## The Fresno County Rural Transit Agency's

## DRAFT

## 2017-18 BUDGET

Initial 45 Day Review: April 27, 2017 - June 29, 2017
Proposed Adoption: June 29, 2017

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## The Fresno County Rural Transit Agency's

## DRAFT

## 2017-18 BUDGET

Board of Directors

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
County of Fresno
General Manager
Accounting Manager
Legal Counsel

Mayor Nathan Vosburg
Mayor Brady Jenkins
Mayor David Cardenas, Vice Chairman
Mayor Rey Leon
Mayor Rhonda Armstrong
Mayor Michelle Roman
Mayor Rolando Castro
Mayor Victor Lopez
Mayor Alma Beltran
Mayor Anita Betancourt
Mayor Frank Gonzalez
Mayor Pro Tem Amarpreet Dhaliwal, Chairman
Mayor Michael Derr
Supervisor Sal Quintero
Moses Stites
Sandra Ruiz-Mesa
Arthur G. Wille, Senior Deputy County Counsel, County of Fresno

## MEMORANDUM

TO:
FROM: Moses Stt Manager
SUBJECT: FCRTA's 2017-2018 Draft Budget

## SUMMARY

Attached is the Fresno County Rural Transit Agency's (FCRTA) Budget for 2017-2018. It has been prepared to be reflective of the Fresno Council of Government's (FCOG) 2014 Regional Transportation Plan (RTP) and the Short Range Transit Plan (SRTP) for the Rural Fresno County Area 2018-2022. The document recommends the implementation of programmed service improvements and the continuation of existing services.

This year's Budget has been developed for your review, comment, and action during a forty-five (45) day review period that will culminate on June 29, 2017, with the scheduled FCRTA Board meeting. The numbers in the Budget are subject to refinement following: service contract negotiations, an opportunity for public comment, and a public presentation before the Board of Directors. The budget is quite dynamic and may require periodic amendments during the course of the 2017-2018 fiscal year.

## ACTION

The General Manager recommends the Board initiate a 45 day review of the 2017-18 Draft Budget with a proposed adoption at the June 29, 2017 Board of Directors meeting following a public hearing.

The Budget for 2017 - 2018 totals $\$ 8,038,763$ (pages 14 \& 15). This figure is $\$ 501,340$ or $6 \%$ less than the previous year adopted budget. This figure reflects a decrease in "Total Operating Expenditures" ( $\$ 393,746$ ), a decrease of $7 \%$. The changes to "Capital Reserve" are $4 \%$ less in "Operating Contingency" $(\$ 2,557,689)$. These figures are primarily attributed to the following:

The ridership continues to remain unchanged as a reflection of the economy's impact and drought on our transit dependent population in predominantly disadvantaged communities. Ridership are continuing to group their trips, in an effort to save their limited funds for more pressing expenditures. As the economy recovers, and ridership increases again system wide, each of FCRTA's subsystems will be reexamined to determine when, and where, additional service vehicles may be justified or adjust route hours to reflect demand. There is a decrease in the elderly passengers and an increase in disabled passengers riding the overall system based on the last productivity evaluation of 2015-2016.

Operating Assistance for Service Enhancements and Continuation of Service:

+ Transit Safety and Security funding for the local Police Departments in each City
+ Dinuba Transit, continuation of Inter- County Service for $\$ 80,000$
+ Kart Transit, continuation of Inter-County Service for \$ 42,000
+ Firebaugh Transit, continues service with second ( $\left.2^{\text {nd }}\right)$ vehicle to provide intercity service between Firebaugh and Mendota
+ Huron Transit, continuation of second $\left(2^{\text {nd }}\right)$ vehicle service expansion
+ Kingsburg Transit, continuation of second ( $\left.2^{\text {nd }}\right)$ vehicle service expansion
+ Rural Transit, service continuation with four (4) vehicles to cover rural areas beyond existing incorporated City transit service areas
+ San Joaquin Transit, continuation of two (2) service hours to cover entire service area
+ Sanger Transit, continue with a fourth $\left(4^{\text {th }}\right)$ vehicle for service expansion
+ Reserved for Future Vehicle and Equipment Purchases for total carryover of capital funds - specifically for zero emission vehicles and charging units
+ Measure C funding to the FCRTA ( $23.2 \%$ of total) for approximately \$ 2,818,842
+ Kingsburg to Reedley College route, one (1) vehicle service expansion
+ Sanger to Reedley College route, one (1) vehicle service expansion
Capital Assistance for Service Enhancements of \$8,496,444:
+ Maintenance Yards Surveillance Equipment, \$ 153,754;
+ New Bus Shelters, \$40,000
+ On Board Audio/Video Surveillance Equipment $\$ 80,002$;
+ Bus Shelter Upgrades, \$205, 377;
+ CNG Replacement Fueling Units, \$ 507,134;
+ 80 - Mobile Emergency Radios, \$ 104,000;
+ Security Lights for Bus Storage, \$127,838;
+ 4-Electric Buses \& Charging Units, \$ 3,397,918;
+2 - Electric Buses \& Charging Units, \$ 2,526,321;
+ 2 - Electric Vans, \$ 208,518;
+ 2-CNG Buses, \$335,000;
+ Wi-Fi Tablets for Dispatch Service, $\$ 25,000$;
+ FCRTA Website Updates \& Maintenance, $\$ 5,000$;
+ Automated Gates for Maintenance Yards, $\$ 60,000$;
+ Electronic Bus Inspection System, $\$ 90,000$;
+ Electronic Fueling Stations, \$470,582;
+ Maintenance Bus Lifts, $\$ 100,000$;
+ Electric Forklift \& Maintenance Equipment, $\$ 50,000$; and
+ FCRTA Office Equipment, $\$ 10,000$;
In general, the total Operating expenditures have decreased $7 \%$ or $\$ 393,746$. We continue to be impacted by inflationary factors, just as every other segment of our society. Direct employee costs are stable.

However, indirect and benefit costs are still increasing. Health care benefit costs continue to compound annually. Worker compensation costs for our participating agencies and contractors appear to stabilizing. Specifically, the "Operations" portion of our Expenditures Budget includes: drivers, dispatchers, and their benefits; driver training, drug and alcohol testing; radio communications and the addition of tablet computers so our drivers can receive their request for service pick-up and digitally record their transactions and eliminate most of their daily paperwork. We have stabilized our insurance costs based on driver training and an excellent rating from our insurance carrier with a minimal $5 \%$ increase. For the coming Fiscal Year, all 2017-2018 service contracts were negotiate at the same rate as 2016-2017. Overall Operations expenditures decreased $6 \%(-\$ 501,340)$.

Our vehicle maintenance remains stable. Vehicle fuels (compressed natural gas and unleaded gasoline) are budgeted for a decrease of $1 \%(-\$ 7,500)$ when we deployed the 8 new CNG vehicles into the fleet in 2016-2017. Fresno EOC performs the maintenance of our eighty-eight (88) vehicle fleet as of $7 / 1 / 16$. Our expenditures continue to remain stable and our vehicle reliability is good, and all associated staff and drivers continue to notice the difference. Our 2016 California Highway Patrol Motor Carrier Vehicle and Terminal Inspection were satisfactory and we passed. The CHP reviewed each and every vehicle and expressed a "satisfactory" rating of the vehicles, daily vehicle inspection records, the service record of our fleet, all employee files, Department of Motor Vehicle Driver's "Pull Notice" Records, and our Drug and Alcohol Policy and Records. We are currently under the 2017 Annual inspection and review at the time of this Draft document.
"Administration" expenditure increased a total of 2\% (\$17,124); Local administrative
expenditure reflects adjustments to allowable expenditure by member agency staffs (City of Coalinga, City of Kerman; and the City of Reedley). FCRTA's direct administration expenditures have increased $\$ 5,304$ or $1 \%$ in order to reflect the continued programming of an Associate Transit Planner. Administrative Assistant and the Accounting Manager.

The Local Administration Budget represents less than 5\% of the total Budget. The FCRTA Administration represents $10 \%$ of the total Budget.

The net Operations Budget decreased $-\$ 393,746$ or $7 \%$. The operating contingent budget decreased $4 \%$ or ( $\$ 107,594$ ), however still remains strong at $\$ 2,557,689$.

The Revenue Budget (Page 13) reflects anticipated revenues by source and the programmed amount.

Staff continues to be sensitive to the restoration of State Transit Assistant (STA) funding. The State's Budget negotiations may find it necessary to divert the STA account revenues once again, however efforts by Transit Association are monitoring this activity.

The continuing economic downturn and severe drought conditions continue to affect our Member Agencies severely. Staff has again recommended the transfer of a portion of its Capital Reserve funds for the seventh- time-only Operating Assistance. The funds are allocated on a relative population basis, the same basis that is used for all revenues from Member Agencies in support of the expenditure. Page 70 reflects the "Allocation of $\$ 900,000$ of Capital Reserves for seventh-time-only Operating Assistance by Relative Population Served".

The Revenue Budget also reflects the inclusion of federal funding comprising $20 \%$ of the total revenue.

The Federal Transit Administration (FTA) Section 5311 apportionment reflects a $28 \%$ decrease this year. This has been on the decline for the past three years and is troublesome since this comprises the majority of our subcontract funding for service.

The Transportation Authorization Act, Fixing America's Surface Transportation (FAST). It began on December 4, 2015 and is scheduled to expire on September 30, 2020. We will receive apportionments from it annually. This Budget has been prepared to reflect an apportionment of $\$ 1,121,429$ reflecting the $-28 \%$ reduction in funding.

Continuing next year, FCRTA will be receiving four percent ( $4 \%$ ) of the local $1 / 2$ cent sales tax Measure C program, and anticipate receiving approximately $\$ 2,818,842$. As previously noted $\$$ 743,266 has been programed for operating assistance, $\$ 1,879,076$ has been programmed for capital assistance, and $\$ 8,973,960$ has been set aside for future programmed Measure C capital reserves expenditures, which continues to be good prudent fiscal oversight and practice by FCRTA.

The Revenues Budget equals the Expenditures Budget on Pages $13 \& 14$.

We continue to recommend the most reasonable service hours of operation for each of our individual subsystems to ensure that service levels do not lose the perspective that our incorporated cities and unincorporated communities need to offer what can best be termed "life-line" services both in their respective City, between Cities, and into Fresno for transit dependent individuals. There is a tremendous effort to serve all disadvantaged communities in the county. As such, FCRTA needs to maintain farebox and ridership data as required by respective funding sources in order to maintain Federal and State funding.

## Recap of Recommended Services for 2017-2018

## FCRTA Subsytsem

Services

| Auberry Transit, Intra-Community | $1 \times 6 \mathrm{hrs}$ - (M-F) |
| :---: | :---: |
| Auberry Transit, Inter-City | $1 \times 8$ hrs - (Tues) |
| Coalinga Transit, Intra-Community | $1 \times 8 \mathrm{hrs}$ - (M-F) |
| Coalinga Transit, Inter-City | $1 \times 8 \mathrm{hrs}$ - (M-Sat) |
| Del Rey Transit | $1 \times 8 \mathrm{hrs}$ - (M-F) |
| Dinuba Transit | $1 \times 8 \mathrm{hrs}$ - (M-F) |
| Firebaugh Transit, Intra-Community | $1 \times 9.75$ hrs - (M-F) |
| Firebaugh-Mendota Transit, Inter-City | $1 \times 9 \mathrm{hrs}$ - (M-F) |
| Fowler Transit | $1 \times 9.75 \mathrm{hrs}$ - (M-F) |
| Huron Transit, Intra-Community | $2 \times 8 \mathrm{hrs}$ - (M-F) |
| Huron Transit, Inter-City | $1 \times 8 \mathrm{hrs}$ - (M-F) |
| Kerman Transit | $1 \times 8 \mathrm{hrs}$ - (M-F) |
| Kingsburg Transit | $2 \times 8 \mathrm{hrs}-(\mathrm{M}-\mathrm{F})$ |
| Laton Transit, Inter-City | $1 \times 1 \mathrm{hr}-(\mathrm{M}, \mathrm{W}, \mathrm{F})$ |
| Mendota Transit | $1 \times 8 \mathrm{hrs}$ - (M-F) |
| New Freedom Transit | $4 \times 8$ hrs - (M-F) |
|  | $1 \times 8 \mathrm{hrs}$ - (Sat) |
| Orange Cove Transit, Intra-Community | $1 \times 10 \mathrm{hrs}$-(M-F) |
| Orange Cove Transit, Inter-City | $1 \times 10 \mathrm{hrs}$-(M-F) |
| Parlier Transit | $1 \times 8 \mathrm{hrs}$ - (M-F) |
| Reedley Transit | $4 \times 8 \mathrm{hrs}$ - (M-F) |
|  | $1 \times 8 \mathrm{hrs}$ - (Sat) |
| Rural Transit | $4 \times 8 \mathrm{hrs}$ - (M-F) |
| Sanger Transit | $2 \times 8 \mathrm{hrs}$ - (M-F) |
|  | $1 \times 11.75$ hrs -(M-F) |
|  | $1 \times 8 \mathrm{hrs}$ - (Sat) |
| Sanger Transit, Inter-City (Reedley College) | $1 \times 10 \mathrm{hrs}$-(M-F) |
| San Joaquin Transit | $1 \times 10 \mathrm{hrs}$ - (M-F) |
| Selma Transit | $4 \times 8 \mathrm{hrs}$ - (M-F) |
|  | $1 \times 8 \mathrm{hrs}-$ (Sat) |
| Shuttle Transit | $4 \times 8$ hrs - (M-F) |
| Southeast Transit | $1 \times 8.5 \mathrm{hrs}-(\mathrm{M}-\mathrm{F})$ |
| Westside Transit | $1 \times 8.5 \mathrm{hrs}-(\mathrm{M}-\mathrm{F})$ |
| Kingsburg - Reedley College Transit | $1 \times 8 \mathrm{hrs}$ - (M-F) |

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

Coalinga Transit: Coalinga Transit's intra-city services are to be provided eight (8) hours per weekday; inter-city service through Pleasant Valley Prison, Huron, Five-Points, Lanare, Riverdale, Caruthers, Raisin City, and Easton to Fresno are to be provided eleven (11) hours per day, Monday through Saturday.

Del Rey: The Del Rey Transit service should continue to be provided eight (8) hours per weekday to the general public. The service is financed by Transportation Development Act (TDA) funding of Fresno County. The demand responsive service transports passengers on a shared ride basis; arranges passenger groupings for trips to Sanger; and transfers passengers in Sanger to Orange Cove Transit for service to Fresno or Parlier, Reedley, and Orange Cove. The operations maintain priority service to seniors attending the mid-day Hot Meal Nutrition Program.

Dinuba Transit: Dinuba Transit is in its seventh $\left(7^{\text {th }}\right)$ year of operation. 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 and its Vocational Training Center to the Adventist Medical Center (for on-the-job training) and to attend Reedley College. 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. Both entities will continue to utilize a portion of their locally approved $1 / 2$ cent sales tax (Measure $R$ in Tulare County and Measure $C$ in Fresno County) to continue to split the costs of this transit expansion program.

Firebaugh Transit: Staff continues to program a second ( $\left.2^{\text {nd }}\right)$ vehicle so Firebaugh Transit can provide regular inter-city service between Firebaugh and Mendota. Measure $C$ funds are being utilized to pay for the service expansion. The service continues to be recommended for operation from 7:00am to $5: 30 \mathrm{pm}$ with a mid-day lunch hour for the driver, Monday through Friday.

Fowler Transit: This service continues to be recommended to operate from 7:00am to $5: 30 \mathrm{pm}$ with a mid-day lunch hour for the driver, Monday through Friday. This service has experienced a decline in ridership and staff will monitor ridership activity during the year.

Huron Transit: The ridership on this service has consistently produced the highest passenger counts per hour. Staff continues to recommend service implementation from 7:00am to $6: 00 \mathrm{pm}$, with a mid-day lunch hour for the driver, Monday through Friday. The operation of the second vehicle is funded by Measure C .
The City of Huron continues to provide funding for an inter-city "life-line" service to Coalinga. Staff will continue (2) additional hours of service in the afternoon from 3 pm to 5 pm to ensure Huron residents have ample time for social service interviews and appointments in Coalinga as well as attending West Hills College in Coalinga. Therefore, two (2) round trips are provided during a seven (7) hour period, Monday through Friday.

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

Kingsburg Transit: The operation of a second vehicle, funded by Measure C, continues to enhance the service of Kingsburg Transit. It has been well received. The service should continue to be operated ten(10) hours from 7:30am to 6:00pm Monday through Friday, and with a single (1) vehicle on Saturdays from 8:00am to $5: 00 \mathrm{pm}$.

Kingsburg-Reedley College Transit: In January of 2016 a new fixed route was initiated to serve Reedley College from Kingsburg. The Reedley College route serves the cities of Kingsburg, Selma, Fowler, Parlier, and Reedley. This route was developed in response to a request from Reedley College for transit service in areas that many students live in. The service should continue to be operated from 7:00am to 4:30pm Monday through Friday. This service performed well in its first full fiscal year of 2016-17 and it is now expected to operate permanently in 2017-18.

Laton Transit: This route service extension contract with Kings Area Rural Transit (KART) is the most effective solution to address transit needs of Laton area residents, needing service between Laton and Hanford. Inter-City service from Hanford (in Kings County) through Laton, Selma and the Kaiser Hospital Clinic to Downtown Fresno for the Community Regional Medical Center, then to Veterans Hospital, Kaiser Hospital, Saint Agnes Hospital and then on to the Children's Hospital, Central Valley (in Madera County). The cost sharing agreement with KART has enabled both services to be available Monday through Friday.

Mendota Transit: The ridership levels and pattern of this service should continue to be operated from 7:00am to 5:30pm with a mid-day lunch hour for the driver, Monday
through Friday. The addition of a second Firebaugh Transit vehicle to provide inter-city service between the two (2) Cities will ensure that each respective in-city service is maintained as programmed.

Orange Cove Transit: Both the intra-city and inter-city service ridership levels warrant service continuation from 7:00am to $5: 30 \mathrm{pm}$, with a mid-day lunch hour for the drivers, Monday through Friday.

Parlier Transit: Ridership indicates that this service should be operated from 7:00am to $4: 00 \mathrm{pm}$, Monday through Friday.

Reedley Transit: Four (4) vehicles will be operated eight (8) hours each, on a staggered basis from 7:00am to $5: 30 \mathrm{pm}$ Monday through Friday, with one (1) vehicle operated on Saturdays from 8:00am to $5: 00 \mathrm{pm}$, with a mid-day lunch hour for the drivers. Based on stable ridership the city will operate all four (4) vehicles on an 8 hour per day basis.

Rural Transit: Rural Transit between remote areas of Fresno County has been mentioned in the Regional Transportation Plan and Rural SRTP for many years. The Measure C Expenditure Plan referenced the concept for funding and implementation. This service was implemented four (4) years ago. Service beyond the current transit service areas associated with incorporated cities has been difficult to justify. Following the successful passage of Measure C in November 2006, the FCRTA has been able to offer such a service.

The 2016-17 FCRTA Budget reflects continued Measure C funding for the "Rural Transit" service. Four (4) vehicles have been purchase to facilitate the operation of three (3) in regular service, Monday through Friday, with the fourth $\left(4^{\text {th }}\right)$ reserved as a back-up vehicle. The updated Rural SRTP reflects the demand responsive operation to be available on a twenty-four (24) hour prior reservation basis. Transfers to existing operators should eliminate service duplications. The FCRTA will continue to contract 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 essential service, and yet it will still need to be subjected to minimum performance evaluation criteria in order to justify the future number of service vehicles.

Sanger Transit: has experienced stable ridership. The FCRTA continues to utilize its Measure $C$ funds to provide a third $\left(3^{\text {rd }}\right)$ vehicle's operation. The services should continue to be provided on a demand responsive basis with two (2) vehicles operating
from 8:00am to 5:00pm, and the third vehicle from 7:00am to 5:30pm, Monday through Friday. One (1) vehicle should continue to be provided for service on Saturday from 8:00am to 5:00pm, with a mid-day lunch hour for the driver.

In response to an expressed "unmet transit need" in 2014 from the City of Sanger, the FCRTA will be continuing a fourth ( $4^{\text {th }}$ ) vehicle to provide regular general public transit service between Sanger and Reedley. A new program has been developed at Reedley College in response to the community's college students and manufacturers, who have been unable to find trained and skilled workers to employ to meet their production needs. The services are intended to continue for the 2017-18 academic year and summer school sessions.

San Joaquin Transit: A twenty-two (22) passenger vehicle is currently utilized to address the community service area needs. The transit services have been impacted by the economic downturn and the drought. Previous child care programs have been closed as State funding is cut and people move away in order to find employment. Regular eight (8) hour weekday services have been extended an additional two (2) hours per day to facilitate access to the inter-city service in Kerman and to ride Westside Transit and the West Hills N.D. College route to Mendota, Firebaugh and Fresno. This service will be evaluated to determine if the ridership warrants the hours of service as ridership has declined.

Selma Transit: In the past, up to five (5) vehicles were utilized to ensure adequate coverage when a regular employee was not working. It appears that the fifth ( $5^{\text {th }}$ ) parttime vehicle, that maintained uninterrupted service during the other drivers' lunch hour periods, is no longer warranted. It now appears that four (4) vehicles operated on a staggered basis would provide maximum service to meet the needs of community residents.

Shuttle Transit: For many years, it has become 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 program. 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 would be the same as FAX, $\$ 1.25$ per one-way trip. The riders could call the Centralized Dispatch phone number 1-800-325-7433 to arrange service. The FCRTA has four (4) vehicles, three (3) primaries and one (1) back-up.

Southeast Transit: This service continues to be recommended to operate from 7:00 a.m to $5: 30 \mathrm{p} . \mathrm{m}$ with a mid-day hour and half ( $11 / 2$ ) lunch period for the driver. Monday thru Friday.

Westside Transit: This service continues to be recommended to operate from 7:00 a.m to 5:30 p.m with a mid-day hour and half ( $11 / 2$ ) lunch period for the driver. Monday thru Friday.

FCRTA Administration: As the General Manager, I have continued to program four (4) staff; Associate Planner, Administrative Assistant, and Accounting Manager, who has assumed additional managerial and accounting responsibilities under my direction. The staffing arrangements are accounted for in the same manner as is years past. Each Subsystem Budget is allocated the proportionate share of the expense based on transit service populations (Pages 68, 71 and 72).

## SUPPORTIVE INFORMATION

The draft Budget has been prepared to address Federal and State laws and regulations including FTA Title VI - Civil Rights:

The Clean Air Act of 1990, with its numerous amendments and regulatory guidelines continues to recommend consideration for implementing alternative-fuel programs,

The Americans with Disabilities Act (ADA) of 1990 mandates federal regulations for public transit operators

The Intermodal Surface Transportation Efficiency Act of 1991 (STEA) and The Transportation Equity Act for the Twenty-First Century (TEA-21) of 1998 mandates that the Federal Transit Administration (FTA) implement federal regulations mandating drug and alcohol testing program for every driver, supervisor, dispatcher, and mechanic associated with our services.

The Fixing America's Surface Transportation (FAST) Act of 2015 which will determine Federal funding allocations for public transit operators through September 30, 2020.

In response, the draft Budget proposes to be consistent with the Fresno COG's 2014 Regional Transportation Plan and proposed Rural Short Range Transit for the 2018 2022.

## FORMAT OF BUDGET

The inside cover of the Budget includes a "Table of Contents" to facilitate locating various sub-system transit budgets and other supportive information.

The document has been prepared in accordance with policies previously adopted by the FCRTA Board of Directors. Attached are draft summary tables (Pages 12 \& 13) which should help to illustrate the revenues and expenditures associated with FCRTA's twentysix (26) subsystems. The following discussion is intended to present the assumptions and methodology used to prepare the Budget. The summary and each subsystem's Budget are reflected in six (6) columns per page, the even numbered (left) pages reflect the anticipated "Revenues" and the odd numbered (right) pages reflect the anticipated "Expenditures".

The left-most column on each respective page enumerates the line item budget categories. The next numerical column reflects the "Adopted 2017-2018 Budget. Next is an additional column reflecting Actual Projected Revenues or Expenditures for 2017 2018. Beside it, is the proposed "Draft 2017-2018 Budget". The remaining two (2) columns to the right reflect the change in dollars (\$) and the percent (\%) difference.

In preparing the Draft 2017-2018 Budget, staff reviewed actual Budget accounting for the first six (6) months (July 1, 2016 through December 31, 2016) of the current fiscal year as reported by each individual subsystem. Audited "2015-2016 Carryover" numbers are combined with projected 2016-2017 carryover balances, anticipated fare box revenues from patrons, and new additional Transportation Development Act Local Transportation Funds (TDALTF) and/or State Transit Assistance (STA) funds needed to support the transit services by each City and Fresno County based upon the proportionate share of potential service population. Where necessary, the draft expenditures have been escalated to respond to conservative inflationary increases. As mentioned previously, the draft Budget also includes Measure C funding towards operating and capital assistance projects to further expand and enhance FCRTA operations beyond meeting the minimum transit needs of each Member Agency and its jurisdiction in compliance with State and Federal regulations for a public transit agency. An Operating Contingency Account (10\%) continues to be set aside to address unprogrammed emergencies that may occur during the year.

Please note the Draft Budget has been prepared to reflect the previous January 1, 2015 population information from the California Department of Finance and the most recent February 1, 2010 rural population numbers from the Fresno County Public Works and Developmental Services Department. (Pages 67 to 69) provide population data used to compute the percentage ratio and dollars spread for each subsystem.

Page 68 provides the line-item breakdown of FCRTA/CTSA administration costs as reflected in an Inter-Agency Services Agreement with the Fresno COG. The costs are referenced in their 2017-2018 Overall Work Program as Work Element 920.

Page 69 reports the Capital Reserve Budget for fixed asset purchases.

## STATUS OF UNMET TRANSIT NEEDS IN THE RURAL AREA

The Fresno COG Policy Board must determine that public transportation needs within Fresno County will be reasonably met in Fiscal Year 2017-2018 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 English and Spanish, comment request letters were sent on January 31, 2017.

As part of the information gathering process, SSTAC held three (3) public outreach meetings to seek Unmet Transit Needs comments from residents throughout the County.

The first outreach meeting was held in the City of Clovis, on February 14, 2017, at the Clovis Senior Center at 850 Fourth Street, Clovis, CA 93712. The location was selected to facilitate comments from the residents of the Fresno-Clovis Metropolitan Area (FCMA) and surrounding unincorporated communities. The meeting time was set for 5:30 p.m. Comments received were related to service in the rural and unincorporated area of Cantua Creek. Amanda Monaco of the Leadership Counsel for Justice and Accountability informed the group of a project to establish a vanpool program for this area and were seeking grant funding for the demonstration project. Cantua Creek is currently served by Fresno County Rural Transit Agency (FCRTA).

The second meeting was held in the City of San Joaquin on February 15, 1017 in the San Joaquin Senior Center at 21991 Colorado, San Joaquin, CA 93660. The location was selected to facilitate comments from the residents of Western Fresno county including: Coalinga, Firebaugh, Huron, Kerman, Mendota, San Joaquin and the surrounding unincorporated communities. The meeting time was $5: 30 \mathrm{p} . \mathrm{m}$. The only concern expressed was from a resident of San Joaquin that travels to the City of Kerman for shopping/prescriptions. FCRTA operates a hybrid fixed-route-demand response system for this area. This was an issue of service clarification and not an unmet transit need.

The final outreach meeting was held in the City of Orange Cove, on February 16, 2017, in Orange Cove Community Center at 1705 Anchor Ave., Orange Cove, CA 93646. The meeting location was set to facilitate comments from the residents of Eastern Fresno county including: Fowler, Kingsburg, Orange Cove, Parlier, Reedley, Sanger, Selma and the surrounding unincorporated communities. The meeting time was set for 5:30 p.m. No comments were received.

Only one letter was received by the SSTAC and it was directed to FCRTA and City of Fresno Area Express (FAX). This letter will be responded to by the SSTAC in the next month.

## THE FRESNO COUNTY TRANSPORTATION GUIDE

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 website is currently being updated based on new, revised services and routes. The newly revised website was launched in April of 2017.

The COG has published six (6) editions of their "Fresno County Transportation Guide". 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 the FCRTA information on the other two (2) side. The multicolored maps include routes and service area maps, basic service information and phone numbers for more information. The bilingual booklet also contains important reference information. The booklet has been distributed on the Transit Vehicles, at City Halls, Libraries, Senior Centers, Medical Offices and other locations throughout the County. The document will also be available over the Internet accessing the Fresno COG's new Home Page at http://fresnocog.org or the FCRTA's Home Page at http://ruraltransit.org".



FRESNO COUNTY RURAL TRANSIT AGENCY

|  | ADOPTED | ACTUAL | DRAFT |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Auberymranst , \% | 2016/17 Budget | 2016/17 <br> Projected | 2017/18 <br> Budget |  |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
| [PAST CARRYOVER/(SHORTFALL)] |  |  |  |  |  |
| 1 Auberry | 0 | 0 | 0 | 0 | 0\% |
| 2 Fresno County | 163,813 | 179,438 | 103,351 | $(60,462)$ | -37\% |
| TOTAL CARRYOVER | 163,813 | 179,438 | 103,351 | $(60,462)$ | -37\% |
|  |  |  |  |  |  |
| [FARE RECEIPTS (002)] |  |  |  |  |  |
| 401 Farebox |  |  |  |  |  |
| 1 Intrà-City | 300 | 150 | 300 | 0 | 0\% |
| 3 Inter-City | 1,000 | 500 | 700 | (300) | -30\% |
| 2 Local Fare Augmentation | 5,500 | 5,500 | 5,500 | 0 | 0\% |
| 4 Common Carrier | 0 |  |  | 0 | 0\% |
| 402/2 Spec. Fare - Measure "C" | 10,000 | 9,200 | 10,200 | 200 | $2 \% \mid$ |
| 404 Freight | 0 |  |  | 0 | 0\% \| |
| 405 Other | 0 |  |  | 0 | 0\%\| |
| TOTAL FARE RECEIPTS | 16,800 | 15,350 | 16,700 | (100) | -1\% |
|  |  |  |  |  |  |
| [OPREATING REVENUE (003/)] |  |  |  |  |  |
| 407 Interest | 500 | 800 | 800 | 100 | 20\% |
| 409 LTF and/or STA Fund Revenues |  |  |  |  |  |
| 1 Auberry | 0 | 0 | 0 | 0 | 0\% |
| 2 Fresno County | 0 | 0 | 58,559 | 58,559 | 0\% |
| 3 CTSA-Article 4.5 | 4,500 | 4,500 | 4,500 | 0 | 0\% \| |
| 409/5 Measure "C" TOTAL OPER REVENUES | 0 | 0 | 0 | 0 | 0\% |
| TOTAL OPER. REVENUES | 5,000 | 5,300 | 63,659 | 58,659 | 1173\% |
|  |  |  |  |  |  |
| [STATE/FEDERAL GRANT REVENUE (005/)] |  |  |  |  |  |
| 413 FTA |  |  |  |  |  |
| 1 Regional - Section 5311 | 0 | 0 | 0 | 0 | 0\% |
| 2 Section 5317 | 0 | 0 | 0 | 0 | 0\% \| |
| TOTAL STATE \& FEDERAL GRANTS | 0 | 0 | 0 | 0 | 0\% \| |
|  |  |  |  |  |  |
| [REVENUE SUMMARY] |  |  |  |  |  |
| 1. Carryover + Surplus | 163,813 | 179,438 | 103,351 | $(60,462)$ | -37\% |
| 2. Current Revenue | 21,800 | 20,650 | 80,359 | 58,559 | 269\% \| |
| ****** TOTAL REVENUES ***** | 185,613 | 200,088 | 183,710 | $(1,903)$ | -1\% \| |


|  | ADOPTED | ACTUAL | DRAFT |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Aubery Transit \% | 2016/17 | 2016/17 | 2017/18 |  |  |
| A | Budget | Projected | Budget |  |  |
|  | -------------------\| | -----------....---.-- | + |  |  |
| EXPENDITURES | 1 | \| | 1 | CHANGE | PERCENT 1 |
| [OPERATIONS (010)] |  |  |  |  | I |
| 501 Salaries \& Wages |  |  |  |  | 1 |
| 1 Driver | 01 | 01 | 0 | 0 | 0\% |
| 2 Dispatcher | 01 | 0 | 0 | 0 | 0\% |
| 502 Fringe Benefits |  |  |  |  | 0\% |
| 0 Other Fringe Benefits | 0 | 01 | 01 | 0 | 0\% |
| 1 FICA | 0 | 0 | 01 | 0 | 0\% \| |
| 2 Workman's Compensation | 0 | 0 | 01 | 0 | 0\% |
| 3 Retirement | 0 | 01 | 01 | 0 | 0\% \| |
| 4 Medical Insurance | 0 | 0 | 01 | 0 | 0\% \| |
| 503 FCRTA Direct Expense |  |  |  |  |  |
| 0 Training | 200 \| | 4001 | 6001 | 400 | 200\% |
| 4 Drug Testing/Physicals | 300 \| | 150 | 300 | 0 | 0\% 1 |
| 505 Telephone/Radio Dispatch Costs | 7,000 \| | 7,000 | 7,500 \| | 500 | 7\% 1 |
| 506 Casualty \& Liability Costs | 17,250 \| | 17,250 | 18,888 | 1,638 | 9\% \| |
| 507 Ticket Purchases/Expenses | 0 |  |  | 0 | $0 \% 1$ |
| 508 Contracted Services | 61,571 | 61,571 | 61,571 | 0 | 0\% \| |
| 509 Miscellaneous Expenses | 0 | 01 | 0 | 0 | 0\% |
| 512 Vehicle Leases \& Rentals | 1,000 | 0 | 1,000 \| | 0 | 0\% \| |
| TOTAL OPERATIONS EXPENDITURES \| | 87,321 | 86,371 | 89,859 | 2,538 | 3\% \| |
|  |  |  |  |  |  |
| [VEHICLE MAINTENANCE/REPAIR (041)] ] |  |  | 1 |  |  |
| 504 Vehicle Expenses |  |  | , |  | 0\% \| |
| 0 Fuel | 17,000 | 12,000 | 15,000 \| | $(2,000)$ | -12\% \| |
| 1 Lubricants (Oil/Grease/Fluids) | 0 |  | 1 | 0 | 0\% \| |
| 2 Tires, Batteries | 4,000 \| | 4,000 | 5,000 \| | 1,000 | 25\% \| |
| 3 Maintenance/Repair | 20,000 \| | 15,000 | 20,000 | 0 | 0\% \| |
| 509 Miscellaneous | 500 | 250 | 500 | 0 | 0\% \| |
| TOTAL MAINTENANCE/REPAIR EXPENDITURES | 41,500 | 31,250 | 40,500 | $(1,000)$ | -2\% \| |
|  |  |  |  |  |  |
| [ADMINISTRATION (160)] |  |  |  |  |  |
| 501 Local Salaries \& Wages | , |  |  |  |  |
| 2 Administration | 0 | 0 | 0 | 0 | 0\% \| |
| 502 Local Fringe Benefits |  |  |  |  | 0\% 1 |
| 0 Other Fringe Benefits | 0 | 0 | 0 | 0 | 0\% \| |
| 1 FICA | 01 | 0 | 0 | 0 | 0\% |
| 2 Workman's Compensation | 01 | 0 | 0 | 0 | 0\% |
| 3 Retirement | 01 | 0 | 0 | 0 | 0\% 1 |
| 4 Medical Insurance | 0 | 0 | 0 | 0 | 0\% |
| 503 FCRTA Direct Expense |  |  | 1 - |  | 0\% |
| 1 FCRTA Administration | 32,686 | 32,686 | 33,020 | 334 | 1\% |
| 2 CTSA Administration | 630 | 630 | 630 | 0 | 0\% |
| 3 Marketing | 3,000 | 2,500 | 3,000 | 0 | 0\% \| |
| 4 Drug Testing/Physicals | 0 |  |  | 0 | 0\% |
| 505 Utilities | 0 |  |  | 0 | 0\% |
| 509 Miscelianeous Office Expenses | 10 |  |  | 0 | 0\% \| |
| 512 Administrative Leases \& Rentals | 10 |  |  | 0 | 0\% 1 |
| TOTAL ADMINISTRATION EXPENDITURES | 36,316 | 35,816 | 36,650 | 334 | 1\% |
| TOTAL CURRENT OPERATING EXPENDITURES | \| 165,137 | 1 153,437 | 167,009 | 1,872 | 1\% |
| NON OPERATING EXPENSES: |  | ! | 1 |  |  |
| 170/520/0 Operator Acquired Asset |  | 0 | 0 |  |  |
| 000/101/5 Addition to Capital Reserve | 0 | 0 | 0 | 0 | 0\% |
| TOTAL NON OPERATING EXPENDITURES | 10 | 0 | 0 | 0 | 0\% |
|  |  |  |  |  |  |
| Operating Contingency $+/(-)$ | 20,476 | 46,651 | $1 \quad 16,701$ | $(3,775)$ | -18\% |
| ***** TOTAL EXPENDITURES ****** | 185,613 | $1 \quad 200,088$ | 183,710 | $(1,903)$ | -1\% |


|  | ADOPTED | ACTUAL | DRAFT |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| BigTrestransit \% \% , \% | 2016/17 <br> Budget | 2016/17 <br> Projected | $2017 / 18$ <br> Budget |  |  |
| REVENUES |  |  |  | CHANGE | PERCENT 1 |
| [PAST CARRYOVER/(SHORTFALL)] |  |  |  |  |  |
| 1 Big Trees Transit | 0 | 0 | 0 | 0 | 0\% |
| 2 Fresno County | 0 | 0 | 0 | 0 | 0\% \| |
| TOTAL GARRYOVER | 0 | 19,556 | 0 | 0 | 0\% |
|  |  |  |  |  |  |
| [FARE RECEIPTS (002)] |  |  |  |  |  |
| 401 Farebox | 0 |  |  |  |  |
| 1 Inira-City | 0 |  |  | 0 | 0\% |
| 3 Inter-City | 8,000 | 4,210 |  | (8,000) | -100\% |
| 2 Local Fare Augmentation | 0 |  |  | 0 | 0\%\| |
| 4 Common Carrier | 0 |  |  | 0 | $0 \% \mid$ |
| 402/2 Spec. Fare - Measure "C" | 0 |  |  | 0 | 0\%\| |
| 404 Freight | 0 |  |  | 0 | 0\% 1 |
| 405 Other | 0 |  |  | 0 | 0\% |
| TOTAL FARE RECEIPTS | 8,000 | 4,210 | 0 | $(8,000)$ | -100\%\| |
|  |  |  |  |  |  |
| [OPREATING REVENUE (003/] |  |  |  |  |  |
| 407 Interest | 0 |  |  | 0 | 0\%\| |
| 409 LTF and/or STA Fund Revenues |  |  |  |  | , |
| 1 Big Trees Transit | 0 |  | 0 | 0 | 0\% |
| 2 Fresno County | 0 |  | 0 | 0 | 0\% \| |
| 3 CTSA-Article 4.5 | 0 |  |  | 0 | 0\% \| |
| 409/5 Measure "C" | 0 |  |  | 0 | 0\% \| |
| TOTAL OPER. REVENUES | 0 | 0 | 0 | 0 | 0\% \| |
|  |  |  |  |  |  |
| [STATE/FEDERAL GRANT REVENUE (005/]] |  |  |  |  |  |
| 413 FTA |  |  |  |  |  |
| 1 Regional - Section 5311 | 0 | 0 | 0 | 0 | 0\% |
| 2 Section 5317 | 152,438 | 136,672 | 0 | $(152,438)$ | -100\% \| |
| TOTAL STATE \& FEDERAL GRANTS | 152,438 | 136,672 | 0 | $(152,438)$ | -100\% \| |
|  |  |  |  |  |  |
| [REVENUE SUMMARY] |  |  |  |  |  |
| 1. Carryover + Surplus | 0 | 19,556 | 0 | 0 | 0\% |
| 2. Current Revenue | 160,438 | 140,882 | 0 | $(160,438)$ | -100\% |
| ****** TOTAL REVENUES ***** | 160,438 | 160.438 | 0 | $(160,438)$ | -100\% \| |


|  | ADOPTED | ACTUAL | DRAFT |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Big Trees Transit | 2016/17 | 2016/17 | 2017/18 |  |  |
|  | Budget | Projected | Budget |  |  |
|  | - |  | - |  |  |
| EXPENDITURES | \| | 1 |  | CHANGE | PERCENT |
| [OPERATIONS (010)] |  |  |  |  |  |
| 501 Salaries \& Wages | 1 |  | 1 |  |  |
| 1 Driver | 0 | - | \| | 0 | 0\% ! |
| 2 Dispatcher | 01 |  | I | 0 | 0\% \| |
| 502 Fringe Benefits |  | - | 1 |  | 0\% ! |
| 0 Other Fringe Benefits | 01 | - |  | 0 | 0\% |
| 1 FICA | 01 | 1 | I | 0 | 0\% |
| 2 Workman's Compensation | 01 | - |  | 0 | 0\% |
| 3 Retirement | 01 | - | I | 0 | 0\% |
| 4 Medical Insurance | 01 | - |  | 0 | 0\% |
| 503 FCRTA Direct Expense |  | - |  |  |  |
| 0 Training | 01 | 1 |  | 0 | 0\%! |
| 4 Drug Testind/Physicals | 01 | - |  | 0 | 0\% |
| 505 Telephone/Radio Dispatch Costs | 01 | 1 |  | 0 | 0\% |
| 506 Casually \& Liability Costs | 01 | - |  | 0 | 0\% |
| 507 Ticket Purchases/Expenses | 01 | - |  | 0 | 0\% \| |
| 508 Contracted Services | 160,438 \| | 160,438 |  | $(160,438)$ | -100\% \| |
| 509 Miscellaneous Expenses | 01 | - |  | 0 | 0\% |
| 512 Vehicle Leases \& Rentals | 01 |  |  | 0 | 0\% |
| TOTAL OPERATIONS EXPENDITURES | 160,438 | 160,438 | 0 | $(160,438)$ | -100\% |
|  |  |  |  |  | 1 |
| [VEHICLE MAINTENANCE/REPAIR (041)] I |  |  |  |  | - |
| 504 Vehicle Expenses I |  |  |  |  | 0\% \| |
| 0 Fuel 1 | 01 |  |  | 0 | 0\% 1 |
| 1 Lubricants (Ol/Grease/Fluids) | 01 | 1 |  | 0 | $0 \%$ ! |
| 2 Tires, Batteries \| | 01 | 1 |  | 0 | 0\% |
| 3 Maintenance/Repair | 01 | \| |  | 0 | 0\% |
| 509 Miscellaneous \| | 01 | 1 |  | 0 | 0\% |
| TOTAL MAINTENANCE/REPAIR EXPENDITURES \| | 0 | 0 | 0 | 0 | 0\% |
|  |  |  |  |  |  |
| [ADMINISTRATION (160)] |  |  |  |  |  |
| 501 Local Salaries \& Wages |  |  |  |  |  |
| 2 Administration | 0 |  |  | 0 | 0\% |
| 502 Local Fringe Benefits |  |  |  |  | $0 \% \mid$ |
| 0 Other Fringe Benefits | 0 |  |  | 0 | 0\% 1 |
| 1 FICA | 0 |  |  | 0 | 0\% \| |
| 2 Workman's Compensation | 0 |  |  | 0 | 0\% \| |
| 3 Retirement | 0 |  |  | 0 | 0\% |
| 4 Medical Insurance | 01 |  |  | 0 | 0\% |
| 503 FCRTA Direct Expense |  |  |  |  | 0\% \| |
| 1 FCRTA Administration | 0 |  |  | 0 | 0\% |
| 2 CTSA Administration | 01 |  |  | 0 | 0\% |
| 3 Marketing | 0 |  |  | 0 | 0\% \| |
| 4 Drug Testing/Physicals | 0 |  |  | 0 | $0 \% \mid$ |
| 505 Utilities | 0 |  |  | 0 | 0\% |
| 509 Miscellaneous Office Expenses | 0 |  |  | 0 | 0\% |
| 512 Administrative Leases \& Rentals | 01 |  |  | 0 | $0 \% 1$ |
| TOTAL ADMINISTRATION EXPENDITURES I | 0 | 0 | 0 | 0 | 0\% |
| TOTAL CURRENT OPERATING EXPENDITURES | 160,438 | 160,438 | 0 | $(160,438)$ | - $100 \%$ |
| NON OPERATING EXPENSES: |  | 1 |  |  |  |
| 170/520/0 Operator Acquired Asset | 0 | 0 | 0 |  |  |
| 000/101/5 Addition to Capital Reserve | 0 | 01 | 10 | 0 | 0\% |
| TOTAL NON OPERATING EXPENDITURES | 0 | 0 | 10 | 0 | 0\% |
|  |  |  |  |  |  |
| Operating Contingency $+/(-)$ | 0 | (0) | 10 | 0 | 0\% |
| **** TOTAL EXPENDITURES ***** | 160,438 | 160,438 | 0 | $(160,438)$ | -100\% |

FRESNO COUNTY RURAL TRANSIT AGENCY


FRESNO COUNTY RURAL TRANSIT AGENCY









FRESNO COUNTY RURAL TRANSIT AGENCY


| FRESNO COUNTY RURAL TRANSIT AGENCY |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | ADOPTED | ACTUAL | DRAFT |  |  |
|  | $2016 / 17$ <br> Budget | $2016 / 17$ <br> Projected | $2017 / 18$ <br> Budget |  |  |
|  | - ---7.-......------ | draj | Budg |  |  |
| REVENUES |  |  |  | CHANGE | PERCENT \| |
| [PAST CARRYOVER/(SHORTFALL)] |  |  |  |  |  |
| 1 Huron | 164,665 | 187,459 | 107,158 | $(57,507)$ | -35\% |
| 2 Fresno County | 99 | 112 | 64 | (35) | -35\% \| |
| TOTAL CARRYOVER | 164,764 | 187,571 | 107,222 | $(57,542)$ | -35\% \| |
|  |  |  |  |  |  |
| [FARE RECEIPTS (002)] |  |  |  |  |  |
| 401 Farebox |  |  |  |  |  |
| 1 Intra-City | 31,000 | 30,000 | 31,000 | 0 | 0\% |
| 3 Inter-City | 15,450 | 16,000 | 17,000 | 1,550 | 10\% |
| 2 Local Fare Augmentation | 2,750 | 2,750 | 2,750 | 0 | 0\% |
| 4 Common Carrier | 0 | 0 | 0 | 0 | 0\% |
| 402/2 Spec. Fare - Measure "C" | 3,100 | 3,100 | 3,200 | 100 | 3\% |
| 404 Freight | 0 | 0 | 0 | 0 | 0\% |
| 405 Other | 0 | 0 | 0 | 0 | 0\% |
| TOTAL FARE RECEIPTS | 52,300 | 51,850 | 53,950 | 1,650 | 3\% |
|  |  |  |  |  |  |
| [OPREATING REVENUE (003)] |  |  |  |  |  |
| 407 Interest | 1,000 | 1,500 | 800 | (200) | $-20 \%$ \| |
| 409 LTF and/or STA Fund Revenues |  |  |  |  |  |
| 1 Huron | 51,720 | 51,720 | 101,553 | 49,833 | 96\% |
| 2 Fresno County | 31 | 31 | 61 | 30 | 97\% |
| 3 CTSA-Article 4.5 | 2,250 | 2,250 | 2,250 | 0 | 0\% |
| 409/5 Measure "C" | 119,478 | 119,478 | 119,478 | 0 | 0\% |
| TOTAL OPER. REVENUES | 174,479 | 174,979 | 224,142 | 49,663 | 28\% |
|  |  |  |  |  |  |
| [STATE/FEDERAL GRANT REVENUE (005/]] |  |  |  |  |  |
| 413 FTA |  |  |  |  |  |
| 1 Regional - Section 5311 | 0 | 0 | 0 | 0 | 0\% |
| 2 Section 5317 | 0 | 0 |  | 0 | 0\% \| |
| TOTAL STATE \& FEDERAL GRANTS | 0 | 0 | 0 | 0 | 0\% |
|  |  |  |  |  |  |
| [REVENUE SUMMARY] |  |  |  |  |  |
| 1. Carryover + Surplus | 164,764 | 187,571 | 107,222 | (57,542) | -35\% |
| 2. Current Revenue | 226,779 | 226,829 | 278,092 | 51,313 | 23\% |
| ****** TOTAL REVENUES ***** | 391,543 | 414,400 | 385,314 | $(6,229)$ | $-2 \%$ |

## FRESNO COUNTY RURAL TRANSIT AGENCY



FRESNO COUNTY RURAL TRANSIT AGENCY








FRESNO COUNTY RURAL TRANSIT AGENCY


FRESNO COUNTY RURAL TRANSIT AGENCY

|  | ADOPTED | ACTUAL | DRAFT |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2016/17 <br> Budget | 2016/17 <br> Projected | $2017 / 18$ <br> Budget |  |  |
|  | --.-...-.-.---...- |  | ------------------- |  |  |
| REVENUES |  |  |  | CHANGE | PERCENT 1 |
| [PAST CARRYOVER/(SHORTFALL)] |  |  |  |  |  |
| 1 Mendota | 141,098 | 157,851 | 96,429 | $(44,669)$ | -32\% |
| 2 Fresno County | 1,023 | 1,144 | 699 | (324) | -32\% |
| TOTAL CARRYOVER | 142,121 | 158,995 | 97,128 | $(44,993)$ | -32\% |
|  |  |  |  |  |  |
| [FARE RECEIPTS (002)] |  |  |  |  |  |
| 401 Farebox |  |  |  |  |  |
| 1 Intra-City | 7.725 | 9,000 | 9,500 | 1,775 | 23\% |
| 3 Inter-City | 0 | 0 | 0 | 0 | 0\% |
| 2 Local Fare Augmentation | 3,300 | 3,300 | 3,300 | 0 | 0\% |
| 4 Common Carrier | 0 | 0 | 0 | 0 | 0\% |
| 402/2 Spec. Fare - Measure "C" | 10,000 | 6,500 | 8,000 | (2,000) | -20\% |
| 404 Freight | 0 | 0 | 0 | 0 | 0\% |
| 405 Other | 0 | 0 | 0 | 0 | 0\% |
| TOTAL FARE RECEIPTS | 21,025 | 18,800 | 20,800 | (225) | -1\% |
|  |  |  |  |  |  |
| [OPREATING REVENUE (003)] |  |  |  |  |  |
| 407 Interest | 200 | 600 | 400 | 200 | 100\% |
| 409 LTF and/or STA Fund Revenues |  |  |  |  |  |
| 1 Mendota | 56,138 | 56,138 | 226,886 | 170,748 | 304\% |
| 2 Fresno County | 407 | 407 | 1,646 | 1,239 | 304\% |
| 3 CTSA-Article 4.5 | 2,700 | 2,700 | 2,700 | 0 | 0\% |
| 409/5 Measure "C" | 4,000 | 4,000 | 4,000 | 0 | 0\% |
| TOTAL OPER. REVENUES | 63,445 | 63,845 | 235,632 | 172,187 | 271\% |
| [STATETFEDERAL GRANT REVENUE (0050] |  |  |  |  |  |
| [STATE/FEDERAL GRANT REVENUE (005/)] |  |  |  |  |  |
| 413 FTA |  |  |  |  |  |
| 1 Regional - Section 5311 | 0 | 0 | 0 | 0 | 0\% |
| 2 Section 5317 | 0 | 0 | 0 | 0 | 0\% \| |
| TOTAL STATE \& FEDERAL GRANTS | 0 | 0 | 0 | 0 | 0\% \| |
|  |  |  |  |  |  |
| [REVENUE SUMMARY] |  |  |  |  |  |
| 1. Carryover + Surplus | 142,121 | 158,995 | 97,128 | $(44,993)$ | -32\% |
| 2. Current Revenue | 84,470 | 82,645 | 256,432 | 171,962 | 204\% \| |
| ****** TOTAL REVENUES ***** | 226,591 | 241,640 | 353,560 | 126,969 | 56\% |

FRESNO COUNTY RURAL TRANSIT AGENCY



|  | ADOPTED | ACTUAL | DRAFT |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| New Fredoom Transit | 2016/17 | 2016/17 | 2017/18 |  |  |
|  | Budget | Projected | Budget |  |  |
|  | -----.---------...--- | - .--------------- | -...-----.-.-.-.-... + |  |  |
| EXPENDITURES \| | \| | \| | I | CHANGE | PERCENT |
| [OPERATIONS (010)] \| |  | \| | I |  | I |
| 501 Salaries \& Wages | 1 | , | 1 |  | 1 |
| 1 Driver | 01 | 01 | 01 | 0 | 0\% \| |
| 2 Dispatcher | 01 | 01 | 01 | 0 | 0\% ! |
| 502 Fringe Benefits | 1 | 1 | , |  | 0\% |
| 0 Other Fringe Beneits | 01 | 0 1 | 01 | 0 | 0\% |
| 1 FICA | 01 | 01 | 01 | 0 | 0\% |
| 2 Workman's Compensation | 01 | 01 | 01 | 0 | $0 \%$ ! |
| 3 Retirement | 01 | 01 | 0 | 0 | 0\% |
| 4 Medical Insurance | 01 | 01 | 01 | 0 | $0 \% \mid$ |
| 503 FCRTA Direct Expense |  |  | , |  |  |
| 0 Training I | 2501 | 0 | 01 | (250) | -100\% |
| 4 Drug Testing/Physicals \| | 250 | 0 | 01 | (250) | -100\% \| |
| 505 Telephone/Radio Dispatch Costs | 3,000 | 01 | 0 | $(3,000)$ | -100\% |
| 506 Casualty \& Liability Costs | 17,250 \| | 01 | 01 | $(17,250)$ | -100\% |
| 507 Ticket Purchases/Expenses | 01 | 01 | 01 | 0 | 0\% |
| 508 Contracted Services \| | 64,101 | 01 | 01 | $(64,101)$ | -100\% |
| 509 Miscellaneous Expenses | 2,600 \| | 01 | 01 | $(2,600)$ | -100\% |
| 512 Vehicle Leases \& Rentals | 01 | 01 | 01 | 0 | 0\% |
| TOTAL OPERATIONS EXPENDITURES | 87.451 | 01 | 01 | $(87,451)$ | -100\% \| |
|  |  |  | 1 |  |  |
| [VEHICLE MAINTENANCE/REPAIR (041/)] |  |  |  |  | \% |
| 504 Vehicle Expenses |  | 1 | I |  | 0\% |
| 0 Fuel | 10,000 | 01 | 0 | $(10,000)$ | -100\% \| |
| 1 Lubricants (Oll/Grease/Fluids) | 0 | 01 | 01 | 0 | 0\% |
| 2 Tires, Batteries | 4,500 1 | 01 | 0 | $(4,500)$ | -100\% \| |
| 3 Maintenance/Repair | 20,000 \| | 0 | 01 | $(20,000)$ | -100\% ! |
| 509 Miscellaneous | 250 | 10 | 01 | (250) | -100\% |
| TOTAL MAINTENANCE/REPAIR EXPENDITURES | 34,750 \| | 10 | 01 | 0 | 0\% \| |
|  |  |  | 1 |  | 1 |
| [ADMINISTRATION (160)] |  |  |  |  | , |
| 501 Local Salaries \& Wages | , | , |  |  | 1 |
| 2 Administration | 01 | 10 | 0 | 0 | 0\% |
| 502 Local Fringe Benefits | , |  |  |  | 0\% \| |
| 0 Other Fringe Benefits | 101 | 10 | 0 | 0 | 0\% |
| 1 FICA | 10 | 0 | 0 | 0 | 0\% |
| 2 Workman's Compensation I | 10 | 0 | 0 | 0 | 0\% |
| 3 Retirement I | 01 | 10 | 0 | 0 | 0\% |
| 4 Medical Insurance | 0 | 0 | 0 | 0 | 0\% \| |
| 503 FCRTA Direct Expense i | 1 | , |  |  | $0 \%$ |
| 1 FCRTA Administration \| | 01 | 10 | 0 | 0 | 0\% |
| 2 CTSA Administration | 01 | 10 | 0 | 0 | 0\% |
| 3 Marketing | 3,000 | 10 | 0 | $(3,000)$ | -100\% \| |
| 4 Drug Testing/Physicals | 01 | 10 | 0 | 0 | 0\% |
| 505 Utilities | 0 | 0 | 0 | 0 | 0\% |
| 509 Miscellaneous Office Expenses | 0 | 0 | 0 | 0 | 0\% |
| 512 Administrative Leases \& Rentals | 0 | 0 | 0 | 0 | 0\% |
|  | 3,000 | 0 | 0 | $(3,000)$ | -100\% ! |
| TOTAL CURRENT OPERATING EXPENDITURES | 1 125,201 | 10 | 0 | $(125,201)$ | -100\% |
|  | 1 | 1 |  |  |  |
| NON OPERATING EXPENSES: | 1 | , | 1 |  |  |
| 000/101/5 Addition to Capital Resenve | 0 | 10 | 0 |  |  |
|  | 0 | 0 | 0 | 0 | 0\% |
| TOTAL NON OPERATING EXPENDITURES | 10 | 0 | 0 | 0 | 0\% |
| Operating Contingency $+/(-)$ |  |  |  |  |  |
|  | 33,758 | 0 | 0 | $(33,759)$ | -100\% |
| **** TOTAL EXPENDITURES***** | 158,960 | 0 | 0 | $(158,960)$ | -100\% |

FRESNO COUNTY RURAL TRANSIT AGENCY


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FRESNO COUNTY RURAL TRANSIT AGENCY



|  | ADOPTED | ACTUAL | DRAFT |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Shutte Transit | 2016/17 Budget | 2016/17 <br> Projected | $\left\lvert\, \begin{array}{c\|c} 2017 / 18 \\ 1 & \text { Budget } \end{array}\right.$ |  |  |
| REVENUES |  |  |  | CHANGE | PERCENT I |
| [PAST CARRYOVER/(SHORTFALL)] |  |  |  |  |  |
| 1 Shutle | 17,883 | 40,311 | 39,241 | 21,358 | 119\% |
| 2 Fresno County | 0 | 0 | 0 | 0 | 0\% |
| TOTAL CARRYOVER | 17,883 | 40,311 | 39,241 | 21,358 | 119\% \| |
|  |  |  |  |  | , |
| [FARERECEIPTS (002)] \| | | | | | | |  |  |  |  |  |
| 401 Farebox | 0 | 0 | 0 |  | 1 |
| 1 Intra-City | 600 | 200 | 650 | 50 | 8\% |
| 3 Inter-City | 0 | 0 | 0 | 0 | 0\% \| |
| 2 Local Fare Augmentation | 0 | 0 | 0 | 0 | 0\% \| |
| 4 Common Carrier | 0 | 0 | 0 | 0 | 0\% \| |
| 402/2 Spec. Fare - Measure "C" | 3,200 | 2,200 | 3,500 | 300 | 9\% \| |
| 404 Freight | 0 | 0 | 0 | 0 | 0\% \| |
| 405 Other | 0 | 0 | 0 | 0 | 0\% |
| TOTAL FARE RECEIPTS | 3.800 | 2,400 | 4,150 | 350 | $9 \% \mid$ |
|  |  |  |  |  |  |
| [OPREATING REVENUE (003)] |  |  |  |  |  |
| 407 Interest | 100 | 400 | 200 | 100 | 100\% |
| 409 LTF and/or STA Fund Revenues |  |  |  |  |  |
| 1 Shuttle | 0 | 0 | 0 | 0 | 0\%\| |
| 2 Fresno County | 0 | 0 | 0 | 0 | 0\% \| |
| 3 CTSA-Article 4.5 | 0 | 0 | 0 | 0 | 0\% |
| 409/5 Measure "C" | 40,000 | 20,000 | 40,000 | 0 | 0\% \| |
| TOTAL OPER. REVENUES | 40,100 | 20,400 | 40,200 | 100 | 0\% \| |
| ( I |  |  |  |  |  |
| [STATE/FEDERAL GRANT REVENUE (005/)] |  |  |  |  |  |
| 413 FTA |  |  |  |  |  |
| 1 Regional - Section 5311 | 0 | 0 | 0 | 0 | 0\% \| |
| 2 Section 5317 | 0 | 0 | 0 | 0 | 0\% |
| TOTAL STATE \& FEDERAL GRANTS | 0 | 0 | 0 | 0 | 0\% \| |
|  |  |  |  |  |  |
| [REVENUE SUMMARY] |  |  |  |  |  |
| 1. Carryover + Surplus | 17,883 | 40,311 | 39,241 | 21,358 | 119\% \| |
| 2. Current Revenue | 43,900 | 22,800 | 44,350 | 450 | 1\%\| |
| ****** TOTAL REVENUES ***** | 61,783 | 63,111 | 83,591 | 21,808 | $35 \%$ |



FRESNO COUNTY RURAL TRANSIT AGENCY

|  | ADOPTED | ACTUAL | DRAFT |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Southeast Transit $)^{\text {a }}$, $\square^{\text {a }}$ | 2016/17 <br> Budget | 2016/17 <br> Projected | 2017/18 <br> Budget |  |  |
| $\qquad$$\qquad$ $+====$ $==$ REVENUES $+$ |  |  |  |  |  |
|  |  |  |  |  |  |
| [PAST CARRYOVER/(SHORTFALL)] |  |  |  |  |  |
| 1 Southeast - Fowler, Kingsburg, Selma, | 58,165 | 75,641 | 38,640 | $(19,525)$ | -34\% |
| 2 Fresno County | 1,547 | 2,010 | 1,027 | (520) | -34\% |
| TOTAL CARRYOVER | 59,712 | 77,652 | 39,667 | $(20,045)$ | -34\% |
| [FARE RECEIPTS (002/)] |  |  |  |  |  |
|  |  |  |  |  |  |
| 401 Farebox |  |  |  |  |  |
| 1 Intra-City | 0 | 0 | 0 | 0 | 0\% |
| 3 Inter-City | 25,000 | 18,000 | 20,000 | $(5,000)$ | -20\% |
| 2 Local Fare Augmentation | 3,850 | 3,850 | 3,850 | 0 | 0\% |
| 4 Common Carrier | 0 | 0 | 0 | 0 | 0\% |
| 402/2 Spec. Fare - Measure "C" | 0 | 0 | 0 | 0 | 0\% |
| 404 Freight | 0 | 0 | 0 | 0 | 0\% \| |
| 405 Other | 0 | 0 | 0 | 0 | 0\% \| |
| TOTAL FARE RECEIPTS | 28,850 | 21,850 | 23,850 | $(5,000)$ | -17\% |
|  |  |  |  |  |  |
| [OPREATING REVENUE (003/)] |  |  |  |  |  |
| 407 Interest | 400 | 800 | 400 | 0 | 0\% \| |
| 409 LTF and/or STA Fund Revenues | 01 |  |  |  |  |
| 1 Southeast - Fowler, Kingsburg, Selma, | 54,645 | 54,645 | 81,997 | 27,352 | 50\% |
| 2 Fresno County | 1,453 | 1,453 | 2,181 | 728 | 50\% \| |
| 3 CTSA-Article 4.5 | 3,150 | 3,150 | 3,150 | 0 | 0\% \| |
| 409/5 Measure "C" | 0 | 0 | 0 | 0 | 0\% |
| TOTAL OPER. REVENUES | 59,648 | 60,048 | 87,728 | 28,080 | 47\% |
| STATEFEDERAL GRANT REVENUE (0050] |  |  |  |  |  |
| [STATE/FEDERAL GRANT REVENUE (005/)] |  |  |  |  |  |
| 413 FTA |  |  |  |  |  |
| 1 Regional - Section 5311 | 0 | 0 | 0 | 0 | 0\% \| |
| 2 Section 5317 | 0 | 0 | 0 | 0 | 0\% |
| TOTAL STATE \& FEDERAL GRANTS | 0 | 0 | 0 | 0 | 0\% |
|  |  |  |  |  |  |
| [REVENUE SUMMARY] |  |  |  |  |  |
| 1. Carryover + Surplus | 59,712 | 77,652 | 39,667 | $(20,045)$ | -34\% |
| 2. Current Revenue | 88,498 | 81,898 | 111,578 | 23,080 | 26\% |
| ****** TOTAL REVENUES ***** | 148,210 | 159,550 | $151,245$ | 3,035 | $2 \%{ }^{+}$ |
|  |  |  |  |  |  |
|  |  |  |  | Fowler | 11,526 |
|  |  |  |  | Kingsburg | 22,136 |
|  |  |  |  | Selma | 48,335 |
|  |  |  |  | Total | 81,997 |



|  | ADOPTED | ACTUAL | DRAFT |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| West Hills -NDCTransit | $\begin{gathered} 2016 / 17 \\ \text { Budget } \end{gathered}$ | 2016/17 <br> Projected | 2017/18 <br> Budget |  |  |
|  |  |  |  |  |  |
| REVENUES |  |  |  | CHANGE | PERCENT |
| [PAST CARFYOVER(SHORTFALL)] |  |  |  |  | 1 |
| 1 Firebaugh NDC | 4,280 | 13,696 | 2,394 | $(1,886)$ | -44\% \| |
| 2 Fresno County | 0 | 0 | 0 | 0 | 0\%\| |
| TOTAL CARRYOVER | 4,280 | 13,696 | 2,394 | $(1,886)$ | -44\% \| |
|  |  |  |  |  |  |
| [FARE RECEIPTS (002)] |  |  |  | 1 |  |
| 401 Farebox | 0 | 0 | 0 |  |  |
| 1 Intra-City | 0 | 0 | 0 | 0 | 0\%\| |
| 3 Inter-City | 5,000 | 4,000 | 0 | $(5,000)$ | -100\% |
| 2 Local Fare Augmentation | 0 | 0 | 0 | 0 | $0 \% \mid$ |
| 4 Common Carrier | 0 | 0 | 0 | 0 | 0\% 1 |
| 402/2 Spec. Fare - Measure "C" | 5,230 | 4,000 | 0 | $(5,230)$ | -100\% \| |
| 404 Freight | 0 | 0 | 0 | 0 | 0\% 1 |
| 405 Other | 0 | 0 | 0 | 0 | 0\% \| |
| TOTAL FARE RECEIPTS | 10,230 | 8,000 | 0 | $(10,230)$ | -100\% |
|  |  |  |  | I | 1 |
| [OPREATING REVENUE (003/)] |  |  |  | , | , |
| 407 interest | 0 |  | 0 | 0 | 0\% |
| 409 LTF and/or STA Fund Revenues |  |  |  |  | - |
| 1 Firebaugh NDC | 0 |  | 0 | 0 | 0\% |
| 2 Fresno County | 0 |  | 0 | 0 | 0\% \| |
| 3 CTSA-Article 4.5 | 0 |  |  | 10 | 0\% |
| 409/5 Measure "C" | 100,000 | 60,000 | 0 | $(100,000)$ | -100\% |
| TOTAL OPER. REVENUES | 100,000 | 60,000 | 0 | $(100,000)$ | -100\% |
|  |  |  |  |  |  |
| [STATE/FEDERAL GRANT REVENUE (005/]] |  |  |  | \| | 1 |
| 413 FTA |  |  |  |  | 1 |
| 1 Regional-Section 5311 | 0 | 0 | 0 | 0 | 0\% |
| 2 Section 5317 | 0 | 0 | 0 | 0 | 0\% |
| TOTAL STATE \& FEDERAL GRANTS | 0 | 0 | 0 | 0 | 0\% |
|  |  |  |  |  | 1 |
| [REVENUE SUMMARY] |  |  |  |  |  |
| 1. Carryover + Surplus | 4,280 | 13,696 | 2,394 | $(1,886)$ | -44\% |
| 2. Current Revenue | 110,230 | 68,000 | 0 | $(110,230)$ | -100\% \| |
| ***** TOTAL REVENUES **** | 114.510 | 81,696 | 2,394 | (112,116) | -98\% |


|  | ADOPTED | ACTUAL | DRAFT |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| West Hills-fuCC Transit | 2016/17 | 2016/17 | 2017/18 |  |  |
| - | Budget | Projected | Budget |  |  |
| 1 | -------------------1 | -...-.-.------------ + | --.-.-....-..-- |  |  |
|  | $=$ | - $=$ | $=======$ |  | + |
| EXPENDITURES ! | 1 | 1 |  | CHANGE | PERCENT |
| [OPERATIONS (010)] \| | 1 | 1 | 1 |  |  |
| 501 Salaries \& Wages |  | , | 1 |  | 1 |
| 1 Driver | 01 | 01 | 01 | 0 | 0\% |
| 2 Dispatcher | 01 | 01 | 0 | 0 | 0\% |
| 502 Fringe Benefits |  |  | 1 |  | 0\% \| |
| 0 Other Fringe Benefits | 01 | 0 | 0 | 0 | 0\% \| |
| 1 FICA | 01 | 01 | 0 | 0 | 0\% |
| 2 Workman's Compensation | 0 \| | 01 | 0 | 0 | 0\% |
| 3 Retirement | 01 | 01 | 0 | 0 | 0\% |
| 4 Medical Insurance | 01 | 01 | 0 | 0 | 0\% 1 |
| 503 FCRTA Direct Expense |  |  | 1 |  |  |
| 0 Training | 200 | 100 | 01 | (200) | -100\% \| |
| 4 Drug Testing/Physicals | 200 | 100 \| | 01 | (200) | -100\% |
| 505 Telephone/Radio Dispatch Costs | 2,000 | 1,500 \| | 01 | $(2,000)$ | -100\% |
| 506 Casualty \& Liability Costs | 17,250 | 17,250 | 01 | $(17,250)$ | -100\% |
| 507 Ticket Purchases/Expenses | 0 | 01 |  | 0 | 0\% |
| 508 Contracted Services | 38,052 \| | 38,052 \| | 01 | $(38,052)$ | -100\% |
| 509 Miscellaneous Expenses | 01 |  | - | 0 | 0\% |
| 512 Vehicle Leases \& Rentals I | 01 |  |  | 0 | 0\% |
| TOTAL OPERATIONS EXPENDITURES \| | 57,702 \| | 57,002 | 0 | $(57,702)$ | -100\% |
|  |  |  |  |  |  |
| [VEHICLE MAINTENANCE/REPAIR (041)] |  | - |  |  |  |
| 504 Vehicle Expenses |  |  |  |  | 0\%! |
| 0 Fuel | 15,000 | 10,000 | 0 | (15,000) | -100\% |
| 1 Lubricants (Oi/Grease/Fluids) | 0 |  |  | 0 | 0\% |
| 2 Tires, Batteries | 4,000 | 2,000 | 0 | $(4,000)$ | -100\% \| |
| 3 Maintenance/Repair | 25,000 | 10,000 | 0 | $(25,000)$ | -100\% \| |
| 509 Miscellaneous | 103 \| | 501 | 0 | (103) | -100\% |
| TOTAL MAINTENANCE/REPAIR EXPENDITURES | 44,103 | 22,050 | 0 | $(22,050)$ | -50\% |
|  |  |  |  |  |  |
| [ADMINISTRATION (160)] |  | I |  |  |  |
| 501 Local Salaries \& Wages | - 1 | 1 |  | 1 |  |
| 2 Administration \| | 0 | 01 | 0 | 0 | 0\% |
| 502 Local Fringe Benefits \| |  | I |  |  | 0\% 1 |
| 0 Other Fringe Benefits | 0 | 01 | 0 | 0 | 0\% |
| 1 FICA | 01 | 01 | 0 | 0 | 0\%\| |
| 2 Workman's Compensation | 0 | 01 | 0 | 0 | 0\% |
| 3 Retirement | 0 | 01 | 0 | 10 | 0\% |
| 4 Medical Insurance | 0 | 01 | 0 | 0 | 0\% 1 |
| 503 FCRTA Direct Expense |  |  |  |  | 0\% |
| 1 FCRTA Administration | 0 | 0 | 0 | 0 | 0\% |
| 2 CTSA Administration | 0 | 0 | 0 | 0 | 0\% |
| 3 Marketing | 500 | 250 | 0 | (500) | -100\% \| |
| 4 Drug Testing/Physicals | 0 | 0 | 0 | 0 | 0\% |
| 505 Uutilites | 0 | 0 | 0 | 10 | 0\% ! |
| 509 Miscellaneous Office Expenses | 0 | 01 | 0 | 10 | 0\% |
| 512 Administrative Leases \& Rentals | 0 | 0 | 0 | 10 | 0\% \| |
| TOTAL ADMINISTRATION EXPENDITURES | 500 | 250 | 0 | 1 (500) | -100\% |
| TOTAL CURRENT OPERATING EXPENDITURES ! | 102,305 | 79,302 | 0 | (102,305) | -100\% |
|  |  |  |  | 1 |  |
| NON OPERATING EXPENSES: |  | 1 | 1 | 1 |  |
| 170/520/0 Operator Acquired Asset | 0 | 10 | 0 |  |  |
| 000/101/5 Addition to Capital Reserve | 0 | 10 | 0 | 10 | 0\% |
| TOTAL NON OPERATING EXPENDITURES | 0 | 0 | 0 | 0 | 0\% |
|  |  |  |  | 1 |  |
| Operating Contingency + ( - ) | 1 12,205 | 2,394 | 2,394 | $(9,811)$ | -80\% |
| **** TOTAL EXPENDITURES ***** | 1 114,510 | \| 81,696 | 2,394 | (112,116) | -98\% |

## FRESNO COUNTY RURAL TRANSIT AGENCY

|  | ADOPTED | ACTUAL | DRAFT |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Westside Transit ${ }^{\text {a }}$ | 2016/17 <br> Budget | 2016/17 <br> Projected | 2017/18 <br> Budget |  |  |
| REVENUES |  |  |  | CHANGE | PERCENT |
| [PAST CARRYOVER/(SHORTFALL)] |  |  |  |  |  |
| 1 Westside Firebaugh, Kerman, Mendota, San Joaql | 68,127 | 84,019 | 55,107 | $(13,020)$ | -19\% |
| 2 Fresno County | 6,730 | 8,299 | 5,443 | $(1,287)$ | -19\% |
| TOTAL CARRYOVER | 74,857 | 92,318 | 60,550 | $(14,307)$ | -19\% |
|  |  |  |  |  |  |
| [FARE RECEIPTS (002)] |  |  |  |  |  |
| 401 Farebox |  |  |  |  |  |
| 1 Intra-City | 0 |  |  | 0 | 0\% |
| 3 Inter-City | 38,110 | 32,000 | 34,000 | $(4,110)$ | -11\% |
| 2 Local Fare Augmentation | 3,850 | 3,850 | 3,850 | 0 | 0\% |
| 4 Common Carrier | 0 |  |  | 0 | 0\% |
| 402/2 Spec. Fare - Measure "C" | 0 |  |  | 0 | 0\% |
| 404 Freight | 0 |  |  | 0 | 0\% |
| 405 Other | 0 |  |  | 0 | 0\% |
| TOTAL FARE RECEIPTS | 41,960 | 35,850 | 37,850 | $(4,110)$ | -10\% |
| [OPREATING REVENUE (003/)] |  |  |  |  |  |
| 407 Interest | 600 | 800 | 600 | 0 | 0\% |
| 409 LTF and/or STA Fund Revenues |  |  |  |  |  |
| 1 Westside Firebaugh, Kerman, Mendota, San Joaqt | 50,609 | 50,609 | 69,110 | 18,501 | 37\% |
| 2 Fresno County | 4,999 | 4,999 | 6,827 | 1,828 | 37\% |
| 3 CTSA-Article 4.5 | 3,150 | 3,150 | 3,150 | 0 | 0\% |
| 409/5 Measure "C" | 0 | 0 | 0 | 0 | 0\% |
| TOTAL OPER. REVENUES \| | 59,358 | 59,558 | 79,687 | 20,329 | 34\% |
|  |  |  |  |  |  |
| [STATE/FEDERAL GRANT REVENUE (005/)] |  |  |  |  |  |
| $413 \text { FTA }$ |  |  |  |  |  |
| 1 Regional - Section 5311 | 0 | 0 | 0 | 0 | 0\% |
| 2 Section 5317 | 0 | 0 | 0 | 0 | 0\% |
| TOTAL STATE \& FEDERAL GRANTS[REVENUE SUMMARY] | 0 | 0 | 0 | 0 | 0\% |
|  |  |  |  |  |  |
|  | [REVENUE SUMMARY] |  |  |  |  |
| 1. Carryover + Surplus | 74,857 | 92,318 | 60,550 | $(14,307)$ | -19\% |
| 2. Current Revenue | 101,318 | 95,408 | 117,537 | 16,219 | 16\% |
| ****** TOTAL REVENUES ***** | 176,175 | 187,726 | 178,087 | 1,912 | 1\% |
|  |  |  |  | rebaugh | 13,014 |
|  |  |  |  | erman | 23,546 |
|  |  |  |  | endota | 18,079 |
|  |  |  |  | an Joaquin | 14,471 |
|  |  |  |  |  | 69,110 |

FRESNO COUNTY RURAL TRANSIT AGENCY


FRESNO COUNTY RURAL TRANSIT AGENCY



| Admin.xls |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 2017/18 FCRTA Administration Budget |  |  |  |  |  |
|  |  | 2016/17 |  | 2017/18 |  |
|  | Salaries \& Benefits | \$ 417,416.00 |  | \$ 422,720.00 |  |
|  | Office | \$ 10,000.00 |  | \$ 10,000.00 |  |
|  | Rent | \$ 21,300.00 |  | \$ 21,300.00 |  |
|  | Audit | \$ 10,200.00 |  | \$ 10,200.00 |  |
|  | Cnty Counsel | \$ 3,000.00 |  | \$ 8,000.00 |  |
|  | Board | \$ 7,000.00 |  | \$ 7,000.00 |  |
|  | Consultant | \$ 40,000.00 |  | \$ 35,000.00 |  |
|  | Travel | \$ 20,000.00 |  | \$ 20,000.00 |  |
|  | Subtotal | \$ 111,500.00 |  | \$ 111,500.00 |  |
|  | Total | \$ 528,916.00 |  | \$ 534,220.00 |  |
| Fund |  |  | Allocate | Allocate |  |
| No. | Member Agency | Pop Esti | Admin | CTSA |  |
| 02 | Coalinga | 39,570 | \$ 87,466.00 | \$ 1,667.00 |  |
| 03 | Firebaugh | 8,139 | \$ 17,991.00 | \$ 343.00 |  |
| 04 | Fowler | 6,293 | \$ 13,910.00 | \$ 265.00 |  |
| 06 | Huron | 6,847 | \$ 15,135.00 | \$ 289.00 |  |
| 07 | Kerman | 14,725 | \$ 32,549.00 | \$ 621.00 |  |
| 08 | Kingsburg | 12,086 | \$ 26,715.00 | \$ 510.00 |  |
| 09 | Mendota | 11,306 | \$ 24,991.00 | \$ 477.00 |  |
| 10 | Orange Cove | 13,096 | \$ 28,948.00 | \$ 552.00 |  |
| 11 | Parlier | 15,276 | \$ 33,767.00 | \$ 644.00 |  |
| 12 | Reedley | 25,804 | \$ 57,038.00 | \$ 1,088.00 |  |
| 13 | Sanger | 25,800 | \$ 57,029.00 | \$ 1,088.00 |  |
| 14 | San Joaquin | 9,050 | \$ 20,005.00 | \$ 382.00 |  |
| 15 | Selma | 26,390 | \$ 58,334.00 | \$ 1,113.00 |  |
| 22 | Southeast | 941 | \$ 2,080.00 | \$ 40.00 |  |
| 24 | Auberry | 14,938 | \$ 33,020.00 | \$ 630.00 |  |
| 26 | Westside | 2,673 | \$ 5,909.00 | \$ 113.00 |  |
| 27 | Laton | 3,197 | \$ 7,067.00 | \$ 135.00 |  |
| 30 | Del Rey | 1,025 | \$ 2,266.00 | \$ 43.00 |  |
|  | Total | 237,156 |  |  |  |
|  |  |  | \$ 524,220.00 | \$ 10,000.00 | \$ 534,220.00 |
|  |  |  | \$ 524,220.00 | \$ 10,000.00 |  |

## FRESNO COUNTY RURAL TRANSIT AGENCY

| 2017-18 | CMAQ | LCTOP | PTMISEA | CAlOES | Measure | Meas C | SJVAPCD |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Capital Reserve Budget |  |  |  |  | "C' | New Tech |  | Total |
| Begin Reserve 07/01/2017 | 0.00 | $70,518.00$ | 977,716.00 | 493,133.00 | 7,985,209.00 | 0.00 | 0.00 | 9,526,576.00 |
| CMAQ Grant | 250,000.00 |  |  |  |  |  |  | 250,000.00 |
| LCTOP |  | 98,000.00 |  |  |  |  |  | 98,000.00 |
| PTMISEA |  |  |  |  |  |  |  | 0.00 |
| CALOES |  |  |  | 127.838.00 |  |  |  | 127.838.00 |
| Measure " C " |  |  |  |  | 1,879,076.00 |  |  | 1,879,076.00 |
| Meas C New Tech |  |  |  |  |  | 2,526,321,00 |  | 2,526,321.00 |
| S.JV Air Pollution Control District |  |  |  |  |  |  | 3,062,593.00 | 3,062,593.00 |
| Subtotal Funds Available | 250,000.00 | 168,518.00 | 977,716.00 | 620,971.00 | 9,864,285.00 | 2,526,321,00 | 3,062,593.00 | 17,470,404.00 |
| Additions to Fixed Assets: |  |  |  |  |  |  |  |  |
| 2-CNG Buses | 250,000.00 |  |  |  | 85,000.00 |  |  | 335,000.00 |
| 2 - Electric Vans |  | 168.518 .00 |  |  | 40,000.00 |  |  | 208,518.00 |
| Electronic Fueling Stations |  |  | 470,582.00 |  |  |  |  | 470,582.00 |
| CNG Replacement Fueling Units |  |  | 507.134.00 |  |  |  |  | 507,134.00 |
| 80- Mobile Emergency Radios |  |  |  | 104,000,00 |  |  |  | 104,000.00 |
| Bus Shelter Upgrades |  |  |  | 155,377.00 | $50,000.00$ |  |  | 205,377.00 |
| On Board Audio/Video Surveillance |  |  |  | 80,002.00 |  |  |  | 80,002.00 |
| Maintenance Yards Surveillance |  |  |  | 153,754.00 |  |  |  | 153,754.00 |
| Security Lights for Bus Storage |  |  |  | 127,838.00 |  |  |  | 127.838 .00 |
| New Bus Shelters |  |  |  |  | 40,000,00 |  |  | 40,000.00 |
| FCRTA Office Equipment |  |  |  |  | 10,000.00 |  |  | 10,000.00 |
| FCRTA Website |  |  |  |  | 5,000.00 |  |  | 5,000.00 |
| Tablets for Dispatch Service |  |  |  |  | 25,000.00 |  |  | 25,000.00 |
| Automated Gates |  |  |  |  | 60,000.00 |  |  | 60,000.00 |
| Electronic Bus inspection System |  |  |  |  | 90,000,00 |  |  | 90,000.00 |
| Maintenance Bus Lifts |  |  |  |  | 100,000.00 |  |  | 100,000.00 |
| Electric Forklift \& Equipment |  |  |  |  | 50,000.00 |  |  | 50,000.00 |
| 4 - Electric Buses \& Solar Charging Units |  |  |  |  | 335,325,00 |  | $3.062,593.00$ | 3,397,918.00 |
| 2 - Electric Buses \& Solar Charging Units |  |  |  |  |  | 2,526,321.00 |  | 2,526,321.00 |
| Total 2017/18 Expenditures | 250,000,00 | 168.518 .00 | 977.716 .00 | 620,971.00 | 890,325.00 | 2,526,321.00 | $3,062,593.00$ | 8,496,444.00 |
| End Reserve 06/30/2018 | 0.00 | 0.00 | 0.00 | 0.00 | 8,973.960.00 | 0.00 | 0.00 | 8.973.960.00 |

## FRESNO COUNTY RURAL TRANSIT AGENCY

| 2016-17 | CMAQ | LCTOP | PTMISEA | CALOES | Measure | SJVAPCD |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Capital Reserve Budget |  |  |  |  | "C" |  | Total |
| Begin Reserve 07/01/2016 | 0.00 | 0.00 | 1,724,959.00 | 189,755.00 | 6,051.469.00 | 0.00 | 7,966,183.00 |
| FTA Section 5311 Capital Assistance |  |  |  |  |  |  | 0.00 |
| CMAQ Grant |  |  |  |  |  |  | 0.00 |
| LCTOP |  | 208,734,00 |  |  |  |  | 208,734.00 |
| PTMISEA |  |  |  |  |  |  | 0.00 |
| CALOES |  |  |  | 155,377.00 |  |  | 155,377.00 |
| Measure "C" |  |  |  |  | 1,619,622.00 |  | 1,619,622,00 |
| S.JV Air Pollution Control District |  |  |  |  |  | 158,000.00 | 158,000.00 |
| Subtotal Funds Available | 0.00 | 208,734.00 | 1,724,959.00 | $345,132.00$ | 7.671,091.00 | 158,000.00 | 10,107,916.00 |
| Additions to Fixed Assets: |  |  |  |  |  |  |  |
| 4 - Electric Vans |  | 208,734.00 |  |  | 53.478 .00 | 80,000.00 | 342,212.00 |
| Electronic Fueling Stations |  |  | 750,000.00 |  |  | 78,000.00 | $828,000.00$ |
| 10 Electronic Fareboxes |  |  | 475,000,00 |  |  |  | 475,000.00 |
| CNG Replacement Fueling Units |  |  | 499,959.00 |  |  |  | 499,959.00 |
| 80- Mobile Emergency Radios |  |  |  | 104,000.00 |  |  | 104.000.00 |
| 14 - Emergency Generators |  |  |  | 85,755.00 | 55.598.00 |  | 141,353.00 |
| Bus Shelter Upgrades |  |  |  | 155,377.00 | 50,000.00 |  | 205,377.00 |
| New Bus Shelters |  |  |  |  | 80,000.00 |  | 80,000.00 |
| FCRTA Office Equipment |  |  |  |  | 10.000.00 |  | 10,000.00 |
| Tablets for Dispatch Service |  |  |  |  | 12,000.00 |  | 12,000.00 |
| 4-Electric Buses \& Charging Units |  |  |  |  | 335,325.00 |  | 335,325.00 |
| Automated Gates |  |  |  |  | 60,000.00 |  | 60,000.00 |
| Electronic Bus Inspection System |  |  |  |  | 90,000.00 |  | 90,000.00 |
| Total 2016/17 Expenditures | 0.00 | 208,734.00 | 1,724,959.00 | 345,132.00 | 746.401.00 | 158,000.00 | 3,183,226.00 |
| End Reserve 06/30/2017 | 0.00 | 0.00 | 0.00 | 0.00 | 6,924,690.00 | 0.00 | 6.924,690.00 |

Deferred Revenue Transfer to Member Agencies

| Fund |  | \% of Total <br> Population | Proportion Share of <br> Capital Reserve |
| :--- | :--- | ---: | ---: |
| No. | Member Agency | $6.30 \%$ | $\$ 56,700.00$ |
| 24 | Auberry | $16.67 \%$ | $\$ 150,030.00$ |
| 02 | Coalinga | $0.43 \%$ | $\$ 3,870.00$ |
| 30 | Del Rey | $3.43 \%$ | $\$ 30,870.00$ |
| 03 | Firebaugh | $2.65 \%$ | $\$ 23,850.00$ |
| 04 | Fowler | $2.89 \%$ | $\$ 26,010.00$ |
| 06 | Huron | $6.21 \%$ | $\$ 55,890.00$ |
| 07 | Kerman | $5.10 \%$ | $\$ 45,900.00$ |
| 08 | Kingsburg | $1.35 \%$ | $\$ 12,150.00$ |
| 27 | Laton | $4.77 \%$ | $\$ 42,930.00$ |
| 08 | Mendota | $5.52 \%$ | $\$ 49,680.00$ |
| 10 | Orange Cove | $6.44 \%$ | $\$ 57,960.00$ |
| 11 | Parlier | $10.88 \%$ | $\$ 97,920.00$ |
| 12 | Reedley | $10.88 \%$ | $\$ 97,920.00$ |
| 13 | Sanger | $3.82 \%$ | $\$ 34,380.00$ |
| 14 | San Joaquin | $11.13 \%$ | $\$ 100,170.00$ |
| 15 | Selma | $0.40 \%$ | $\$ 3,600.00$ |
| 22 | Southeast | $1.13 \%$ | $\$ 10,170.00$ |
| 26 | Westside | $100.00 \%$ | $\$ 900,000.00$ |
|  |  |  | $\$ 900,000.00$ |



April 15, 2011

Jeffrey Webster<br>General Manager<br>Fresno County Rural Transit Agency<br>2035 Tulare Street, Suite 201<br>Fresno, CA 93721

## County of Fresno

## RECEIVED

Subject: 2010 Population Figures for Routes and Cities
Dear Mr. Webster:
To assist you in preparing an accurate reflection of associated costs for your budget for each route and city served, we have enclosed a table with updated population figures for all routes and spheres of influence (SOIs).

Between February 1, 2010 and January 31, 2011, along the routes served by the FCRTA, there was a population increase of 80 , and for the SOls, population was unchanged.

If you have questions about the table or require additional information, please call me at 600-4534.

Sincerely,
Janet Dailey, P.E.
Design Engineer


Margo Lerwill
Staff Analyst
ML:nII

## Enclosure: 2010 Population of Route Segments and City Spheres of Influence

## Fresno County Rural Transit Agency 2009 Population of Route Segments and City Spheres of Influence

|  | Wobutulithot Reistornter Tatctrwing MIEOMSUE Ebtuant 2009 |  |  |
| :---: | :---: | :---: | :---: |
| 02 | 144 | -4 | 140 |
| 04. | 470 | 0 | 470 |
| 05 | 101 | 0 | 101 |
| $06:$ | 21 | 0 | 21 |
| 07 | 49 | 0 | 49 |
| 09 | 22 | 0 | 222 |
| 11 | 355 | 0. | 355 |
| 12 | 1.055 | 0 | 1.055 |
| 13. | 2,86it | 0 | 2,861 |
| 14 | 2,597 | 3 | 2600 |
| 15. | 721 | 3 | 724 |
| 16 | 820 | 0 | 820 |
| 17 | 546 | 0 | 546 |
| 18 | 739 | 0 | 738 |
| 19 | 288 | 0 | 288 |
| 21 | 93 | 0 | 93 |
| 22 | 927 | 0 | 927 |
| 23. | 543 | 3 | 546 |
| 27 | 510 | 5 | 575 |
| 28 | 954 | 5 | 958 |
| 30. | 119 | 0 | 179 |
| 31 | 279 | 0 | 279 |
| 34. | 92 | 0 | 92 |
| 38. | 705 | 0 | 705 |
| 39 | 1.124 | 5 | 1.129 |
| 41 | 140 | 0 | 140 |
| 44. | 5.748 | 13. | 5.761 |
| 47 | 3.067 | 3 | 3,070. |
| 48 | 2,497 | 31 | 2,500 |
| 49. | 1,638 | 8 | 1.646 |
| 50 | 2.073 | 5 | 2.078 |
| 52 | 1.985 | 4 | 1,969 |
| 53 | 641 | 0 | (4) |
| 54 | 3.408 | 165 | 3,424 |
| 58 | 1,033 | 8 8. | 1,041 |
| Total | 38,545 | 80. | 38,625 |

Route population is based on Census 2000 Average: Household Populatlon for Census Designated Places. and Rancherias, and $1 / 1 / 10$ State Department of Finance Persons Per Household for Cities along routes; times the: number of new residential permits between February: 2010 and February 2011, on parcels withir $3 / 4$ of a mile: of either side of each route segment:

|  | Sphatiot trifiumen Foputatiois Februaryand |  | TGIL <br> fopulition $2010$ |
| :---: | :---: | :---: | :---: |
| GOALINGA: | 15 | - ${ }^{\text {a }}$ | 15 |
| FIREBAUGH: | 281 | - 0 | 281 |
| FQWLER: | 410 | 0 | 410 |
| HURON | 4 | 0 |  |
| KERMAN: | 386 | - 0 | 386 |
| KINGSBURG: | 401 | 0. | 401 |
| MENDOTA | 81 | 0 | 81 |
| ORANGECOVE | 78. | 0. | 78 |
| PAREIEA: | 252 | 0 | 252 |
| BEEDEEY | 678 | 0 | 678 |
| SAREJOAOUIN: | 37 | 0 | 37 |
| SANGER: | 889 | 4 | 892 |
| SEMMA: | 2,44 | 4 | 2,413 |
| Totals of l Poputation | 5,928 | 0 | 5,928 |
| Total Route Population: | 38,545 | 80 | 38,625 |
| Total S of IPopulation: | 5,928 | 0 | 5,928 |
| Grand:Total Population | 44;473 | 80. | 44,553 |

Population for Cities based on $1 / 1 / 10$ State Department of Finance. Persons per Household; times the number of new residential permits on parcels within incorporated cities' Spheres of Influence, between February 1,2010 and January 31, 2011.

## LIST OF ACRONYMS

| Caltrans | California Department of Transportation |
| :---: | :---: |
| CARB | California Air Resources Board |
| CHP | California Highway Patrol |
| CMAQ | Congestion Mitigation/Air Quality program |
| CNG | Compressed Natural Gas |
| COFCG | Council of Fresno County Governments |
| CTC | California Transportation Commission |
| CTSA | Consolidated Transportation Service Agency |
| EPA | Environmental Protection Agency. |
| FAX | Fresno Area Express. |
| FCRTA | Fresno County Rural Transit Agency |
| Fresno COG | Council of Fresno County Governments |
| FCEOC | Fresno County Economic Opportunities Commission |
| FCMA | Fresno-Clovis Metropolitan Area |
| FCRTA | Fresno County Rural Transit Agency |
| FCTA | Fresno County Transportation Authority |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| FY | Fiscal Year |
| GPS | Global Positioning Satellite |
| HOV. | High Occupancy Vehicle |
| ISTEA | Intermodal Surface Transportation Efficiency Act |
| ITS | Intelligent Transportation System |
| JPA | Joint Powers Agency |
| LTF | Local Tramsportation Fund |
| LNG | Liquid Natural Gas. |
| Measure "C" | Fresno County's self imposed 1/2\% sales tax |
| MOU | Memorandum of Understanding |
| MPO | Metropolitan: Planning Organization |
| OWP | Overall Work Program |
| PAC | Policy Advisory Committee |
| Propane | Liquid Petroleum Gas |
| RACM | Reasonably Available Control Measures |
| RSTP | Regional Surface Transportation Program |
| RTIP | Regional Transportation Improvement Program |
| RTP | Regional Transportation Plan |
| RTPA | Regional Transportation Planning Agency |
| SAFETEA | Safe, Accountable, Flexible \& Efficient, Transportation Equity Act |
| Section 16(b)(2) | Former Federal Transit Administration Non-Profit Elder \& Disabled Capital Fund Program |
| Section 5310 | Current Federal Transit Administration Non-Profit Elderly \& Disabled Capital Fund Program |
| Section 18 | Former Federal Transit Administration Rural Capital \& Operating Fund Program |
| Section 5311 | Current Federal Transit Administration Rural Capital \& Operating Fund Program |
| Section 5311(f) | Current Federal Transit Administration Inter-City Bus Funding Program |
| SIP | State Implementation Plan |
| SJVAPCD | San Joaquin Valley Unified Air Pollution Control District |
| SOV | Single Occupant Vehicle |
| SRTP | Short Range Transit Plan |
| SSTAC | Social Services Transportation Advisory Council |
| STA | State Transit Assistance |
| STIP | State Transportation Improvement Program |
| TEALU | Transportation Efficiency Act, A Legacy for Users |
| TCM | Transportation Control Measure |
| TDA | Transportation Development Act |
| TEA-21 | Transportation Equity Act for the $21^{\text {st }}$ Century |
| TIP | Transportation Improvement Program |
| TTC | Transportation Technical Committee |
| VMT | Vehicle Miles Traveled |

