TRANSIT

2015-16 Inter-City Operations

Inter-city service responsibilities from Kingsburg, Selma, Fowler, Parlier to Reedley to serve Reedley College is provided through a contractual service agreement between the FCRTA and the Rural CTSA (FEOC) utilizing a twenty-two (22) passenger modified van for three (3) round trips, within a nine and a half (9.5) hour period, Monday through Friday.

Kingsburg - Reedley College Transit began its first year of service during the second half of FY 2016 (January 11, 2016). This service is intended to only operate during the school year hence it will not have a full year of operating data.

2015-16 Productivity Evaluation Analysis

This service had low ridership (906 riders) that increased over time as the semester progressed. This service operated for 696 hours; and had mileage of 17,597. This service had \$4,466.90 farebox revenue and a cost of \$29,611.52 for a farebox percentage of 15.09%.

This service began with a low level of marketing which partly explains the very low ridership. It is hoped that increased marketing and public awareness of it will help increase ridership in the

future.

Three (3) performance indicator for Kingsburg - Reedley College Transit was inconsistent with FCRTA System standards:

- passengers / hour (1.30 vs 3.00);
- passengers / mile (0.05 vs 0.30); and
- cost / passenger (\$32.68 vs 17.64);

Recommendations

Kingsburg – Reedley College Transit must be marketed effectively to increase its ridership and sustain this service for the long term.

FCRTA staff continues to recommend implementation of the service during a nine and a half (9.5) hour per service day from 7:00am to 4:30pm, with a mid-day lunch hour for the driver, Monday through Friday.

In its second of operation, Kingsburg – Reedley College Transit is experiencing a significant increase in ridership which is helping this service establish itself as a needed, long term transit service. Close monitoring of ridership will be necessary in the next few years.

2016-17

- Continue monitoring farebox recovery; maintain fares at half price for those granted by the California Public Utilities Commission for Common Carriers operating along identical routes.
- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.
- Closely monitor and analyze ridership to determine long term viability of service.

2017-18

- Implement improvements as indicated by performance indicators.
- Seek additional local (non-governmental) funding to support transit service expenses.
- Closely monitor and analyze ridership to determine long term viability of service.

2018-19

- Consider expansion or reduction of inter- city services.

2019-22

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

26. PUBLIC AND PRIVATE INTER-CITY CARRIERS

As noted in the existing 2015-16 City transit summaries, scheduled inter-city service between rural cities and “to” and “from” the Fresno Metropolitan Area is provided by both privately and publicly operated carriers:

Auberry Transit: A publicly-operated inter-community transit service from foothill mountain communities and the Indian Rancherias of Big Sandy, Cold Springs and Table Mountain to the Fresno-Clovis Metropolitan Area.

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

Dinuba Transit: A publicly-operated wheelchair assessable service between the City of Dinuba (Tulare County) and the City of Reedley (Fresno County).

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

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

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

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

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

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

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

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

West Hills North District Center College Transit: A publicly-operated service which currently provides inter-city wheelchair accessible service between the Cities of Kerman, San Joaquin, Tranquility, and Mendota to Firebaugh to serve the West Hills North District Center College.

Kingsburg – Reedley College Transit: A publicly-operated service which currently provides inter-city wheelchair accessible service between the Cities of Kingsburg, Selma, Fowler, Parlier to Reedley to serve Reedley College.

It should be noted that the Federal Bus Regulatory Reform Act of 1982 has allowed interstate bus companies to eliminate their unprofitable routes. As a result, Greyhound filed a proposal in January 1983 with the California Public Utilities Commission to eliminate approximately 90 of its stops in the State, most of which are in rural areas. All stops between Fresno and Bakersfield have been eliminated. In Fresno County, sites have been affected, including Herndon, Kerman, Malaga, Fowler and Kingsburg.

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

The FCRTA has taken appropriate action over the previous fourteen (14) years to address the problem. As previously mentioned, the FCRTA has acquired larger capacity, wheelchair accessible and alternatively fueled buses to ensure regular general public services between rural communities and the FCMA.

E. FCRTA Systemwide Recommendations

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

The 2014 Regional Transportation Plan identifies unresolved needs and issues for further consideration. The rural transit service needs centered on the following nine (9) issues:

1. *Reciprocal fare/transfer programs between rural and metropolitan area transit services.* A common transfer mechanism could facilitate inter-community ridership throughout the County. Existing farebox revenue requirements on each respective agency hampers a satisfactory arrangement because the sharing of individual farebox receipts further erodes current receipts. The three (3) transit agencies are currently working towards the purchase and implementation of a unified electronic farebox system to promote seamless transit travel throughout Fresno County. The program may be implemented in 2015-16.
2. *Adequate and stable funding for additional transportation improvements.* Transit vehicles and passengers are being subjected to less than optimum driving conditions. A significant revenue base must be secured to replace the decaying infra-structure. The condition of the economy and the reaction of the public to any form of increased taxation have proven to be very detrimental to even short-term financial planning. Dedicated funding sources, with escalation factors for inflation and population growth are a common theme for transportation providers. Again, with the implementation of provisions and funding contained in the Measure C Expenditure Plan these vary issues should be adequately addressed during the coming twenty (20) year period. However, the legislature and the Governor eliminated State Transit Assistance (STA) funding in November 2008 as a means of balancing the State budget. Since that time alternative means were instituted and challenged in court, and overturned. Local, State and Federal programs are being delayed in an effort to balance their respective budgets. The federal six year transportation act expired nearly two (2) years ago, with little hope for any timely consideration.

Staff continues to respond to periodic requests from the State and Federal Government to program our needs on an immediate, short-term, and long-term basis, with recognizing their inability to provide us with any timely revenue projection information.

3. *Home to work - commuter transportation services.* The public appears to be reluctant to change, especially in matters of their "lifestyle". In order to significantly reduce the total vehicle miles traveled and thus air quality emissions, of single occupancy vehicles, the public must accept carpooling, vanpooling, and commuter bus service. Suggested programs, to date, have not been universally embraced. Measure C specifically included funding and implementation provision for computer vanpool and farm labor vanpools services for the next twenty (20) years.

Current specific Measure C programs implementation programs to address this matter are now in place. They include: subsidized carpooling, commuter vanpooling and farm labor vanpooling. The financial incentives are significant and attractive, especially as the price of petroleum fuels continue to rise towards \$5.00 per gallon. The Fresno COG programs have been offering monthly drawings for \$1,000, with an annual drawing. Last year a hybrid vehicle was given away along with other valuable prizes. Vehicle pooling providers include VPSI, Enterprise and CalVans. Together they have provided well over 450 vehicles in the South San Joaquin Valley in particular the counties of Fresno, Kern, Kings, Madera and Tulare. The Kings County program replaced by another public Joint Powers Agency that is called CalVans. CalVans has expanded from five (5) counties to fourteen (14) counties with additional members joining quarterly.

In 2010-11, after ongoing requests by individuals, City Managers, and City Councils and Departments of Fresno County regarding desire to see the FCRTA services expanded to address transportation service for employment and educational purposes. The diverse nature of such requests, including the location of the origins and destinations, and the time-frame for needed arrival and desired departure of such trips, and the resulting actual commuting time for such a service is very difficult to be viable for a rural public transit provider. A review of the vanpooling participant's actual share of the daily transportation is approximately \$5.00 per day, depending on the actual distance traveled. For an employed person that cost is understood to be very reasonable. But some remarked that some individuals were just starting work, and they wondered if the cost could be even lower. FCRTA Staff recommended in the adoption of the 2010-11 budget to set aside up to \$1 million of its capital reserve funds to purchase thirty-five (35) vehicles that were delivered and equipped for service in March 2011. The vehicles are available through the CalVans program for rural Fresno county residents. A vehicle was on display prior to the FCRTA's Board meeting in late March. A qualifying participant was present to be handed the first set of keys to begin utilizing the vehicle. The individual was a resident from Kingsburg that was a teacher in Pixley in Tulare County. He had organized a group that needed reliable transportation to South Valley communities. The monthly cost of the vanpool

will not be required to include original vehicle costs paid for by the FCRTA. The next result is to lower the daily shared costs nearly \$2.00 per day per participant. This amount is much less than what a rural public operator would have to charge in order to achieve the minimum ten (10) percent fare ratio to actual expenses. Thirty-four (34) similar vehicles are immediately available to specifically address this previous perceived need in a low-cost effective manner personalized to the very individuals participating.

4. *Inter-county connectivity of transit services to facilitate travel between the eight (8) Counties adjacent to Fresno County:* Inyo County, Kings County, Madera County, Merced County, Mono County, Monterey County, San Benito County, and Tulare County. Further enhancement to periodic inter-regional common carrier services, facilitate trip purposes for: employment; medical; commercial; recreational; and social services.

To date the FCRTA has implemented several demonstration programs to facilitate access to adjacent counties. Coalinga Transit provided inter-city service to Avenal and the Lemoore Naval Air Station in Kings County. Firebaugh Transit provided service to Eastside Acres in Madera County. Kings County Public Area Public Transit Agency provides service to Laton in Fresno County for patrons going to Hanford in Kings County. Previously, they also provided connection between Hanford and Coalinga. They currently provide access from Hanford to Fresno and Madera for access to medical facilities. Dinuba Transit provides service from Dinuba in Tulare County to Reedley in Fresno County.

5. *Farm Worker Transportation.* Agricultural workers need access to transportation services that are safe, affordable, reliable, and available. Traditional transit services do not meet the needs of farm workers because of varying work schedules, changing locations, seasonality of the work itself, and the unusual and varied hours of the actual work. The Caltrans Agricultural Industries Transportation Services (AITS) Pilot Program involving Fresno, Kern, Kings, and Tulare Counties is the first of its kind in California, and should continue. To date there are over fifty (50) farm labor van pools are operating within Fresno County. It offers a unique approach to help individuals to come together and share independence in meeting their collective need to travel "to" and "from" their work, as necessary. Additional programs are also to be explored. Funding under recently approved State program will be coupled with Measure C funding to dramatically expand the farm labor vanpool program over the next twenty (20) years.

In February 2013, the FCRTA Board of Directors directed staff to set aside another \$1 million to purchase thirty-five (35) vehicles to be as farm labor vanpools for CalVans to administer for Fresno County farm workers. The vehicles are being delivered in May 2013 for immediate use as the harvest season and processing begins. If work moves beyond Fresno County, the workers may continue to be employed to support their families. It should be understood that multiple trips per day are possible to meet workload demands in agriculture.

6. *Maintain service for the transit dependent population (i.e. elderly and disabled).* Basic services are literally a lifeline between this growing segment of the population and required services to sustain one's quality of life.

The FCRTA and the Rural CTSA have been implementing programs recommended in the recently adopted Human Service Coordination Plan for Fresno County. Both agencies work closely with nearly two dozen other agencies to ensure that the transit dependent population may receive at least life-line service. However, many of the programs offered by non-profit and other public agencies have been dependent on County, State and Federal funding programs that may lose funding as each entity determines what they may need to cut in order to balance their respective budgets.

7. *Additional marketing and education programs to promote services.* There is always a need to market the services available, and there is never enough money to do everything suggested. The Fresno Area Express and FCRTA have received Federal Transit Administration Section 5316 (New Freedom) Grant funding to develop a volunteer "Transit Ambassador". The Ambassadors are then to do actual "Travel Training" of new passengers. The program would involve the Ambassador actually going to meet the "first time" rider. The Ambassador would then actually ride with the person on their entire trip. The net result would be to attract additional regular riders who could themselves help others navigate the services.

8. *Elimination of repetitive documentation of regular activities.* The Paper Work Reduction Act of the Carter Administration has been ignored and promises by the Clinton Administration to streamline grant approval processes were not realized. The Bush Administration promised to consolidate programs and funding as part of their long-term tax reduction program but the number of programs actually increased. The Obama Administration is trying to restart the economy with numerous stimulus funding programs. Administrative expenditures must be kept in check.
9. *Further Consolidation and Coordination of Transportation Services.* Efforts such as these are specifically being addressed and funded by Local, State and Federal sources. As mentioned previously, Fresno COG is taking a proactive approach to these previously identifies needs and issues.

The implementation of the Measure C Expenditure Plan specifically identifies a portion of funds be utilized to fully consider the consolidation of the City of Fresno's Fresno Area Express (FAX), the City of Clovis' Clovis Transit, and the services provided by FCRTA. A Consultant is currently working with a technical group to determine how the three (3) Agencies are currently providing their respective services. The Study is then to select which Agencies have successfully consolidated their service and further determine the details that made it happen. Understand the challenges they faced, the considered options, the selected alternative that was implemented, and evaluation of the results. The study may be completed in September of 2011. A recommendation of "go" or "no go" is to be reported back to the Agencies' governing body for comment and direction. Further study would involve the elected policy makers.

Unfinanced Needs

Unfunded mandates continue to have a significant impact on the year to year operations of the FCRTA and the Rural CTSA. The most recent were: the Americans with Disabilities Act; alternative fuels under the Clean Air Act; and Drug and Alcohol Testing requirements of the U.S. Department of Transportation. New unfunded mandates to address ongoing pollution reduction requirements will be further impacted in an entirely different way as the awareness for Global Warming, is understood further. The comprehensive recognition of carbon emissions and their relationship to the reported problem of

CHAPTER V

FINANCIAL STATUS OF THE FCRTA SYSTEM

A. Revenues

Exhibit V-1 presents funding sources for the 2016-17 and 2017-18 fiscal year Budget. Total revenues for 2016-17 are expected to be \$8,937,457. Funds carried forward from the previous year account for 37.7% of total revenues. State Transportation Development Act (TDA) Local Transportation Funds (LTF) account for 25.4% of total revenues. Measure C represents 8.0% of the total revenues. Fare receipts account for 7.5%. FTA Section 5311, 5317, and CMAQ Grant matching funds assistance represents 19.5%.

B. Expenditures (includes Anticipated Revenues & Expenditures)

Exhibit V-2 presents anticipated expenditures for fiscal year 2016-17 and 2017-18. During fiscal year 2016-17, total operating expenditures are projected to be \$8,540,103 of which 9.2% or \$793,499 is for administration. Total anticipated operating expenditures and expenses are projected through fiscal year 2021-22 (Exhibit V-3 & Exhibit V-4).

Exhibit V-5 FCRTA's 2016-17 Capital Reserve Budget reflects the programming of \$3,183,226 in funds this fiscal year to support the purchase of fixed / assets. Some items included are: Electric Charging Stations, \$828,000; eighty (80) Mobile Emergency Radios, \$104,000; Automated Security Gates, 60,000; CNG Replacement Fueling Units, \$499,959; four (4) Electric Vans, \$342,212; four (4) Electric Buses and Charging Units, \$335,325; FCRTA Office Equipment, \$10,000.

Exhibits V-3 and V-4 present a summary by major category of the Operating and Capital Budgets for the twenty-four (24) components of the rural transit operations for the period 2016-17 through 2021-22. It should be noted that a factor for estimating the annual increase in cost per line item of the Operational Budget has been provided; factors will be reviewed annually and modified as required. (Note: The Operational Budget has been projected out for five (5) subsequent years based on service levels specified in 2016-17 and only reflect currently planned modification in annual service levels.) Actual shares of costs are negotiated annually among the member agencies; actual shares of costs are expected to vary in future years as non-local funding sources vary.

C. Vehicle Inventory & Replacement Schedule

Exhibit V-6 shows the FCRTA 2015-16 Vehicle Inventory and Replacement Schedule.

FRESNO COUNTY RURAL TRANSIT AGENCY

Exhibit V-1
OPERATING REVENUES

	FY 2016-2017	FY 2017-2018
REVENUES	Total Budget	Total Budget
PAST CARRYOVER/(SHORTFALL)		
1 CITIES SUMMARY	\$2,754,206	\$2,840,012
2 Fresno County	\$623,348	\$681,439
TOTAL CARRYOVER	\$3,377,554	\$3,521,451
FARE RECEIPTS (002)		
401 Farebox		
1 Intra-City	\$134,330	\$147,713
3 Inter-City	\$226,424	\$252,323
2 Local Fare Augmentation	\$95,509	\$95,509
4 Common Carrier	\$0	\$0
402/2 Spec. Fare - Measure "C"	\$188,726	\$203,465
404 Freight	\$0	\$0
405 Other	\$27,459	\$0
TOTAL FARE RECIEPTS	\$672,448	699,010
OPERATING REVENUE (003)		
407 Interest	\$140,000	\$102,300
409 LTF and/or STA Fund Revenues		
1 CITIES SUMMARY	\$1,763,893	\$1,102,358
2 Fresno County	\$436,118	\$274,911
3 CTSA-Article 4.5	\$78,143	\$78,143
409/5 Measure "C"	\$722,266	\$995,755
TOTAL OPERATING REVENUE	\$3,140,420	\$2,553,467
STATE/FEDERAL GRANT REVENUE (005)		
413 FTA		
1 Regional - Section 5311	\$1,552,366	\$1,552,366
2 Section 5317	\$194,669	\$213,809
TOTAL STATE/FEDERAL GRANTS	\$1,747,035	\$1,766,175
REVENUE SUMMARY		
1 Carryover + Surplus	\$3,377,554	\$3,521,451
2 Current Revenue	\$5,559,903	\$5,018,652
TOTAL REVENUES	\$8,937,457	\$8,540,103

FRESNO COUNTY RURAL TRANSIT AGENCY

Exhibit V-2
OPERATING EXPENDITURES

	FY 2015-2016	FY 2016-2017
EXPENDITURES	Total Budget	Total Budget
OPERATIONS (010)		
501 Salaries & Wages		
1 Driver	\$294,650	\$306,582
2 Dispatcher	\$64,921	\$77,718
502 Fringe Benefits		
0 Other Fringe Benefits	\$9,320	\$9,529
1 FICA	\$25,648	\$27,929
2 Workman's Compensation	\$31,290	\$32,469
3 Retirement	\$40,271	\$45,028
4 Medical Insurance	\$111,000	\$122,733
503 FCRTA Direct Expense	\$0	\$0
0 Training	\$4,224	\$7,574
4 Drug Testing/Physicals	\$4,762	\$8,087
505 Telephone/Radio Dispatch Costs	\$98,720	\$111,209
506 Casualty & Liability Costs	\$392,652	\$427,202
507 Ticket Purchases/Expenses	\$0	\$0
508 Contracted Services	\$2,275,653	\$2,303,060
509 Miscellaneous Expenses	\$49,500	\$52,100
512 Vehicle Leases & Rentals	\$7,464	\$11,411
TOTAL OPERATIONS EXPENDITURES	\$3,410,075	\$3,542,631
VEHICLE MAINTENANCE/REPAIR (041)		
504 Vehicle Expenses		
0 Fuel	\$421,000	\$514,000
1 Lubricants (Oil/Grease/Fluids)	\$0	\$0
2 Tires, Batteries	\$83,000	\$110,800
3 Maintenance/Repair	\$748,000	\$905,000
509 Miscellaneous	\$6,181	\$8,890
TOTAL MAINTENANCE/REPAIR EXPENDITURES	\$1,258,181	1,538,690
ADMINISTRATION (160)		
501 Local Salaries & Wages		
2 Administration	\$137,609	\$139,786
502 Local Fringe Benefits		
0 Other Fringe Benefits	\$4,500	\$6,796
1 FICA	\$10,316	\$10,864
2 Workman's Compensation	\$7,973	\$8,460
3 Retirement	\$16,641	\$17,372
4 Medical Insurance	\$22,825	\$23,787
503 FCRTA Direct Expense	\$0	\$0
1 FCRTA Administration	\$498,283	\$518,916
2 CTSA Administration	\$10,000	\$10,000
3 Marketing	\$35,104	\$49,301
4 Drug Testing/Physicals	\$0	\$0
505 Utilities	\$1,000	\$2,717
509 Miscellaneous Office Expenses	\$3,500	\$5,500
512 Administrative Leases & Rentals	\$0	\$0
TOTAL ADMINISTRATION EXPENDITURES	\$747,751	\$793,499
TOTAL CURRENT OPERATING EXPENDITURES	\$5,416,007	\$5,874,820
NON OPERATING EXPENSES		
170/520/0 Operator Acquired Asset	\$0	\$0
000/101/5 Addition to Capital Reserve	\$0	\$0
TOTAL NON OPERATING EXPENDITURES	\$0	\$0
Operating Contingency	\$3,521,450	\$2,665,283
TOTAL EXPENDITURES	\$8,937,457	\$8,540,103

FRESNO COUNTY RURAL TRANSIT AGENCY

Exhibit V-3 ANTICIPATED OPERATING REVENUES AND EXPENDITURES \$ in 1,000's

LINE ITEM DESCRIPTION	Projected Budget 2016/17	Draft Budget 2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
REVENUES							
Carry-forward	\$3,521	\$3,374	\$1,568	\$1,568	\$1,568	\$1,568	\$13,167
Fares	699	774	775	775	775	775	4,573
TDA Fund Revenues:							
LTF/STA (Local/County) & 8c	1,377	1,800	2,100	2,200	2,300	2,400	12,177
Article 4.5	78	78	80	80	80	80	476
Measure "C"	995	1,035	1,050	1,050	1,050	1,050	6,230
Interest	102	98	75	75	75	75	500
FTA Section 5311, 5317, CMAQ Grants	1,869	1,553	1,132	1,132	1,132	1,132	7,950
TOTAL REVENUES	\$8,641	\$8,712	\$6,780	\$6,880	\$6,980	\$7,080	\$45,072
EXPENDITURES							
OPERATIONS:							
Salaries, Wages	383	400	412	424	437	450	2,507
Fringe Benefits	237	265	273	281	290	298	1,644
FCRTA Direct Expense	7	16	16	17	17	18	92
Drug Testing/Physicals	8	12	14	14	14	14	76
Telephone/Radio Dispatch	111	115	118	122	126	129	722
Casualty/Liability	427	475	489	504	519	535	2,949
Ticket Purchases	0	0	0	0	0	0	0
Contracted Services	2,303	2,500	2,575	2,652	2,732	2,814	15,576
Miscellaneous	52	60	62	64	66	68	371
Vehicle Leases & Rentals	11	13	13	14	14	15	80
VEHICLE MAINTENANCE & REPAIR:			0	0	0	0	0
Fuel	514	500	515	530	546	563	3,169
Tires & Batteries	110	120	124	127	131	135	747
Vehicle Maintenance & Repair	905	975	1,004	1,034	1,065	1,097	6,081
Miscellaneous	8	10	10	11	11	11	61
ADMINISTRATION:			0	0	0	0	0
Salaries, Wages	139	142	146	151	155	160	893
Fringe Benefits	57	65	67	69	71	73	402
FCRTA Direct Expense	528	535	551	568	585	602	3,368
Utilities & Marketing	52	57	59	60	62	64	355
Misc. Office Expenses	5	15	15	16	16	17	85
Administrative Leases & Rentals							0
TOTAL OPERATING EXPENDITURES	\$5,857	\$6,275	\$6,465	\$6,658	\$6,858	\$7,063	\$39,176
NON-OPERATING EXPENDITURES							
Operator Acquired Assets	0	0	0	0	0	0	0
Addition to Capital Reserve	0	1,000	1,030	1,061	1,093	1,126	5,309
	0	0	0	0	0	0	0
Contingency	2,665	3,000	3,090	3,183	3,278	3,377	18,592
TOTAL EXPENDITURES	\$8,522	\$10,275	\$10,585	\$10,902	\$11,229	\$11,565	\$63,078

FRESNO COUNTY RURAL TRANSIT AGENCY

Exhibit V-4 ANTICIPATED CAPITAL REVENUES AND EXPENDITURES \$ in 1,000's

LINE ITEM DESCRIPTION	Projected Budget 2016/17	Draft Budget 2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
CAPITAL REVENUES							
Carry-forward	\$3,521	\$3,655	\$3,692	\$3,728	\$3,766	\$3,803	\$22,165
FTA Capital Assistance (No-Lo Grant)	\$0	\$0	\$0	\$800	\$0	\$0	\$800
CMAQ Grant	\$255	\$0	\$0	\$0	\$0	\$0	\$255
TDA Capital Funds Claimed	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Measure C	\$1,619	\$1,634	\$1,650	\$1,667	\$1,684	\$1,700	\$9,954
LCTOP	\$232	\$69	\$0	\$150	\$650	\$150	\$1,251
PTMSEA	\$453	\$850	\$515	\$0	\$0	\$0	\$1,818
CalOES	\$650	\$127	\$0	\$0	\$0	\$0	\$777
SJV Air Pollution Control District	\$158	\$2,538	\$0	\$650	\$0	\$0	\$3,346
CTAF	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FTA 5316 & 5317	\$61	\$0	\$0	\$0	\$0	\$0	\$61
Interest on Capital Reserve	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Capital Revenues Available	\$6,949	\$8,873	\$5,857	\$6,995	\$6,099	\$5,654	\$40,427
CAPITAL EXPENDITURES							
Electric Charging Stations	\$200	\$669	\$515	\$100	\$100	\$100	\$1,684
Solar Electric Chargers	\$700	\$400	\$300	\$110	\$110	\$110	\$1,730
Solar Tree Electric Chargers	\$0	\$1,300	\$0	\$650	\$0	\$650	\$2,600
Emergency Mobile Radios	\$105	\$0	\$0	\$0	\$0	\$0	\$105
Emergency Generators	\$88	\$0	\$0	\$0	\$0	\$0	\$88
Automated Security Gates	\$151	\$0	\$0	\$0	\$0	\$0	\$151
CNG Pump Installations	\$253	\$250	\$100	\$50	\$25	\$25	\$703
Bus Shelter Signage/Lighting/Amenities	\$10	\$50	\$20	\$30	\$30	\$30	\$170
New Bus Shelters	\$0	\$80	\$0	\$0	\$40	\$0	\$120
Fleet Vehicle Replacements	\$75	\$725	\$500	\$500	\$500	\$700	\$3,000
Electric Buses	\$0	\$3,062	\$1,238	\$0	\$800	\$1,200	\$6,300
Electric Vans	\$342	\$93	\$0	\$0	\$0	\$0	\$435
CNG Vehicles	\$326	\$0	\$0	\$0	\$163	\$0	\$489
Tablets/Wireless Service for Dispatch Service/Buses	\$12	\$10	\$8	\$4	\$4	\$4	\$42
ITS Electronic Vehicle Inspection	\$90	\$0	\$0	\$0	\$0	\$0	\$90
Computer Assisted Dispatch Software	\$10	\$10	\$10	\$10	\$10	\$10	\$60
On-Board Audio/Video Surveillance Equipment	\$153	\$0	\$0	\$0	\$48	\$0	\$201
Stationary Video Surveillance Equipment	\$308	\$0	\$0	\$0	\$0	\$0	\$308
Security Lights	\$0	\$127	\$0	\$0	\$0	\$0	\$127
FCRTA Website Upgrade	\$30	\$30	\$30	\$31	\$31	\$31	\$183
FCRTA Office Equipment	\$10	\$10	\$10	\$10	\$10	\$10	\$61
Total Capital Expenditures	\$2,863	\$6,816	\$2,731	\$1,495	\$1,872	\$2,871	\$18,647
CAPITAL RESERVE CARRY FORWARD BALANCE	\$4,086	\$2,057	\$3,125	\$5,501	\$4,228	\$2,783	\$21,780

FRESNO COUNTY RURAL TRANSIT AGENCY

Exhibit V-5
Capital Reserve Budget

FRESNO COUNTY RURAL TRANSIT AGENCY

2016-17 Capital Reserve Budget	FTA 5311	CMAQ	LCTOP	PTMISEA	CALOES	Measure "C"	SJVAPCD	Total	
Begin Reserve 07/01/2016	0.00	0.00	0.00	1,724,959.00	189,755.00	6,051,469.00	0.00	7,966,183.00	
FTA Section 5311 Capital Assistance								0.00	
CMAQ Grant								0.00	
LCTOP			208,734.00					208,734.00	
PTMISEA								0.00	
CALOES					155,377.00			155,377.00	
Measure "C"						1,619,622.00		1,619,622.00	
SJV Air Pollution Control District							158,000.00	158,000.00	
Subtotal Funds Available	0.00	0.00	208,734.00	1,724,959.00	345,132.00	7,671,091.00	158,000.00	10,107,916.00	10,107,916.00
Additions to Fixed Assets:									
4 - Electric Vans			208,734.00			53,478.00	80,000.00	342,212.00	
Electronic Fueling Stations				750,000.00			78,000.00	828,000.00	
10 Electronic Fareboxes				475,000.00				475,000.00	
CNG Replacement Fueling Units				499,959.00				499,959.00	
80 - Mobile Emergency Radios					104,000.00			104,000.00	
14 - Emergency Generators					85,755.00	55,598.00		141,353.00	
Bus Shelter Upgrades					155,377.00	50,000.00		205,377.00	
New Bus Shelters						80,000.00		80,000.00	
FCRTA Office Equipment						10,000.00		10,000.00	
Tablets for Dispatch Service						12,000.00		12,000.00	
4 - Electric Buses & Charging Units						335,325.00		335,325.00	
Automated Gates						60,000.00		60,000.00	
Electronic Bus Inspection System						90,000.00		90,000.00	
Total 2016/17 Expenditures	0.00	0.00	208,734.00	1,724,959.00	345,132.00	746,401.00	158,000.00	3,183,226.00	3,183,226.00
End Reserve 06/30/2017	0.00	0.00	0.00	0.00	0.00	6,924,690.00	0.00	6,924,690.00	6,924,690.00

FRESNO COUNTY RURAL TRANSIT AGENCY

Exhibit V-5
Capital Reserve Budget

FRESNO COUNTY RURAL TRANSIT AGENCY

2015-16 Capital Reserve Budget	FTA 5311	CMAQ	LCTOP	PTMISEA	CALOES	Measure "C"	Total	
Begin Reserve 07/01/2015	0.00	0.00	0.00	1,419,247.00	340,264.00	6,118,974.00	7,878,485.00	
FTA Section 5311 Capital Assistance							0.00	
CMAQ Grant		255,000.00					255,000.00	
LCTOP			69,760.00				69,760.00	
PTMISEA				2,012,783.00			2,012,783.00	
CALOES							0.00	
Measure "C"						1,562,083.00	1,562,083.00	
Subtotal Funds Available	0.00	255,000.00	69,760.00	3,432,030.00	340,264.00	7,681,057.00	11,778,111.00	11,778,111.00
Additions to Fixed Assets:								
Electronic Fueling Stations				750,000.00			750,000.00	
10 Electronic Fareboxes				475,000.00			475,000.00	
2 -Multi Frequency Emergency Radios					10,300.00		10,300.00	
80 - Mobile Emergency Radios					103,000.00		103,000.00	
14 - Emergency Generators					85,822.00	55,531.00	141,353.00	
Automated Security Gates					141,142.00	150,000.00	291,142.00	
CNG Replacement Fueling Units				296,649.00		250,000.00	546,649.00	
10 - 38 Passenger Inter-City Buses				1,743,134.00			1,743,134.00	
FCRTA Website						35,000.00	35,000.00	
FCRTA Office Equipment						10,000.00	10,000.00	
Electric Vans			69,760.00				69,760.00	
2 - CNG Buses		255,000.00				33,000.00	288,000.00	
Total 2015/16 Expenditures	0.00	255,000.00	69,760.00	3,264,783.00	340,264.00	533,531.00	4,463,338.00	4,463,338.00
End Reserve 06/30/2016	0.00	0.00	0.00	167,247.00	0.00	7,147,526.00	7,314,773.00	7,314,773.00

FRESNO COUNTY RURAL TRANSIT AGENCY

Exhibit V-6
VEHICLE INVENTORY and REPLACEMENT SCHEDULE

2015-16 Vehicle Inventory and Replacement Schedule

Number	Year	Make	Passenger Capacity	Wheelchair Capacity	Fuel	Useful Life	Scheduled Replacement
3	2006	Bluebird	37	2	CNG	10	2015-16
4	2007	Bluebird	37	2	CNG	10	2016-17
11	2008	Glaval	22	2	CNG	10	2017-18
16	2009	Glaval	22	2	CNG	10	2018-19
4	2009	Chevrolet	5	2	Unleaded	5	2013-14
38	2013	Arboc - Type 2	17,15,13	1,2,3	Unleaded	7	2019-20
2	2014	Ford	9	2	Unleaded	7	2020-21
2	2014	Ford	Service Truck	NA	Unleaded	7	2020-21
8	2016	El Dorado	35	2	CNG	10	2025-26
Total	88						

BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION NO. 2017-05

In the Matter of:
FCOG's
Short Range
Transit Plan for the
Rural Fresno County
Area: 2018-2022

RESOLUTION ADOPTING THE
FRESNO COUNCIL OF GOVERNMENTS'
2018-2022
SHORT RANGE TRANSIT PLAN
FOR THE RURAL
FRESNO COUNTY AREA

WHEREAS, the Fresno Council of Governments (FCOG) prepared the Short Range Transit Plan for the Rural Fresno County Area: 2018-2022 in cooperation with the Cities of Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Sanger, San Joaquin, Selma, and Fresno County to identify how public transportation is to be provided by the Fresno County Rural Transit Agency, and

WHEREAS, the Short Range Transit Plan for the Rural Fresno County Area has also been prepared to comply with State requirements for Federal Transit Administration (FTA) Section 5311 requirements for Capital and Operating Assistance Grants, and

WHEREAS, the Short-Range Transit Plan has also been prepared to satisfy management planning requirements and is consistent with the adopted (June 26, 2014) 2014 Regional Transportation Plan for Fresno County; and

NOW, THEREFORE, BE IT RESOLVED, that the Fresno County Rural Transit Agency's Board of directors adopts the Council of Fresno County Governments Short-Range Transit Plan for the Rural Fresno County Area: 2018-2022 as transportation implementation policy document for the Agency Budget.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 27th day of April, 2017.

YES:
NOES:
ABSTAIN:
ABSENT:

Signed: _____
Amarpreet Dhaliwal, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a meeting thereof held on the 27th day of April, 2017.

Signed: _____
Moses Stites, General Manager

