# SHORT RANGE TRANSIT PLAN
# FOR THE
# RURAL FRESNO COUNTY AREA
# 2020 - 2024





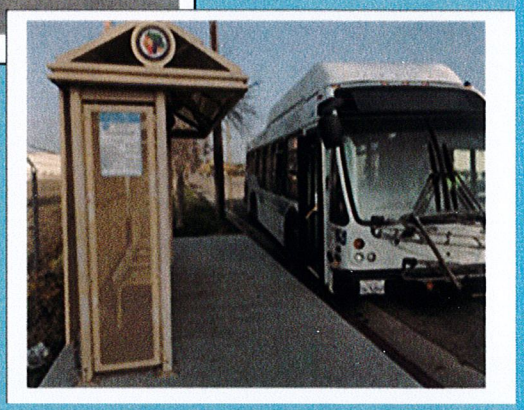








FRESNO COUNTY RURAL TRANSIT AGENCY
FCRTA



Fresno Council of Governments

ADOPTION: JUNE 27, 2019

# SHORT RANGE TRANSIT PLAN FOR THE RURAL FRESNO COUNTY AREA 2020-2024

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CHAPTER I

# INTRODUCTION

The Short Range Transit Plan (SRTP) 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, and the County of Fresno. It is intended to serve the following four (4) purposes:

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

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

1. Demand-responsive intra-city service in the small incorporated cities; and

2. Fixed-route inter-city service along the following 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 SRTP for the Rural Fresno County Area, as implemented, provides a basis for local governments to demonstrate that public transportation needs within their jurisdiction have been, and may continue to be, reasonably met. 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.

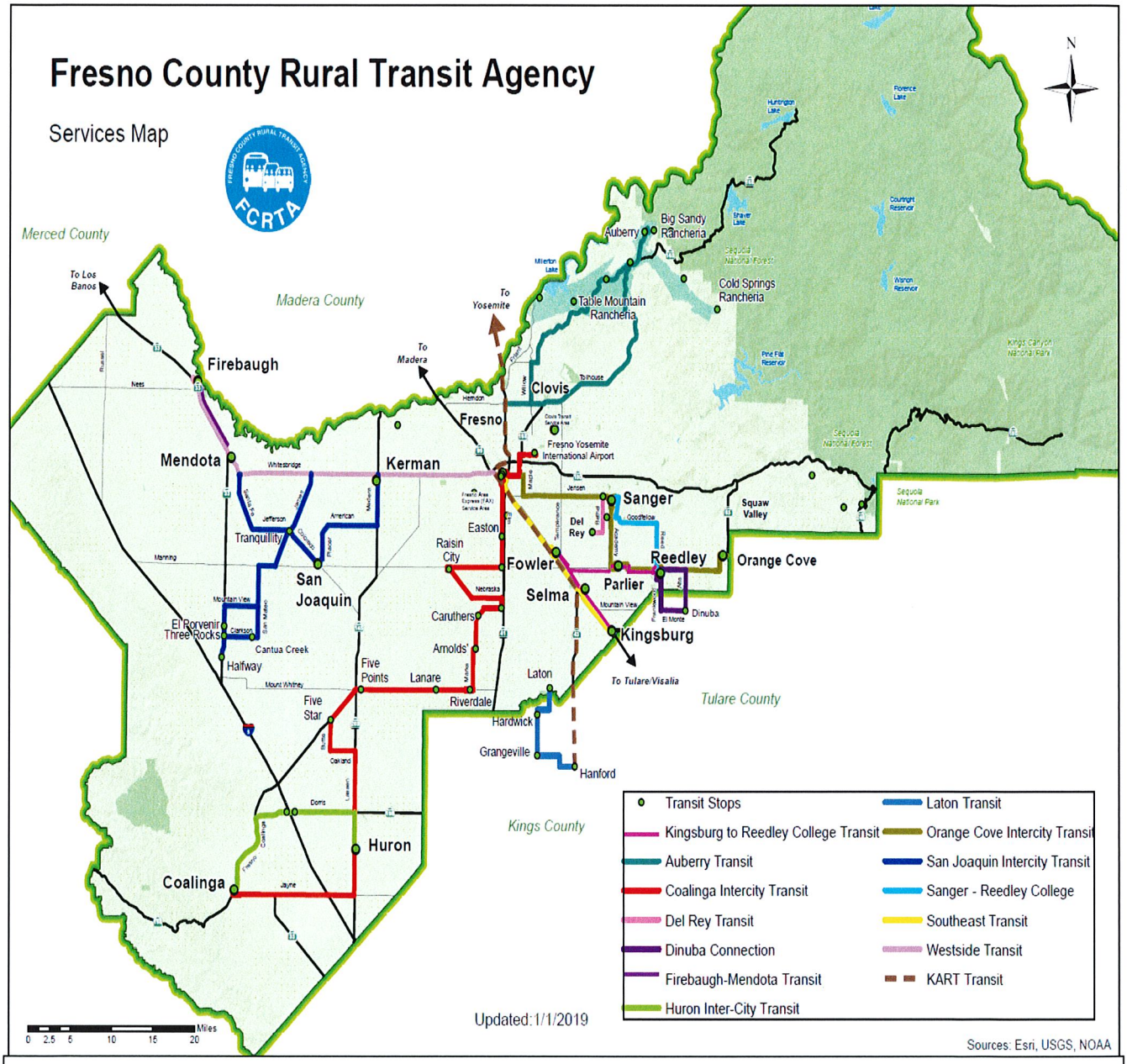
In November 2006, Fresno County voters approved (78%) an extension of Measure – C the ½ cent local sales tax to fund specific transportation programs over the next twenty (20) years (2027). The Expenditure Plan designates four percent (4%) of the annual funds to be directed to the FCRTA for expansion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

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.




**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 2018 Regional Transportation Plan (2018 to 2042) 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:

Pursue 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:** A QUALITY, CONVENIENT, SAFE 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:** PUBLIC TRANSIT SERVICES WITH A POSITIVE PUBLIC IMAGE IN COMMUNITIES SERVED.

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:** AN INTEGRATED MULTIMODAL TRANSPORTATION SYSTEM WHICH FACILITATES THE MOVEMENT OF PEOPLE.

Objective:

Develop a seamless multimodal transportation network.

Policies:

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

**GOAL:** A COORDINATED POLICY FOR PUBLIC TRANSPORTATION THAT COMPLEMENTS LAND USE AND AIR QUALITY/CLIMATE CHANGE POLICIES

Objective:

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

Policies:

- Provide incentives to reduce dependency on single occupancy travel without compromising mobility.

**GOAL:** ACHIEVE OR MAINTAIN TRANSIT NETWORK IN A STATE OF GOOD REPAIR

Objective:

Maintain assets more effectively, using condition-based approaches and using predictive and preventive maintenance strategies to reduce costs while improving service delivery.

Policies:

- Implement a Transit Asset Management (TAM) program that uses asset conditions to help prioritize funding.
- Establish Condition Assessment Process and Measurement Procedures.
- Incorporate lifecycle cost, risk, and performance trade-offs into capital programming and operations & maintenance budgeting.

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 AN 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.

# Chapter III

# THE RURAL AREA SERVICE PROVIDERS

## A. Fresno County Rural Transit Agency (FCRTA)

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

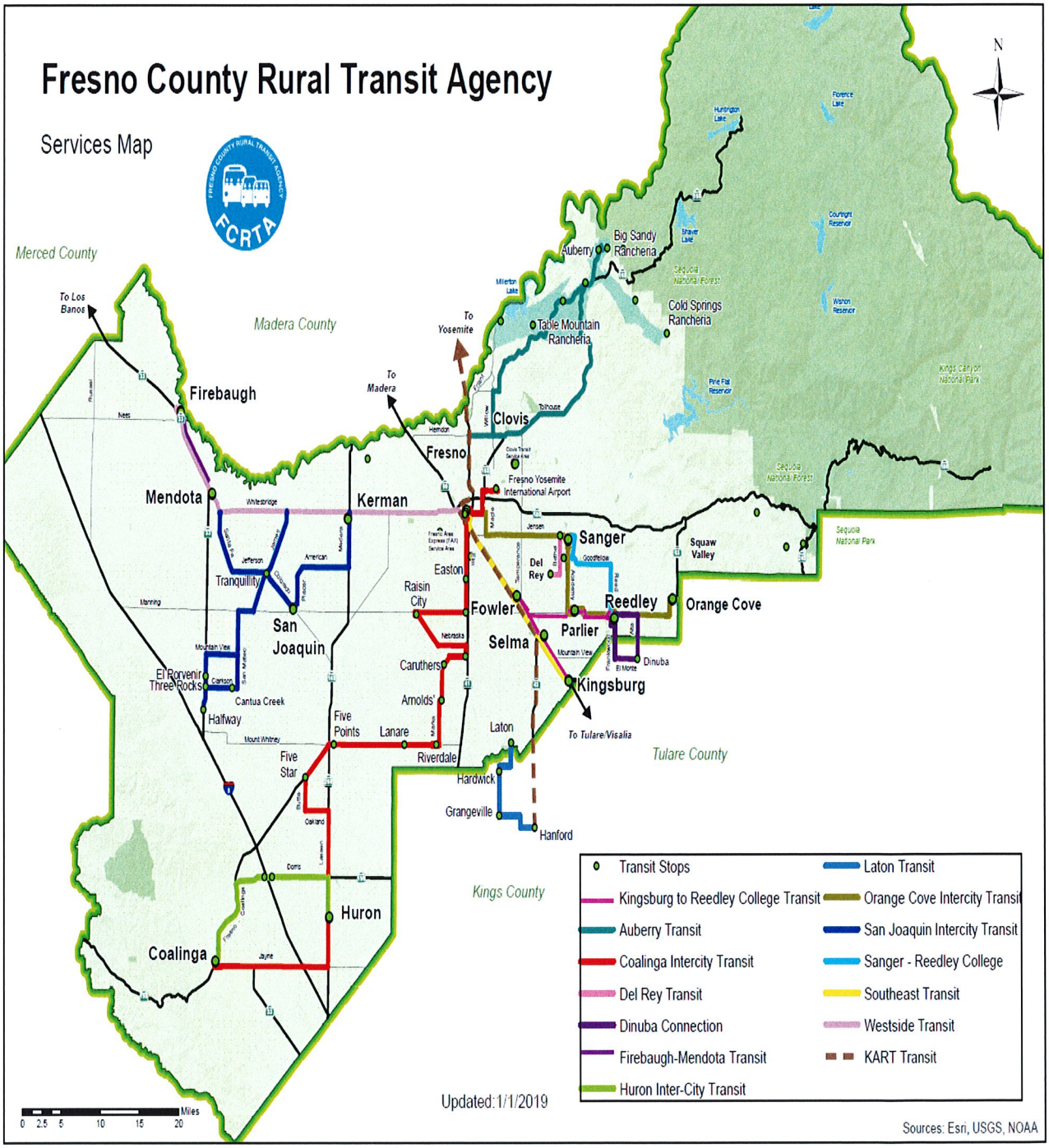
At the present time, public transportation wheelchair lift-equipped services are available within the Spheres of Influence of each of the thirteen (13) incorporated cities in rural Fresno County, with the cities linked to the Fresno Metropolitan Area.

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

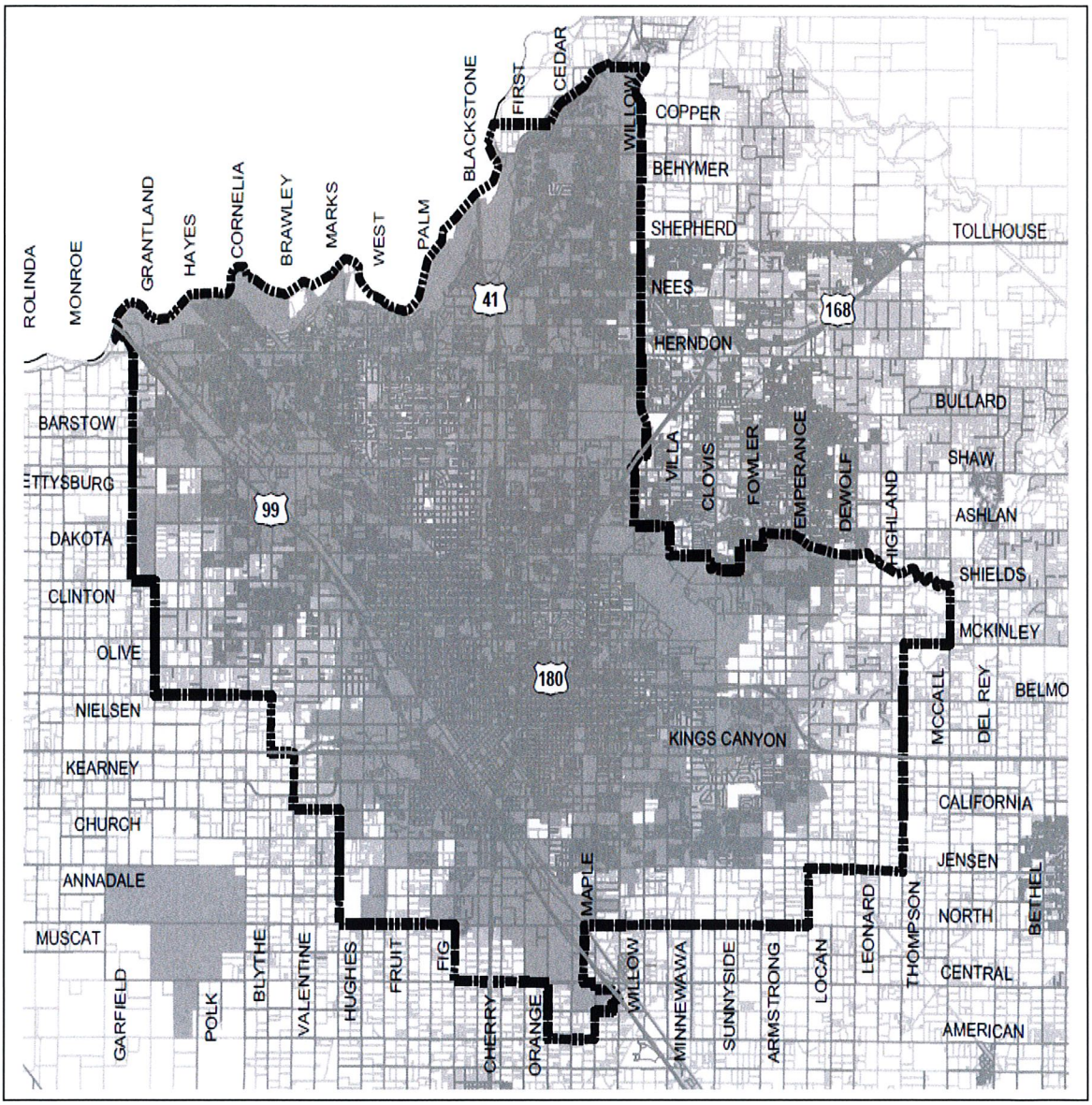
In 1979, the State mandated through Assembly Bill 120 that Consolidated Transportation Service Agencies (CTSA's) be considered to improve the coordination and efficiency of transportation provided by social service agencies. The Fresno Council of Governments subsequently developed a report entitled "Assembly 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-27** of this Plan and in the updated "Operations Program for the Consolidated Transportation Service Agencies for Metropolitan Fresno and Rural Fresno County 2019-20" (proposed adoption June 27, 2019).




**Short Range Transit Plan**
**Public Transportation Areas**




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

## C. Existing Transit Services (2017-18)

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:

| Intra-City Operations | Inter-City Operations | Inter-Community Operations | City-Operated Services |
|---|---|---|---|
| Coalinga Transit | Auberry Transit | Auberry Transit | Coalinga Transit |
| Del Rey Transit | Coalinga Transit | Dinuba Transit | Kerman Transit |
| Firebaugh Transit | Huron Transit | Rural Transit | Reedley Transit |
| Fowler Transit | Laton Transit | | |
| Huron Transit | Orange Cove Transit | | |
| Kerman Transit | Sanger Transit | | |
| Kingsburg Transit | Southeast Transit | | |
| Laton Transit | Westside Transit | | |
| Mendota Transit | Firebaugh-Mendota Transit | | |
| Orange Cove Transit | Kingsburg-Reedley Transit | | |
| Parlier Transit | | | |
| Reedley Transit | | | |
| Sanger Transit | | | |
| San Joaquin Transit | | | |
| Selma Transit | | | |
| Shuttle Transit | | | |

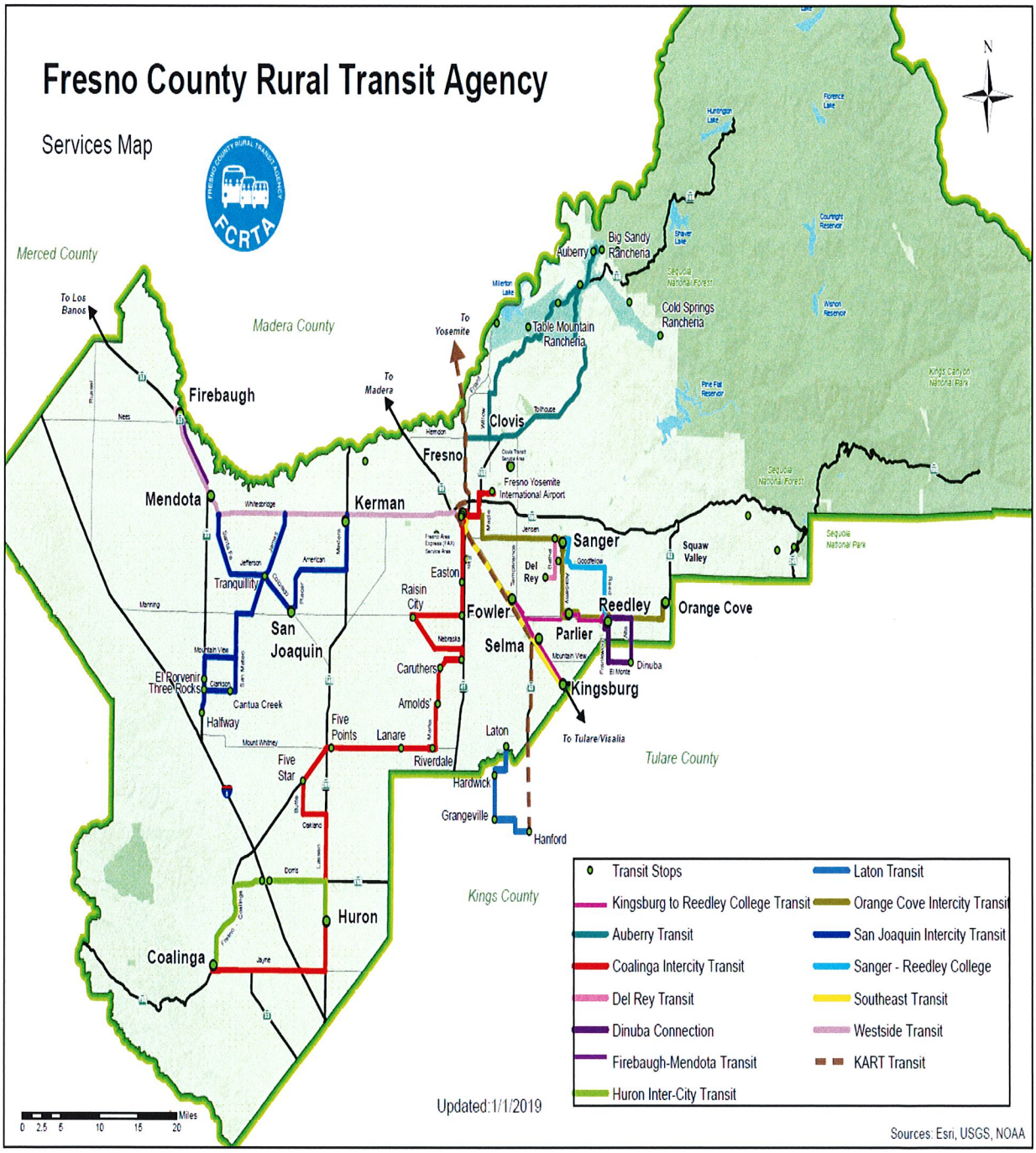
The table below shows the relationship of rural inter-city and inter-community transit services. Exhibit III-1 provides a detailed description of each of FCRTA's subsystems. Population statistics for each of the cities and their Spheres of Influence are contained in Appendix B. Also included are population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




**Short Range Transit Plan**
**Intercity & Inter Community**
**Transit Services**

# Exhibit III-1

Summary of FCRTA's 2018-19 Transit Subsystem Under Contract to MV Transportation
Identified Subsystems, Days and Hours of Operation, Service Type, Frequency & Service Areas

| FCRTA Subsystem | Days and Times of Operation | Type of Service Number of Buses | Frequency of Inter-City Trips | Also Serves |
|---|---|---|---|---|
| **Auberry Transit** | | | | |
| Inter-Community Service | M-F: 7:00 am – 3:00 pm | Demand Responsive One Bus (for both Inter-Community and Inter-City Service) | | 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 |
| Inter-City Service | Tue: 8:00 am – 4:30 pm | 24 Hour prior reservations by end of Mon, for Tues | One Round Trip | Above Communities & Table Mountain Indian Rancheria, Tollhouse, Fresno |
| **Del Rey Transit** | | | | |
| Intra-City Service & Inter-Community Service | M-F: 8:00 am-5:00 pm | Demand Responsive One Bus | Four Round Trips | Del Rey Sanger |
| **Firebaugh Transit** | | | | |
| Intra-City Service | M-F: 6:45 am – 5:15 pm | Demand Responsive One Bus | | Sphere of Influence |
| Inter-City Service | M-F: 7:00 am – 5:00 pm | Fixed Route with Route Deviation One Bus | Ten Round Trips | Firebaugh and Mendota |
| Inter-City Service on Westside Transit: | M-F: 6:30 am – 5:45 pm | Fixed Route with Route Deviation | Two Round Trips | With connecting service from Firebaugh, Mendota, Kerman, San Joaquin, Cantua Creek, El Povenir, Half Way, Tranquility, & Three Rocks to Fresno |
| **Fowler Transit** | | | | |
| Intra-City Service | M-F: 7:00 am-4:00 pm | Demand Responsive | | Sphere of Influence |
| Inter-City Service On Southeast Transit: | M-F: 6:30 am – 5:45 pm | One Bus Fixed Route with Route Deviation | Three Round Trips | Fresno, Fowler, Selma, Kingsburg |
| **Huron Transit** | | | | |
| Intra-City Service I<br>Intra-City Service II | M-F: 7:00 am – 4:30 pm | Demand Responsive | | Sphere of Influence |
| Inter-City Service | M-F: 7:00 am – 4:30 pm<br>M-F: 8:30 am – 5:15 pm | Two Buses Fixed Route with Route Deviation One Bus | Seven Round Trips | Huron, Harris Ranch, , I-5/198 Interchange, West Hills College, Coalinga |
| Inter-City Service on Coalinga Transit: | M-F: 8:00 am – 5:45 pm | Fixed Route with Route Deviation | One Round Trip | With connecting service from Coalinga, Huron, Riverdale, Lanare, Caruthers & Easton to Fresno |

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|---|---|---|---|---|
| **Kingsburg Transit** | | | | |
| Intra-City Service I | M-F: 7:00 am – 4:00 pm<br>Sa: 8:00 am – 5:00 pm | Demand Responsive<br>**Two Buses** | | Sphere of Influence |
| Intra-City Service II | M-F: 8:00 am – 5:00 pm | | | |
| Southeast Transit | M-F 6:30 am – 5:45 pm | Fixed Route with Route Deviation | Three Round Trips | Kingsburg, Selma, Fowler, Fresno |
| **Kingsburg-Reedley College Transit** | | **One Bus** | | |
| Inter-City Service | M-F: 6:30 am – 4:45 pm | Fixed Route with Route Deviation | Three Round Trips | Kingsburg, Selma, Fowler, Parlier Reecley |
| **Mendota Transit** | | | | |
| Intra-City Service | M-F: 7:00 am – 5:00 pm | Demand Responsive<br>**One Bus** | | Sphere of Influence |
| Inter-City Service to F.B. | M-F: 7:00 am – 5:00 pm | Fixed Route with Route Deviation (Bus part of F.E.) | Ten Round Trips | Firebaugh, Mendota |
| Inter-City Service on Westside Transit: | M-F: 6:30 am – 5:45 pm | Fixed Route with Route Deviation | Two Round Trips | With connecting service from Firebaugh, Mendota, Kermar San Joaquin, Cantua Creek, El Porvenir, Half Way, Tranquility & Three Rocks to Fresno |
| **Orange Cove Transit** | | **One Bus** | | |
| Intra-City Service | M-F: 7:00 am – 4:00 pm | Demand Responsive<br>**One Bus** | | Sphere of Influence |
| Inter-City Service | M-F: 6:30 am – 5:45 pm | Fixed Route with Route Deviation | Two Round Trips | Orange Cove, Reedley, Parlier, Sanger, Fresno |
| **Parlier Transit** | | | | |
| Intra-City Service | M-F: 7:00 am – 4:00 pm | Demand Responsive<br>**One Bus** | | Sphere of Influence |
| Inter-City Service on Orange Cove Transit: | M-F: 6:30 am – 5:45 pm | Fixed Route with Route Deviation | Two Round Trips | With connecting service from Orange Cove, Parlier, Reedley, & Sanger to Fresno |
| **Rural Transit** | | | | |
| Inter-Community<br>Inter-City | M-F: 8:00 am – 5:00pm<br>(By actual operations only) | 24 Hour prior reservation Demand Responsive<br>**Three Vans** | Multiple Round Trips | Beyond existing city service areas – Remote Rural Areas |
| **Sanger Transit** | | | | |
| Intra-City Service I | M-F: 7:00 am – 4:00 pm<br>Sa: 8:00 am—5:00pm | Demand Responsive<br>**Four Buses** | | Sphere of Influence |
| Intra-City Service II<br>Inter-City Service (SRC) | M-F: 7:00 am – 4:00 pm<br>M-F: 6:15 am – 4:30pm | Fixed Route with Route Deviation | Nine Round Trips | Sanger, Parlier, Reedley |
| Intra-City Service III | M-F: 7:30 am – 4:30 pm | **SRC-One Bus** | | |
| Intra-City Service IV | M-F: 8:30 am – 5:30 pm | Fixed Route with | Two Round Trips | Orange Cove, Reedley, Parlier, |
| Inter-City Service on Orange Cove Transit: | M-F: 6:30 am – 5:45 pm | Route Deviation | | Sanger, Fresno |

| | | | | |
|---|---|---|---|---|
| **San Joaquin Transit**<br>Intra-City Service and Inter-Community Service | M-F: 6:30 am – 5:00 pm | Demand Responsive<br>**One Bus** | | Sphere of Influence, Cantua Creek, El Porvenir, Half Way, Tranquility, Three Rocks |
| **Selma Transit**<br>Intra-City Service-I<br><br>Intra-City Service-II<br>Intra-City Service-III<br>Inter-City Service on Southeast Transit:<br><br>Intra-City Service-IV | M-F: 7:00 am – 4:00 pm<br>Sa: 8:00 am – 5:00 pm<br>M-F: 7:00 am – 4:00 pm<br>M-F: 7:30 am – 4:30 pm<br><br>M-F: 6:30 am – 5:45 pm<br><br>M-F: 8:30 am – 5:30 pm | Demand Responsive<br>**Four Buses**<br><br>Fixed Route with Route Deviation | Three Round Trips | Sphere of Influence<br><br>With connecting service from Kingsburg, Selma, & Fowler to Fresno |
| **Shuttle Transit**<br>Intra-City Service | M-F: 8:00am -5:00pm (By actual operations Only) | Demand Responsive, Prior Reservation For Employment Only<br>**One Bus** | Meets Arriving and Departing Inter-City Services | Fresno-Clovis Metropolitan Area |
| **Southeast Transit**<br>Southeast Transit | M-F: 6:30 am – 5:45 pm | **One Bus**<br>Fixed Route with Route Deviation | Three Round Trips | Kingsburg, Selma, Fowler, Fresno |
| **Westside Transit**<br>Inter-City Service | M-F: 6:30 am – 5:45 pm | **One Bus**<br>Fixed Route with Route Deviation | Two Round Trips | With connecting service from Firebaugh, Mendota, San Joaquin, & Kerman to Fresno |
| **West Park Transit**<br>Inter-City Transit | M-F: 7:30 am – 5:40 pm | **One Bus**<br>Fixed Route | Three Round Trips | Outside City of Fresno Sphere of Influence; Jensen & Valentine |

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 forty (40) years. The Agency's fleet has always been 100% accessible. All of FCRTA's over one-hundred (100) 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 and Disabled

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 2017 and 2018 total senior ridership decreased slightly at -7.50% (-6,679 riders). In 2017-18 the total of all seniors, sixty years and older (60+) was 82,055 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 has decreased steadily at -9.81% or -8,922 riders between 2015-16 and 2017-18 reflecting an ongoing trend.

| Fiscal Year | Senior Ridership | Numeric Change | Percent Change | Three Fiscal Year Percent Change |
|---|---|---|---|---|
| 2015-16 | 90,977 | | | |
| | | -2,243 | -2.25% | |
| 2016-17 | 88,734 | | | |
| | | -6,679 | -7.50% | |
| 2017-18 | 82,055 | | | -9.81% (-8,922 riders) |

## 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 2017-2018 reached one hundred and two (102) vehicles, quite an achievement for a small rural transit operator. Forty-six (46) are powered by CNG, eleven (11) are powered by electric batteries, forty-four (44) are powered by unleaded gasoline and one (1) is a non-motorized trailer. The FCRTA does not operate any diesel powered vehicles. The FCRTA vehicle fleet consisted of:

- One (1) 2018 Big Tex Utility Trailer;
- Two (2) 2013 unleaded gasoline powered Ford service trucks;
- Two (2) 2016 CNG powered twelve (12) passenger Ford E350 Buses;
- 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;
- Four (4) 2009 gasoline powered five (5) passenger modified Chevrolet Mini-Vans;
- Eight (8) 2016 CNG powered thirty-five (35) passenger El Dorado buses;
- Five (5) 2018 Electric battery powered thirty (30) passenger Proterra Electric Buses; and
- Six (6) 2016 Electric battery powered nine (9) passenger Zenith Ram 3500 Electric Vans.

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 enabled FCRTA to begin purchasing EVs and EV Charging infrastructure during Fiscal Year 2016-17. During FY 16-17 FCRTA did receive its first EVs in the form of four Electric Vans and also received its first EV Chargers and Solar EV Chargers. During FY 17-18 FCRTA acquired two more Electric Vans and five 40-ft Electric Buses. Two Electric Chargers for both Electric Vans and one of the five Electric Chargers for the five new buses were received by FCRTA by the end of FY 17-18.

The five 40-ft Electric Buses were purchased from Proterra with grant funds of over $3,000,000 from the California Air Resources Board. Four of these Proterra buses will be placed in service in the spring of 2019 in the following FCRTA sub-systems and services: Del Rey Transit, Kingsburg to Reedley College Transit, Sanger-Reedley Transit, and Southeast Transit. The fifth Proterra bus will be a reserve bus supporting the operations of the four Proterra buses operating in these four service areas.

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. New Provider Driver Training

Thirty (30) 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.

As of September 2018, MV Transportation is now the new transit service provider for FCRTA and in addition to the above described FCRTA Driver Training components; MV Transportation also provides a corporate Driver Training program for its employee drivers.

## J. New Provider 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 (now operated by the new Maintenance Contractor, the City of Selma since September 2018) and inspecting the transit vehicles annually to ensure that the Agency complies with mandated daily, forty-five (45) day or 3,000

mile, and annual inspections. The premise of the State requirements is that the transit vehicles are never out of original factory specification tolerances. Therefore, while the vehicles may continue to get older, they are no longer permitted to progressively wear out. The CHP again issued a *"satisfactory"* rating of FCRTA's vehicles and terminal facility in May of 2018. 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.

After the expiration of a three year contract, the FCRTA transferred its vehicle maintenance responsibilities and contract from the City of Fresno – Fleet Maintenance, to the FEOC on August 1, 2015 on an interim basis. However, FCRTA is looking to relocate the maintenance facility due to the acquisition of larger 30, 35, and 40 foot buses in the fleet. The existing facility was built in 1985 where FCRTA started with 20 vehicles. The fleet today includes 102 vehicles and the current maintenance site has only 2 bays with very limited space for future expansion due to other services/programs on the property. FCRTA plans to build a new facility on 6-10 acres to meet our current needs and future needs of our expanding fleet as well as space for a CNG fast-fill fueling station, an electric vehicle charging area, a dispatch center and vocational center for bus repair and new technology training. During FY 17-18 FCRTA took action to relocate to a new maintenance site by making an offer to buy land in the City of Selma. During FY 18-19 FCRTA secured land in the City of Selma for the site of its new maintenance and operations facility and expects construction of this facility to begin during the summer of 2019.

In September 2018 when FCRTA changed its transit service provider to MV Transportation, it also changed its Maintenance contractor from FEOC to the City of Selma. The City of Selma conducts maintenance operations in a temporary maintenance facility located in Selma that will be used until a new maintenance facility is constructed in Selma.

## 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 Long Range Transportation Plan (LRTP)

The Fresno County Regional LRTP (*Adopted April 2019*) is a comprehensive transit planning document produced by Fresno COG and is intended to guide transit and related multimodal investments and services in the Fresno region through the year 2050. The LRTP is intended to be a living document with Plan updates every four years. The LRTP was developed to align with state and federal transportation goals, guidance and funding programs to enhance the opportunity for funding from higher level government sources. It creates a blueprint for a sustainable, safe, innovative, integrated, and efficient transit system to enhance the region's economy and livability for all.

One very important rationale for the LRTP is to generate more, improved, and forward-looking transit projects for the 2022 RTP. The LRTP incorporates and builds on the 2018 RTP transit projects. To expand the 2018 RTP transit project list, the LRTP reviewed prior regional transit plans and all local general plans, and conducted public and stakeholder outreach to conceive of additional transit improvement projects.

Because this SRTP is focused on FCRTA, the following LRTP discussions, analyses, and projects listings and descriptions will be primarily about FCRTA and/or FCRTA's relationship to the other Cities and Transit operators in Fresno County.

One transit project of a regional nature recommended by the LRTP is a unified Transit Web Portal with real time information to allow riders to track buses, and plan trips (*FAX has implemented this, so future projects would focus on FCRTA, Clovis and interconnectivity between services*). The goal is seamless integration of real time information, transfer windows and fare payments.

The LRTP has found that FCRTA has built a strong foundation for local mobility. The rural inter-city and inter-community services provided by FCRTA provide vital regional links for Fresno County residents. Additionally, the FCRTA subsystems that operate within rural communities provide local connections for residents of these small communities. Core mobility options need to be sustained and strategically enhanced as dollars become available to ensure the continued mobility of rural residents and workers.

During the preparation of the LRTP, FCRTA staff contributed to the LRTP's Public Engagement Plan (PEP). The aim of the PEP was to connect with community stakeholders; including community members, schools, public agencies, underserved populations, business communities, and community-based organizations, youth, seniors, and elected officials. An integral part of the plan was to reach bus passengers, businesses, and property owners, particularly those near transit routes. The database of contacts developed by the Fresno COG, FAX, FCRTA, Clovis Transit, and the LRTP Consultant Team's existing databases served as the mailing list for meetings, announcements, dissemination of Plan documents and other initial Plan notices. Multiple public engagement and information strategies and activities were conducted to generate interest and participation from the community. Key among these strategies were public workshops, pop-up events, and community surveys.

PEP workshops, events, and surveys took place during FY 17-18 and FCRTA participated in some of these activities including the noticing process. Workshop noticing was completed in both English and Spanish and was posted online and in the targeted newspaper at least one (1) week, but no more than two (2) weeks prior to scheduled workshops. Noticing strategies included the following:

- Email content created for all workshops scheduled. Content included a workshop flyer with the date, time, and location.
- Content was distributed via email to the LRTP Stakeholder Database, which included well over 400 contacts including stakeholders, elected officials, the general public, and other government agencies.
- A regional workshop notice was placed in the Vida En El Valle (Spanish version of the Fresno Bee) newspaper in advance of both workshops.
- Workshop flyers were provided to Fresno COG and posted to the LRTP webpage.
- Graphical posters were created and distributed to FCRTA for placement on transit buses.
- All information was provided in English and Spanish.

Two (2) workshops were held as part of the outreach efforts for the LRTP. The first workshop was held in the City of Selma and was structured to discuss transit issues and strategies facing rural communities in Fresno County. The second workshop was held in the City of Fresno and was designed to discuss transit issues and strategies in the Fresno-Clovis Metropolitan area.

During the Selma workshop the FCRTA Services Map was available to attendees so that they could post comments regarding a specific route or issues using markers or Post It Notes. This made it easier for the LRTP Team to identify attendee's issues with specific routes and other route amenities and characteristics.

The LRTP Team incorporated the use of Turning Point polling software, a tool that allows the Team to not only educate, but to gather ideas and input simultaneously from everyone attending a workshop. Turning Point can solicit answers, selections, and priorities using a real-time response key pad. The software provides the opportunity to stratify the polling results by stakeholder group and other demographic information received during the poll. Comment cards were available for comments and feedback. The LRTP Team also provided stations for registration, comments, and refreshments.

Summary of Workshop Findings

A total of 25 workshop attendees participated in polling exercises. Major findings for combined workshop polling results included:

- 68% of workshop attendees live in the City of Fresno, 16% live in the unincorporated county area outside of Fresno, and 16% live in another Fresno County city on or east of SR 99.
- 28% of attendees were between the ages of 16 and 25, while 24% were between the ages of 51 and 65.
- A third of workshop attendees were public citizens; students accounted for a quarter of attendees.
- 64% of attendees have regular access to a motor vehicle. More than half of the attendees drove a car to the workshop location; 16% arrived via bus.
- If a car is not available, 24% of attendees ask a friend, neighbor, or relative for a ride, 24% use Uber/Lyft, and 20% of attendees use the bus for transportation.
- 24% of attendees take a bus/van in Fresno County two (2) or more days a week, with the most important trip noted as personal business trips.
- 56% of attendees heard about the workshops through a noticing email.

Comment cards were available for comments and feedback at each of the public workshops. Primary comments received included:

- Increased weekend and evening service for farmworker communities.
- Planning for sidewalks and lighting in unincorporated areas through Fresno COG and County of Fresno collaboration.
- Planning for bike paths in rural areas through collaboration with other agencies for increased funding sources.
- Adding bus stops that will connect with future High-Speed Rail services.
- Collaboration between County of Fresno Planning Department and Fresno COG to integrate fair housing obligations into planning for transportation to help meet Affirmatively Furthering Fair Housing (AFFH) obligations.
- Collaboration with County of Fresno to encourage infrastructure development in unincorporated communities for safe active transportation.
- Provide transit from Sanger to Amtrak and the Fresno Yosemite International Airport.
- Expand transit routes to Clovis Community College.

The LRTP Consultant conducted an online survey in early 2018. Approximately 110 completed surveys were submitted by participants. Major survey findings included:

- 45% of survey participants lived in the City of Fresno; 23% lived in one of the other Fresno County cities. Most of the remaining 32% live in unincorporated Fresno County.
- 28% of participants were between the ages of 26 and 35, while 28% were between the ages of 51 and 65.

- On the day they filled out the survey, 19% of participants were traveling using FCRTA or FAX buses.
- More than a third did not own or have regular access to a vehicle.
- If a car is not available for their use, 35% of survey participants ask a friend, neighbor, or relative for a ride, 32% use the bus for transportation, and 21% walk to their destination.
- 34% of participants take a bus/van in Fresno County two (2) or more days a week.
- 17% cite shopping trips as their most important reason for riding the bus; 16% list personal business trips.
- 48% of participants believe that hardly any of their most important daily trips can be made by walking or biking.
- If Fresno County were to obtain funding, 52% believe that more demand responsive paratransit service is the best option to service low density areas of Fresno County that have limited or no bus service.
- 56% of participants felt that more demand responsive paratransit service would help offset a smaller city in Fresno County having only one or two bus stops.

The Consultant Team sought stakeholder input on the LRTP. Approximately 25 interviews were conducted by telephone or in person with key stakeholders. Stakeholder groups consulted included major employers and educational institutions, FAX management, other transit/transportation providers, City and County officials, health providers, educational institutions and youth groups, and environmental advocates. The stakeholder outreach was coordinated with stakeholder outreach for FAX's 2018 Fixed-Route Restructure Study. There are several major trends that the LRTP should address:

- Aging of population will increase demand for ADA and demand response services.
- Transit ridership has recently been dramatically declining, increasing pressure on farebox recovery ratios.
- At the same time significant growth is occurring in farmworker vanpools, Uber/Lyft ride services, and informal ridesharing.
- While there is movement toward more compact growth in some areas, sprawl continues and makes transit services more difficult to provide.
- Costs of providing transportation services and maintaining infrastructure are increasing.
- Declining sense of personal secureness and safety for riding the bus, biking, and walking makes alternatives to driving even more difficult.

**A prevalent issue raised is the growing need for services between rural and urban areas for medical trips, jobs, school, and human service agency appointments.**

- Fresno/Clovis, Dinuba, and Visalia were all named as important destinations for rural and outlying communities.
- Lack of "Access to opportunity' (e.g., jobs and education) for residents in rural communities was mentioned by several stakeholders.
- There is significant appreciation for FCRTA services, but these services are fiscally constrained.
- Funding allocation, farebox recovery requirements, and geographic dispersion limit transit options for rural to Fresno/Clovis urban area trips.
- Though there is connectivity between FCRTA, Clovis, and FAX, the LRTP should seek to improve this connectivity and make inter-operator trips faster and more seamless
- In the future, traditional fixed-route and Dial-A-Ride (DAR) services may only be part of the solution.
- Multimodal options including community-based options such as Van y Vienen, Green Raiteros, vanpools, and microtransit need to be considered.

There was almost universal stakeholder consensus that electric transit vehicles both for fixed-route and paratransit are the future. FCRTA is converting to an electric fleet and hopes to have this conversion completed by 2025. Thirteen (13) charging stations in all incorporated cities in Fresno County have been installed; these are free and open to the public.

Overall, stakeholders expressed appreciation for FAX, FCRTA and Clovis Transit services. Public sector stakeholders understand the dilemmas posed by increasing costs of providing transportation services and maintaining infrastructure with limited funding. One important theme expressed by stakeholders was the need to make transit and paratransit more visible and "relevant". Though transit and paratransit are vital to those who depend on it, the vast majority of Fresno residents, and community leaders, are

not transit riders and know it only superficially. Integrating transit better with the communities they serve – and the larger community as well – is an important goal if transit is to be sustained and expand. Some stakeholders understand constraints on FCRTA, funding source limitations, and the need to meet farebox requirements to receive state funding – but many were not aware of these requirements. Thus, there is some tension between demands for transit service and the feasibility of providing it.

The LRTP team has developed three alternative transit futures for Fresno County in the mid-21st century. The three alternatives – Ridership, Coverage and Blended – differ in the types of strategies and programs they emphasize, but are not exclusive of one another.

- The Ridership Alternative is intended to maximize the number of transit riders in the region, thereby maximizing the social, environmental and fiscal benefits accruing from a well-patronized public transportation system.
- The Coverage Alternative is intended to maximize the geographic reach of transit, enabling as many residents as possible in all areas of the county to use public transportation.
- The Blended Alternative is intended to combine the most promising and productive programs and elements of Ridership and Coverage Alternatives, adding projects that enhance system-wide integration.

Of these three alternatives, it is the Coverage Alternative that is the most relevant to FCRTA and the one discussed in this SRTP.

Coverage Alternative: Recommended Policies, Strategies and Projects

The overall goal of the coverage alternative is to enhance transit and other shared ride modes in low-density areas where demand is too dispersed to warrant standard bus service; it also aims to integrate these services with fixed-route service in the urban core.

**Enhance the Fresno County Rural Transit Agency (FCRTA) inter-city transit network**

Over the years, FCRTA has enabled demonstration programs to test the market potential for new inter-city services. Measure C funds can be used to provide new/demonstration services. The service must meet the performance stands of each transit agency.

There are now four core corridors that serve the Fresno-Clovis Metropolitan Area (FCMA):

- Coalinga-Huron-Five Point-Lanare-Riverdale-Caruther-Raisin City-Easton Corridor (Coalinga Route).
- Firebaugh-Mendota-San Joaquin-Kerman Corridor.
- Kingsburg-Selma-Fowler Corridor (Southeast Route).
- Orange Cove-Reedley-Parlier-Sanger Corridor (Orange Cove Route).

There are three different intercity corridors that provide linkages among Fresno County rural communities including:

- Huron- I-5 and Highway 198 developments- Harris Ranch-West Hills College-Coalinga (Huron Route).
- Sanger-Reedley Corridor (Sanger Express).
- Kingsburg-Selma-Fowler-Parlier-Reedley Corridor (Kingsburg-Reedley Route).

The Routes and services that as of 2016 had a farebox recovery ratio of 10% of more include:

- Del Rey Transit.
- Dinuba to Reedley Transit.
- Huron Transit.
- Kingsburg-Reedley Transit.
- Orange Cove Transit.
- Southeast Transit.
- West Side Transit.

An example of providing long-term transit improvements to the FCRTA inter-city network is increasing the number of daily round trips between Orange Cove and Fresno from one to two round-trips daily. Based on funding received from the Measure C New Technology Program for 2 BYD electric buses,

FCRTA will be operating these 2 new BYD buses on new express routes starting in Orange Cove and Coalinga and traveling into Fresno. The Orange Cove Express route will provide an additional round trip to Fresno with 6 stops compared to 15 on the current inter-city route.

Rural services are currently only available on many routes from Monday to Friday, with the Coalinga, Reedley, Selma, Sanger and Kingsburg Routes being examples of routes with Saturday service. A long-range project might be to have Saturday service on all intercity routes that can maintain a 10% farebox recovery ratio or better.

**LRTP Project List**

The main work product of the LRTP was the development of the LRTP Project List. These projects were developed by each of the Fresno three transit operators, FAX, Clovis Transit, and FCRTA. They were in some instances modified or refined based on discussions with the consultant team and the LRTP Steering Committee. All projects that were new or that represent substantial changes to projects included in the Fresno COG 2018 RTP were placed under the rubric of one or more of the "macro" strategies and projects described in the LRTP. The LRTP Project List is shown in **Exhibit III-5**.

## 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*);

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 – *started and discontinued in early 2017*)

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)* FCRTA continues in FY 18-19 to provide connecting transit service to the YARTS bus stops in Fresno at the Fresno-Yosemite International Airport and the Amtrak/Greyhound terminal for the YARTS route from Fresno to Yosemite National Park.

*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 - *discontinued*)

27. West Park Transit – Fixed route service between community of West Park and Fresno – started in November 2017 and discontinued in May of 2018)

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 patent 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.

FCRTA has been historically successful in securing insurance for its entire fleet of passenger vehicles at very competitive rates because FCRTA's experience rating is remarkably low for such a diverse rural operation. But in September of 2018 FCRTA began contracting with MV Transportation for its transportation services and MV Transportation is now providing their insurance coverage for most of the FCRTA fleet. FCRTA still continues to provide its vehicles operated by the Cities of Coalinga, Kerman, and Reedley with Primary and excess insurance coverage secured through conventional insurance companies. Insurance provided by MV is for the routes and services they operate and the three Cities are covered by National Interstate Insurance for the services they operate.

## Q. 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 land 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 2017-18 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 2018. In addition to the request for written comment, SSTAC held eight (8) information-gathering meetings.

The first outreach meeting was held in the City of Mendota, on Tuesday, March 13, 2018, at Mendota City Hall at 643 Quince Street, Mendota, CA 93640. The location was selected to facilitate comments from the residents of the West Side of Fresno County including: Coalinga, Firebaugh, Huron, Kerman, Mendota, San Joaquin, and surrounding unincorporated communities. The meeting time was set for 5:00 p.m. No comments were received.

The second meeting was held in the City of Selma on Monday, March 19, 2018 at Selma City Hall at 1710 Tucker Street, Selma, CA 93662. The location was selected to facilitate comments from the residents of the Eastside of Fresno County including: Fowler, Kingsburg, Orange Cove, Parlier, Reedley, Sanger, Selma, and the surrounding unincorporated communities. The meeting time was 5:30 p.m. Twenty eight people, including staff participated in the presentation. No comments were received at this meeting.

The third outreach meeting was held in the City of Clovis, on Tuesday, March 20, 2018, at the Clovis Senior Center, located at 850 Fourth Street, Clovis, CA 93612. The meeting location was set to facilitate comments from residents of the Clovis Metropolitan Area. The meeting time was set for 5:30 PM. Five people were present at this presentation, one of whom was a member of the public. No comments were received at this meeting.

The fourth outreach meeting was held in the West Side of Fresno County, on Wednesday, March 21, 2018 at Kerman City Hall, 850 S.Madera Avenue, Kerman, CA 93630. The meeting location was selected to facilitate comments from residents of the West Side of Fresno County. The meeting time was set for 5:30 PM and no comments were received at this meeting.

The fifth outreach meeting was held in the Fresno Metropolitan Area on Wednesday, March 28, 2018 at the Central Valley Regional Center, 4615 N. Marty,Fresno, CA 93722. The meeting location was selected to facilitate comments from residents of the West Side of the Fresno Metropolitan Area. The meeting time was set for 5:30 PM. Representation from Leadership Council, an advocacy group was present and provided feedback regarding the communities of Daleville and Tombstone Territory in Fresno County. Their comments were noted. One member of the community attended this particular meeting, a community activist for a local non-profit legal advocate. A long conversation was had with this individual where she requested transit service to a couple of disadvantaged communities she has been focusing on. These communities were in rural Fresno County and were addressed by FCRTA.

The sixth outreach meeting was also held in the Fresno Metropolitan Area on Wednesday, April 4, 2018 at the Ted C. Wills Senior Center,770 N. San Pablo, Fresno, CA 93728. The meeting location was selected to facilitate comments from residents in the Fresno Metropolitan area, primarily from the central Fresno and Downtown Area. The meeting time was set for 5:30 PM.

There were a total of four members of the community present at this meeting. Two participants were people who said that they are frequent transit riders while the other two participants, were largely present acting as advocates on behalf of a group of transit riders. Two comments were received.

The Seventh outreach meeting was held in the Fresno Metropolitan Area on Thursday, April 5, 2018 at Mosqueda Center, Room 8, located at 4670 E. Butler Ave., Fresno, CA 93702. The meeting location was selected to facilitate comments from residents of the South East Fresno Metropolitan Area. The meeting time was set for 5:30 PM. No comments were received at this meeting.

The eighth and final outreach meeting was held in the Eastside of Fresno County on Thursday, April 19, 2018 at Parlier City Hall. The address is 1100 Parlier Avenue, Parlier, CA 93648. The meeting location was set to facilitate comments from the residents of Eastern Fresno County. The meeting time was set for 5:30 p.m. No comments were received.

Each of the actual comment letters and Staff response letters are contained in the Fresno COG's May 2018 "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 28, 2018. The Board may direct further staff analysis and evaluation of new comments. After adoption, amendments may be funded with available contingency funds.

## R. 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 2018-19 Rural Area Program and Operations. Exhibit III-4 reflects the 2017-18 fiscal year ridership and projected 2018-19 fiscal year ridership. For complete details of the CTSA program, consult the draft CTSA Operations Program and Budget for fiscal year 2018-19.

## Exhibit III-3

RURAL CTSA SERVICES
'2018/2019

| 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 FMAAA Senior Meal Delivery | | | | | X | | X |
| Other Rural Meal Delivery | | | | | X | X | X |
| Special Events-Non-Profit Charter Timeshare | X | X | X | X | | | X |
| CALSTART Bolt To College | | | | X | | | X |

* Provides own Driver
** Urban CTSA provides back-up.

## Exhibit III-4

RURAL CTSA RIDERSHIP STATISTICS

| SERVICE DESCRIPTION | TYPE | FY 2017-18 (ESTIMATED) | | | FY 2018-19 (PROJECTED) | | |
|---|---|---|---|---|---|---|---|
| | | PASSENGER TRIPS | VEHICLE HOURS | VEHICLE MILES | PASSENGER TRIPS | VEHICLE HOURS | VEHICLE MILES |
| *PASSENGER TRANSPORTATION* | | | | | | | |
| **Student (School Bus) Programs** | | | | | | | |
| Head Start | Consolidate | 37,000 | 2,200 | 24,000 | 37,000 | 2,200 | 24,000 |
| CALSTART Bolt to College | Rideshare | | | | 15,000 | 6,300 | 72,000 |
| **Disabled Programs** | | | | | | | |
| Central Valley Regional Center | Timeshare | 63,000 | 18,000 | 317,000 | 63,000 | 18,000 | 317,000 |
| **Low Income/Social Service Programs:** | | | | | | | |
| Special Functions | Timeshare | 300 | 150 | 1,500 | 300 | 150 | 1,500 |
| *Subtotal* | | **100,300** | **20,350** | **342,500** | **115,300** | **26,650** | **414,500** |
| **Passenger Totals** | | **100,300** | **20,350** | **342,500** | **115,300** | **26,650** | **414,500** |
| ***MEAL DELIVERY TRANSPORTATION*** | Center & Hmbnd. | | | | | | |
| ALL FCEOC Meal Delivery | Timeshare | 591,000 | 12,300 | 282,000 | 591,000 | 12,300 | 282,000 |
| ***Delivery Total*** | | **591,000** | **12,300** | **282,000** | **591,000** | **12,300** | **282,000** |
| ***FRESNO RURAL CTSA TOTALS*** | | **691,300** | **32,650** | **624,500** | **706,300** | **38,950** | **696,500** |

## S. 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, 1008 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 constitutes. 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.

## T. 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.

## U. 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 script 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

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.

## V. 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, PTIMISEA 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 2019.

To date, the FCRTA has submitted PTMISEA 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.

## W. 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; Surveillance Cameras for Bus Stops for $155,377 and Security Lights for Maintenance yards for $127,838. 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 emergences. Since FY 2012-13 to 2017-18 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.

## X. Low Carbon Transit Operations Program (LCTOP)

This program is part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. These funds are for transit agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities. Senate Bill 862 continuously appropriates five percent of the annual auction proceeds in the Greenhouse Gas Reduction Fund (Fund) for LCTOP, beginning in FY 2015-16. Since the beginning of this program in FY 2014-15, the State Controller has made funds appropriations to California transit agencies including FCRTA for each year of this program. Appropriations to FCRTA have ranged from approximately $69,760 to $415,944 in a given year.

During FY 14-15, FCRTA received $69,760 in LCTOP funds initially to help fund a proposed Zero emission Vanpooling & Ridesharing program which did not begin operations. FCRTA subsequently was allowed by Caltrans to switch these funds to the purchase of one Zenith Electric Van.

During FY 15-16, FCRTA received $208,734 in LCTOP funds for the purchase of four Zenith Electric Vans.

During FY 16-17, FCRTA received $98,896 in LCTOP funds for the purchase of one Zenith Electric Van.

During FY 17-18, FCRTA received $265,518 in LCTOP funds for the purchase of ten Chevy Bolt Electric Sedans.

During FY 18-19, FCRTA has just applied for $415,944 in LCTOP funds for the purchase of one 30-foot BYD Electric bus.

**Y. Fresno County Regional Electric Charging Infrastructure Network**

FCOG has recently commissioned a study, the Fresno County Regional Electric Charging Infrastructure Network Plan, that will begin in 2019 and promises to benefit FCRTA by studying the possibility of creating an Electric Charging Infrastructure Network in Fresno County. Using a collaborative approach, the proposed plan will identify network gaps and prioritize potential sites for deploying future infrastructure investment. The plan will include a robust effort to engage all stakeholders currently deploying EV chargers (such as ChargePoint, EVgo, SemaCharge, and other commercial networks) and agencies funding infrastructure (such as CEC, ARB, Air District, PG&E, VW) to help shape the development of a collaborative Regional EV Charging Network Plan which will connect the region to the statewide network, map current and future chargers, and provide strategies and recommendations for proposed site locations for future deployment of EV infrastructure in Fresno County. This study is expected to be completed in July of 2020.

Objectives of the plan

- Conduct outreach with EV infrastructure providers, transit agencies, existing EV users, and the general public to determine need and location of chargers.
- Conduct assessment of existing EV charging programs, program funding goals, current and planned units.
- Conduct a gap assessment to identify any deficiency in the charging network for publicly accessible units and for regional and interregional units for transit services.
- Recommend site locations to fill the gaps of existing and planned charging network along with identified potential funding.

A major task of this study is to identify an EV Charging Network Working Group to assist FCOG and the consultant in development of the assessment. Caltrans will participate as a team member. Potential members include:

- PG&E
- SJV Air Pollution Control District or SJVAPCD EJ subcommittee
- CARB representative
- CEC representative
- Greenlining Institute
- Shared Use Mobility Center
- Black Chamber of Commerce
- Fresno Chamber of Commerce
- Fresno Metro Ministry
- Self Help Enterprises
- California Rural Legal Assistance
- Central California Legal Services
- Cultiva La Salud
- Valley Leap
- Leadership Counsel
- Building Healthy Communities

- NAACP
- Fresno County Public Health Department
- Tribal governments
- Clovis Transit
- Fresno Area Express
- Local government representatives
- CALSTART
- Fresno TCC Steering Committee
- Member Agencies' Planning and Housing Department
- Responsible Party: Fresno COG, FCRTA, Consultant

This study will develop an outreach plan which will include the following:

- Outreach will emphasize programs to engage disadvantaged communities in both the urban and rural communities, EJ populations, and persons with limited English proficiency through surveys, printed materials in multiple languages and hosting meetings at accessible locations and in the evenings.
- Include focus groups with EV drivers to gather data related to routes, needs and charging locations.
- One on one meetings with agencies currently funding and deploying EV charging infrastructure.

This study will conduct an assessment of existing EV charging programs:

- The assessment will include interviews with each entity that are currently funding and deploying EV chargers to understand the program guidelines, rate costs, restrictions to funding, location of currently installed units, possible location of planned units, and length of funding.

- Assessment of transit services utilizing electric vehicles and charging needs

- RTP/SCS Consultation and Coordination: Identify data needs and performance measures to capture existing and future conditions for access to EV charging stations and the impact of addressing VMT reduction and GHG emissions reduction.

This study will identify gaps in the regional EV charging network:

- Based on assessment of existing programs and feedback through the public engagement process, the consultant will provide a gap analysis of the EV charging network to identify any deficiency in the current network for personal EV charging and EV transit service.

This study will identify potential sites to reduce gaps in the regional EV network and to connect the region to the statewide EV network:

- Once gaps in network coverage have been identified, the consultant will site potential locations for additional chargers and appropriate types of chargers to ensure the users in both the rural communities and the urban core are able to have convenient and affordable access to chargers across the regional network. Connectivity to the statewide network will also be addressed.

- Develop siting criteria (e.g.: curb gutter, density, proximity, type of charger recommended, potential for solar charging unit, electricity grid capacity, etc.)

This study will develop prioritization for the identified charging locations:

- Develop criteria for investment prioritization for the charging stations with special consideration for disadvantaged communities.
- Based on the prioritization criteria, develop multiple tiers of prioritized charging locations.

This study will create a funding matrix to implement the Regional EV Charging Network:

- Provide a matrix that includes cost estimate (including estimated utility rates) for each tier of the prioritized charging locations with phasing/timing.
- Identify potential funding sources for EV charging infrastructure (capital & installation).

This study will prepare a Final Report:

- Prepare Final Regional Electric Vehicle Charging Network Plan using information from earlier tasks.
- Prepare next steps for implementation of potential sites
- Submit final Regional Electric Vehicle Charging Network Plan to Caltrans' for review and approval.
- Present final report the Transportation Technical Committee, Policy Advisory Committee, and Policy Board for acceptance.

**Z. Rural Transit Sustainable Infrastructure Planning Grant Studies**

In 2018 FCRTA successfully applied to FCOG for a Regional Sustainable Infrastructure Planning Grant and was awarded $160,000 to fund two planning studies that were later combined into a single planning study. This study will analyze the feasibility of expanding FCRTA's Rural Transit service and creating new service regions for FCRTA's Rural Transit service throughout Fresno County. This study will do the following:

- Conduct an analysis to determine the capital needs, related equipment needs and operational requirements for expansion of the Rural Transit Service and Regional (countywide) Rural Transit Service.
- Analyze all aspects for operational, dispatching, driver and electronic up-fitting of electric vehicles.
- Conduct public outreach with community workshops to solicit ideas and opinions to validate the study.
- Determine feasibility of expanding FCRTA's Rural Transit service throughout Fresno County and creating a regional (countywide) network of Rural Transit services.
- Identify and establish partnerships that will extend beyond this project.
- Determine all possible methods of potential funding all of the determined costs of the new program.
- Produce a plan that will prepare FCRTA for next steps and implementation of potential service expansion.

A consulting contract was awarded to Walker Consultants in early 2019 and this study will begin in the spring of 2019.

In late 2018 FCRTA applied to Caltrans for a similar Planning Grant, the Caltrans Sustainable Communities Grant. FCRTA applied for over $515,000 in grant funds for an electrical grid analysis study for rural Fresno County to assess whether the current grid system is sustainable and can support EV charging infrastructure countywide. FCRTA will find out later in 2019 if it is awarded these grant funds.

# EXHIBIT III-5

## FRESNO COUNTY LONG RANGE TRANSIT PLAN
## TRANSIT PROJECT LIST BY TRANSIT AGENCY

### FAX Project List

| # | Strategy | Project Description | Year(s) | Estimated Cost |
|---|---|---|---|---|
| 1 | R-1: Transit Supportive Policies | Bus route shall not deviate from major arterial unless the change would increase total productivity (boardings/rev hour) of the route by at least 10% counting riders lost due to increased travel time for through riders | Short | $0 |
| 2 | R-2: Fare Policy and Demand Management Strategies | Implement a smart card based fare payment system | Short | $500,000 |
| 3 | R-2: Fare Policy and Demand Management Strategies | Upgrade transit passes to Smart Card | Short | $500,000 |
| 4 | R-2: Fare Policy and Demand Management Strategies | Implement a mobile fare payment system | Short | $500,000 |
| 5 | R-3: Expand BRT and Frequent Bus Networks: Stand Alone Projects | Add BRT service on Cedar Avenue transit corridor. | Short | $75,000,000 |
| 6 | R-3: Expand BRT and Frequent Bus Networks: Stand Alone Projects | Extend the Kings Canyon BRT corridor to Fancher Creek. | Short | $1,000,000 |
| 7 | R-3: Expand BRT and Frequent Bus Networks: Stand Alone Projects | Add BRT service to Shaw Avenue transit corridor. | Short | $100,000,000 |
| 8 | R-3: Expand BRT and Frequent Bus Networks: Stand Alone Projects | Purchase 60-foot articulated transit buses to increase passenger capacities as ridership increases. | Short | $20,000,000 |
| 9 | R-3: Expand BRT and Frequent Bus Networks: Stand Alone Projects | High Frequency Service from Fresno State to Clovis | Short | $1,000,000 |
| 10 | R-3: Expand BRT and Frequent Bus Networks: Stand Alone Projects | High Frequency Service from downtown to southwest Fresno, including the North Pointe Industrial Park (Amazon Fulfillment Center) | Short | $1,000,000 |
| 11 | R-4: Strengthen Network Connectivity | Park and Ride Lots. (Construction of Park and Ride lots to serve transit corridors.) | Short | $10,000,000 |
| 12 | R-5: Bus Speed Enhancements | Install Queue Jump lane Blackstone & Nees | Short | $1,000,000 |
| 13 | R-5: Bus Speed Enhancements | Install Queue Jump lane Blackstone & Shaw | Short | $1,000,000 |
| 14 | R-5: Bus Speed Enhancements | Install Queue Jump lane Blackstone & Shields | Short | $1,000,000 |

## FAX Project List

| # | Strategy | Project Description | Year(s) | Estimated Cost |
|---|---|---|---|---|
| 15 | R-5: Bus Speed Enhancements | Install TSP on Shaw Ave. | Short | $760,000 |
| 16 | R-5: Bus Speed Enhancements | Install TSP on Cedar Ave. | Short | $800,000 |
| 17 | R-6 (C-3): Review Opportunities to Tailor Bus Services to More Efficiently Serve Low Demand Times and Routes | Late Night Service Weekdays/Weekends | Short | $2,000,000 |
| 18 | R-6 (C-3): Review Opportunities to Tailor Bus Services to More Efficiently Serve Low Demand Times and Routes | Establish partnership with TNC's to facilitate late night service | Short | $1,000,000 |
| 19 | R-7 : Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | 15 minute frequency on Elm from North Ave into Downtown | Short | $1,000,000 |
| 20 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | 15 minute frequency on MLK (Fig) from North Ave into Downtown | Short | $1,000,000 |
| 21 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas (C-7) | Service on California Ave. from Veterans Home into Downtown | Short | $1,000,000 |
| 22 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | Service to relocated Fresno County Department of Social Services | Short | $50,000 |
| 23 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | 15 minute frequency on Route 41 | Short | $1,000,000 |
| 24 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | 15 minute frequency on Route 34 | Short | $1,500,000 |
| 25 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | 15 minute frequency on Route 29 | Short | $1,000,000 |
| 26 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | New service on Peach Ave south of Kings Canyon | Short | $1,000,000 |
| 27 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | Establish Route 45 as an Ashlan Ave crosstown | Short | $1,000,000 |
| 28 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | 30 minute frequency on Route 45 | Short | $750,000 |
| 29 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | Establish a Bullard Ave crosstown route connecting to Fresno State | Short | $2,000,000 |
| 30 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | 15 minute service on Route 9 into Clovis. Extending route to Fowler Ave and North to 3rd Street (Clovis Transit Center) | Short | $2,000,000 |

| # | Strategy | Project Description | Year(s) | Estimated Cost |
|---|---|---|---|---|
| **FAX Project List** | | | | |
| 31 | R-8: Integration With Plans for High-Speed Rail Station and Downtown Plans | New Intermodal Transit Station in Downtown Fresno, at High Speed Rail, to replace existing facilities located at Courthouse Park. (Develop/build downtown transit station at the new Fresno High-Speed Rail station.) | Short | $15,000,000 |
| 32 | R-8: Integration With Plans for High-Speed Rail Station and Downtown Plans | Downtown Circulator Program – provide service within downtown Fresno during peak commute hours. Purchase electric or near zero emission buses and recharging stations. | Short | $5,000,000 |
| 33 | R-9: New Transit Hubs Outside of Downtown Fresno | Fancher Creek Transit Center | Short | $1,000,000 |
| 34 | R-9: New Transit Hubs Outside of Downtown Fresno | Clovis Transit Center at Clovis Ave and 3rd Street | Short | $4,000,000 |
| 35 | R-10 (B3): First/Last Mile Improvements | Implement Microtransit in select areas | Short | $1,000,000 |
| 36 | R-10 (B3): First/Last Mile Improvements | Establish partnership with TNC's to facilitate 1st mile/last mile services and improve transportation options in the region. | Short | $2,000,000 |
| 37 | R-11 (B4): Technology and Climate Change Initiatives | Purchase Zero-Emission or Near-Zero Emission Buses for transit service. | Short | $21,250,000 |
| 38 | R-11 (B4): Technology and Climate Change Initiatives | Make Wi-Fi available for passengers on all FAX fixed route and paratransit vehicles. | Short | $500,000 |
| 39 | R-11 (B4): Technology and Climate Change Initiatives | Replace CAD/AVL/GPS system on FAX fleets | Short | $3,500,000 |
| 40 | R-11 (B4): Technology and Climate Change Initiatives | Design/install vehicle parking shelters with solar panels to "green" main FAX facility. | Short | $5,000,000 |
| 41 | R-11 (B4): Technology and Climate Change Initiatives | Upgrade all Fresno County transit vehicles to cellular based on-board equipment | Short | $200,000 |
| 42 | R-12 (B5): Upgrade Bus Storage and Maintenance Facilities | Evaluate the need and potential property acquisition for additional FAX facilities for future expansion. | Short | $500,000 |
| 43 | R-12 (B5): Upgrade Bus Storage and Maintenance Facilities | Install infrastructure to support electric bus charging stations. | Short | $20,000,000 |
| 44 | R-13: Ambassador Programs | Expand the Travel Training program to include schools and other social service programs | Short | $500,000 |
| 45 | C-3: Provide Micro-Transit Services in Low-Demand Areas | Complete Microtransit demonstration project. | Short | $2,000,000 |
| 46 | B-1: Create an Online Web Portal to Enhance Mobility Management | Mobility Management Portal will build on Google Transit (All systems to provide real time GTFS) | Short | $2,000,000 |
| 47 | R-2: Fare Policy and Demand Management Strategies | Reduce cash fare payment at the point of sale | Medium | $1,000,000 |
| 48 | R-3: Expand BRT and Frequent Bus Networks: Stand Alone Projects | Median Running BRT on Ventura/Kings Canyon and Blackstone corridor.) | Medium | $395,000,000 |
| 49 | R-3: Expand BRT and Frequent Bus Networks: Stand Alone Projects | Feasibility Study: Premium Transit on the 168 freeway corridor | Medium | $1,000,000 |
| 50 | R-3: Expand BRT and Frequent Bus Networks: Stand Alone Projects | Feasibility Study: High Capacity Premium Transit in the 41 freeway corridor | Medium | $1,000,000 |
| 51 | R-4: Strengthen Network Connectivity | Bicycle Lockers at Transit Stops | Medium | $50,000 |
| 52 | R-5: Bus Speed Enhancements | Install TSP on Shields Ave. | Medium | $480,000 |

| # | Strategy | Project Description | Year(s) | Estimated Cost |
|---|---|---|---|---|
| **FAX Project List** | | | | |
| 53 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | Church Ave crosstown | Medium | $1,000,000 |
| 54 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | Veteran's Blvd to Grantland | Medium | $1,000,000 |
| 55 | R-9: New Transit Hubs Outside of Downtown Fresno | River Park Transit Center | Medium | $2,000,000 |
| 56 | R-9: New Transit Hubs Outside of Downtown Fresno | CSU Fresno Transit Center at Shaw and Maple | Medium | $4,000,000 |
| 57 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | 30 minute frequency on Willow Ave from Shields to Clovis Community College | Medium | $1,000,000 |
| 58 | R-1: Transit Supportive Policies | 90% of service hours dedicated to productive service exceeding the productivity standard of 60% of the system average for riders/rev hour | Long | $0 |
| 59 | R-1: Transit Supportive Policies | Maintain minimum spacing of every one-half mile except in areas of higher density, employment, schools or a combination of 16 or more persons per acre | Long | $4,000,000 |
| 60 | R-3: Expand BRT and Frequent Bus Networks: Stand Alone Projects | Add BRT service to California Avenue transit corridor. | Long | $25,000,000 |
| **2018 Regional Transportation Plan Projects** | | | | |
| 61 | R-1: Transit Supportive Policies | Purchase and develop land in support of revitalization and mixed-use development along high capacity/high frequency transit corridors. | Short | $5,000,000 |
| 62 | R-10 (B3): First/Last Mile Improvements | Passenger amenity improvements (bus stops/stations) throughout FAX route system, including concrete improvements, shelters, lighting, signage, etc. Annual average $150k. | Short | $4,500,000 |
| 63 | R-3: Expand BRT and Frequent Bus Networks: Studies | Initial planning and environmental work related to implementing new BRT service on Cedar Avenue. | Short | $500,000 |
| 64 | R-10 (B3): First/Last Mile Improvements | FAX will evaluate and potentially modify fixed route system bus stop locations to determine best locations for optimal nexus to meet passenger needs and increase system efficiency. | Short | $2,500,000 |
| 65 | R-12 (B5): Upgrade Bus Storage and Maintenance Facilities | FAX will evaluate or hire consulting firm to evaluate need for new or expanded facilities to accommodate future service expansion. | Short | $500,000 |
| 66 | R-12 (B5): Upgrade Bus Storage and Maintenance Facilities | Remodel of FAX operations and maintenance facilities. | Short | $20,000,000 |
| 67 | C-3: Provide Micro-Transit Services in Low-Demand Areas | Handy Ride (paratransit) service contract. Annual average $5M (capital maintenance portion annual average $2M). | Short | $150,000,000 |
| 68 | R-11 (B4): Technology and Climate Change Initiatives | Implement public transit projects/activities that support the California Transformative Climate Communities (TCC) program to reduce greenhouse gases. | Short | $10,000,000 |
| 69 | R-10 (B3): First/Last Mile Improvements | Acquire and install bicycle racks and other bike-related amenities on FAX buses and facilities to encourage bike/bus connections. | Short | $250,000 |
| 70 | R-11 (B4): Technology and Climate Change Initiatives | Research and incorporate ITS technologies into FAX operations (e.g., collision avoidance system). | Short | $1,000,000 |
| 71 | R-1: Transit Supportive Policies | Partner with MPO to align limited resources with adopted SCS goals and strategies. | Short | $2,000,000 |

| # | Strategy | Project Description | Year(s) | Estimated Cost |
|---|---|---|---|---|
| **FAX Project List** | | | | |
| 72 | R-1: Transit Supportive Policies | Various planning projects to support FAX service. Annual average $500k. | Short | $15,000,000 |
| 73 | R-11 (B4): Technology and Climate Change Initiatives | Maintain/repair all FAX facilities and vehicles as needed. Annual average $8M. | Short | $240,000,000 |
| 74 | R-12A (B5A): Vehicle Replacement | Purchase 30', 40', 60' buses, and paratransit vehicles to replace end-of-life vehicles in FAX fleet. | Short | $56,000,000 |
| 75 | B-2: Pursue Funding for Innovative Transit Projects | Pursue funding for operating support for new/expanded services, including new BRT services on highly utilized corridors, like Shaw, Cedar, Shields, etc. | Short | $15,000,000 |
| 76 | R-1: Transit Supportive Policies | Initial planning and environmental work related to implementing new BRT service on Shaw Avenue. | Short | $500,000 |
| 77 | R-12 (B5): Upgrade Bus Storage and Maintenance Facilities | Purchase replacement support vehicles for FAX maintenance and operations. | Short | $1,500,000 |
| 78 | R-12 (B5): Upgrade Bus Storage and Maintenance Facilities | Tire lease contract for FAX fleets. Annual average $325k. | Short | $9,750,000 |
| 79 | R-12 (B5): Upgrade Bus Storage and Maintenance Facilities | Security and safety projects on buses and at transit stations/stops and facilities, including generator upgrades; building and lot access control; video surveillance; improved lighting; fire safety systems; etc. | Short | $4,000,000 |
| | | | **TOTAL** | **$1,288,340,000** |
| **Fresno County Rural Transit Agency Project List** | | | | |
| 1 | R-12 (B5): Upgrade Bus Storage and Maintenance Facilities | Construction of a Maintenance facility located in Selma; 6-8 service bays to accommodate up to 40ft buses, offices for staff and training and a dispatch center. | Short | $4,000,000 |
| 2 | R-11 (B4): Technology and Climate Change Initiatives | A public fast-fill CNG fueling station at the FCRTA maintenance facility located in Selma to serve public vehicles and private customers. | Short | $1,500,000 |
| 3 | R-11 (B4): Technology and Climate Change Initiatives | Software enhancements to accommodate the conversion and implementation of ZEV fleet and entail dispatching and web portal with internal and external applications along with Wi-Fi connections. | Short | $500,000 |
| 4 | R-12 (B5): Upgrade Bus Storage and Maintenance Facilities | Security lighting and cameras at the city yard's of the rural incorporated cities in Fresno County which will upgrade city facilities and storage for buses. | Short | $150,000 |
| 5 | R-10 (B3): First/Last Mile Improvements | Install security cameras at FCRTA bus shelters to improve safety for passengers and increase ridership. | Short | $150,000 |
| 6 | R-12 (B5): Upgrade Bus Storage and Maintenance Facilities | Continue to install automated security gates at the city yard's of the rural incorporated cities in Fresno County which will upgrade city facilities. | Short | $250,000 |
| 7 | R-12 (B5): Upgrade Bus Storage and Maintenance Facilities | Fast-fill CNG fueling stations at approximately five (5) city yards in rural Fresno County to enhance county wide fast-fill CNG fueling accessibility. | Short | $1,300,000 |
| 8 | C-5: Enhance and Expand Partnerships to Expand and Market Mobility Opportunities | Rural transit system wide marketing plan to increase ridership and incorporate new technology combined with shared mobility implementation. | Short | $300,000 |
| 9 | C-5: Enhance and Expand Partnerships to Expand and Market Mobility Opportunities | Update website and incorporate any new technology applications or enhancements. | Short | $10,000 |

| # | Strategy | Project Description | Year(s) | Estimated Cost |
|---|---|---|---|---|
| **Fresno County Rural Transit Agency Project List** | | | | |
| 10 | C-5: Enhance and Expand Partnerships to Expand and Market Mobility Opportunities | Shared mobility rides will require "individualized" and "group" mobility training to accommodate the EV sedans and microtransit efforts with non-traditional transit vehicles. This mobility training will be for both passengers and drivers to minimize incidents and/or accidents and increase ridership. | Short | $100,000 |
| 11 | R-11 (B4): Technology and Climate Change Initiatives | Deployment of seven (7) electric buses to expand the inter-city routes as well as replace gas fleet and augment CNG fleet vehicles on the existing intra-city routes. | Short | $6,000,000 |
| 12 | C-5: Enhance and Expand Partnerships to Expand and Market Mobility Opportunities | A zero emission vehicle education and outreach program focused in the low-income and DAC communities in Fresno County in partnership with other local organizations and agencies. | Short | $500,000 |
| 13 | R-11 (B4): Technology and Climate Change Initiatives | An electric vehicle charging depot at the FCRTA maintenance facility in Selma for private and public electric vehicles, with 2 levels of charging- Level 2 & Level 3. | Medium | $2,000,000 |
| 14 | R-11 (B4): Technology and Climate Change Initiatives | Conversion of the existing FCRTA bus vehicle fleet to 100% zero emission bus fleet by 2025. | Medium | $100,000,000 |
| 15 | C-3: Provide Micro-Transit Services in Low-Demand Areas | FCRTA is actively pursuing planning funds for shared mobility projects specifically designed for rural applications using the latest technology for software, apps and communication technology to enhance subsequent implementation of EV vehicles (sedans, vans and buses). | Medium | $1,000,000 |
| 16 | B-2: Pursue Funding for Innovative Transit Projects | FCRTA will be pursuing funding for operations to implement shared mobility projects with specific emphasis on intra-city and inter-city modes. These anticipated funding projects are in line and consistent with the recently adopted and approved RTP (June 2018) and should align within the goals and objectives of the LRTP. Updates of the SRTP and LRTP would include the analysis and strategic plans to include these new technology enhanced projects. | Medium | $5,000,000 |
| 17 | C-4: Develop a Network of Inter-system Transportation Nodes | Expand the existing interregional transit systems with adjacent counties surrounding Fresno County- i.e., Madera, Tulare and Kings County. Which would include interregional bus passes and targeted activity centers in the respective cities within the counties. | Medium | $2,000,000 |
| 18 | R-11 (B4): Technology and Climate Change Initiatives | Expand the EV charging network within Fresno County in both direct connected and solar charging units which requires analysis of the utilities within each city and load capacity based on the existing network for each oversight utility company. Pursue funding opportunities to create and sustain projects. | Medium | $5,000,000 |
| 19 | R-11 (B4): Technology and Climate Change Initiatives | Continue the upfitting of fleet vehicles with (safety) equipment- i.e., cameras, DVR's, tablets, emergency 2-way radios. | Medium | $500,000 |
| 20 | R-8: Integration With Plans for High-Speed Rail Station and Downtown Plans | Integrate both regional and inter-regional rural transit routes with the HSR station for multimodal compatibility. | Medium | $500,000 |
| 21 | R-11 (B4): Technology and Climate Change Initiatives | Pursue planning grants to assess and collaborate with the utility companies to assess the grid system in order to support EV infrastructure and technology in rural Fresno County which could require regulatory changes. | Medium | $500,000 |

| # | Strategy | Project Description | Year(s) | Estimated Cost |
|---|---|---|---|---|
| **Fresno County Rural Transit Agency Project List** | | | | |
| 22 | R-11 (B4): Technology and Climate Change Initiatives | A new technology vocational training facility for new emerging technology including EV, solar and CNG, that will service the Fresno County region and the San Joaquin Valley in collaboration with the state and community college district; Reedley College, West Hills College, Fresno State and Fresno City College along with the rural unified school districts. | Medium | $1,000,000 |
| **2018 Regional Transportation Plan Projects** | | | | |
| 23 | R-10 (B3): First/Last Mile Improvements | Bike Racks at, FCRTA facilities, bus stops, and within FCRTA buses providing service within the 13 incorporated Cities | Short | $50,000 |
| 24 | R-12A (B5A): Vehicle Replacement | Countywide bus replacement | Short | $16,000,000 |
| 25 | R-10 (B3): First/Last Mile Improvements | Bus Shelters at FCRTA bus stops within the 13 incorporated Cities | Short | $100,000 |
| 26 | R-11 (B4): Technology and Climate Change Initiatives | Camera System for FCRTA providing service to the 13 incorporated Cities | Short | $350,000 |
| 27 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | In addition to existing transit service, route info: Coalinga-33-196-268-41-Fresno, twice daily w/ EV. | Short | $375,000 |
| 28 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | Expanded service hours and adding Sat to existing 5 days a week service | Short | $375,000 |
| 29 | R-11 (B4): Technology and Climate Change Initiatives | Dispatch Center within a small city along Highway 99 | Short | $200,000 |
| 30 | R-11 (B4): Technology and Climate Change Initiatives | EV Charging Stations within the 13 incorporated Cities | Short | $7,500,000 |
| 31 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | In addition to existing transit service, route info: OC-Manning-180-Fresno, twice daily w/ EV. | Short | $375,000 |
| 32 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | New transit service, route info: West Park-Jensen-41-Fresno Courthouse Park, twice daily w/ Diesel bus. | Short | $375,000 |
| | | | **TOTAL** | **$157,960,000** |
| **Clovis Transit Project List** | | | | |
| 1 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | Enhanced bus service on Cedar Ave. | Short | $50,000 |
| 2 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | Enhanced bus service on Willow Ave. | Short | $50,000 |
| 3 | R-3: Expand BRT and Frequent Bus Networks: Stand Alone Projects | BRT extension on Shaw Ave. | Short | $10,000,000 |
| 4 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | Loma Vista Special Event Shuttle Services | Short | $200,000 |
| 5 | R-4: Strengthen Network Connectivity | Clovis Transit Route Restructure study 2019-2020 | Short | $500,000 |

| # | Strategy | Project Description | Year(s) | Estimated Cost |
|---|---|---|---|---|
| **Clovis Transit Project List** | | | | |
| 6 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | Express routes to medical center/research technology park/medical school/lodging service | Short | $2,000,000 |
| 7 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | Additional YARTS stops/locations | Short | $500,000 |
| 8 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | Fresno County DSS service on Ashlan Avenue | Short | $1,000,000 |
| 9 | R-4: Strengthen Network Connectivity | Improved connectivity for paratransit service in the urban area | Short | $2,000,000 |
| 10 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | Integration of high volume destinations into planning including the airport, high speed rail station, medical facilities, and urban villages (Years 10-20, cost $5,000,000) | Medium | $5,000,000 |
| 11 | R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas | Service to yet-to-be-named northeast urban village | Long | $1,000,000 |
| 12 | R-11: Technology and Climate Change Initiatives | Induction charging, other built-in electric infrastructure | Long | $10,000,000 |
| **2018 Regional Transportation Plan Projects** | | | | |
| 13 | R-10: First\|Last Mile Improvements | Ashlan-N/s east of Berndine (TRANSIT: CURB CUT) | Short | $80,000 |
| 14 | R-10: First\|Last Mile Improvements | CLOVIS, 1320' N/O SHEPHERD (TRANSIT) | Short | $50,000 |
| 15 | R-10: First\|Last Mile Improvements | Clovis-E/s north of Ashlan (TRANSIT: CURB CUT) | Short | $80,000 |
| 16 | R-10: First\|Last Mile Improvements | HERITAGE GROVE MAIN STREET, 200' E/O WILLOW (TRANSIT: CURB CUT) | Short | $50,000 |
| 17 | R-10: First\|Last Mile Improvements | HERITAGE GROVE MAIN STREET, 600' E/O MINNEWAWA (TRANSIT) | Short | $50,000 |
| 18 | R-10: First\|Last Mile Improvements | HERITAGE GROVE MAIN STREET, 600' W/O PEACH (TRANSIT) | Short | $50,000 |
| 19 | R-10: First\|Last Mile Improvements | MINNEWAWA, 1000' N/O SHEPHERD (TRANSIT) | Short | $50,000 |
| 20 | R-10: First\|Last Mile Improvements | Minnewawa-W/s at Weldon Elementary (TRANSIT: CURB CUT) | Short | $80,000 |
| 21 | R-10: First\|Last Mile Improvements | Minnewawa-W/s north of Rall (TRANSIT: CURB CUT) | Short | $80,000 |
| 22 | R-10: First\|Last Mile Improvements | Minnewawa-W/s south of Holland (TRANSIT: CURB CUT) | Short | $80,000 |
| 23 | R-10: First\|Last Mile Improvements | Shaw-N/s west of Pollasky TRANSIT: CURB CUT) | Short | $80,000 |
| 24 | R-10: First\|Last Mile Improvements | Shaw-S/s east of Minnewawa (TRANSIT: CURB CUT) | Short | $80,000 |
| 25 | R-10: First\|Last Mile Improvements | Shaw-S/s east of Villa (TRANSIT: CURB CUT) | Short | $80,000 |

| # | Strategy | Project Description | Year(s) | Estimated Cost |
|---|---|---|---|---|
| **Clovis Transit Project List** | | | | |
| 26 | R-10: First\|Last Mile Improvements | Sunnyside-W/s between Third & Fourth (TRANSIT: CURB CUT) | Short | $80,000 |
| 27 | R-10: First\|Last Mile Improvements | Villa-E/s north of Portals (TRANSIT: CURB CUT) | Short | $80,000 |
| 28 | R-10: First\|Last Mile Improvements | Villa-W/s just south of Bullard (TRANSIT: CURB CUT) | Short | $80,000 |
| 29 | R-10: First\|Last Mile Improvements | Villa-W/s just south of Bullard (TRANSIT: CURB CUT) | Short | $80,000 |
| 30 | R-10: First\|Last Mile Improvements | WILLOW, 1000' N/O INTERNATIONAL (TRANSIT) | Short | $50,000 |
| 31 | R-10: First\|Last Mile Improvements | WILLOW, 1000' N/O SHEPHERD (TRANSIT) | Short | $50,000 |
| | | | **TOTAL** | **$33,610,000** |
| | | | **Transit Operators Subtotal** | **$1,479,910,000** |
| **Active Transport Access to Transit Projects** | | | | |
| **R-10: First/Last Mile Improvements - Accessibility Studies and Project Development** | | | | |
| | | FAX Transit Accessibility Studies x 4 study areas | Short | $100,000 |
| | | Clovis Transit Accessibility Study x 1 study area | Short | $25,000 |
| | | FCRTA Accessibility Study x 15 study areas | Short | $150,000 |
| **R-10: First/Last Mile Improvements - Transit Accessibility Capital Costs** | | | | |
| | | FAX Transit Accessibility Capital Costs | Medium | $7,344,000 |
| | | Clovis Transit Accessibility Capital Costs | Medium | $1,836,000 |
| | | FCRTA Transit Accessibility Capital Costs | Medium | $14,458,500 |
| | | | **TOTAL** | **$23,913,500** |
| | | | **REGIONAL TOTAL** | **$1,503,823,500** |

# 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-five (25) FCRTA subsystems have been reviewed for their performance during fiscal year 2017-18.

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 2015-16 through 2017-18. 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 2017-18 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-three (23) subsystems were analyzed for their productivity during fiscal year 2017-18.

At least once during the Fiscal Years of 2017 and 2018, seventeen (17) 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; Laton Transit, Kingsburg Transit, Parlier Transit, Reedley Transit, Mendota Transit, Selma Transit, and Southeast Transit. Kingsburg-Reedley Transit exceeded two (2) standards during this time. Auberry Transit, Del Rey Transit, Kerman Transit, San Joaquin Transit, and West Park Transit exceeded the standard for three (3) criteria. Fowler Transit, Shuttle Transit, Rural 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: 2015-2016; 2016-17; and 2017-18. 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 FY 2015-2016 and FY 2017-2018 resulted in mixture of increases and decreases as a reflection in the overall economy. During this three year period the total vehicle service hours decreased -5,841 hours or -7.49%. There was also a decrease in vehicle miles traveled, -68,871 miles or -6.76%. Costs increased $122,965 or 2.50%. Total passengers decreased -27,957, or -6.90%. Of the total passengers: seniors decreased -8,924, or

-9.81%; disabled decreased -122 or -0.25%; and general public decreased -26,207, or -9.99%. Resultant fares increased $17,653, or 2.98%.

Performance characteristics changed incrementally in Fiscal Year 2017-18 over the previous year's productivity characteristics: 0.40 more passengers per hour 5.19 to 5.23 (0.08%). Cost per hour increased $3.39 per hour (4.96%) (from $64.97 to $68.36); costs per mile increased $0.27 (from $4.92 to $5.19 or 5.21%); cost per passenger increased $0.56 (from $12.51 to $13.07, or 4.29%). The resulting farebox recovery percentage difference increased 0.33 (2.75%) (from 11.68% to 12.01%); still in excess of the minimum 10.00% requirement.

Between Fiscal Year 2017 and 2018 FCRTA's ridership has declined on twelve (12) of its twenty-three (23) subsystems and in general it is has been trending downward for the last several years. This downward trend is now recognized not only locally but on a regional, State and National level as part of a definite recent change in rider behavior. In the last few years there has been a nation-wide switch away from public transit use towards other new emerging modes of transportation. The recent growth of Transportation network companies (TNCs) such as Uber and Lyft and other similar forms of transportation in California have been steadily "taking" ridership from public transit agencies to the point where public transit agencies are developing and implementing similar types of transportation services. FCRTA has also started looking into the possibility of operating "on-demand" transportation services, similar to TNCs that would make use of Chevy Bolt Electric Sedans. In FY 17-18 FCRTA has started the process to acquire Chevy Bolts and make operational plans to deploy these vehicles in the near future.

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 17-18, Seventeen (17) of FCRTA's twenty-three (23) individual subsystems failed to achieve the minimum ten percent (10.00%) farebox requirement, totaling all twenty-four (23) system farebox receipts together equaled an overall recovery of 8.67%. The FCRTA then transferred a portion of its Measure - C funds ($210,243.73) 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 12.01%.

| | Achieved Farebox Percentage | Addition of Measure -C Revenues | Resultant Farebox Percentage |
|---|---|---|---|
| 1. Auberry Transit | 4.25% | $ 8,876.45 | 10.29% |
| 2. Coalinga Transit | 5.59% | $21,623.33 | 10.11% |
| 3. Del Rey Transit | 21.09% | $ 0.00 | 21.09% |
| 4. Dinuba Transit | 18.98% | $ 0.00 | 18.98% |
| 5. Firebaugh Transit | 4.84% | $14,167.61 | 10.18% |
| 6. Fowler Transit | 2.58% | $ 9,260.62 | 10.33% |
| 7. Huron Transit | 15.78% | $ 2,496.50+ | 15.78% |
| 8. Kerman Transit | 7.67% | $ 5,615.62 | 10.16% |
| 9. Kingsburg Transit | 3.19% | $19,065.65 | 10.18% |
| 10. Kingsburg-Reedley Transit | 8.69% | $ 1,656.73 | 10.45% |
| 11. Laton Transit | 2.97% | $ 4,042.91 | 10.00% |
| 12. Mendota Transit | 6.21% | $ 7,436.35 | 10.20% |
| 13. Orange Cove Transit | 16.07% | $ 2,370.00+ | 16.07% |
| 14. Parlier Transit | 4.04% | $ 9,411.84 | 10.26% |
| 15. Reedley Transit | 4.14% | $34,355.82 | 10.15% |
| 16. Rural Transit | 1.73% | $ 9,744.86 | 10.51% |
| 17. Sanger Transit | 6.39% | $19,790.70 | 10.17% |
| 18. San Joaquin Transit | 5.79% | $ 7,464.99 | 10.27% |
| 19. Selma Transit | 3.80% | $30,962.89 | 10.18% |
| 20. Shuttle Transit | 1.06% | $ 1,900.86 | 11.56% |
| 21. Southeast Transit | 21.81% | $ 0.00 | 21.81% |
| 22. West Park Transit* | 2.21% | $ 0.00 | 2.21%* |
| 23. Westside Transit | 30.47% | $ 0.00 | 30.47% |
| **TOTAL** | **8.67%** | **$210,243.73** | **12.01%** |

** Measure C funds were not necessary as West Park Transit service was in its first and only*

*year of demonstration project service.*

With the exception of a single sub-system, the FCRTA's fares have been unchanged for over the past fifteen (15) years. Then in FY 2018-19 FCRTA made slight changes to the fares of Del Rey Transit and Rural Transit. Del Rey Transit fares changed from $0.35 to $0.50 for Seniors (within Del Rey only) and General Public fares changed from $0.75 to $1.00 (from Del Rey to Sanger only). The Rural Transit one-way fare changed from $2.50 to $3.00. 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 2019 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.

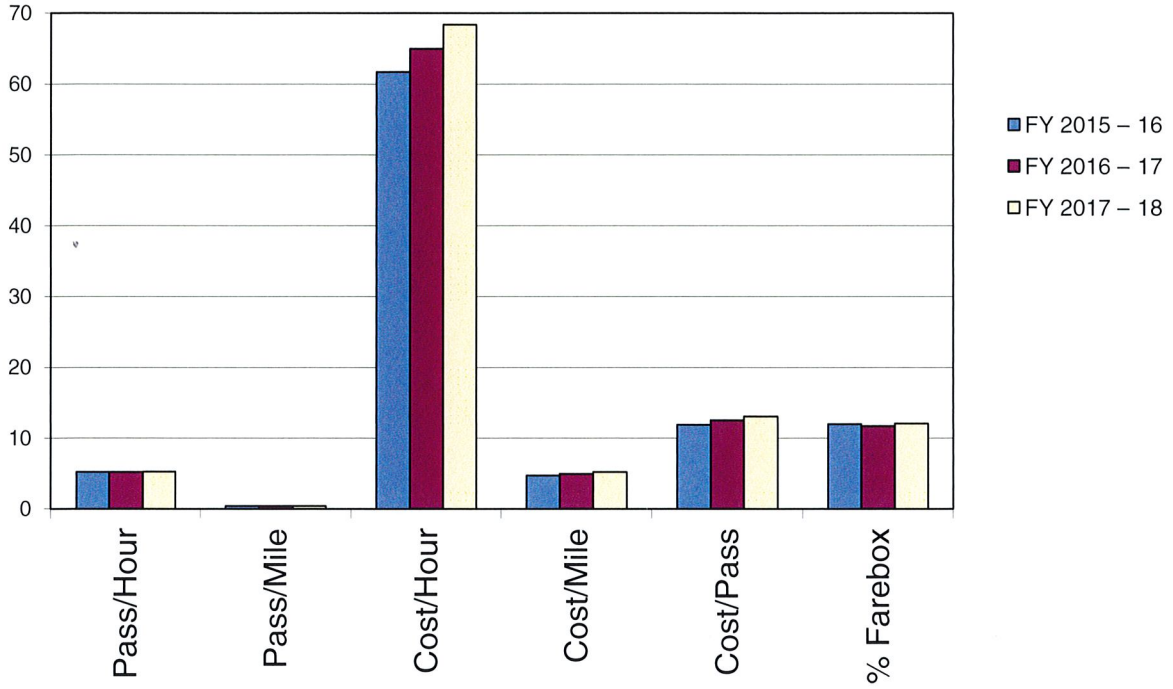
**TABLE IV-1**
**FY 2015-16 to FY 2017-2018 Summary of FCRTA Totals**

| Fiscal Year | Seniors | Disabled | General Public | Total Passengers | Fares | Mileage | Hours | Cost |
|---|---|---|---|---|---|---|---|---|
| FY 2016 | 90,979 | 49,676 | 264,699 | 405,354 | $574,987 | 1,018,737 | 78,002 | $4,810,112 |
| FY 2017 | 88,374 | 52,314 | 251,173 | 391,861 | $572,674 | 995,829 | 75,449 | $4,901,554 |
| FY 2018 | 82,055 | 49,554 | 238,492 | 377,397 | $592,640 | 949,866 | 72,161 | $4,933,077 |

**TABLE IV-2**
**FY 2016 to FY 2018 Summary of FCRTA Performance Characteristics**

| Fiscal Year | Pass / Hour | Pass / Mile | Cost / Hour | Cost / Mile | Cost / Pass | Farebox % |
|---|---|---|---|---|---|---|
| FY 2016 | 5.20 | 0.40 | $61.67 | $4.72 | $11.87 | 11.95% |
| FY 2017 | 6.10 | 0.39 | $64.97 | $4.92 | $12.51 | 11.68% |
| FY 2018 | 5.23 | 0.40 | $68.36 | $5.19 | $13.07 | 12.01% |

**EXHIBIT IV-1**
**Performance Characteristics**



## Table IV-3
## FY 2018 FCRTA System Summary

| FCRTA Subsystems: | Total Seniors: | Total Disabled: | Total General Public: | Total Passengers: | Total Fares: | Total Mileage: | Total Hours: | Total Cost: |
|---|---|---|---|---|---|---|---|---|
| Auberry Transit | 1,353 | 1,656 | 593 | 3,602 | $15,131.10 | 49,168 | 1,985 | $147,079.75 |
| Coalinga Transit | 200 | 81 | 5,913 | 6,194 | $48,311.88 | 67,166 | 2,824 | $477,736.12 |
| Del Rey Transit | 2,026 | 641 | 3,946 | 6,613 | $21,254.23 | 26,418 | 1,992 | $100,795.21 |
| Dinuba Transit | 622 | 140 | 11,294 | 12,056 | $12,742.99 | 29,591 | 1,561 | $67,140.85 |
| Firebaugh Transit | 4,809 | 1,951 | 13,801 | 20,561 | $26,979.78 | 51,245 | 4,663 | $264,979.29 |
| Fowler Transit | 1,618 | 396 | 2,421 | 4,435 | $12,337.23 | 16,458 | 2,075 | $119,399.85 |
| Huron Transit | 3,423 | 1,840 | 56,404 | 68,963 | $50,610.23 | 62,693 | 5,899 | $320,785.24 |
| Kerman Transit | 1,103 | 1,680 | 4,046 | 6,829 | $22,854.80 | 11,506 | 1,976 | $224,857.65 |
| Kingsburg Transit | 8,681 | 6,980 | 4,188 | 19,849 | $27,751.53 | 39,266 | 4,402 | $272,696.76 |
| Kingsburg-Reedley Transit | 32 | 123 | 5,415 | 5,570 | $9,834.19 | 36,455 | 2,044 | $94,099.52 |
| Laton Transit | 1,105 | 205 | 3,709 | 5,019 | $5,747.91 | 19,440 | 694 | $57,479.06 |
| Mendota Transit | 3,022 | 682 | 12,725 | 16,429 | $19,031.70 | 18,732 | 2,489 | $186,626.65 |
| Orange Cove Transit | 9,437 | 2,360 | 24,681 | 36,478 | $47,658.69 | 60,228 | 4,970 | $296,629.93 |
| Parlier Transit | 4,562 | 561 | 5,066 | 10,189 | $15,526.22 | 15,857 | 1,992 | $151,289.74 |
| Reedley Transit | 7,894 | 6,366 | 22,882 | 37,142 | $57,997.12 | 57,832 | 6,186 | $571,203.38 |
| Rural Transit | 484 | 18 | 404 | 906 | $11,674.78 | 40,392 | 1,310 | $111,105.90 |
| Sanger Transit | 16,961 | 8,075 | 23,407 | 48,443 | $53,401.02 | 113,381 | 9,626 | $525,242.35 |
| San Joaquin Transit | 374 | 293 | 3,024 | 3,691 | $17,103.04 | 50,187 | 2,485 | $166,493.80 |
| Selma Transit | 10,120 | 13,939 | 14,782 | 38,841 | $49,401.33 | 77,397 | 7,823 | $485,245.41 |
| Shuttle Transit | 20 | 16 | 122 | 158 | $2,092.81 | 2,934 | 138 | $18,107.34 |
| Southeast Transit | 1,831 | 1,139 | 7,007 | 9,977 | $24,868.93 | 42,277 | 2,161 | $114,000.50 |
| Westside Transit | 2,352 | 362 | 12,314 | 15,028 | $39,667.97 | 49,242 | 2,247 | $130,191.57 |
| West Park Transit | 26 | 50 | 348 | 424 | $661.00 | 12,001 | 619 | $29,891.62 |
| SYSTEM TOTALS | 82,055 | 49,554 | 238,492 | 377,397 | $592,640.48 | 949,866 | 72,161 | $4,933,077.49 |

## Table IV-4
## FY 2017 FCRTA System Summary

| FCRTA Subsystems: | Total Seniors: | Total Disabled: | Total General Public: | Total Passengers: | Total Fares: | Total Mileage: | Total Hours: | Total Cost: |
|---|---|---|---|---|---|---|---|---|
| Auberry Transit | 915 | 1,296 | 315 | 2,526 | $13,691.45 | 44,121 | 1,847 | $136,914.51 |
| Big Trees Transit | 100 | 0 | 810 | 910 | $4,209.95 | 23,592 | 741 | $160,438.20 |
| Coalinga Transit | 729 | 361 | 7,101 | 8,191 | $49,472.20 | 76,650 | 5,091 | $494,721.98 |
| Del Rey Transit | 1,674 | 330 | 2,583 | 4,587 | $20,113.20 | 29,646 | 1,992 | $105,748.96 |
| Dinuba Transit | 584 | 102 | 11,550 | 12,236 | $12,372.37 | 28,995 | 1,611 | $66,678.00 |
| Firebaugh Transit | 4,156 | 1,266 | 15,394 | 20,816 | $25,034.91 | 52,146 | 4,667 | $250,349.14 |
| Fowler Transit | 912 | 901 | 1,992 | 3,805 | $12,661.46 | 15,739 | 2,434 | $126,614.61 |
| Huron Transit | 5,137 | 1,237 | 62,153 | 68,527 | $50,954.70 | 65,906 | 6,121 | $309,602.03 |
| Kerman Transit | 1,943 | 1,844 | 4,731 | 8,518 | $19,206.11 | 11,783 | 1,952 | $192,601.06 |
| Kingsburg Transit | 10,060 | 6,961 | 4,670 | 21,691 | $25,492.45 | 37,986 | 4,406 | $254,924.53 |
| Kingsburg-Reedley Transit | 20 | 59 | 3,115 | 3,194 | $8,704.22 | 34,447 | 1,615 | $76,523.84 |
| Laton Transit | 1,264 | 302 | 4,909 | 6,475 | $1,705.00 | 20,368 | 696 | $55,618.70 |
| Mendota Transit | 2,984 | 445 | 13,608 | 17,037 | $17,389.34 | 19,162 | 2,490 | $173,893.42 |
| Orange Cove Transit | 11,724 | 1,896 | 25,119 | 38,739 | $54,000.22 | 61,426 | 4,987 | $274,839.59 |
| Parlier Transit | 5,386 | 348 | 6,138 | 11,872 | $14,285.96 | 16,043 | 1,995 | $142,859.64 |
| Reedley Transit | 9,963 | 9,090 | 26,724 | 45,777 | $55,693.43 | 65,889 | 6,823 | $556,934.33 |
| Rural Transit | 54 | 8 | 665 | 727 | $9,001.42 | 31,567 | 1,084 | $90,049.24 |
| Sanger Transit | 15,509 | 8,556 | 24,924 | 48,989 | $50,460.78 | 107,521 | 8,949 | $504,607.84 |
| San Joaquin Transit | 511 | 237 | 2,742 | 3,490 | $16,326.41 | 45,298 | 2,486 | $163,264.13 |
| Selma Transit | 9,584 | 13,772 | 16,818 | 40,174 | $47,359.05 | 85,655 | 8,322 | $473,590.50 |
| Shuttle Transit | 8 | 7 | 108 | 123 | $1,926.94 | 2,661 | 129 | $19,269.35 |
| Southeast Transit | 2,464 | 3,127 | 3,884 | 9,475 | $20,457.20 | 40,259 | 2,117 | $104,408.53 |
| Westside Transit | 2,692 | 167 | 10,997 | 13,856 | $36,996.05 | 49,803 | 2,116 | $115,504.09 |
| WWC Transit | 1 | 2 | 123 | 126 | $5,159.82 | 29,166 | 778 | $51,598.23 |
| **SYSTEM TOTALS** | 88,374 | 52,314 | 251,173 | 391,861 | $572,674.64 | 995,829 | 75,449 | $4,901,554.45 |

Table IV-5
Numeric Change in FCRTA System Summaries
FY 2017 vs. FY 2018

| FCRTA Subsystems: | Total Seniors: | Total Disabled: | Total General Public: | Total Passengers: | Total Fares: | Total Mileage: | Total Hours: | Total Cost: |
|---|---|---|---|---|---|---|---|---|
| Auberry Transit | 438 | 360 | 278 | 1,076 | $1,439.65 | 5,047 | 138 | $10,165.24 |
| Coalinga Transit | -529 | -280 | -1,188 | -1,997 | -$1,160.32 | -9,484 | -2,267 | -$16,985.86 |
| Del Rey Transit | 352 | 311 | 1,363 | 2,026 | $1,141.03 | -3,228 | 0 | -$4,953.75 |
| Dinuba Transit | 38 | 38 | -256 | -180 | $370.62 | 596 | -50 | $462.85 |
| Firebaugh Transit | 653 | 685 | -1,593 | -255 | $1,944.87 | -901 | -4 | $14,630.15 |
| Fowler Transit | 706 | -505 | 429 | 630 | -$324.23 | 719 | -359 | -$7,214.76 |
| Huron Transit | -1,714 | 603 | -5,749 | 436 | -$344.47 | -3,213 | -222 | $11,183.21 |
| Kerman Transit | -840 | -164 | -685 | -1,689 | $3,648.69 | -277 | 24 | $32,256.59 |
| Kingsburg Transit | -1,379 | 19 | -482 | -1,842 | $2,259.08 | 1,280 | -4 | $17,772.23 |
| Kingsburg-Reedley Transit | 12 | 64 | 2,300 | 2,376 | $1,129.97 | 2,008 | 429 | $17,575.68 |
| Laton Transit | -159 | -97 | -1,200 | -1,456 | $4,042.91 | -928 | -2 | $1,860.36 |
| Mendota Transit | 38 | 237 | -883 | -608 | $1,642.36 | -430 | -1 | $12,733.23 |
| Orange Cove Transit | -2,287 | 464 | -438 | -2,261 | -$6,341.53 | -1,198 | -17 | $21,790.34 |
| Parlier Transit | -824 | 213 | -1,072 | -1,683 | $1,240.26 | -186 | -3 | $8,430.10 |
| Reedley Transit | -2,069 | -2,724 | -3,842 | -8,635 | $2,303.69 | -8,057 | -637 | $14,269.05 |
| Rural Transit | 430 | 10 | -261 | 179 | $2,673.36 | 8,825 | 226 | $21,056.66 |
| Sanger Transit | 1,452 | -481 | -1,517 | -546 | $2,940.24 | 5,860 | 677 | $20,634.51 |
| San Joaquin Transit | -137 | 56 | 282 | 201 | $776.63 | 4,889 | -1 | $3,229.67 |
| Selma Transit | 536 | 167 | -2,036 | -1,333 | $2,042.28 | -8,258 | -499 | $11,654.91 |
| Shuttle Transit | 12 | 9 | 14 | 35 | $165.87 | 273 | 9 | -$1,162.01 |
| Southeast Transit | -633 | -1,988 | 3,123 | 502 | $4,411.73 | 2,018 | 44 | $9,591.97 |
| Westside Transit | -340 | 195 | 1,317 | 1,172 | $2,671.92 | -561 | 131 | $14,687.48 |
| SYSTEM TOTALS | -6,244 | -2,808 | -12,096 | -13,852 | $28,674.61 | -5,206 | -2,388 | $213,667.85 |

Table IV-6
Percentage Change in FCRTA System Summaries
FY 2017 vs. FY 2018

| FCRTA Subsystems: | Total Seniors: | Total Disabled: | Total General Public: | Total Passengers: | Total Fares: | Total Mileage: | Total Hours: | Total Cost: |
|---|---|---|---|---|---|---|---|---|
| Auberry Transit | 47.87% | 27.78% | 88.25% | 42.60% | 10.51% | 11.44% | 7.47% | 7.42% |
| Coalinga Transit | -72.57% | -77.56% | -16.73% | -24.38% | -2.35% | -12.37% | -44.53% | -3.43% |
| Del Rey Transit | 21.03% | 94.24% | 52.77% | 44.17% | 5.67% | -10.89% | 0.00% | -4.68% |
| Dinuba Transit | 6.51% | 37.25% | -2.22% | -1.47% | 3.00% | 2.06% | -3.10% | 0.69% |
| Firebaugh Transit | 15.71% | 54.11% | -10.35% | -1.23% | 7.77% | -1.73% | -0.08% | 5.84% |
| Fowler Transit | 77.41% | -56.05% | 21.54% | 16.56% | -2.56% | 4.57% | -14.75% | -5.70% |
| Huron Transit | -33.37% | 48.75% | -9.25% | 0.64% | -0.68% | -4.88% | -3.63% | 3.61% |
| Kerman Transit | -43.23% | -8.89% | -14.48% | -19.83% | 19.00% | -2.35% | 1.23% | 16.75% |
| Kingsburg Transit | -13.71% | 0.27% | -10.32% | -8.49% | 8.86% | 3.37% | -0.09% | 6.97% |
| Kingsburg-Reedley Transit | 41.18% | 391.67% | 262.21% | 252.54% | 94.86% | 95.75% | 132.04% | 158.43% |
| Laton Transit | -12.58% | -32.12% | -24.44% | -22.49% | 237.12% | -4.56% | -0.29% | 3.34% |
| Mendota Transit | 1.27% | 53.26% | -6.49% | -3.57% | 9.44% | -2.24% | -0.04% | 7.32% |
| Orange Cove Transit | -19.51% | 24.47% | -1.74% | -5.84% | -11.74% | -1.95% | -0.34% | 7.93% |
| Parlier Transit | -15.30% | 61.21% | -17.46% | -14.18% | 8.68% | -1.16% | -0.15% | 5.90% |
| Reedley Transit | -20.77% | -29.97% | -14.38% | -18.86% | 4.14% | -12.23% | -9.34% | 2.56% |
| Rural Transit | 796.30% | 125.00% | -39.25% | 24.62% | 29.70% | 27.96% | 20.85% | 23.38% |
| Sanger Transit | 9.36% | -5.62% | -6.09% | -1.11% | 5.83% | 5.45% | 7.57% | 4.09% |
| San Joaquin Transit | -26.81% | 23.63% | 10.28% | 5.76% | 4.76% | 10.79% | -0.04% | 1.98% |
| Selma Transit | 5.59% | 1.21% | -12.11% | -3.32% | 4.31% | -9.64% | -6.00% | 2.46% |
| Shuttle Transit | 150.00% | 128.57% | 12.96% | 28.46% | 8.61% | 10.26% | 6.98% | -6.03% |
| Southeast Transit | -25.69% | -63.58% | 80.41% | 5.30% | 21.57% | 5.01% | 2.08% | 9.19% |
| Westside Transit | -12.63% | 116.77% | 11.98% | 8.46% | 7.22% | -1.13% | 6.19% | 12.72% |
| SYSTEM TOTALS | -7.15% | -5.28% | -5.05% | -3.69% | 3.49% | -4.62% | -4.36% | 0.64% |

## Table IV-7
## FY 2018 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 | **1.81 x** | **0.07 x** | $74.10 | $2.99 | **$40.83 x** | 10.29% | 3 |
| Coalinga Transit | **2.19 x** | **0.09 x** | **$169.17** x | $7.11 x | **$77.13 x** | 10.11% | 4 |
| Del Rey Transit | 3.32 x | **0.25 x** | **$50.60** | $3.82 | **$15.24 x** | 21.09% | 1 |
| Dinuba Transit | 7.72 | **0.41** | $43.01 | $2.27 | $5.57 | 18.98% | 0 |
| Firebaugh Transit | 4.41 | 0.40 | $56.82 | $5.17 | $12.89 | 10.18% | 1 |
| Fow ler Transit | 2.14 x | 0.27 **x** | $57.54 | $7.25 x | $26.92 x | 10.33% | 3 |
| Huron Transit | **11.69** | **1.10** | $54.38 | **$5.12** | **$4.65** | 15.78% | 0 |
| Kerman Transit | 3.46 | 0.59 | $113.79 x | $19.54 **x** | $32.93 x | 10.16% | 3 |
| Kingsburg Transit | 4.51 | 0.51 | **$61.95** | **$6.94 x** | **$13.74** | 10.18% | 1 |
| Kingsburg-Reedley Transit | 2.73 x | 0.15 x | $46.04 | **$2.58** | $16.89 | 10.45% | 1 |
| Laton Transit | **7.23** | **0.26** x | $82.82 | $2.96 | **$11.45** | 10.00% | 0 |
| Mendota Transit | 6.60 | 0.88 | $74.98 | $9.96 x | $11.36 | **10.20%** | 1 |
| Orange Cove Transit | 7.34 | 0.61 | $59.68 | **$4.93** | $8.13 | 16.07% | 0 |
| Parlier Transit | 5.11 | 0.64 | $75.95 | $9.54 x | $14.85 | 10.26% | 1 |
| Reedley Transit | 6.00 | 0.64 | $92.34 | **$9.88 x** | $15.38 | 10.15% | 1 |
| Rural Transit | 0.69 x | 0.02 x | $84.81 x | **$2.75** | $122.63 x | 10.51% | 5 |
| Sanger Transit | **5.03** | **0.43** | $54.56 | **$4.63** | **$10.84** | 10.17% | 0 |
| San Joaquin Transit | 1.49 x | 0.07 x | $67.00 | $3.32 | $45.11 x | 10.27% | 3 |
| Selma Transit | **4.96** | **0.50** | $62.03 | $6.27 x | **$12.49** | 10.18% | 0 |
| Shuttle Transit | 1.14 x | 0.05 x | $131.21 x | $6.17 x | $114.60 x | 11.56% | 0 |
| Southeast Transit | **4.62** | **0.24** x | **$52.75** | $2.70 | **$11.43** | 21.81% | 0 |
| Westside Transit | 6.69 | 0.31 | $57.94 | $2.64 | $8.66 | 30.47% | 0 |
| West Park Transit | 0.68 x | **0.04 x** | $48.29 | $2.49 | $70.50 x | 2.21% | 0 |
| System Average | 5.23 | 0.40 | $68.36 | $5.19 | $13.07 | 12.01% | |

## Table IV-8
## FY 2017 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 | **1.37 x** | **0.06 x** | $74.12 | $3.10 | **$54.20 x** | 10.00% | 3 |
| Big Trees Transit | **1.23 x** | **0.04 x** | **$216.52** x | $6.80 | **$176.31 x** | 2.62% | 0 |
| Coalinga Transit | **1.61** x | **0.11 x** | **$97.18 x** | **$6.45** | **$60.40 x** | 10.00% | 4 |
| Del Rey Transit | 2.30 x | **0.15 x** | $53.09 | $3.57 | $23.05 | 19.02% | 1 |
| Dinuba Transit | 7.60 | 0.42 | $41.39 | $2.30 | $5.45 | 18.56% | 0 |
| Firebaugh Transit | 4.46 | 0.40 | $53.65 | $4.80 | $12.03 | 10.00% | 1 |
| Fow ler Transit | **1.56** x | **0.24 x** | $52.02 | **$8.04 x** | **$33.28 x** | 10.00% | 3 |
| Huron Transit | 11.19 | 1.04 | $50.58 | $4.70 | $4.52 | 16.46% | 1 |
| Kerman Transit | 4.36 | 0.72 | **$98.67 x** | **$16.35 x** | **$22.61 x** | 10.00% | 3 |
| Kingsburg Transit | 4.92 | 0.57 | $57.86 | **$6.71 x** | $11.75 | 10.00% | 1 |
| Kingsburg-Reedley Transit | **1.98** x | **0.09** x | $47.40 | **$2.22** | **$23.96** x | 11.37% | 1 |
| Laton Transit | 9.30 | 0.32 | $79.91 | $2.73 | $8.59 | **3.07%** | 0 |
| Mendota Transit | 6.84 | 0.89 | $69.84 | **$9.07 x** | $10.21 | 10.00% | 0 |
| Orange Cove Transit | 7.77 | 0.63 | $55.11 | $4.47 | $7.09 | 19.65% | 0 |
| Parlier Transit | 5.95 | 0.74 | $71.63 | **$8.90 x** | $12.03 | 10.00% | 1 |
| Reedley Transit | 6.71 | 0.69 | $81.62 | **$8.45 x** | $12.17 | 10.00% | 1 |
| Rural Transit | **0.67 x** | **0.02 x** | $83.07 | $2.85 | **$123.86 x** | 10.00% | 5 |
| Sanger Transit | 5.47 | 0.46 | $56.39 | $4.69 | $10.30 | 10.00% | 0 |
| San Joaquin Transit | **1.40 x** | **0.08 x** | $65.67 | $3.60 | **$46.78 x** | 10.00% | 2 |
| Selma Transit | 4.83 | 0.47 | $56.91 | **$5.53** | $11.79 | 10.00% | 0 |
| Shuttle Transit | **0.95** x | **0.05** x | **$149.57** x | $7.24 | **$156.66** x | 10.00% | 0 |
| Southeast Transit | 4.48 | 0.24 **x** | $49.33 | $2.59 | $11.02 | 19.59% | 0 |
| Westside Transit | 6.55 | **0.28 x** | $54.59 | $2.32 | $8.34 | 29.43% | 1 |
| **WWC Transit** | 0.16 x | 0.00 x | $66.32 | $1.77 | $409.51 x | 10.00% | 0 |
| System Average | 5.19 | 0.39 | $64.97 | $4.92 | $12.51 | 11.68% | |

**EXHIBIT III-2**
Passengers Per Hour

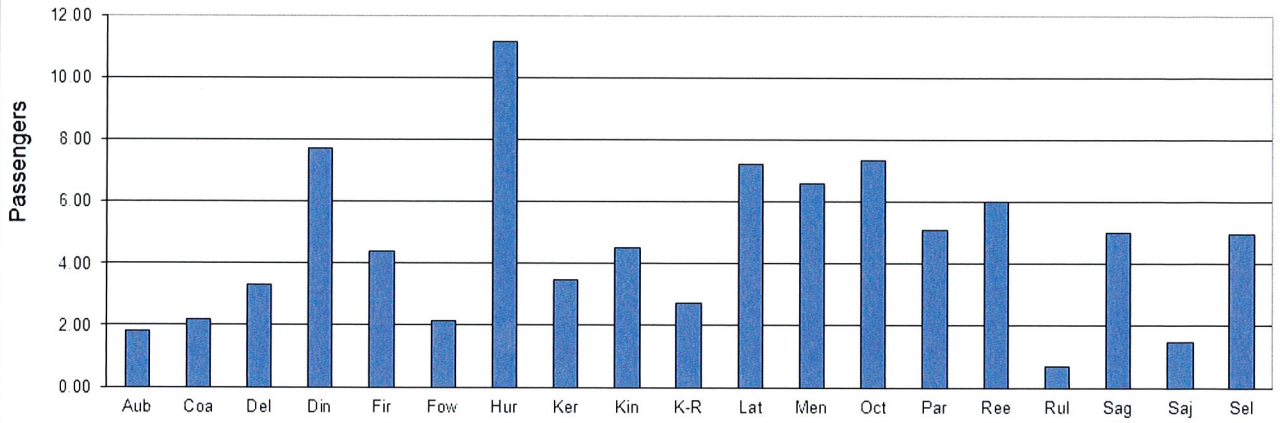
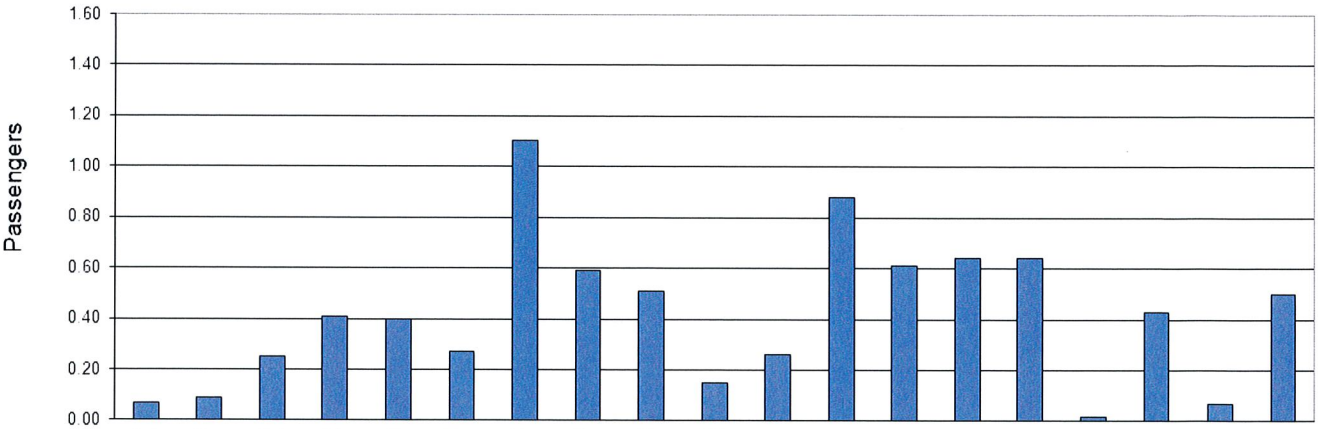
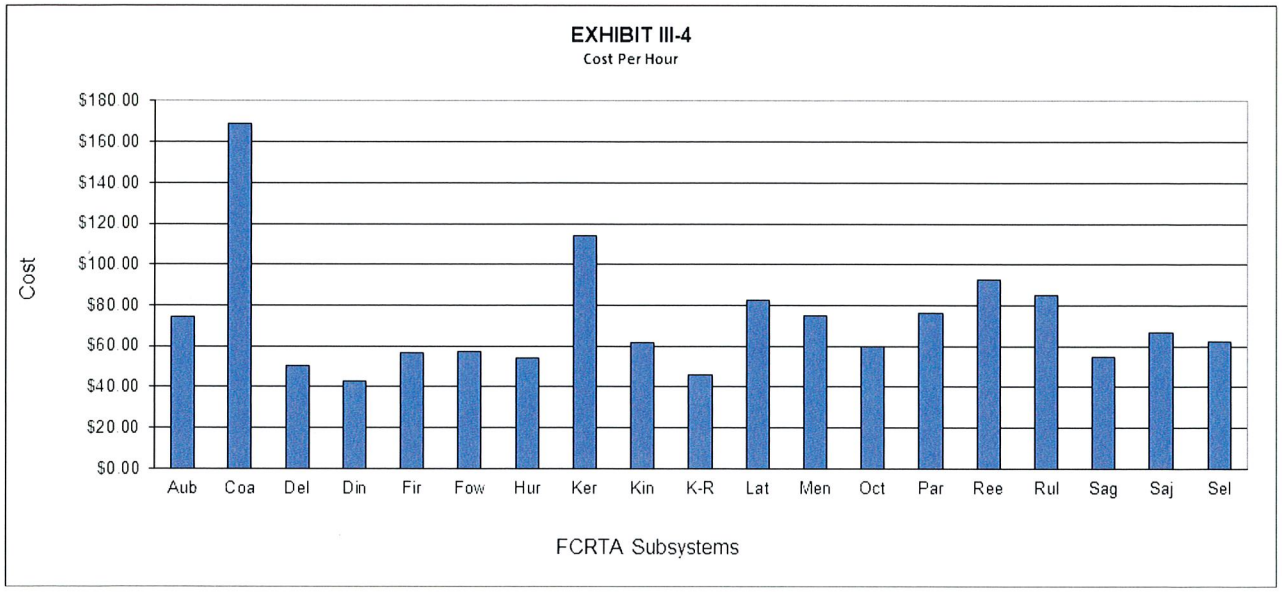
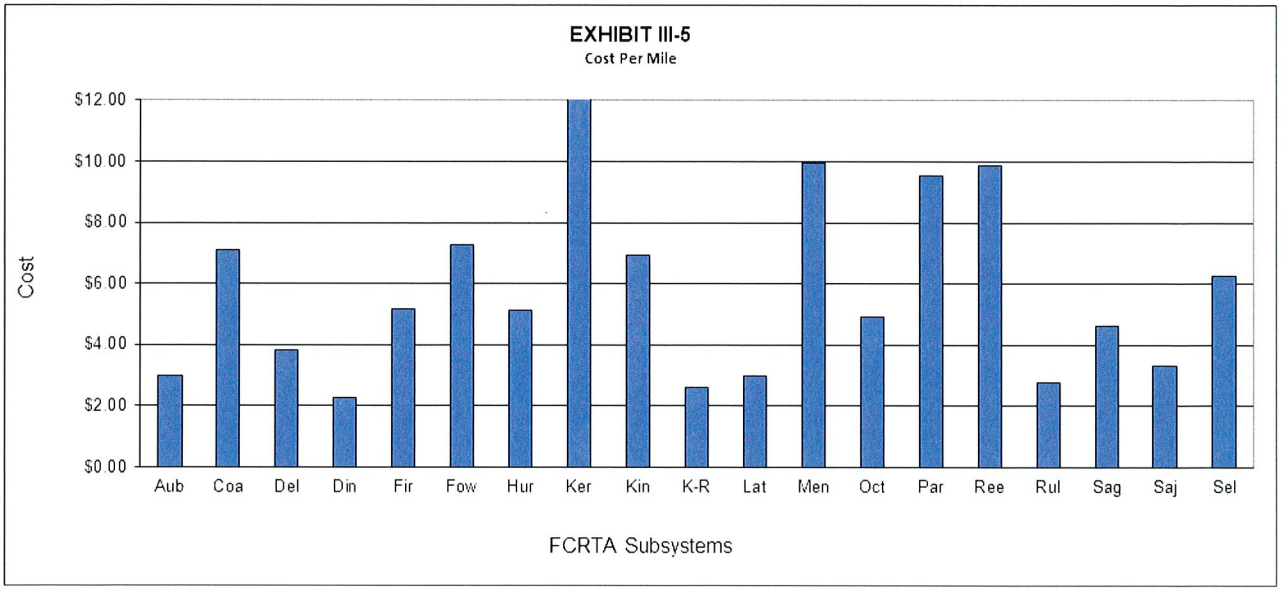
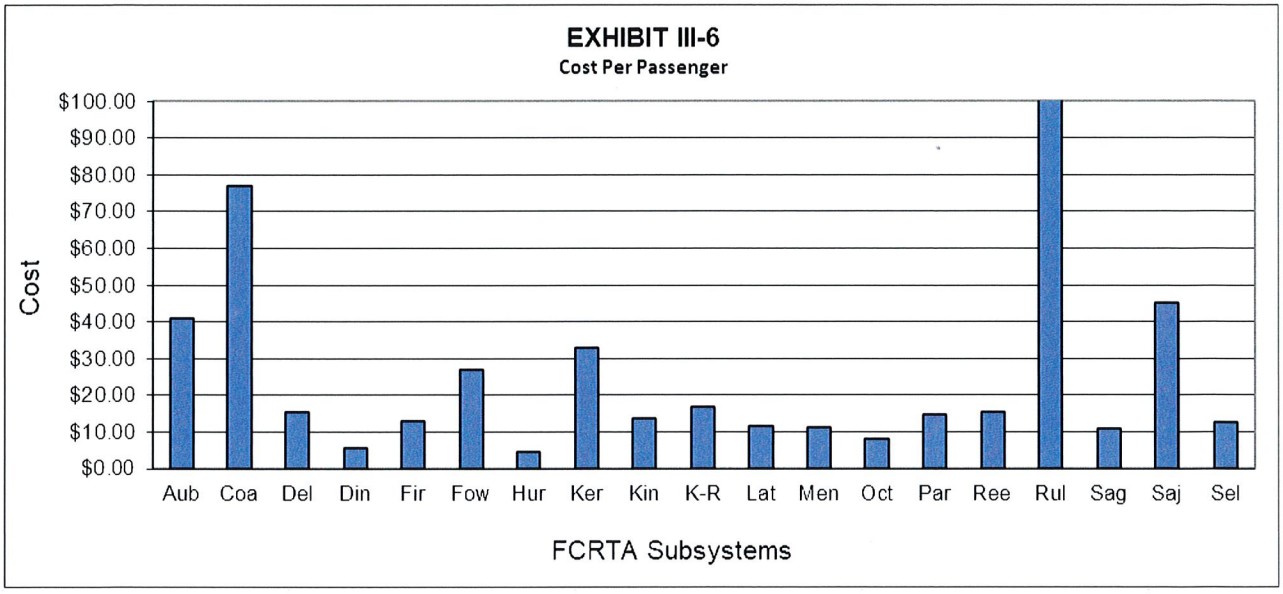


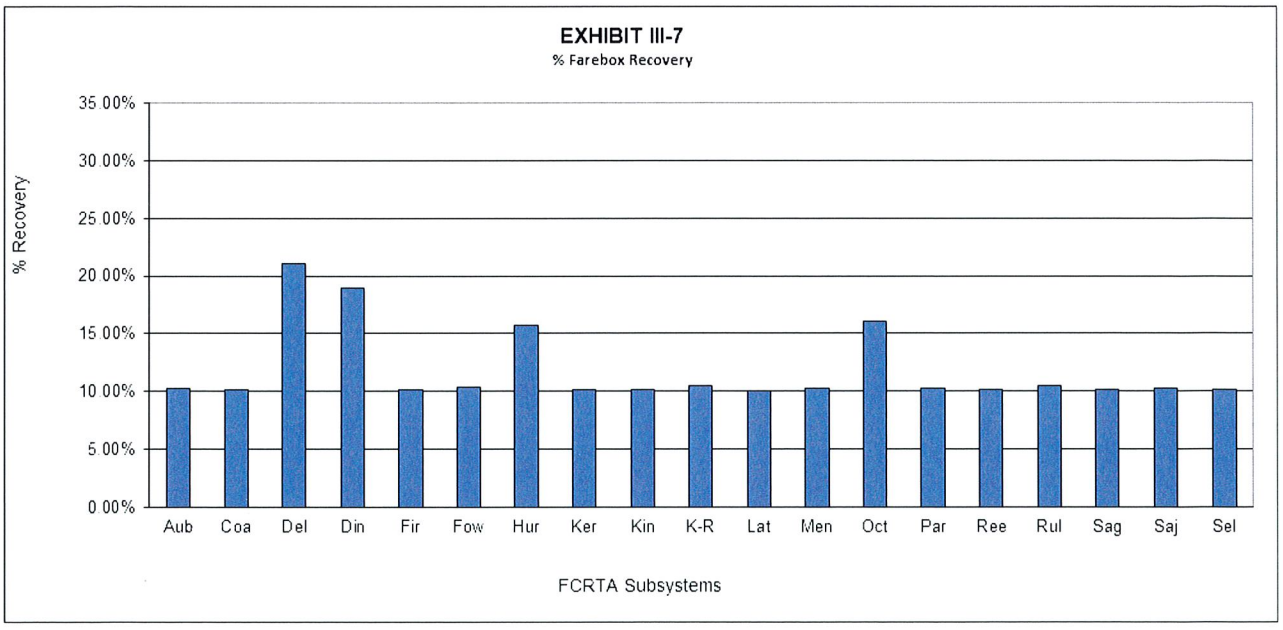

**EXHIBIT III-3**
Passengers Per Mile



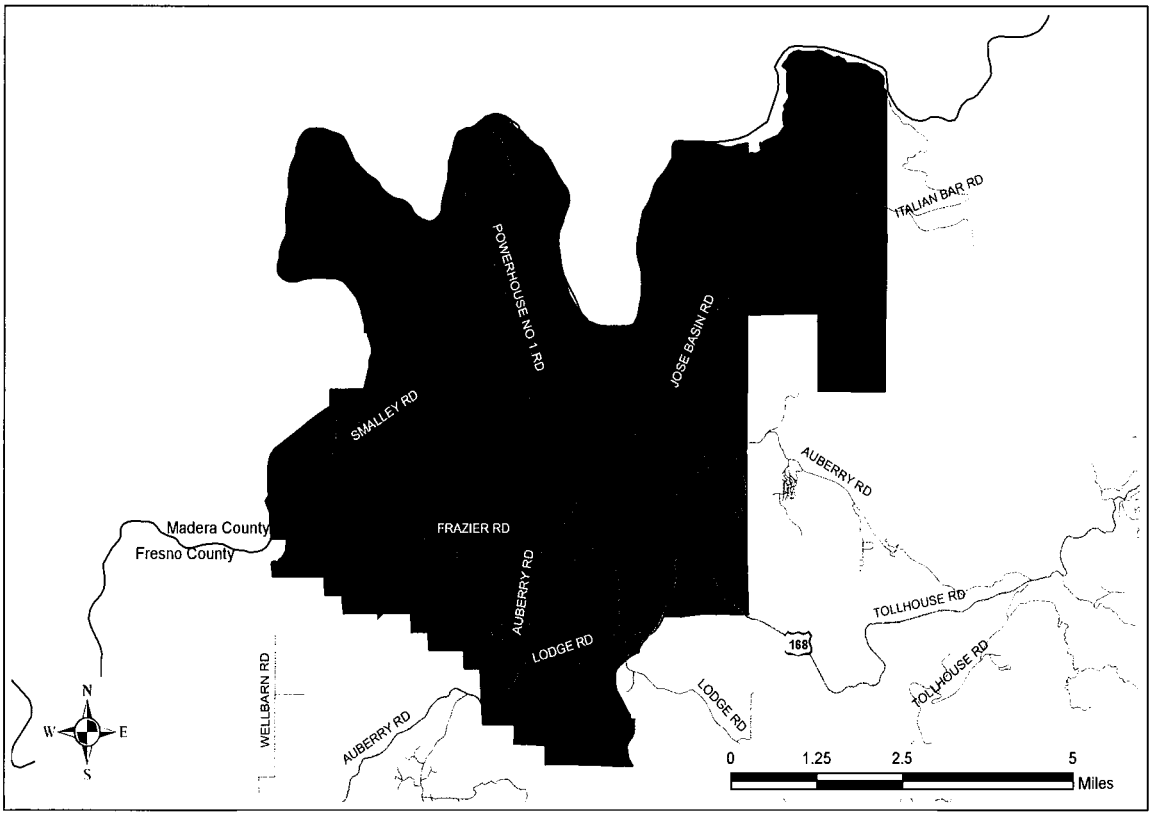

EXHIBIT III-4
Cost Per Hour
$180.00
$160.00
$140.00
$120.00
$100.00
$80.00
$60.00
$40.00
$20.00
$0.00
Cost
Aub Coa Del Din Fir Fow Hur Ker Kin K-R Lat Men Oct Par Ree Rul Sag Saj Sel
FCRTA Subsystems


EXHIBIT III-5
Cost Per Mile
$12.00
$10.00
$8.00
$6.00
$4.00
$2.00
$0.00
Cost
Aub Coa Del Din Fir Fow Hur Ker Kin K-R Lat Men Oct Par Ree Rul Sag Saj Sel
FCRTA Subsystems


EXHIBIT III-6
Cost Per Passenger
$100.00
$90.00
$80.00
$70.00
$60.00
$50.00
$40.00
$30.00
$20.00
$10.00
$0.00
Cost
Aub Coa Del Din Fir Fow Hur Ker Kin K-R Lat Men Oct Par Ree Rul Sag Saj Sel
FCRTA Subsystems


EXHIBIT III-7
% Farebox Recovery
35.00%
30.00%
25.00%
20.00%
15.00%
10.00%
5.00%
0.00%
% Recovery
Aub Coa Del Din Fir Fow Hur Ker Kin K-R Lat Men Oct Par Ree Rul Sag Saj Sel
FCRTA Subsystems

## D. Summary of 2017-18 Fiscal Year Operational Indicators by Sub- System and Recommendations for Implementation to 2018-19




**AUBERRY TRANSIT**

### 1. AUBERRY TRANSIT

2017-18 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.

2017-18 Productivity Evaluation Analysis

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 increased by 1,076 passengers (42.60%). Senior ridership increased by 438 passengers (47.87%), disabled passengers increased by 360 (27.78%), and general public passengers increased by 278 (88.25%) for the Fiscal Year. Total fares increased by $1,439.65 or 10.51%. Mileage increased 11.44% (5,047); hours increased 7.47% (138). Costs increased $10,165.24 (7.42%). The initial farebox recovery was 4.25%, before adding $8,876.45 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.29%, just above 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 (1.81 vs. 6.06);
- passengers / mile (0.07 vs. 0.45); and

— cost / passenger ($40.83 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.

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

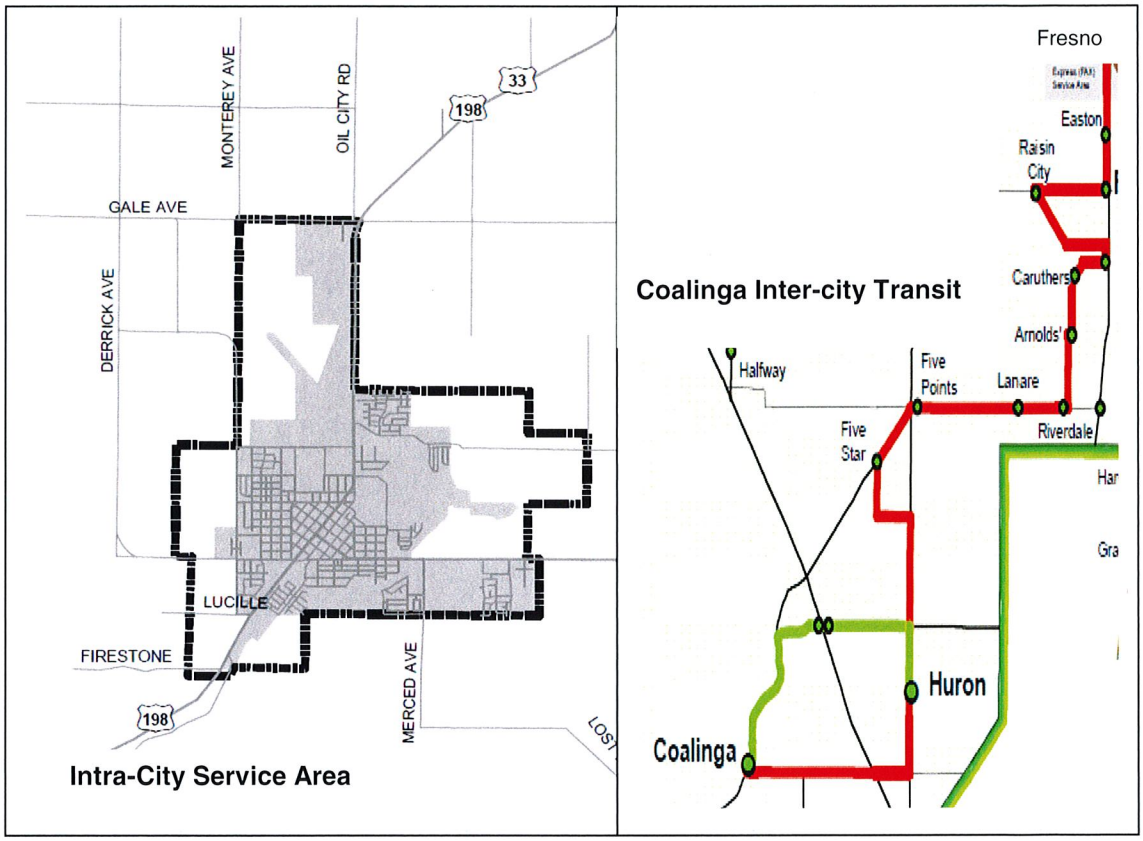
- Further evaluate expansion or reduction of inter- community services.

2019-22

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

2022-24

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




**COALINGA TRANSIT**

## 2. COALINGA TRANSIT

2017-18 Intra- and Inter-City Operations

Coalinga Transit provided two (2) modes of varied services: 1) the in-city demand responsive service transported just 840 passengers; and 2) the inter-city fixed route service to the Fresno-Clovis Metropolitan Area Coalinga Transit transported 5,344 passengers, for a total of 6,194 passengers.

2017-18 Productivity Evaluation Analysis

In summary, Coalinga Transit's two (2) modes accounted for a ridership decrease of -24.38% (-1,997). Senior ridership decreased -529 (-72.57%) and disabled ridership decreased by -208 (-77.57%). General public ridership decreased by -1,188 (-16.73%). Fares decreased -$1,160.32 (-2.35%); mileage decreased -12.37% (-9,484) along with a decrease in hours -44.53% (-2,267). The overall costs decreased -2.35% (-11,603.20). The resultant farebox was 5.59%, before adding $21,623.33 of Measure C funds to achieve the resultant farebox recovery of 10.11%, just above the minimum 10.00% standard.

Five (5) performance indicators for Coalinga Transit were inconsistent with FCRTA System standards:

- passengers / hour (2.19 vs. 3.00);
- passengers / mile (0.09 vs. 0.30);
- cost / hour ($169.17 vs. $88.20);
- cost / mile ($7.11 vs. $6.06);
- cost / passenger ($77.13 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

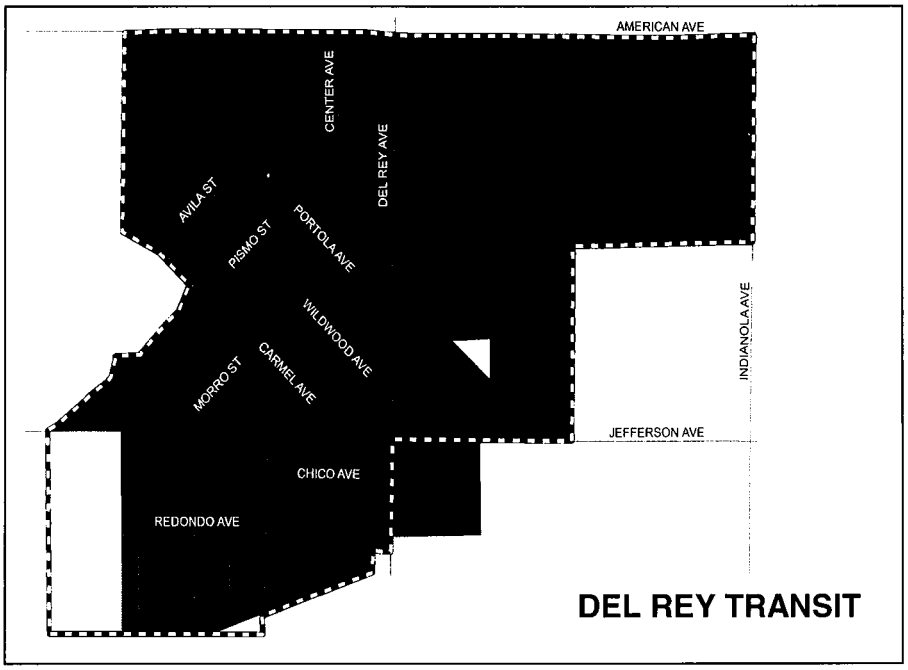
- Evaluate expansion or reduction of intra- and inter-city services.

2019-22

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

2022-24

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




## 3. DEL REY TRANSIT

2017-18 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.

2017-18 Productivity Evaluation Analysis

Del Rey Transit experienced a total ridership increase of 44.17% (2,026). Senior ridership increased by 352 (21.03%), there was an increase of 311 (94.24%) in disabled ridership, general public ridership increased 1,363 (52.77%). Total fares increased 5.67% ($1,141.03). Mileage decreased by -3,228 miles (-10.89%), hours actually remained exactly the same 0.00% (0), and costs decreased by -4,953.75 (-4.68%). The resultant farebox recovery was 21.09%*, significantly higher than the 10.00% minimum standard. (**Due to TDA funds subsidy*)

Three (3) performance indicator for Del Rey Transit was inconsistent with FCRTA System standards:

- passengers / mile (0.25 vs. 0.30);
- passengers / hour (3.32 vs. 3.00); and
- cost / passenger ($15.24 vs. $12.60).

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. This operation has proven to be popular with local residents as they have repeatedly requested an expansion of this service. In the future FCRTA will be looking into the possibility of expanding this service. 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.

2022-24

- Evaluate expansion possibilities and continue similar recommendations, as in previous years, to modify services as needed and warranted.

## 4. Dinuba Transit

2017-18 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.

2017-18 Productivity Evaluation Analysis

Dinuba Transit total ridership decreased -180 (-1.47%). Senior riders increased 38 (6.51%), there were 38 (37.25%) more disabled passengers; general public riders decreased -256 (-2.22%). Total fares increased $370.62 (3.00%). Mileage increased 596 (2.06%). Hours of service decreased by -50 (-3.10%). The total cost (for half the expenditures, the City of Dinuba pays the other half) increased $462.85 (0.69%). 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 roughly 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

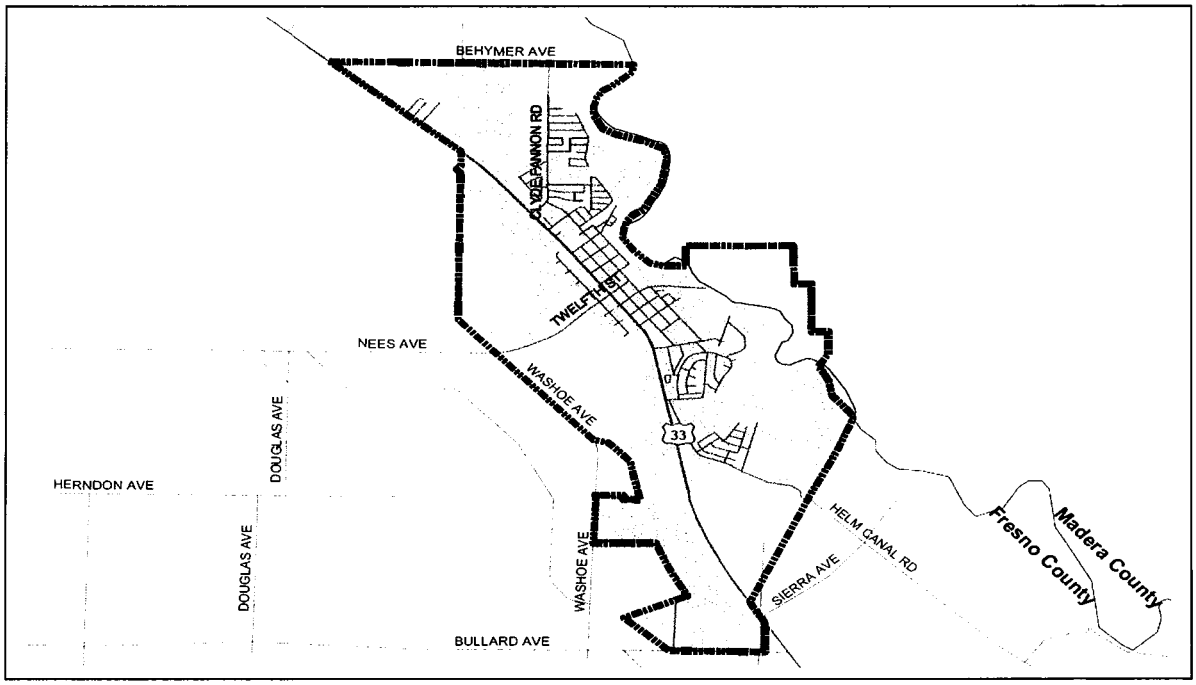
- Further evaluate expansion or reduction of inter- community services.

2019-22

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

2022-24

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




## FIREBAUGH TRANSIT

### 5. FIREBAUGH TRANSIT

2017-18 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.

2017-18 Productivity Evaluation Analysis

Firebaugh Transit reported a decrease of -1.23% (-255) in overall ridership. Senior ridership increased 15.71% (653), disabled passengers increased by 685 (54.11%), and general public ridership decreased -10.35% (-1,593). Farebox revenues increased $1,944.87 (7.77%). Mileage decreased -901 miles (-1.73%). Service hours decreased -0.08% (-4). Costs increased $14,630.15 (5.84%). The initial farebox recovery was 4.84%, before adding $14,167.61 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.18%, above 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

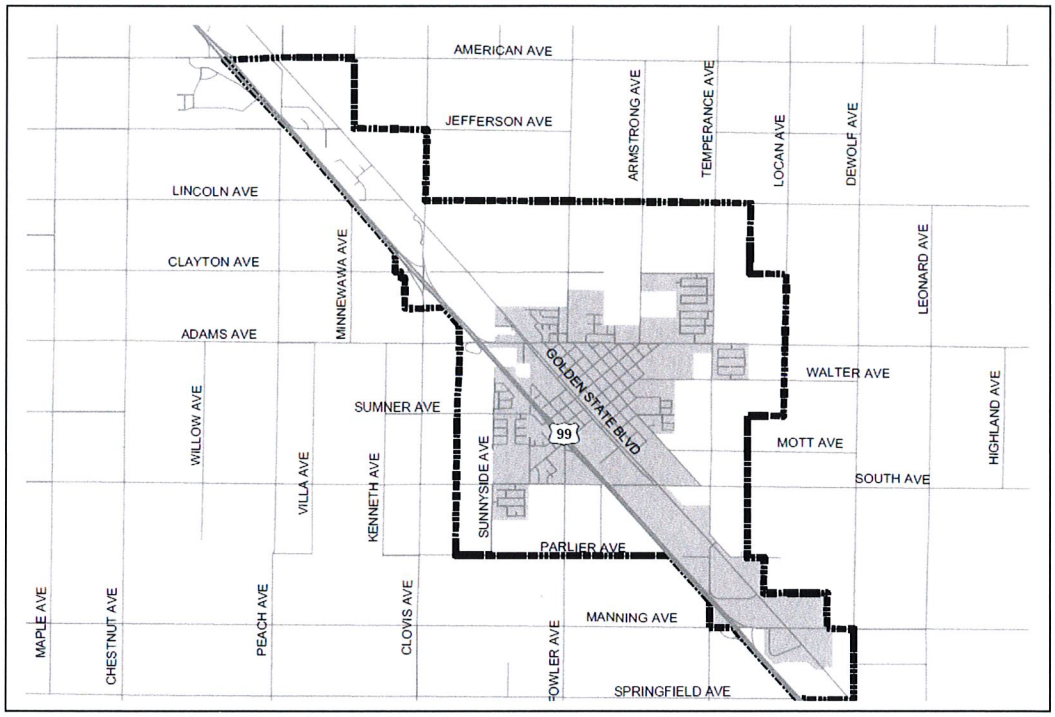
- Further evaluate expansion or reduction of intra- and inter-city services.

2019-22

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

2022-24

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




**FOWLER TRANSIT**

## 6. FOWLER TRANSIT

2017-18 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 eight (8) 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.

2017-18 Productivity Evaluation Analysis

Fowler Transit noted a an increase in overall ridership, of 630 (16.56%). Senior ridership increased 706 or 77.41%, while disabled ridership decreased by -505 passengers (-56.05%), and general public ridership increased 429 (21.54%). Fares decreased -2.56% (-$324.23), while mileage increased 4.57% (719). Total hours decreased -14.75% (-357). Costs decreased -5.70% (-$7,214.76). The initial farebox recovery was 2.58%, before adding $9,260.62 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.33%, above the minimum 10.00% standard.

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

--- passengers / hour (2.14 vs. 3.00);
--- passengers / mile (0.27 vs. 0.30);
— cost / mile ($7.25 vs. $6.06); and
— cost / passenger ($26.92 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

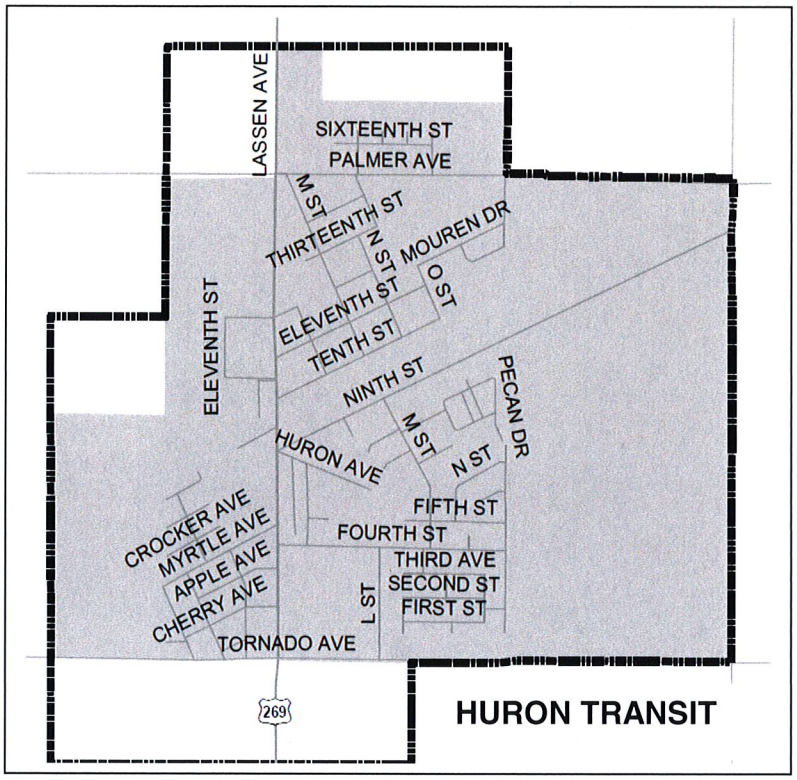
- Further evaluate expansion or reduction of intra-city services.

2019-22

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

2022-24

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




## 7. HURON TRANSIT

2017-18 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 nine and a half (9.5) 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.

2017-18 Productivity Evaluation Analysis

Huron Transit's ridership increased 436 (0.64%). Senior riders decreased -1,714 (-33.37%), disabled increased 603 for a 48.75% increase, while general public ridership decreased -5,749 (-9.25%). Total fares decreased -0.68% (-$344.47). Mileage decreased -4.88% (-3,213). Hours of service decreased -3.63% (-222) hours. Costs increased 3.61% ($11,183.21). The resultant farebox recovery was 15.78%, well in excess of the minimum 10.00% standard. Each of the performance indicators for Huron Transit were consistent with FCRTA System standards.

Each of the performance indicators for Huron Transit was 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

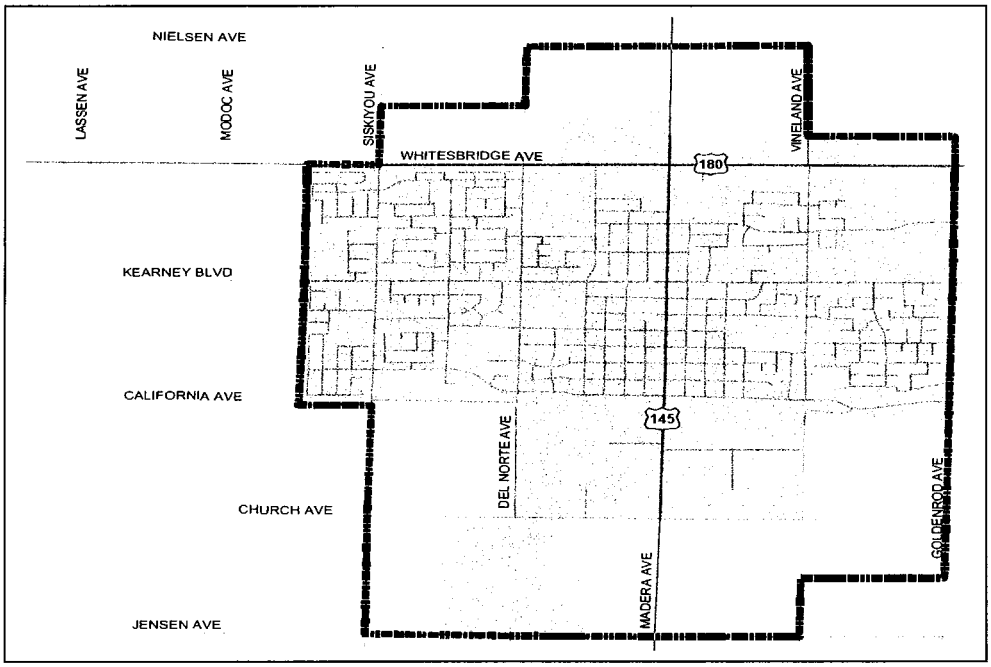
- Further evaluate expansion or reduction of intra- city services.

2019-22

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

2022-24

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




**KERMAN TRANSIT**

## 8. KERMAN TRANSIT

2017-18 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.

2017-18 Productivity Evaluation Analysis

Kerman Transit reported a -19.83% decrease in ridership (-1,689). Senior passengers decreased by -840 rides (-43.23%), disabled decreased by -164 passengers, -8.89%, and general public passengers decreased by -685 riders (-14.48%). Farebox receipts increased $3,648.69 (19.00%). Mileage decreased -2.35% (-277 miles). Hours of operation increased 24 hours (1.23%). Costs increased 16.75% ($32,256.59). The initial farebox recovery was 7.67% before adding $5,615.62 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.16%, just above the minimum 10.00% standard.

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

--- cost / hour ($113.79 vs. $88.20);
— cost / mile ($19.54 vs. $6.06); and
— cost per passenger ($32.93 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

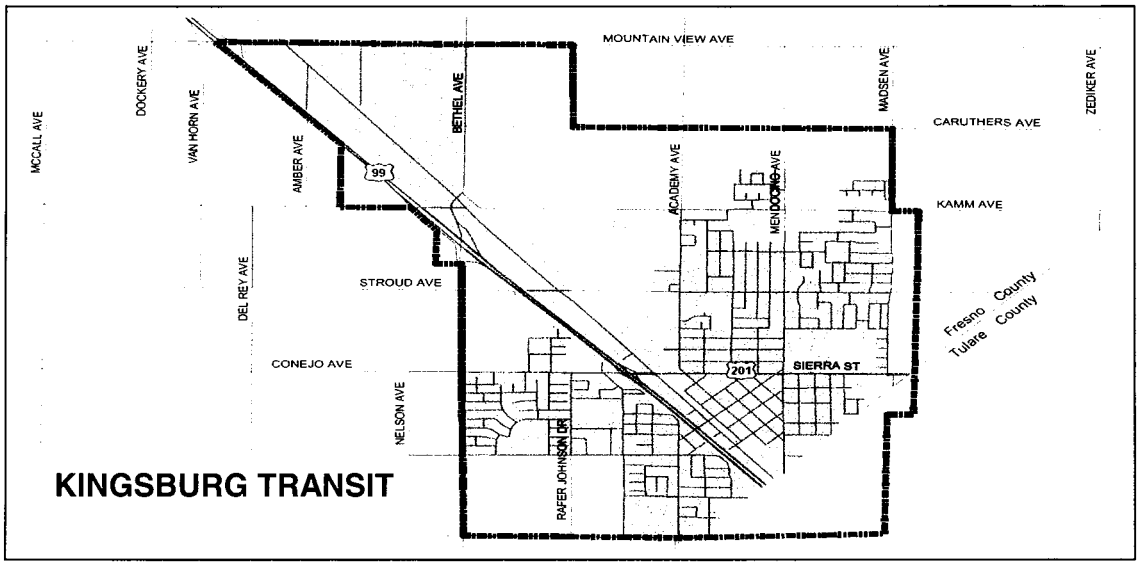
- Further evaluate expansion or reduction of intra- and inter-city services.

2019-22

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

2022-24

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




## 9. KINGSBURG TRANSIT

2017-18 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 7:30am to 5:30pm through Selma and Fowler to Fresno.

2017-18 Productivity Evaluation Analysis

Kingsburg Transit's reported a -8.49% decrease in ridership (-1,842). Ridership by elderly passengers decreased by -1,379 rides (-13.71%), disabled increased by 19 passengers (0.27%), and general public passengers decreased by -482 riders (-10.32%). Farebox receipts increased $2,259.08 (8.86%). Mileage increased 3.37% (1,280 miles). Hours of operation decreased -4 hours (-0.09%). Costs increased 6.97% ($17,772.23). The initial farebox recovery was 3.19%, before adding $19,065.65 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.18%, just above the minimum 10.00% standard.

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

--- cost / mile ($6.94 vs. $6.06);

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.

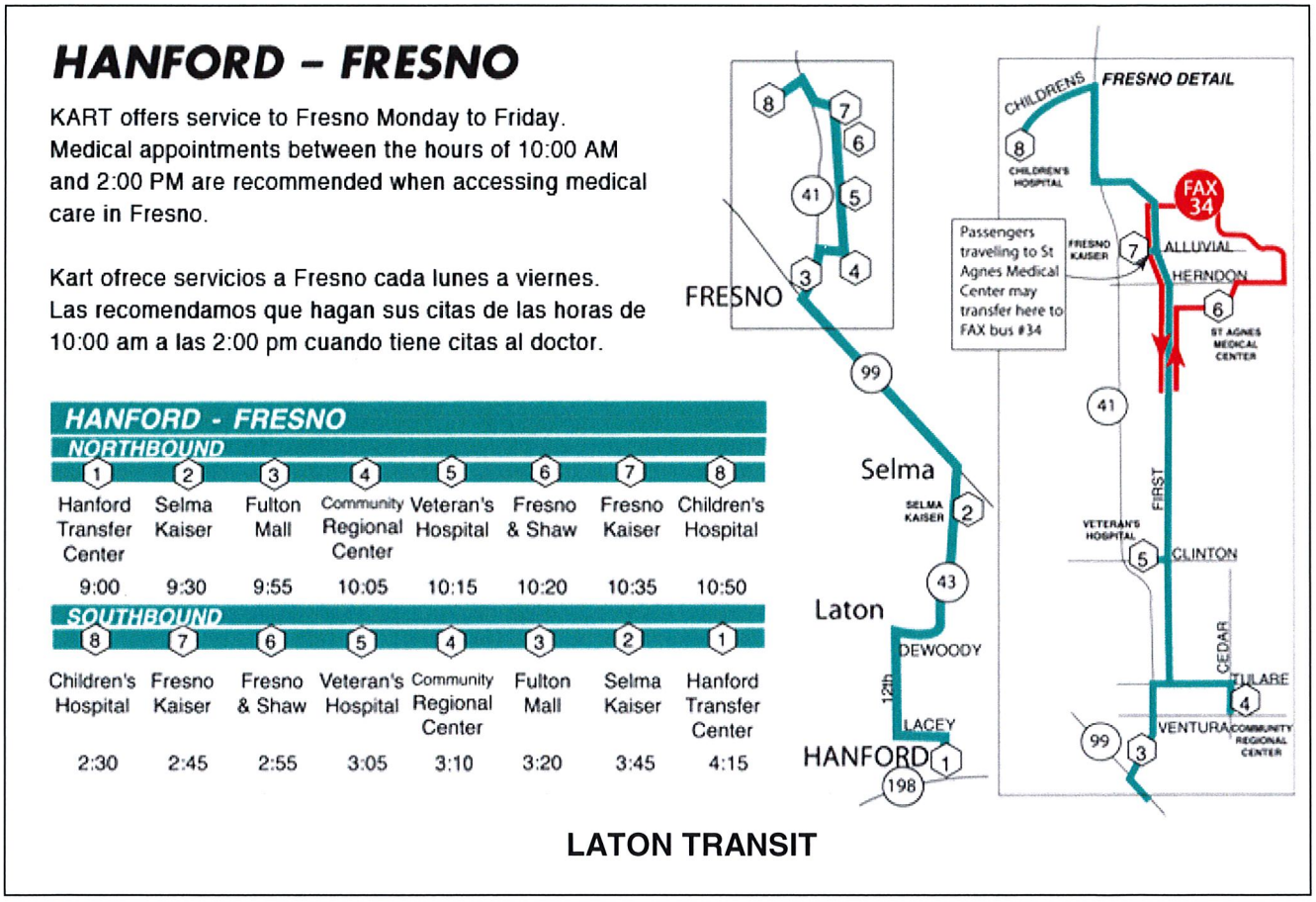
- Continue augmenting the financial support of inter-city service (Southeast Transit) with LTF Article 4.5 and 8(c), as necessary.
- Continue the contracting of intra-city services to the FEOC as the rural CTSA.
- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation 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.

2022-24
- Continue similar recommendations, as in previous years, to modify services as needed and warranted.




**LATON TRANSIT**

## 10. LATON TRANSIT

2017-18 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).

2017-18 Productivity Evaluation Analysis

Laton Transit's ridership decreased -22.49% (-1,456). Senior riders decreased by -159 (-12.58%); disabled riders decreased -97 (-32.12%), while general public ridership decreased -1,200 (-24.44%). Passenger fares increased $4,042.91 (237.12). Mileage decreased -928 miles (-4.56%). Hours decreased by -2. (-0.29%) Costs increased $1,860.36 (3.34%). The initial farebox recovery was 2.97%, before adding $4,042.91 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 Laton Transit were inconsistent with FCRTA System standards:

— passengers / mile (0.26 vs. 0.30)

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

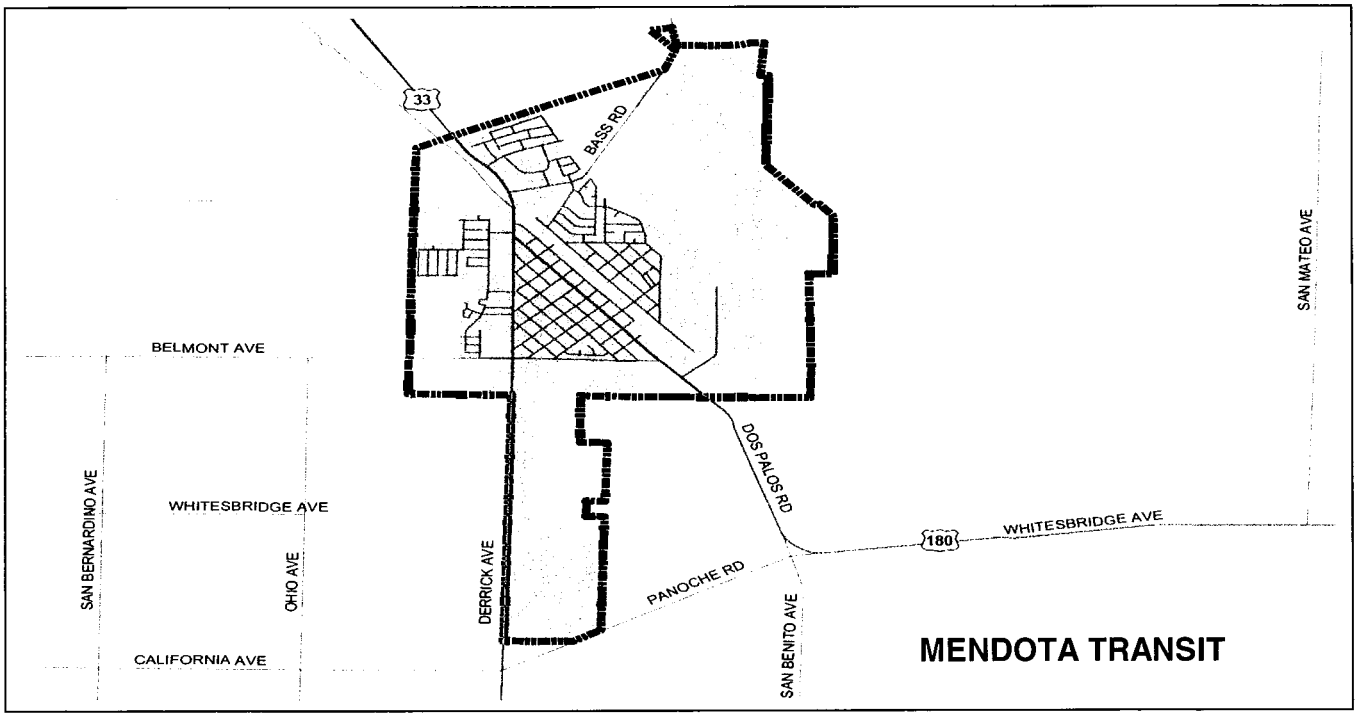
- Evaluate expansion or reduction of inter-city services.

2019-22

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

2022-24

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




## 11. MENDOTA TRANSIT

2017-18 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 5:00pm.

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

2017-18 Productivity Evaluation Analysis.

Mendota Transit's ridership decreased -3.57% (-608), more seniors (38) rode representing an increase of 1.27%, 237 more disabled passengers rode (53.26%) and -883 (-6.49%) less general public patrons utilized the service. Fares increased 9.44% ($1,642.36). Mileage decreased -430 (-2.24%), while hours decreased -0.04% (-1). Cost increased $12,733.23 (7.32%). The initial farebox recovery was 6.21%, before adding $7,436.35 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.20%, above the minimum 10.00% standard.

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

— cost / mile ($9.96 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

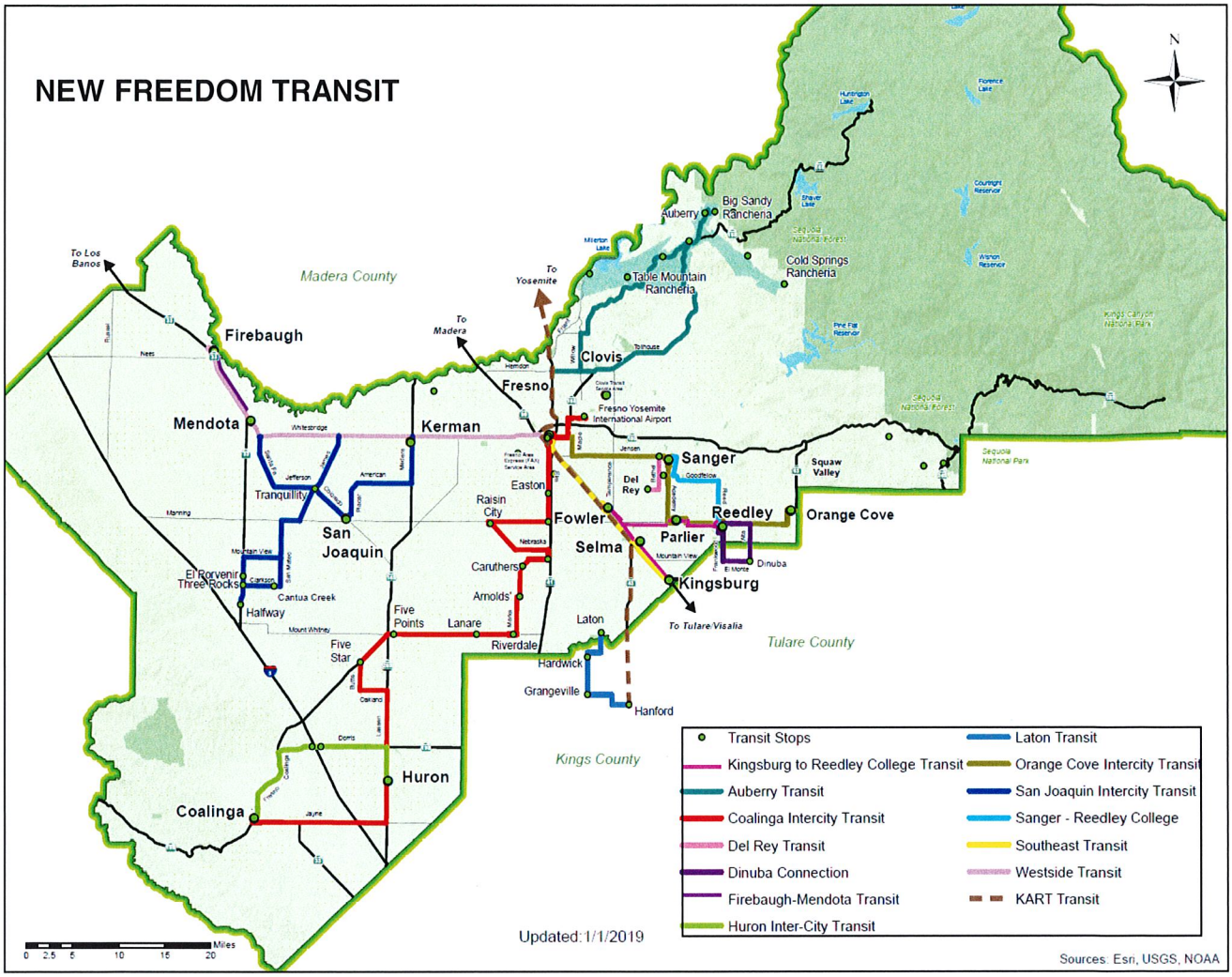
- Evaluate expansion or reduction of intra- and inter-city services.

2019-22

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

2022-24

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

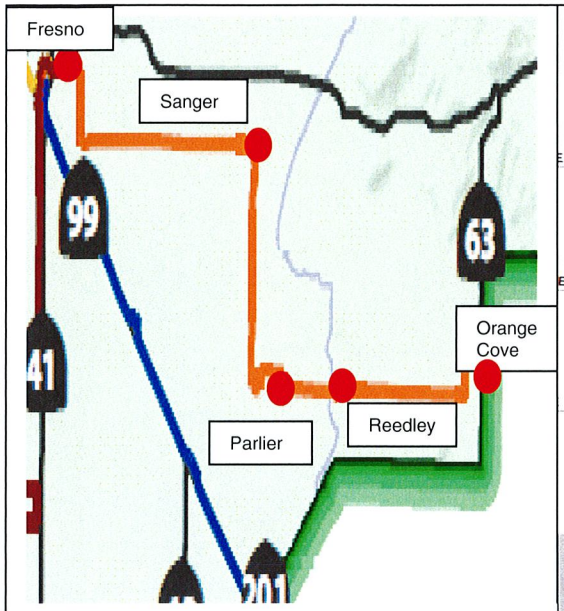



## 12. NEW FREEDOM TRANSIT

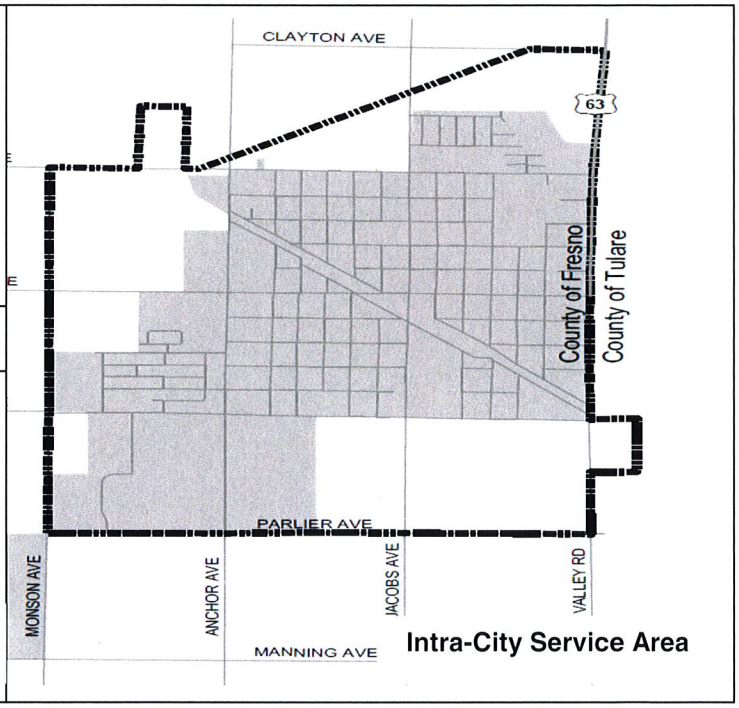
During FY 16-17 FCRTA introduced a new service called New Freedom Transit. This service was intended to transport passengers that weigh in excess of 600 pounds. The service operated briefly on a twenty-four hour prior reservation basis, between 7:00am to 5:30pm, Monday through Friday. However, due to a distinct lack of reservations and ridership, this service was discontinued only a few months after it began on January 23, 2017.

Recommendations

The New Freedom Transit service was determined by FCRTA to not be sustainable due to lack of ridership. No further service of this type is recommended.




Orange Cove Inter-city Transit




Intra-City Service Area

## ORANGE COVE TRANSIT

### 13. ORANGE COVE TRANSIT

2017-18 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.

2017-18 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

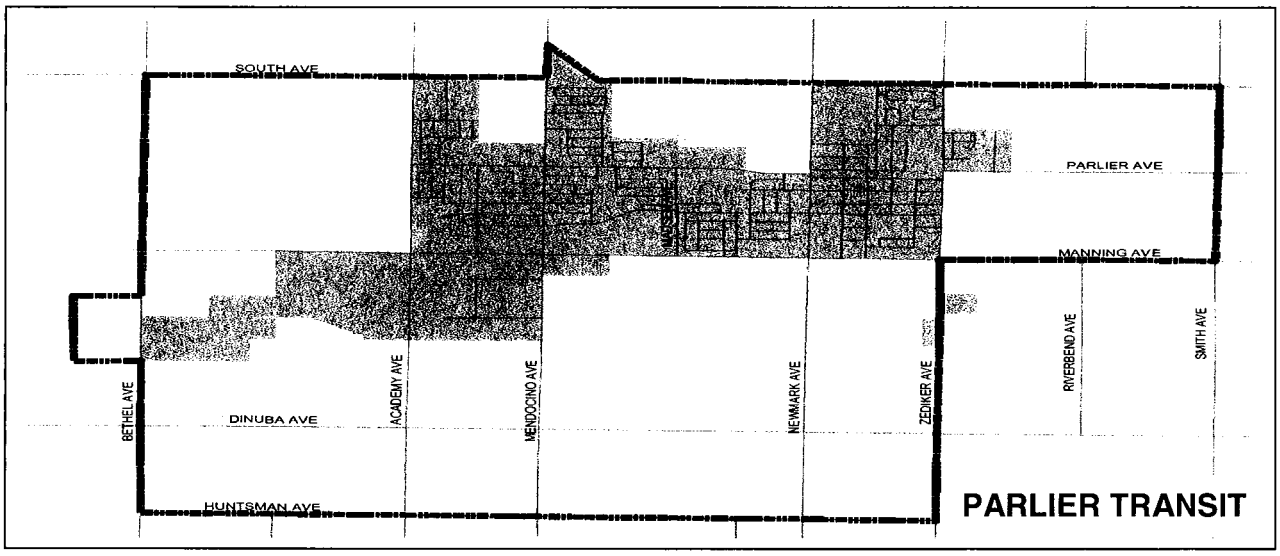
- Evaluate expansion or reduction of intra- and inter-city services.

2019-22

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

2022-24

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




## 14. PARLIER TRANSIT

2017-18 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.

2017-18 Productivity Evaluation Analysis

Parlier Transit transported -1,683 less passengers for a decrease of -14.18%. Senior riders decreased -15.30% (-824), 213 (61.21%) more disabled, and general public riders decreased -1,072 (-17.46%). Fares increased 8.68% ($1,240.26). Mileage decreased -186 (-1.16%), while service hours decreased -3 (-0.15%) hours. Cost increased $8,430.10 or 5.90%. The initial farebox recovery was 4.04%, before adding $9,411.84 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.26%, above the minimum 10.00% standard.

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

— cost / mile ($9.54 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.

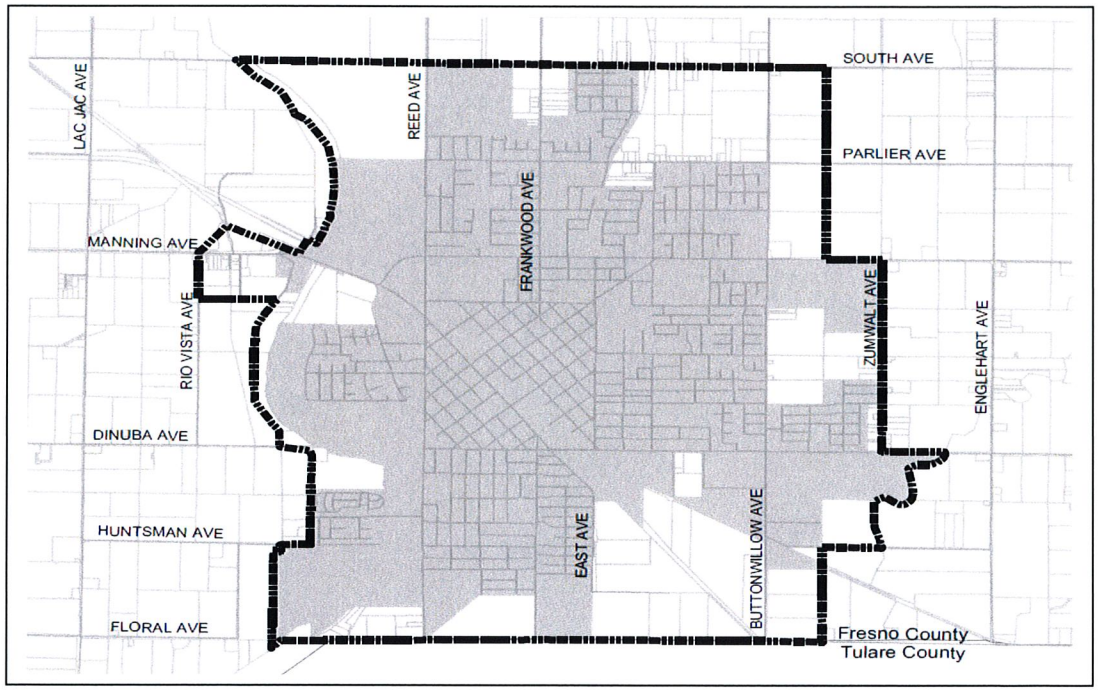
- Encourage further grouping of passenger trips as a means to address increased requests for service within the community.
- Continue implementing recommendations resulting from the annual Transit Productivity Evaluation and the State Triennial Performance Audit.
- Respond to Americans with Disabilities 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.

2022-24
- Continue similar recommendations, as in previous years, to modify services as needed and warranted.




## REEDLEY TRANSIT

### 15. REEDLEY TRANSIT

2017-18 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.

2017-18 Productivity Evaluation Analysis

Reedley Transit's ridership decreased -8,635 passengers, representing a -18.86% change from the previous Fiscal Year. Seniors ridership decreased -20.77% (-2,069), -2,724 (-29.97%) less disabled rides rode, and -3,842 (-14.38%) less general public rode. Fares increased 4.14% ($2,303.69). Mileage decreased by -12.23% (-8,057) while hours decreased -9.34% (-637). Costs increased $14,269.05 (2.56%). The initial farebox recovery was 4.14%, before adding $34,355.82 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.15%, just above the minimum 10.00% standard.

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

— cost / mile ($9.88 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

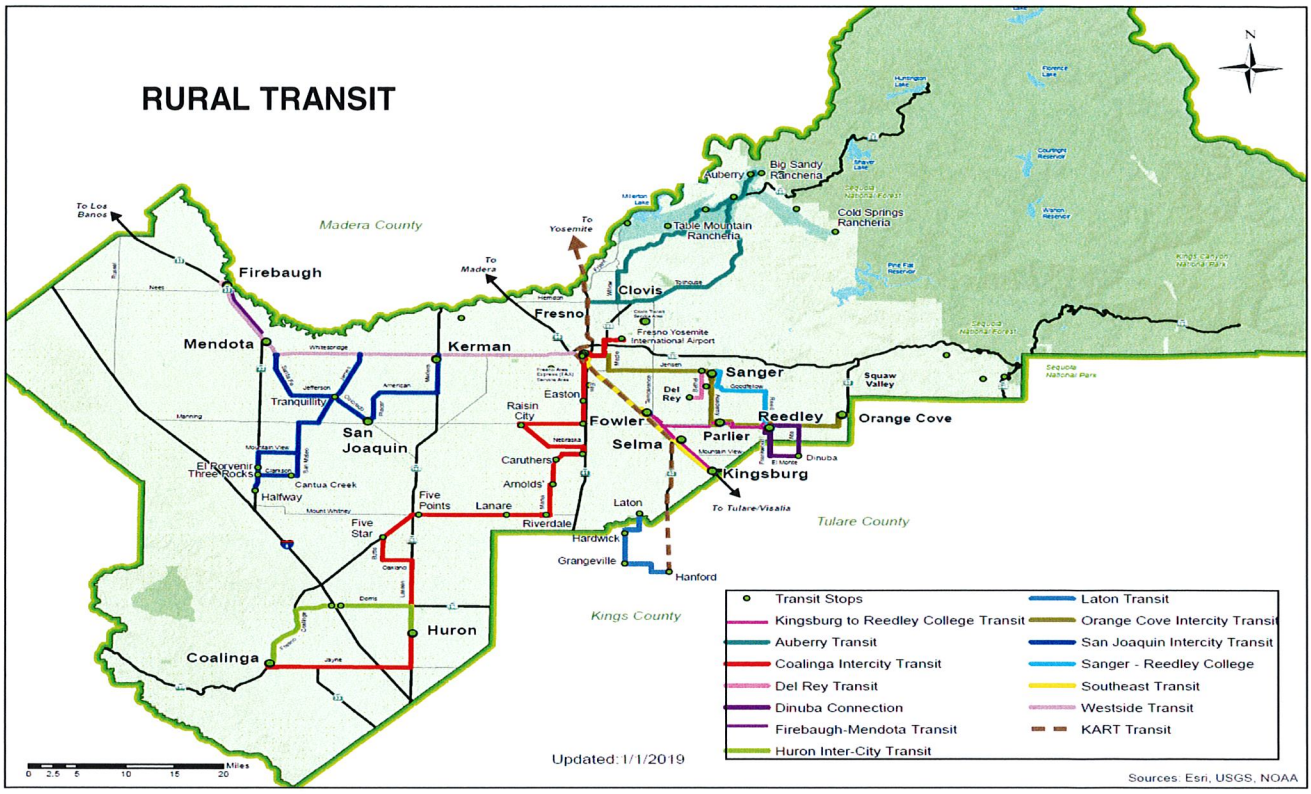
- Evaluate expansion or reduction of intra- and inter-city services.

2019-22

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

2022-24

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




## 16. RURAL TRANSIT

2017-18 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.

2017-18 Productivity Evaluation Analysis

Ridership increased by 179 (24.62%) more passengers than the previous year. More seniors rode (430) (796.30%), there were 10 (125.00%) more disabled passengers, and there were -261 (-39.25%) less general public passengers. Farebox receipts increased $2,673.36 (29.70%). The mileage increased 8,825 (27.96%) and the hours increased 226 (20.85%) hours. The cost increased $21,056.66 (23.38%). The initial farebox recovery was 1.73%, before adding $9,744.86 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.51%, above the minimum 10.00% standard.

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

---- passengers per hour (0.69 vs. 3.00).
---- passengers per mile (0.02 vs. 0.30)
— cost per hour ($84.81 vs. $88.20).
— cost per passenger ($112.63 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 ($4^{th}$) 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.

FCRTA has studied this service extensively in recent years and sees potential for expansion of both the scope of service and the size of its service area. In 2019 Rural Transit will be the subject of a Study to determine which kinds of service changes it should have in the future as well as which new areas of Fresno County it will be serving. This Study will also look into how Electric Vehicles can be incorporated into this expanded service. FCRTA has begun preparations for expanding this service by acquiring Chevy Bolt Electric Vehicles during 2018. It is recommended that Rural Transit begin expanded service operations in FY 18-19.

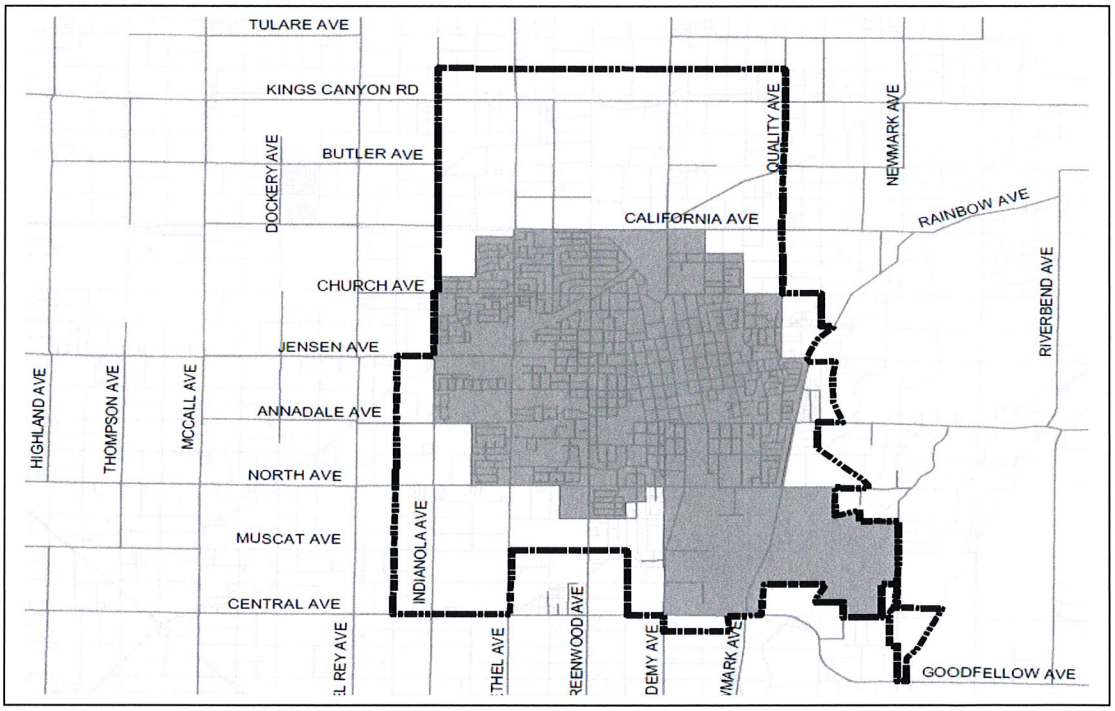
2016-17
- Continue monitoring farebox recovery, adjust fares as warranted.
- Continue augmenting the financial support of the inter-city service with Measure –C funds, as necessary.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.

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.

2022-24
- Expand scope and size of Rural Transit service, and continue similar recommendations, as in previous years, to modify services as needed and warranted.




**SANGER TRANSIT**

## 17. SANGER TRANSIT

2017-18 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.

2017-18 Productivity Evaluation Analysis

Sanger Transit's ridership decreased -1.11% (-546). Ridership by seniors increased 9.36% (1,452), while the disabled passengers decreased by -481 (-5.62%), and general public passengers decreased by -6.09% (-1,517). Fares increased 5.83% ($2,940.24). Mileage increased 5.45% (5,860), and hours increased 7.57% (677). Costs increased 4.09% ($20,634.51). The initial farebox recovery was 6.39%, before adding $19,790.70 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.17%, just above 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.

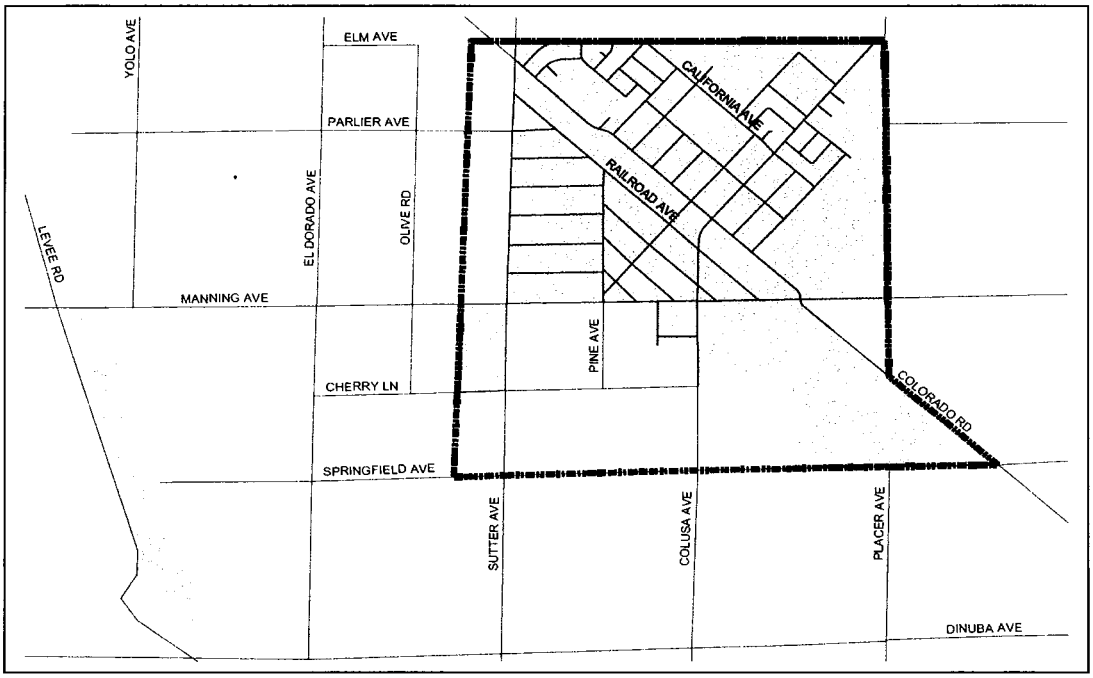
2016-17
- Continue to monitor farebox recovery, adjust fares as warranted.
- Continue marketing the intra-city transit services to attract non-elderly fare-paying patrons.
- Maintain service to elderly residents associated with the Nutrition Program.
- Continue implementing recommendations resulting 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.

2022-24
- Continue similar recommendations, as in previous years, to modify services as needed and warranted.




**SAN JOAQUIN TRANSIT**

## 18. SAN JOAQUIN TRANSIT

2017-18 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 6:30am to 4:00pm 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.

2017-18 Productivity Evaluation Analysis

San Joaquin Transit ridership increased 5.76% (201). Senior ridership decreased -26.81% (-137), disabled increased by 56 (23.63%), and general public ridership increased 10.28% (282). Fares increased 4.76% ($776.63). Mileage increased 10.79% (4,889) while hours decreased by -1 (-0.04%). Cost increased 1.98% ($3,229.67). The initial farebox recovery was 5.79%, before adding $7,464.99 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.27%, just above the minimum 10.00% standard.

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

- passengers / hour (1.49 vs. 3.00);
- passengers / mile (0.07 vs 0.30); and
- cost / passenger ($45.11 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.

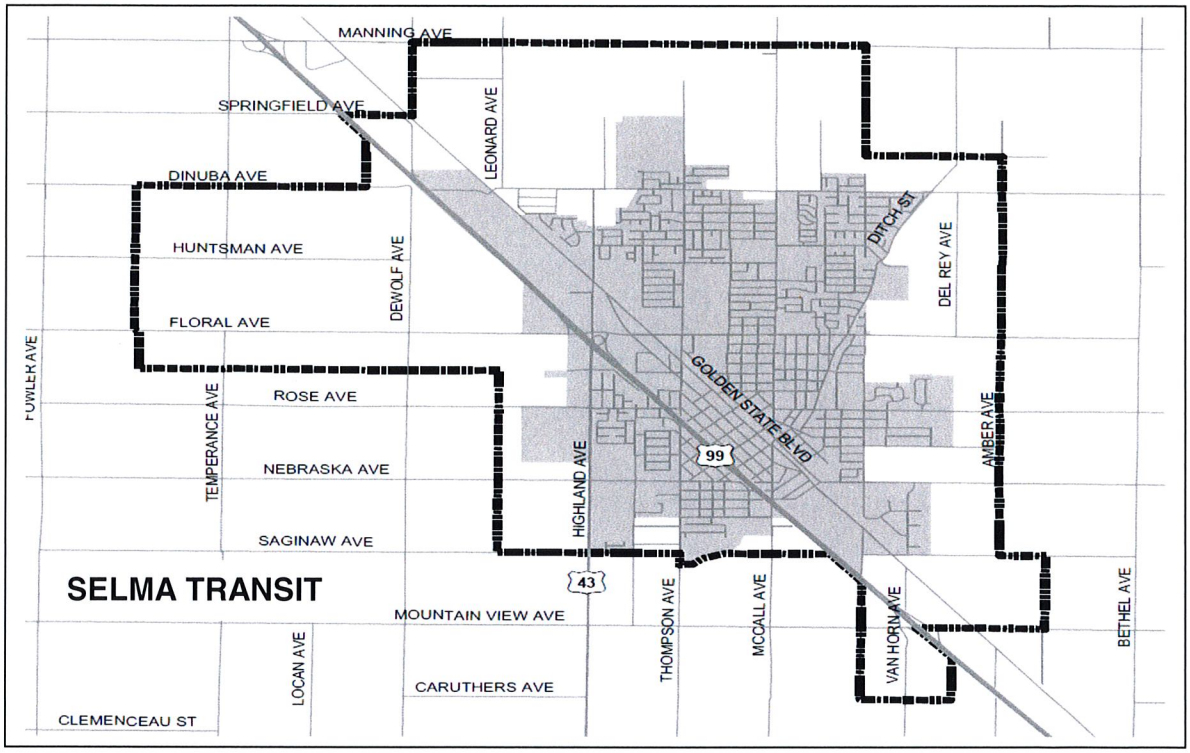
2016-17
- Expand service hours, two additional hours per service day, with Measure – C funding.
- Monitor farebox recovery, adjust fares as warranted.
- Continue marketing the intra-city transit services to attract non-elderly fare-paying patrons.
- Maintain service to elderly residents associated with 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

2022-24
- Continue similar recommendations, as in previous years, to modify services as needed and warranted




## 19. SELMA TRANSIT

2017-18 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).

2017-18 Productivity Evaluation Analysis

Selma Transit's ridership decreased -3.32% (-1,333). Senior ridership increased 536 (5.59%), disabled passengers increased by 167 (1.21%) while general public ridership decreased -2,036 (-12.11%). Fares increased 4.31% ($2,042.28). Mileage decreased -9.64% (-8,258). The hours of service decreased -6.00% (-499 hours). The resultant costs increased 2.46% ($11,654.91). The initial farebox recovery was 3.80%, before adding $30,962.89 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.18%, just above the minimum 10.00%

standard.
One (1) performance indicator for Selma Transit was inconsistent with FCRTA System standards:

— cost / mile ($6.27 vs. $6.06).

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 ($4^{th}$) 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.

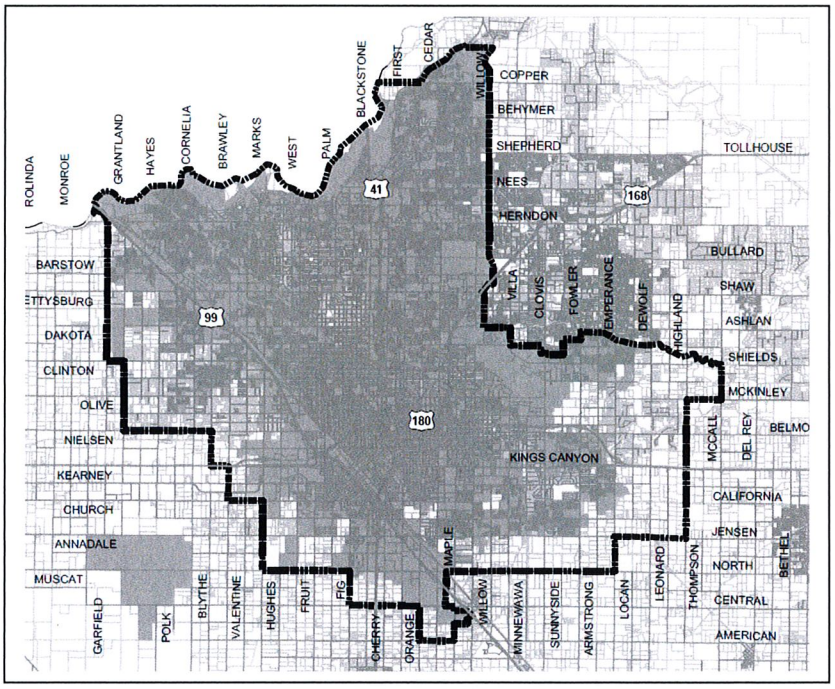
2016-17
- The Selma City Council may divert staff to reassess the operational modes (demand responsive and fixed route) to ensure Selma Transit continues to meet the needs of an ever increasing population.
- Continue monitoring farebox recovery, adjust fares as warranted.
- Maintain service to elderly 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.

2022-24
- Continue similar recommendations, as in previous years, to modify services as needed and warranted.




**SHUTTLE TRANSIT**

## 20. 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 1-855-612-5184 to arrange service. The FCRTA has four (4) vehicles, three (3)

primary and one (1) back-up.

2017-18 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.

2017-18 Productivity Evaluation Analysis

Shuttle Transit's ridership increased 28.46% (35). Senior ridership increased by 12 (150.00%), disabled passengers increased by 9 (128.57%). General public ridership increased 14 (12.96%). Fares increased 8.61% ($165.87). Mileage increased 10.26% (273). Hours increased 6.98% (9) hours. Costs decreased -6.03% (-$1,162.01). Farebox recovery was 1.06%, before adding $1,900.86 in Measure-C funds to achieve the resultant farebox recovery of 11.56%, above the minimum 10.00% standard.

Five (5) performance indicators for Shuttle Transit were inconsistent with FCRTA System standards:

- passengers / hour (1.14 vs. 3.00);
- passengers / mile (0.05 vs 0.30);
- cost / hour ($131.21 vs. $88.20);
- cost / mile ($6.17 vs. $6.06); and
- cost / passenger ($114.60 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

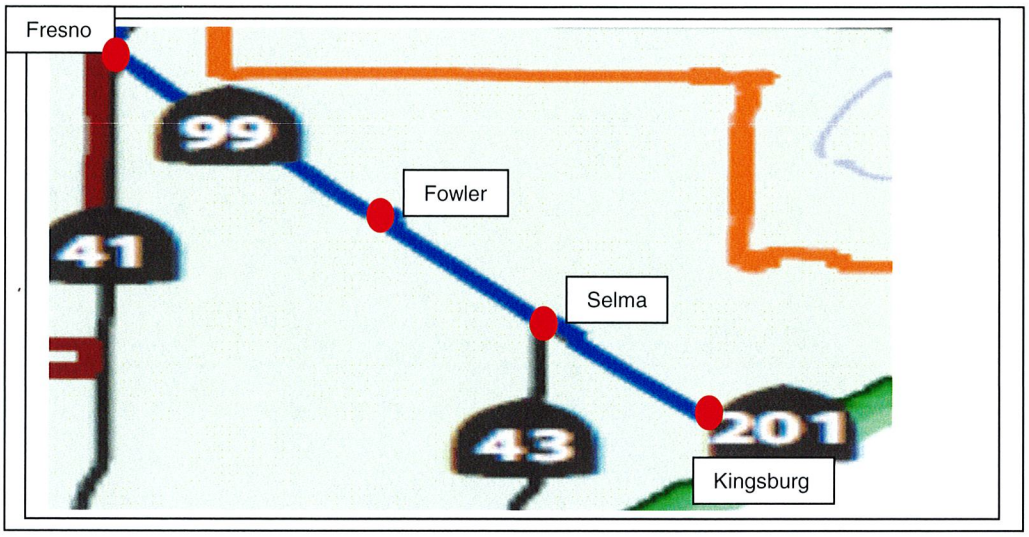
2016-17
- Continue monitoring farebox recovery, adjust fares as warranted.
- Continue augmenting the financial support of the inter-city service with Measure –C funds, as necessary.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements.

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.

2022-24
- Continue similar recommendations, as in previous years, to modify services as needed and warranted.




## SOUTHEAST TRANSIT

### 21. SOUTHEAST TRANSIT

2017-18 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.

2017-18 Productivity Evaluation Analysis

Southeast Transit's ridership increased 5.03% (502). Ridership by seniors decreased by -633 (-25.69%), while disabled ridership decreased by -1,988 (-63.58%) and general public increased by 3,123 (80.41%). Fares increased 21.57% ($4,411.73). Mileage increased 2,018 (5.01%). Service hours increased 44 (2.08%) hours. Costs increased $9,591.97 (9.19%). Farebox recovery was 21.81%.

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

— passengers / mile (0.24 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

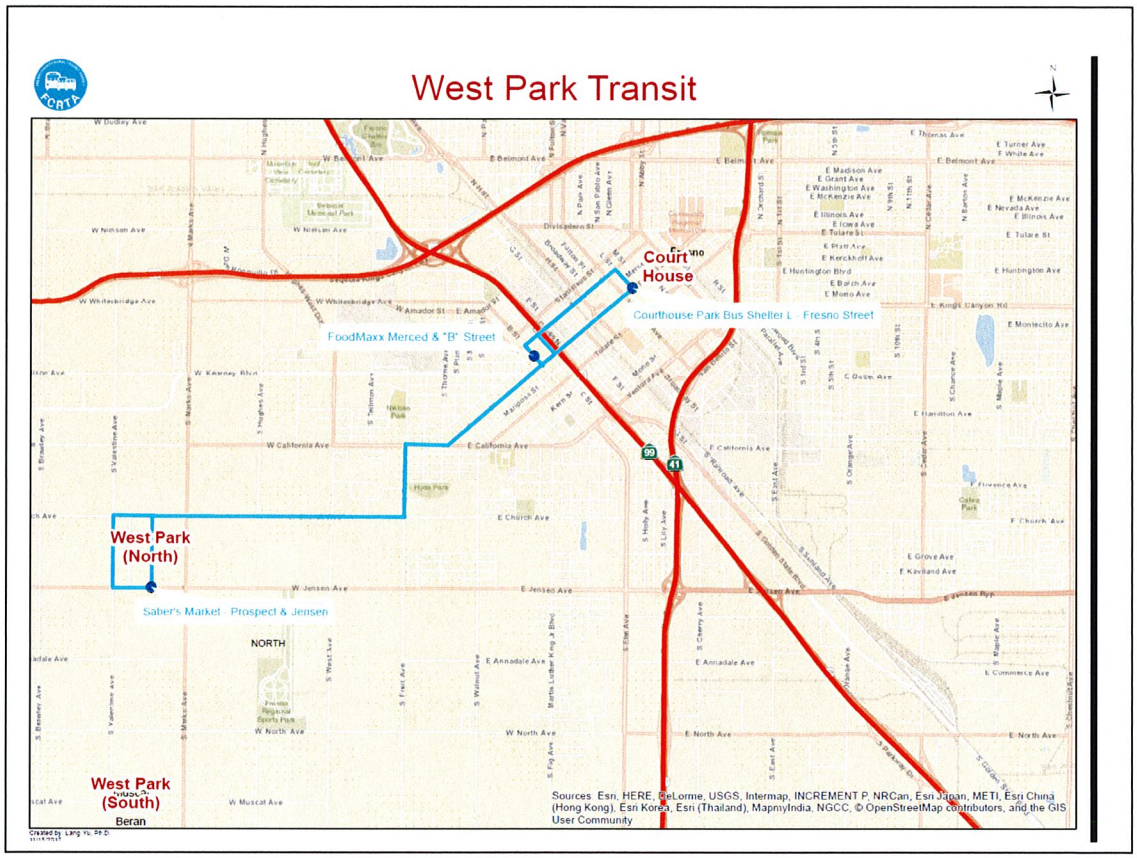
- Further evaluate expansion or reduction of inter- city services.

2019-22

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

2022-24

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




## 22. WEST PARK TRANSIT

2017-18 Inter-City Operations

West Park Transit began service as a demonstration project on November 13, 2017. This service linked residents of the community of West Park to the City of Fresno. This service had extremely low ridership (424 riders) which necessitated cancellation of this service on May 11, 2018.

2017-18 Productivity Evaluation Analysis

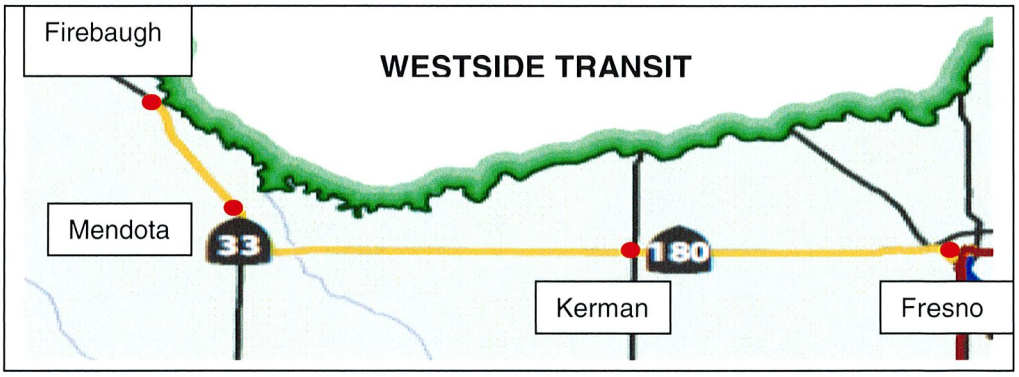
In addition to an overall ridership of 424 riders, West Park Transit' hours were 619. Miles were 12,001. It had $661.00 farebox revenue and a cost of $29,891.62. Farebox recovery was 2.21% .

Three (3) performance indicators for West Park Transit was inconsistent with FCRTA System standards:

- passengers / hour (0.68 vs 3.00);
- passengers / mile (0.04 vs 0.30); and
- cost / passenger ($70.50 vs 0.30);

Recommendations

West Park Transit service was determined by FCRTA to not be sustainable due to low ridership and farebox recovery. No further fixed route service serving West Park is recommended.




## 23. WESTSIDE TRANSIT

2017-18 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 5:30pm service is provided in FCRTA's twenty-two (22) passenger lift-equipped bus.

2017-18 Productivity Evaluation Analysis

Westside Transit's ridership increased 8.46% (1,172). Senior ridership decreased -12.63% (-340), disabled increased by 195 (116.77%) and general public increased 11.98% (1,317). Fares increased $2,671.92 (7.22%). Mileage decreased -1.13% (-561 miles), and hours increased 131 (6.19%) hours. Costs increased $14,687.48 (12.72%). The farebox recovery was 30.47%.

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

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.

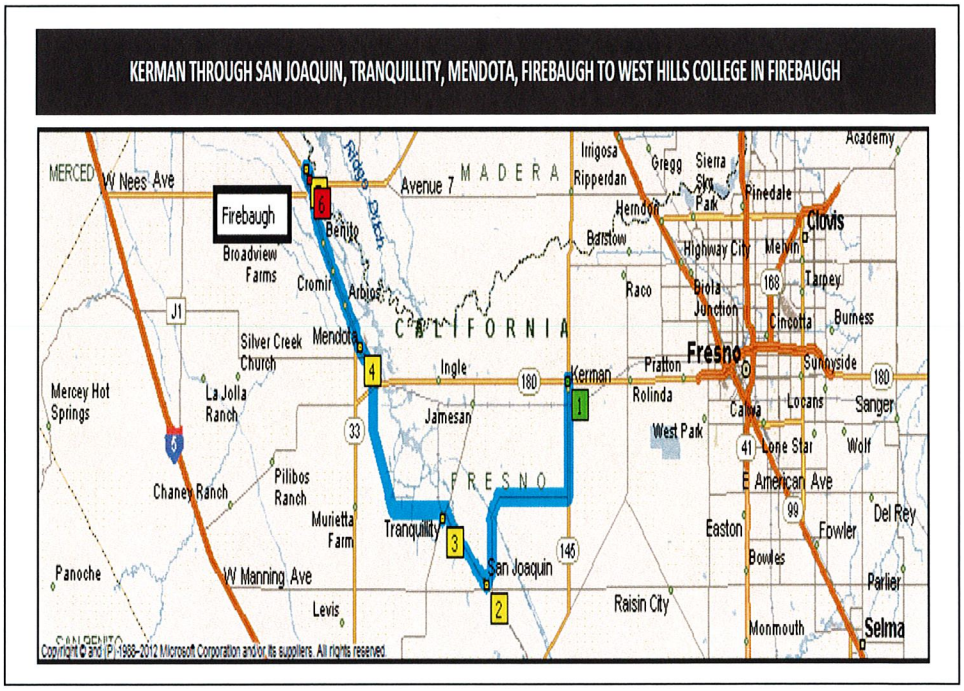
- Expand Transit Service Area Boundaries to transport rural residents in close proximity to existing communities served.

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.

2022-24
- Continue similar recommendations, as in previous years, to modify services as needed and warranted.




**WEST HILLS NORTH DISTRICT**
**CENTER COLLEGE TRANSIT**

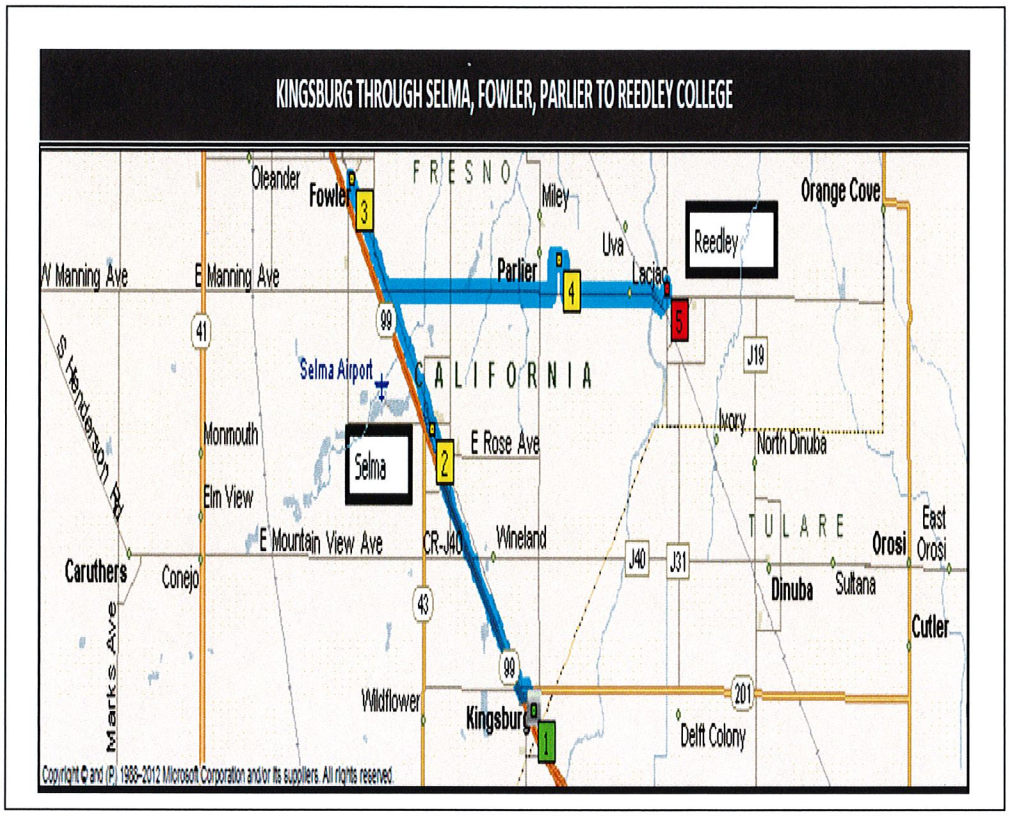
## 24. WEST HILLS NORTH DISTRICT CENTER COLLEGE TRANSIT

2016-17 Inter-City Operations

West Hills North District Center College Transit began its first year of service on January 11, 2016 as a demonstration project. This service had chronically low ridership and an extremely high cost per passenger that resulted in the decision to end service early in the 16/17 fiscal year.

Recommendations

West Hills North District Center College Transit was determined by FCRTA to be not sustainable due to low ridership and farebox recovery. No further fixed route service serving this campus site in Firebaugh is recommended.




## KINGSBURG - REEDLEY COLLEGE TRANSIT

### 25. KINGSBURG – REEDLEY COLLEGE TRANSIT

2017-18 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 service on January 11, 2016. This service has now completed two full fiscal years and has experienced steadily increasing ridership.

2017-18 Productivity Evaluation Analysis

In its second full year, Kingsburg – Reedley College Transit saw its ridership increase by 2,376 riders (252.54%). Senior ridership increased by12 (41.18%), disabled ridership increased by 64 (391.67%), and general public ridership increased 2,300 (262.21%). Mileage increased by 95.75% (2,008) and service hours increased by 132.04% (429). Farebox receipts increased $1,129.97 (94.86%) above last year. Costs increased $17,575.68 (158.43%). The initial farebox recovery was 8.69%, before adding $1,656.73 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.45%, above the minimum 10.00% standard.

Two (2) performance indicator for Kingsburg - Reedley College Transit was inconsistent with FCRTA System standards:

- passengers / hour (2.73 vs 3.00); and
- passengers / mile (0.15 vs 0.30).

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.

2022-24

- Now in its third year 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.

## 26. PUBLIC AND PRIVATE INTER-CITY CARRIERS

As noted in the existing 2017-18 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.

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.

YARTS: (Yosemite Area Regional Transportation Service) A publicly-operated fixed route transit service serving Yosemite National Park operated by a Joint Powers Authority located in Merced (*not operated by FCRTA*). This service began in 2000 and in 2015 expanded its routes to include service between Fresno and Yosemite National Park on State Highway 41. FCRTA continues in FY 18-19 to provide connecting transit service to the YARTS bus stops in Fresno at the Fresno-Yosemite International Airport and the Amtrak/Greyhound terminal for the YARTS route from Fresno to Yosemite National Park.

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 2018 Regional Transportation Plan identifies unresolved needs and issues for further consideration. The rural transit service needs centered on the following three (3) issues:

1. *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 decaying infrastructure. Dedicated funding sources, with escalation factors for inflation and population growth, are a common theme for transportation providers. Local, state and federal programs are being delayed in an effort to balance their respective budgets.

   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 the difficulty to provide timely revenue projection information.

2. *Home to work commuter transportation services.* The public appears to be reluctant to change, especially in lifestyle matters. To significantly reduce vehicle miles traveled and air pollution, the public must accept carpooling, vanpooling and commuter bus service. To date, these programs have not been universally embraced. Measure C specifically included funding for computer vanpool and farm labor vanpools services for the next 10 years.

   Specific Measure C 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. Fresno COG's programs have been offering monthly drawings for $1,000, with an annual drawing as well. In 2013, one recipient received a hybrid vehicle, with other valuable prizes available as well. Vanpooling providers such as VPSI, Enterprise and CalVans have provided more than 450 vehicles in the South San Joaquin Valley, in such counties as Fresno, Kern, Kings, Madera and Tulare. CalVans has expanded from five to 14 counties, with additional members joining quarterly.

FCRTA has funded several demonstration programs to improve access to adjacent counties. Coalinga Transit provided intercity 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, it also provided connection between Hanford and Coalinga. It also connects Hanford to Fresno and Madera for access to medical facilities. Dinuba Transit provides service from Dinuba in Tulare County to Reedley in Fresno County.

3. *Agricultural workers need access to transportation services that are safe, affordable, reliable, and available.* Traditional transit services do not meet farm workers' needs due to the work's itinerant nature. The Caltrans Agricultural Industries Transportation Services (AITS) Pilot Program, involving Fresno, Kern, Kings and Tulare Counties was the first of its kind in California and continues to expand. To date, nearly 100 farm labor vanpools are operating within Fresno County. It offers a unique approach to help individuals come together in meeting their collective need to travel to and from work, as necessary. Additional programs are also being explored. Funding under the recently approved State program will be coupled with Measure C funding to dramatically expand the farm labor vanpool program over the next 20 years.

   In February 2013, the FCRTA Board of Directors set aside another $1 million to purchase 35 vehicles for farm labor vanpools that CalVans administers for Fresno County farm workers. The vehicles were delivered in May 2013.

   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 lifeline 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.

## Unfinanced Needs

Unfunded mandates continue to have a major impact on the Rural CTSA and FCRTA's year to-year operations. Examples of such unfunded mandates are: the Americans with Disabilities Act, alternative fuels under the Clean Air Act and U.S. Department of Transportation drug and alcohol testing requirements.

Timely fleet vehicle replacement qualifies as the most significant ongoing need. Measure C addresses this particular need over the next 10 years. Of course, additional support from State and federal sources will also be required. Existing grant programs remain very competitive.

# CHAPTER V

# FINANCIAL STATUS OF THE FCRTA SYSTEM

A. Revenues

Exhibit V-1 presents funding sources for the 2018-19 and 2019-20 fiscal year Budget. Total revenues for 2018-19 are expected to be $11,240,308. Funds carried forward from the previous year account for 34.8% of total revenues. State Transportation Development Act (TDA) Local Transportation Funds (LTF) account for 28.9% of total revenues. Measure C represents 8.9% of the total revenues. Fare receipts account for 6.3%. FTA Section 5311, 5317, and CMAQ Grant matching funds assistance represents 13.8%.

B. Expenditures (includes Anticipated Revenues & Expenditures)

Exhibit V-2 presents anticipated expenditures for fiscal year 2018-19 and 2019-20. During fiscal year 2018-19, total operating expenditures are projected to be $11,240,308 of which 8.6% or $968,294 is for administration. Total anticipated operating expenditures and expenses are projected through fiscal year 2023-24 (Exhibit V-3 & Exhibit V-4).

Exhibit V-5 FCRTA's 2018-19 Capital Reserve Budget reflects the programming of $10,596,043 in funds this fiscal year to support the purchase of fixed / assets. Some items included are: Electric Charging Stations, $483,682; eighty (80) Mobile Emergency Radios, $104,000; Automated Security Gates, 20,000; five (5) Proterra Buses & Charging Units, $4,248,241; two (2) Electric Buses and Solar Charging Units, $2,387,482; 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 2018-19 through 2019-20. 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 2018-19 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 2017-18 Vehicle Inventory and Replacement Schedule and their relationship with the FCRTA TAM Plan and LRTP.

Fresno County Rural Transit Agency

**Exhibit V - 1**

Anticipated Operating Revenues

| | FY 2018-2019 | FY 2019-2020 |
|---|---|---|
| **REVENUES** | **Total Budget** | **Total Budget** |
| **PAST CARRYOVER/(SHORTFALL)** | | |
| 1 CITIES SUMMARY | $3,668,951 | $3,298,496 |
| 2 Fresno County | $245,625 | $853,751 |
| *TOTAL CARRYOVER* | $3,914,576 | $4,152,247 |
| **FARE RECEIPTS (002)** | | |
| 401 Farebox | | |
| 1 Intra-City | $147,268 | $147,718 |
| 3 Inter-City | $234,511 | $241,011 |
| 2 Local Fare Augmentation | $94,859 | $94,909 |
| 4 Common Carrier | $0 | $0 |
| 402/2 Spec. Fare - Measure "C" | $242,000 | $242,000 |
| 404 Freight | $0 | $0 |
| 405 Other | $0 | $0 |
| *TOTAL FARE RECIEPTS* | $718,638 | 725,638 |
| **OPERATING REVENUE (003)** | | |
| 407 Interest | $107,250 | $107,250 |
| 409 LTF and/or STA Fund Revenues | | |
| 1 CITIES SUMMARY | $3,098,947 | $983,641 |
| 2 Fresno County | $797,390 | $153,568 |
| 3 CTSA-Article 4.5 | $78,143 | $78,143 |
| 409/5 Measure "C" | $1,003,266 | $924,766 |
| *TOTAL OPERATING REVENUE* | $5,084,996 | $2,247,368 |
| **STATE/FEDERAL GRANT REVENUE (005)** | | |
| 413 FTA | | |
| 1 Regional - Section 5311 | $1,552,098 | $1,580,000 |
| 2 Section 5317 | $0 | $0 |
| *TOTAL STATE/FEDERAL GRANTS* | $1,552,098 | $1,580,000 |
| **REVENUE SUMMARY** | | |
| 1 Carryover + Surplus | $3,914,576 | $4,152,247 |
| 2 Current Revenue | $7,325,732 | $5,009,306 |
| **TOTAL REVENUES** | **$11,240,308** | **$9,161,553** |

# Fresno County Rural Transit Agency

**Exhibit V - 2**

Anticipated Operating Expenditures

| | FY 2018-2019 | FY 2019-2020 |
|---|---|---|
| **EXPENDITURES** | **Total Budget** | **Total Budget** |
| **OPERATIONS (010)** | | |
| 501 Salaries & Wages | | |
| 1 Driver | $330,385 | $180,385 |
| 2 Dispatcher | $79,367 | $22,759 |
| 502 Fringe Benefits | | |
| 0 Other Fringe Benefits | $5,167 | $4,667 |
| 1 FICA | $29,314 | $13,248 |
| 2 Workman's Compensation | $35,372 | $15,735 |
| 3 Retirement | $45,300 | $18,300 |
| 4 Medical Insurance | $145,000 | $50,000 |
| 503 FCRTA Direct Expense | | |
| 0 Training | $9,800 | $8,800 |
| 4 Drug Testing/Physicals | $7,912 | $6,912 |
| 505 Telephone/Radio Dispatch Costs | $125,200 | $125,200 |
| 506 Casualty & Liability Costs | $577,866 | $311,837 |
| 507 Ticket Purchases/Expenses | $0 | $0 |
| 508 Contracted Services | $2,396,665 | $3,252,945 |
| 509 Miscellaneous Expenses | $35,500 | $52,500 |
| 512 Vehicle Leases & Rentals | $11,710 | $26,190 |
| *TOTAL OPERATIONS EXPENDITURES* | $3,834,558 | $4,089,478 |
| **VEHICLE MAINTENANCE/REPAIR (041)** | | |
| 504 Vehicle Expenes | | |
| 0 Fuel | $543,500 | $586,092 |
| 1 Lubricants (Oil/Grease/Fluids) | $0 | $0 |
| 2 Tires, Batteries | $107,300 | $107,300 |
| 3 Maintenance/Repair | $758,000 | $789,822 |
| 509 Miscellaneous | $8,611 | $8,611 |
| *TOTAL MAINTENANCE/REPAIR EXPENDITURES* | $1,417,411 | 1,491,825 |
| **ADMINISTRATION (160)** | | |
| 501 Local Salaries & Wages | | |
| 2 Administration | $188,401 | $160,401 |
| 502 Local Fringe Benefits | | |
| 0 Other Fringe Benefits | $6,796 | $3,500 |
| 1 FICA | $13,700 | $11,500 |
| 2 Workman's Compensation | $10,969 | $9,969 |
| 3 Retirement | $19,300 | $14,300 |
| 4 Medical Insurance | $30,500 | $23,500 |
| 503 FCRTA Direct Expense | | |
| 1 FCRTA Administration | $632,711 | $597,883 |
| 2 CTSA Administration | $10,000 | $10,002 |
| 3 Marketing | $47,200 | $47,200 |
| 4 Drug Testing/Physicals | $0 | $0 |
| 505 Utilities | $2,717 | $2,717 |
| 509 Miscellaneous Office Expenses | $6,000 | $6,000 |
| 512 Administrative Leases & Rentals | $0 | $0 |
| *TOTAL ADMINISTRATION EXPENDITURES* | $968,294 | $886,972 |
| *TOTAL CURRENT OPERATING EXPENDITURES* | $6,220,263 | $6,468,275 |
| **NON OPERATING EXPENSES** | | |
| 170/520/0 Operator Acquired Asset | $0 | $0 |
| 000/101/5 Addition to Capital Reserve | $0 | $1,889,806 |
| *TOTAL NON OPERATING EXPENDITURES* | $0 | $1,889,806 |
| Operating Contingency | $5,020,045 | $803,472 |
| **TOTAL EXPENDITURES** | **$11,240,308** | **$9,161,553** |

# Fresno County Rural Transit Agency

## Exhibit V - 3
### Anticipated Operating Revenues & Expenditures
### $ in 1,000's

| LINE ITEM DESCRIPTION | Projected Budget 2018/19 | Draft Budget 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | TOTAL |
|---|---|---|---|---|---|---|---|
| REVENUES | | | | | | | |
| Carry-forward | $3,914 | $4,305 | $4,735 | $5,208 | $5,728 | $6,300 | **$30,190** |
| Fares | 718 | 789 | 867 | 953 | 1,048 | 1,152 | **5,527** |
| TDA Fund Revenues: | | | | | | | |
| LTF/STA (Local/County) & 8c | 3,896 | 4,285 | 4,713 | 5,184 | 5,702 | 6,272 | **30,052** |
| Article 4.5 | 78 | 85 | 93 | 102 | 112 | 123 | **593** |
| Measure "C" | 1,003 | 1,103 | 1,213 | 1,334 | 1,467 | 1,613 | **7,733** |
| Interest | 107 | 117 | 128 | 140 | 154 | 169 | **815** |
| FTA Section 5311 & Section 5317 Grants | 1,552 | 1,707 | 1,877 | 2,064 | 2,270 | 2,497 | **11,967** |
| **TOTAL REVENUES** | **$11,268** | **$12,391** | **$13,626** | **$14,985** | **$16,481** | **$18,126** | **$86,876** |
| EXPENDITURES | | | | | | | |
| OPERATIONS: | | | | | | | |
| Salaries, Wages | 409 | 449 | 489 | 537 | 590 | 649 | **3,123** |
| Fringe Benefits | 260 | 286 | 314 | 345 | 379 | 417 | **2,001** |
| FCRTA Direct Expense | 17 | 18 | 20 | 22 | 24 | 26 | **127** |
| Telephone/Radio Dispatch | 125 | 137 | 151 | 166 | 182 | 201 | **961** |
| Casualty/Liability | 577 | 634 | 697 | 767 | 844 | 928 | **4,448** |
| Ticket Purchases | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| Contracted Services | 2,396 | 2,635 | 2,899 | 3,188 | 3,507 | 3,858 | **18,483** |
| Miscellaneous | 35 | 38 | 42 | 46 | 51 | 56 | **267** |
| Vehicle Leases & Rentals | 11 | 12 | 13 | 15 | 16 | 18 | **84** |
| VEHICLE MAINENANCE & REPAIR: | | | | | | | |
| Fuel | 543 | 597 | 657 | 722 | 795 | 874 | **4,188** |
| Tires & Batteries | 107 | 117 | 129 | 142 | 156 | 171 | **821** |
| Vehicle Maintence & Repair | 758 | 833 | 916 | 1,008 | 1,109 | 1,220 | **5,844** |
| Miscellaneous | 8 | 9 | 10 | 11 | 12 | 13 | **63** |
| ADMINISTRATION: | | | | | | | |
| Salaries, Wages | 188 | 206 | 227 | 249 | 274 | 302 | **1,446** |
| Fringe Benefits | 81 | 89 | 98 | 108 | 118 | 130 | **624** |
| FCRTA Direct Expense | 642 | 706 | 777 | 854 | 940 | 1,034 | **4,952** |
| Utilities & Marketing | 49 | 53 | 58 | 64 | 71 | 78 | **373** |
| Misc. Office Expenses | 6 | 7 | 8 | 8 | 9 | 10 | **49** |
| Administrative Leases & Rentals | | | | | | | **0** |
| TOTAL OPERATING EXPENDITURES | $6,212 | $6,826 | $7,503 | $8,252 | $9,076 | $9,984 | **$47,853** |
| NON-OPERATING EXPENDITURES | | | | | | | |
| Operator Acquired Assets | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| Addition to Capital Reserve | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| Contingency | 5,020 | 5,522 | 5,688 | 5,858 | 6,034 | 6,215 | **34,337** |
| TOTAL EXPENDITURES | **$11,232** | **$12,348** | **$13,191** | **$14,110** | **$15,110** | **$16,199** | **$82,190** |

# Fresno County Rural Transit Agency

## Exhibit V-4
### Anticipated Capital Revenues & Expenditures
### $ in $1,000

| | Projected Budget 2018/19 | Draft Budget 2019/20 | 2020/21 | 2021/22 | 2022/23 | 2023/24 | TOTAL |
|---|---|---|---|---|---|---|---|
| LINE ITEM DESCRIPTIO | | | | | | | |
| CAPITAL I Carry-forward | $10,432 | $11,475 | $12,623 | $13,885 | $15,273 | $16,801 | **$80,488** |
| CMAQ Grant | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| LCTOP | $265 | $291 | $320 | $352 | $387 | $426 | **$2,042** |
| PTMISEA | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| CALOES | $0 | $0 | $0 | $0 | $0 | $0 | **$0** |
| Measure C | $1,680 | $1,848 | $2,033 | $2,236 | $2,460 | $2,706 | **$12,962** |
| Measure C New Tech | $2,486 | $2,486 | $0 | $0 | $0 | $0 | **$4,972** |
| SJV Air Pollution Control District | $3,828 | $3,828 | $0 | $0 | $0 | $0 | **$7,656** |
| State of Good Repair | $287 | $315 | $347 | $381 | $419 | $461 | **$2,210** |
| | ***$18,978*** | ***$20,243*** | ***$15,322*** | ***$16,854*** | ***$18,539*** | ***$20,393*** | ***$110,330*** |
| Total Capital Revenues Available | | | | | | | |
| CAPITAL I Electronic Fueling Stations | $483 | $320 | $160 | $176 | $194 | $213 | **$1,546** |
| 80 - Emergency Mobile Radios | $104 | $0 | $0 | $0 | $0 | $0 | **$104** |
| Bus Shelter Upgrades | $206 | $100 | $50 | $25 | $28 | $30 | **$439** |
| On-Board Audio/Video Surveillance Equipment | $51 | $25 | $28 | $30 | $33 | $37 | **$204** |
| Maintenance Yards Surveillance | $0 | $0 | $0 | $10 | $11 | $12 | **$33** |
| Security Lights for Bus Storage | $44 | $10 | $11 | $12 | $13 | $15 | **$105** |
| New Bus Shelters | $40 | $20 | $10 | $5 | $6 | $6 | **$87** |
| FCRTA Office Equipment | $6 | $7 | $8 | $8 | $9 | $10 | **$49** |
| FCRTA Website | $5 | $6 | $7 | $7 | $8 | $9 | **$42** |
| Tablets for Dispatch Service | $18 | $20 | $22 | $24 | $27 | $29 | **$140** |
| Automated Gates | $20 | $22 | $24 | $27 | $29 | $32 | **$154** |
| Electronic Bus Inspection System | $90 | $99 | $109 | $120 | $132 | $145 | **$694** |
| 5 - Proterra Buses & Charging Units | $4,248 | $1,000 | $400 | $200 | $100 | $110 | **$6,058** |
| 2 - Electric Buses & Solar Charging Units | $2,486 | $1,000 | $500 | $300 | $330 | $363 | **$4,979** |
| Bus Maintenance & Fuel Yard Facility | $2,387 | $2,626 | $2,888 | $3,177 | $3,495 | $3,844 | **$18,417** |
| Low Emission Vehicles | $400 | $440 | $484 | $532 | $586 | $644 | **$3,086** |
| CNG Pump Installations | $50 | $100 | $150 | $165 | $182 | $200 | **$846** |
| Fleet Vehicle & Equipment Replacements | $100 | $110 | $121 | $133 | $146 | $161 | **$772** |
| Computer Assisted Dispatch Software | $10 | $11 | $12 | $13 | $15 | $16 | **$77** |
| | ***$10,748*** | ***$5,916*** | ***$4,983*** | ***$4,966*** | ***$5,342*** | ***$5,876*** | ***$37,831*** |
| Total Capital Expenditures | | | | | | | |
| | **$8,230** | **$14,327** | **$10,339** | **$11,888** | **$13,197** | **$14,517** | **$72,499** |
| CAPITAL RESERVE CARRYFORWARD BALANCE | | | | | | | |

## EXHIBIT V-5

## Capital Reserve Budget 2018-19 & 2019-20

### FRESNO COUNTY RURAL TRANSIT AGENCY

| 2019-20 Capital Reserve Budget | TDA | LCTOP | PTMISEA | CALOES | Measure "C" | Meas C New Tech | SJVAPCD | SGR | Total | |
|---|---|---|---|---|---|---|---|---|---|---|
| Begin Reserve 07/01/2019 | 2,000,000.00 | 0.00 | 484,050.00 | 0.00 | 10,616,887.00 | 1,300,000.00 | 0.00 | 221,761.00 | 14,622,698.00 | |
| TDA | 1,889,806.00 | | | | | | | | 1,889,806.00 | |
| LCTOP 18/19 | | 415,944.00 | | | | | | | 415,944.00 | |
| Measure "C" | | | | | 1,874,833.00 | | | | 1,874,833.00 | |
| Meas C New Tech | | | | | | 778,000.00 | | | 778,000.00 | |
| SJV Air Pollution Control District | | | | | | | 0.00 | | 0.00 | |
| State of Good Repair | | | | | | | | 301,326.00 | 301,326.00 | |
| Subtotal Funds Available | 3,889,806.00 | 415,944.00 | 484,050.00 | 0.00 | 12,491,720.00 | 2,078,000.00 | 0.00 | 523,087.00 | 19,882,607.00 | 19,882,607.00 |
| Additions to Fixed Assets: | | | | | | | | | | |
| Electric Bus | | 415,944.00 | | | 120,000.00 | | | | 535,944.00 | |
| Electronc Fueling Station | | | 484,050.00 | | | | | | 484,050.00 | |
| 2 Solar Trees & Construction | | | | | | 1,300,000.00 | | | 1,300,000.00 | |
| 15 EV Sedans & 40 EV Chargers | | | | | | 778,000.00 | | | 778,000.00 | |
| FCRTA Office Equipment | | | | | 40,000.00 | | | | 40,000.00 | |
| FCRTA Website | | | | | 10,000.00 | | | | 10,000.00 | |
| Tablets for Dispatch Service | | | | | 5,000.00 | | | | 5,000.00 | |
| Automated Gates | | | | | 18,700.00 | | | | 18,700.00 | |
| Electronic Bus Inspection System | | | | | 40,000.00 | | | | 40,000.00 | |
| 5 - Proterra Buses & Charging Units | | | | | 90,000.00 | | | | 90,000.00 | |
| Trolly Bus | | | | | 300,000.00 | | | | 300,000.00 | |
| Bus Maintenance & Fuel Yard Facility | 3,889,806.00 | | | | 3,600,000.00 | | | 523,087.00 | 8,012,893.00 | |
| Total 2019-20 Expenditures | 3,889,806.00 | 415,944.00 | 484,050.00 | 0.00 | 4,223,700.00 | 2,078,000.00 | 0.00 | 523,087.00 | 11,614,587.00 | 11,614,587.00 |
| End Reserve 06/30/2020 | 0.00 | 0.00 | 0.00 | 0.00 | 8,268,020.00 | 0.00 | 0.00 | 0.00 | 8,268,020.00 | 8,268,020.00 |

### FRESNO COUNTY RURAL TRANSIT AGENCY

| 2018-19 Capital Reserve Budget | TDA | LCTOP | PTMISEA | CALOES | Measure "C" | Meas C New Tech | SJVAPCD | SGR | Total | |
|---|---|---|---|---|---|---|---|---|---|---|
| Begin Reserve 07/01/2018 | 0.00 | 0.00 | 937,586.24 | 356,617.00 | 9,890,908.00 | 0.00 | 0.00 | 0.00 | 11,185,111.24 | |
| TDA | 2,000,000.00 | | | | | | | | 2,000,000.00 | |
| LCTOP 17/18 | | 265,518.00 | | | | | | | 265,518.00 | |
| PTMISEA | | | | | | | | | 0.00 | |
| CALOES | | | | | | | | | 0.00 | |
| Measure "C" | | | | | 1,680,461.00 | | | | 1,680,461.00 | |
| Meas C New Tech 18-19 778000 | | | | | | 2,486,321.00 | | | 2,486,321.00 | |
| SJV Air Pollution Control District | | | | | | | 3,828,241.00 | | 3,828,241.00 | |
| State of Good Repair | | | | | | | | 571,761.00 | 571,761.00 | |
| | | | | | | | | | | 0.00 |
| Subtotal Funds Available | 2,000,000.00 | 265,518.00 | 937,586.24 | 356,617.00 | 11,571,369.00 | 2,486,321.00 | 3,828,241.00 | 571,761.00 | 22,017,413.24 | |
| Additions to Fixed Assets: | | | | | | | | | | |
| Electronic Fueling Stations | | | 453,537.00 | | | | | | 453,537.00 | |
| 80 - Mobile Emergency Radios | | | | 104,000.00 | | | | | 104,000.00 | |
| Bus Shelter Upgrades | | | | 156,877.00 | 50,000.00 | | | | 206,877.00 | |
| On Board Audio/Video Surveillance | | | | 51,500.00 | | | | | 51,500.00 | |
| Maintenance Yards Surveillance | | | | 0.00 | | | | | 0.00 | |
| Security Lights for Bus Storage | | | | 44,240.00 | | | | | 44,240.00 | |
| 5 - Proterra Buses & Charging Units | | | | | 770,000.00 | | 3,828,241.00 | | 4,598,241.00 | |
| 2 - Electric Buses & Solar Charging Units | | | | | | 1,186,321.00 | | | 1,186,321.00 | |
| Bus Maintenance & Fuel Yard Facility | | | | | | | | 350,000.00 | 350,000.00 | |
| Low Emission Vehicles | | 265,518.00 | | | 134,482.00 | | | | 400,000.00 | |
| Total 2018/19 Expenditures | 0.00 | 265,518.00 | 453,537.00 | 356,617.00 | 954,482.00 | 1,186,321.00 | 3,828,241.00 | 350,000.00 | 7,394,716.00 | |
| End Reserve 06/30/2019 | 2,000,000.00 | 0.00 | 484,049.24 | 0.00 | 10,616,887.00 | 1,300,000.00 | 0.00 | 221,761.00 | 14,622,697.24 | 14,400,936.24 |

## EXHIBIT V-6

### Fresno County Rural Transit Agency

# 2017-18 Vehicle Inventory and Replacement Schedule

| Fleet Type (Year/Make/Model) | Number | Replacement Cost | Acquisition Year | ULB | 2020 | 2021 | 2022 | 2023 | 2024 |
|---|---|---|---|---|---|---|---|---|---|
| 2007 Bluebird | 4 | $500,000 | 2007 | 10 | 0 | 0 | 0 | 0 | 0 |
| 2008 GMC Glaval Titan | 12 | $175,000 | 2008 | 10 | 0 | 0 | 0 | 0 | 0 |
| 2009 GMC Glaval Titan | 15 | $175,000 | 2009 | 10 | 0 | 0 | 0 | 0 | 0 |
| 2009 Chevy Small Transit | 2 | $60,000 | 2009 | 8 | 0 | 0 | 0 | 0 | 0 |
| 2009 Chevy Uplander | 2 | $60,000 | 2009 | 8 | 0 | 0 | 0 | 0 | 0 |
| 2013 Chevy Arboc | 38 | $150,000 | 2013 | 10 | 38 | 38 | 38 | 0 | 0 |
| 2014 Ford 4 Wheel Van | 2 | $80,000 | 2014 | 8 | 2 | 2 | 2 | 0 | 0 |
| 2016 El Dorado XHF 32 | 8 | $475,000 | 2016 | 12 | 8 | 8 | 8 | 8 | 8 |
| 2016 Zenith Ram 3500 | 4 | $175,000 | 2016 | 8 | 4 | 4 | 4 | 4 | 4 |
| 2018 Proterra Catalyst E2 | 5 | $785,000 | 2018 | 12 | 5 | 5 | 5 | 5 | 5 |
| 2016 Ford E-350 Champ | 2 | $175,000 | 2017 | 8 | 2 | 2 | 2 | 2 | 2 |
| 2018 Zenith Ram 3500 | 2 | $175,000 | 2018 | 10 | 2 | 2 | 2 | 2 | 2 |
| 2019 Chevy Bolt | 5 | $40,000 | 2018 | 8 | 5 | 5 | 5 | 5 | 5 |
| 2020 Chevy Bolt | 2 | $40,000 | 2019 | 8 | 2 | 2 | 2 | 2 | 2 |
| **Total** | **103** | | | | | | | | |

**TAM Plan**

The above Vehicle Inventory and Replacement Schedule is a from a new metric that was adopted during FY 17-18 by FCRTA called a Transit Asset Management Plan (or TAM Plan). This plan, a new requirement by the FTA and Caltrans, is a comprehensive analysis of a transit agency's vehicle inventory, its investment priorities, and its plans to replace its vehicles as they finish out their useful life. The Replacement Schedule shown here covers vehicle replacement out to the year 2024. As the years go by newer versions of the TAM Plan will have Replacement Schedules that go farther out in time to account for changing vehicle inventories and agency plans.

**Long Range Transportation Plan (LRTP)**

The Long Range Transportation Plan (LRTP) is also an important tool that FCRTA uses to help determine its vehicle needs in the long term. The LRTP contains a Project List that shows important FCRTA policy goals and plans regarding its future vehicle inventory. The LRTP is discussed in more detail in Section III of this SRTP.

BEFORE THE
FRESNO COUNTY RURAL TRANSIT AGENCY
RESOLUTION NO. 2019-05

In the Matter of:
FCOG's
Short Range
Transit Plan for the
Rural Fresno County
Area: 2020-2024

RESOLUTION ADOPTING THE
FRESNO COUNCIL OF GOVERNMENTS'
2020-2024
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: 2020-2024 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, 2018) 2018-2042 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: 2020-2024 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 June, 2019.

YES:
NOES:
ABSTAIN:
ABSENT:

Signed:_____
David Cardenas, 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 June, 2019.

Signed: _____
Moses Stites, General Manager