

SHORT RANGE TRANSIT PLAN FOR THE RURAL FRESNO COUNTY AREA 2026-2030



Fresno Council
of Governments

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SHORT RANGE TRANSIT PLAN FOR THE RURAL FRESNO COUNTY AREA 2026-2030

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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.

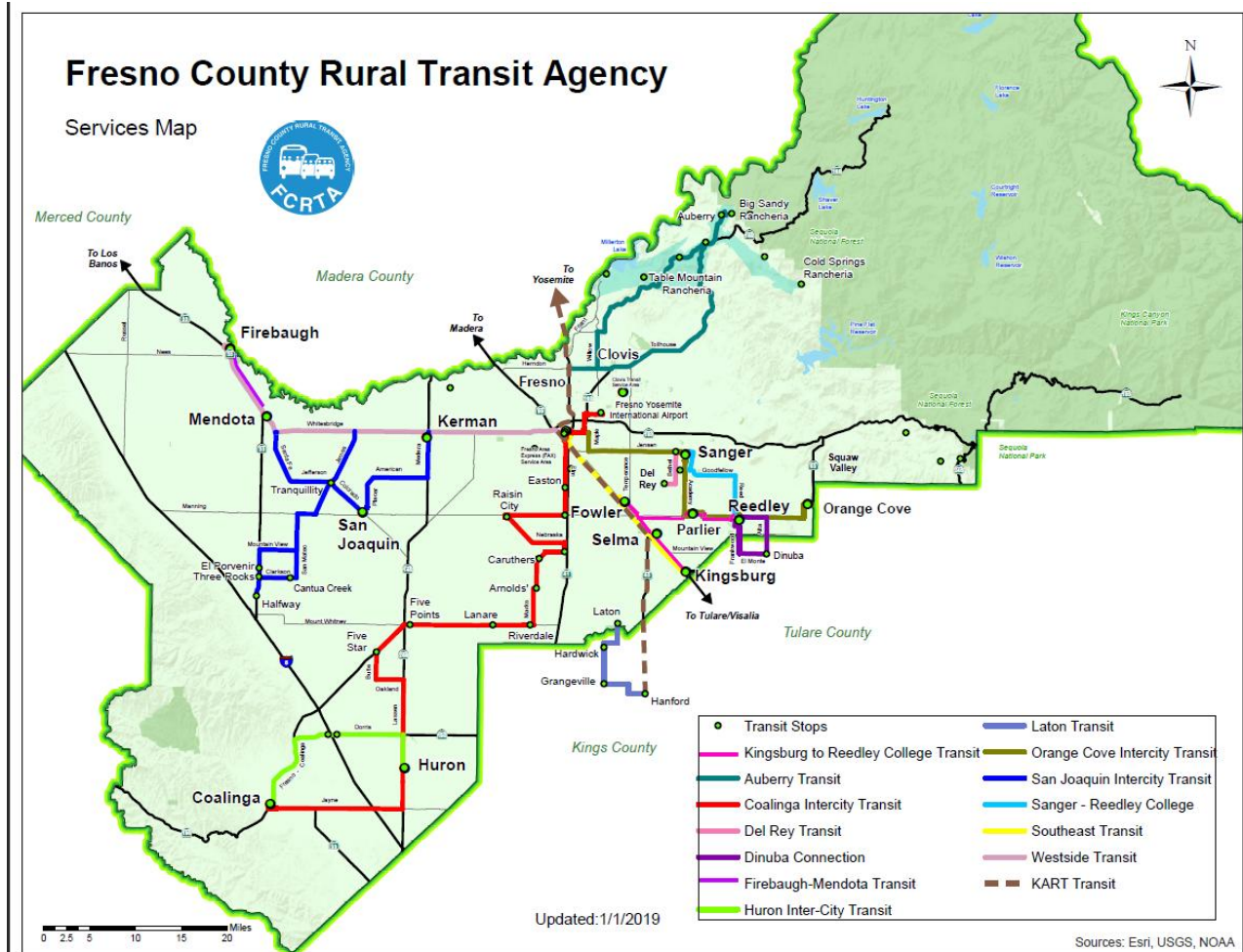
MAP-21 furthers several important goals, including safety, state of good repair, performance, and program efficiency. MAP-21 gives FTA significant new authority to strengthen the safety of public transportation systems throughout the United States. It establishes performance-based planning requirements 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.

On March 27, 2020, the President signed into law the Coronavirus Aid, Relief, and Economic Security Act, known as the CARES Act. This response to the economic fallout of the COVID-19 pandemic in the United States contained \$25 billion in FTA formula funds to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to the COVID-19 pandemic. During FY 21-22 FCRTA applied for \$1,733,707 in operating funds. During FY 22-23 FCRTA applied for \$1,500,400 in operating funds.

On November 15, 2021, President Biden signed into law a new five (5) year transportation authorization, entitled Infrastructure Investment and Jobs Act (IIJA). This Act authorized \$1.2 Trillion in funds over a five-year period for Federal-aid highways, highway safety programs, transit programs, and many other infrastructure purposes.

- D. The SRTP for the Rural Fresno County Area serves as a valuable resource document of specific information for citizens and local elected officials.
- E. The SRTP will detail FCRTA's 2026-2030 and future planning for new infrastructure and innovation related to Microgrids and Resiliency Hubs across Fresno County to support the growth and deployment of Electric Vehicles in a sustainable manner for the 21st century.



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 2022 Regional Transportation Plan (2022 to 2046) 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 coincide with the July through June Fiscal Year

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

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

ADMINISTRATION

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

Objective:

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

Policies:

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

Standards:

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

Respond to requirements as stipulated and warranted.

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

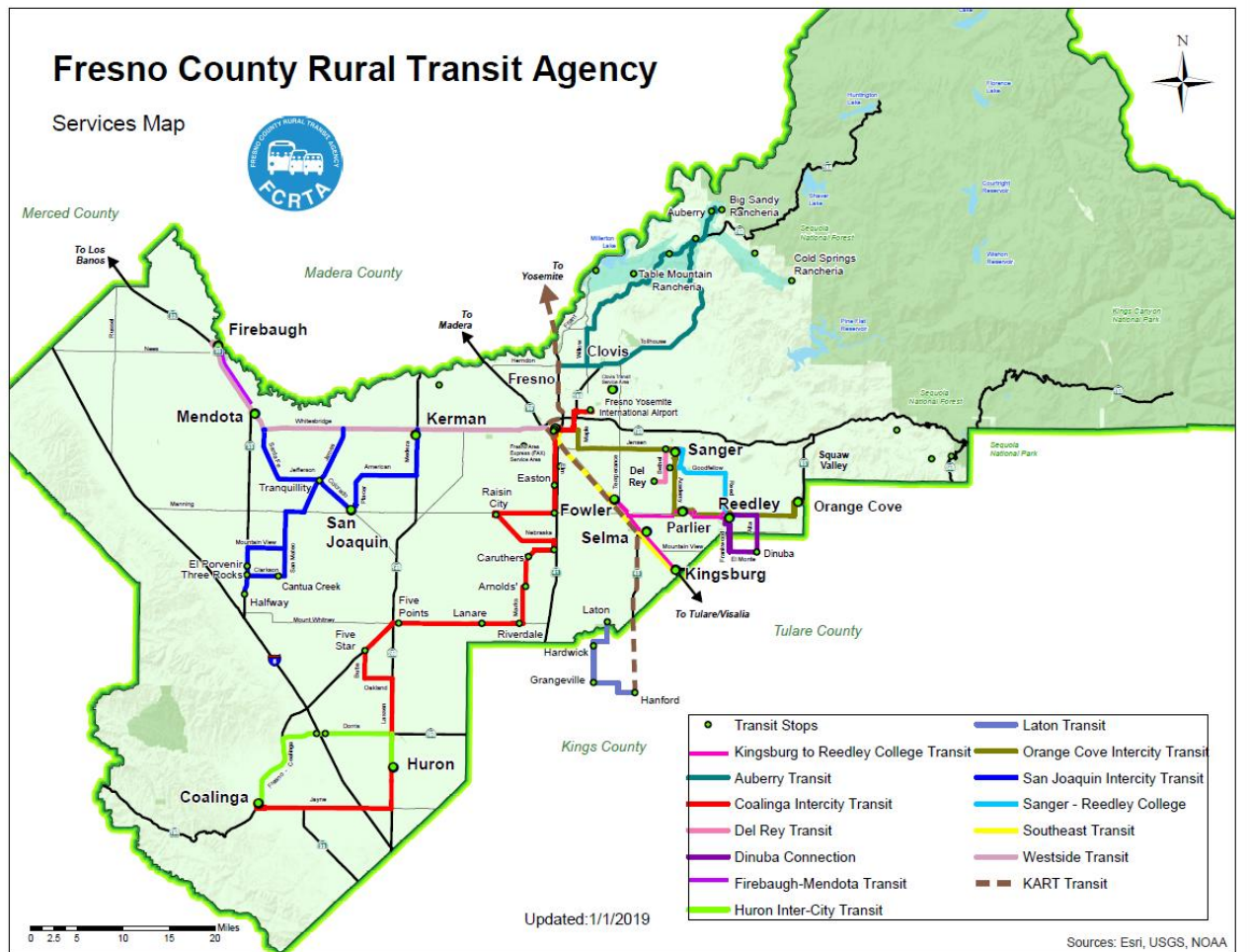
In 1979, the State mandated through Assembly Bill 120 that Consolidated Transportation Service Agencies (CTSA's) be considered to improve the coordination and efficiency of transportation provided by social service agencies. The Fresno Council of Governments subsequently developed a report entitled "Assembly 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. In 2020, the FCOG re-designated the CTSA's in the following: FCRTA is now the sole designee for Rural Fresno County and administers the funding, activities, and transportation programs of all CTSA service providers in Rural Fresno County and the City of Fresno is the sole designee for the Fresno Metropolitan Area and administers the funding, activities, and transportation programs of all CTSA service providers within the Fresno Metropolitan Area.

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.

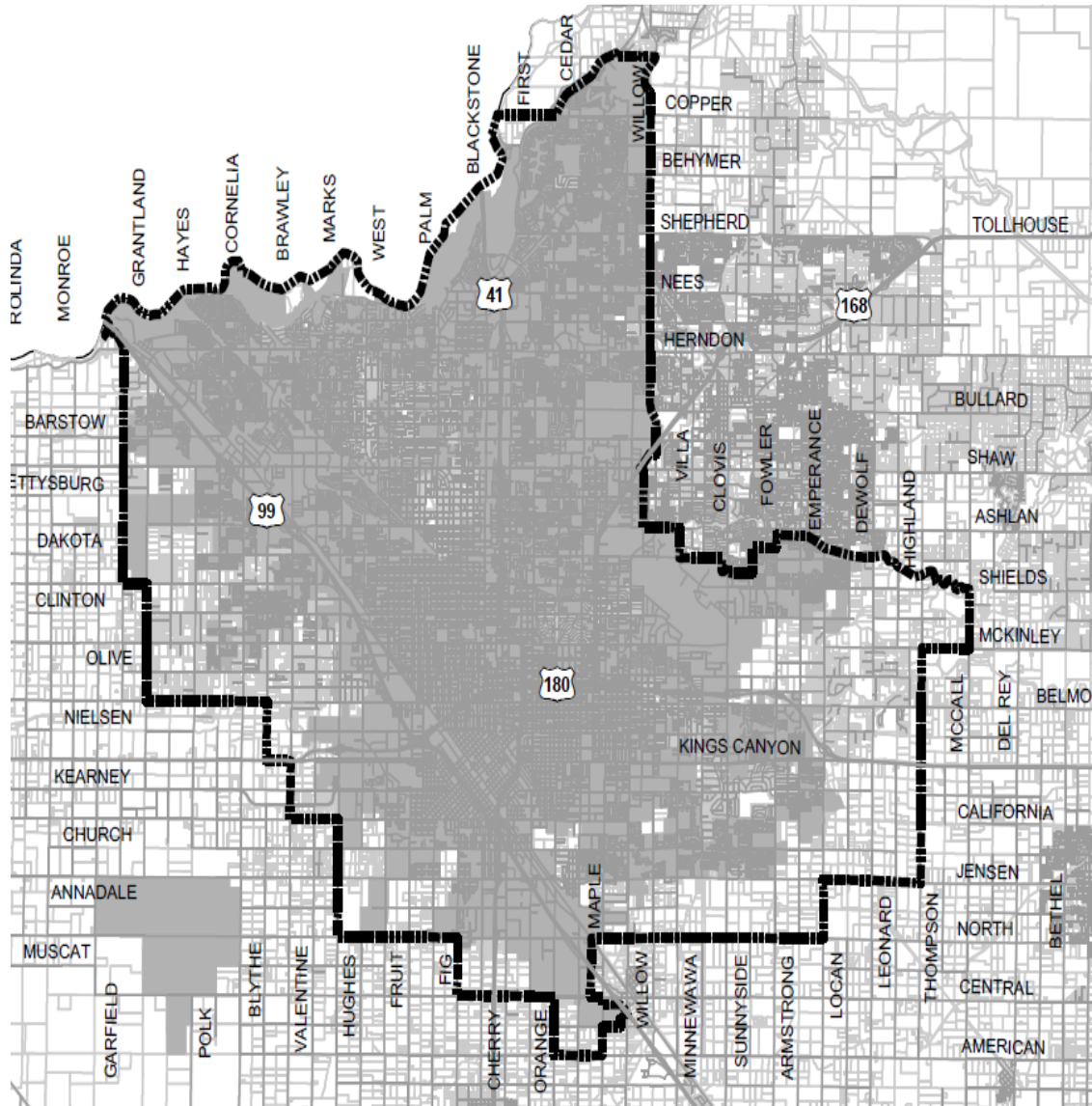
The CTSA provides specialized service to social service agencies located anywhere in rural Fresno County or participates financially to allow social service agencies to utilize existing resources. The

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-26 of this Plan and in the updated "Operations Program for the Consolidated Transportation Service Agencies for Metropolitan Fresno and Rural Fresno County 2021-22" (adopted June 24, 2021).

Short Range Transit Plan Public Transportation Areas



Short Range Transit Plan Fresno & Clovis Transit Service Areas



C. Existing Transit Services (2024-25)

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; West Park and Biola; and the Native American Indian Rancherias of: Big Sandy; Cold Springs; and Table Mountain.

In the fiscal year 2024-2025, FCRTA operated during the year with twenty-one (21) rural Subsystems.

- 1) Auberry Transit;
- 2) Coalinga Transit;
- 3) Del Rey Transit;
- 4) Biola Micro Transit;
- 5) Firebaugh Transit;
- 6) Fowler Transit;
- 7) Huron Transit;
- 8) Kerman Transit;
- 9) Kingsburg Transit;
- 10) Laton Transit;
- 11) Mendota Transit;
- 12) Orange Cove Transit;
- 13) Parlier Transit;
- 14) Reedley Transit;
- 15) Rural Transit;
- 16) Sanger Transit and Sanger-Reedley College Transit;
- 17) San Joaquin Transit;
- 18) Selma Transit;
- 19) Southeast Transit;
- 20) Westside Transit and
- 21) Kingsburg – Reedley College Transit

One system under inter-agency agreement:

Inter-City Transit to Fresno - Kings (County) Area Rural 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.

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

Short Range Transit Plan Intercity & Inter Community Transit Services

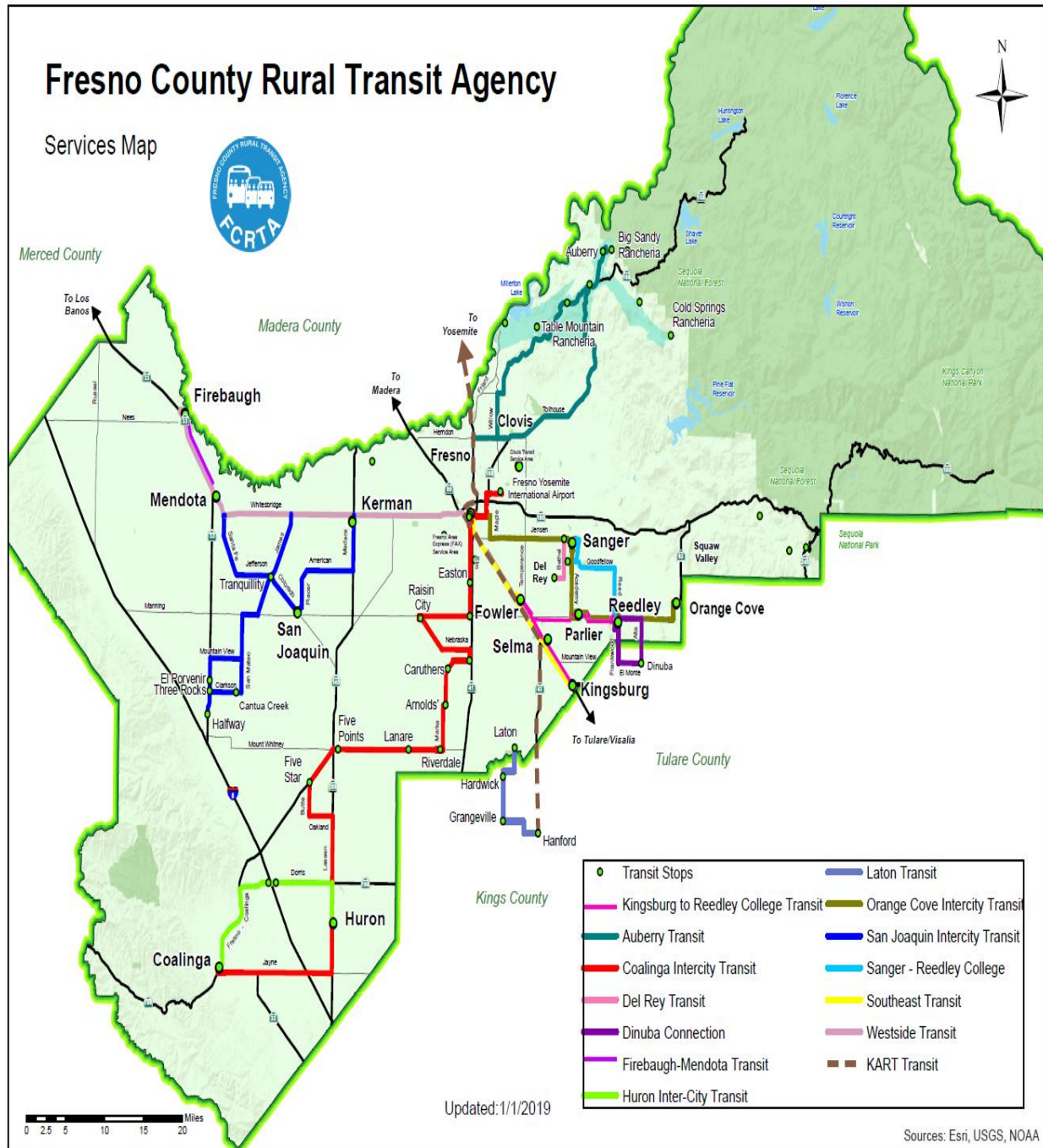


Exhibit III-1
Summary of FCRTA's 2024-25 Transit Subsystems

| FCRTA Subsystem | Days and Times of Operation | Type of Service | Frequency of Inter-City Trips | Also Serves |
|--|---|---|---|---|
| <u>Auberry Transit</u> Inter-Community Service: Inter-City Service: | M-F: 8:00 am – 3:00 pm Tue: 8:00 am – 5:00 pm | Demand Responsive One Bus (for both Inter-Community and Inter-City services) 24 Hour prior reservations by end of Mon, for Tues | One Round Trip | Adler Springs, Auberry, New Auberry, Big Sandy Indian Rancheria, Burrough Valley, Cold Springs Indian Rancheria, Friant, Jose Basin, Marshall Station, Meadow Lakes, Mile High, Prather, Sycamore, Table Mountain Indian Rancheria, Tollhouse, Fresno |
| <u>Coalinga Transit</u> Intra-City Service: Inter-City Service: | M-F: 8:00 am - 5:00 pm M- Sa: 8:00 am - 6:15 pm | One Bus Demand Responsive Fixed Route with Route Deviation One Bus | One Round Trip | Sphere of Influence Coalinga, Huron, Five Points, Lanare, Riverdale, Caruthers, Raisin City, Easton, Fresno |
| <u>Del Rey Transit</u> Intra-City Service & Inter-Community Service: | M-F: 8:00 am - 4:00 pm Sa 10:00am – 3:00pm | Demand Responsive One Bus (Sanger) | Four Round Trips | Del Rey Sanger |
| <u>Firebaugh Transit</u> Intra-City Service: Inter-City Service on Westside Transit: | M-F: 7:00 am – 5:30 pm M-F: 7:00 am – 5:30 pm | One Bus Demand Responsive Fixed Route with Route Deviation | Two Round Trips | Sphere of Influence Firebaugh, Mendota, Kerman, San Joaquin, Cantua Creek, El Povenir, Half Way, Tranquility, Three Rocks, Fresno |
| <u>Fowler Transit</u> Intra-City Service: Inter-City Service on Southeast Transit | M-F: 7:00 am - 3:00 pm M-F: 7:00 am – 5:30 pm | One Bus (Selma) Demand Responsive Fixed Route with Route Deviation | Three Round Trips | Sphere of Influence Fresno, Fowler, Selma, Kingsburg |
| <u>Huron Transit</u> Intra-City Service: Inter-City Service: Inter-City Service on Coalinga Transit: | M-F: 8:00 am – 5:00 pm M-F; 9:00am – 5:00 pm M-F: 8:00 am – 6:15 pm | Demand Responsive Two Buses Fixed Route with Route Deviation One Bus Fixed Route with Route Deviation | Seven Round Trips One Round Trip | Sphere of Influence Huron, Harris Ranch, I-5/198 Interchange, West Hills College, Coalinga Coalinga, Huron, Riverdale, Lanare, Caruthers, Easton, Fresno. |
| <u>Kerman Transit</u> <u>Intra-City Service:</u> <u>Inter-City Service on Westside Transit:</u> | M-F: 7:00 am – 3:00 pm M-F: 7:00 am – 5:30 pm | One Bus Demand Responsive Fixed Route with Route Deviation | Two Round Trips | Sphere of Influence Firebaugh, Mendota, Kerman, San Joaquin, Cantua Creek, El Povenir, Half Way, Tranquility, Three Rocks Fresno |
| <u>Kingsburg Transit</u> | | | | |

| FCRTA Subsystem | Days and Times of Operation | Type of Service | Frequency of Inter-City Trips | Also Serves |
|---|--|--|--|--|
| <u>Intra-City Service:</u> | M-F: 7:00 am – 5:30 pm Sa: 8:00 am – 5:00 pm | Demand Responsive One Bus | | Sphere of Influence |
| <u>Inter-City Service on Southeast Transit:</u> | M-F 7:00 am – 6:30 pm | Fixed Route with Route Deviation | Three Round Trips | Kingsburg, Selma, Fowler, Fresno |
| <u>Kingsburg-Reedley College Transit Inter-City Service</u> | M-F: 7:00am – 4:50pm | Fixed Route with Route Deviation One Bus | Three Round Trips | Kingsburg, Selma, Fowler, Fresno, Parlier, Reedley |
| <u>Laton Transit Inter-County Service on Kings Area Rural Transit (KART)</u> | M-F: 9:20am – 2:40pm | Fixed Route One Bus | One Round Trip | Hanford, Grangeville, Hardwick (Kings County), Laton (Fresno County) |
| <u>Inter-County Service</u> | M-F: 9:00am – 4:00pm | Fixed Route One Bus | One Round Trip | Hanford (in Kings County), Laton, Selma, Fowler, Fresno |
| <u>Mendota Transit Intra-City Service</u> | M-F: 7:00 am -4:00 pm | Demand Responsive One Bus | | Sphere of Influence |
| <u>Inter-City Service on Westside Transit</u> | M-F: 7:00 am – 5:30 pm | Fixed Route with Route Deviation | Two Round Trips | Firebaugh, Mendota, Kerman San Joaquin, Cantua Creek, El Povenir, Half Way, Tranquility, Three Rocks, Fresno |
| <u>Orange Cove Transit Intra-City Service:</u> | M-F: 7:00 am – 5:30 pm | One Bus Demand Responsive | | Sphere of Influence |
| <u>Inter-City Service:</u> | M-F: 7:00 am – 5:30 pm | Fixed Route with Route Deviation One Bus | Two Round Trips | Orange Cove, Reedley, Parlier, Sanger, Fresno |
| <u>Parlier Transit Intra-City Service</u> | M-F: 7:00 am – 4:00 pm | One Bus Demand Responsive | | Sphere of Influence |
| <u>Inter-City Service on Orange Cove Transit</u> | M-F: 7:00 am – 5:30 pm | Scheduled Fixed Route with Route Deviation | Two Round Trips | Orange Cove, Parlier, Reedley, Sanger, Fresno |
| <u>Reedley Transit Intra-City Service</u> | M-F: 7:00 am – 5:30 pm Sa 8:00am – 5:00pm | Two Buses Demand Responsive | | Sphere of Influence |
| <u>Inter-City Service on Orange Cove Transit</u> | M-F: 7:00 am – 5:30 pm | Fixed Route with Route Deviation | Two Round Trips | Orange Cove, Reedley, Parlier, Sanger, Fresno |
| <u>Rural Transit Inter-Community Inter-City Biola Micro transit</u> | M-F: 8:00 am – 5:00 pm M-F: 7:00 am – 7:00 pm | 24 Hour prior reservation Demand Responsive One Van or Electric car | Multiple Round Trips Multiple Round Trips | Beyond existing city service areas – Remote Rural Areas Biola was a demonstration program that ended 2/28/25. |

| FCRTA Subsystem | Days and Times of Operation | Type of Service | Frequency of Inter-City Trips | Also Serves |
|--|---|--|--------------------------------------|--|
| <u>Sanger Transit</u> <u>Intra-City Service</u> | M-Sa: 8:00 am – 5:00 pm | Two Buses Demand Responsive One Bus | | Sphere of Influence |
| <u>Inter-City Service</u> | M-F; 6:45am -4:05pm | Fixed Route with Route Deviation | Nine Round Trips | Sanger, Parlier, Reedley |
| <u>Inter-City Service on</u> <u>Orange Cove Transit</u> | M-F: 7:00 am – 5:30 pm | Fixed Route with Route Deviation | Two Round Trips | Orange Cove, Reedley, Parlier, Sanger, Fresno |
| <u>San Joaquin Transit</u> <u>Intra-City Service and</u> <u>Inter-Community Service</u> | M-F: 8:00 am – 5:00 pm | Demand Responsive One Bus (Kerman) | | Sphere of Influence |
| <u>Inter-City Service on</u> <u>Westside Transit</u> | M-F: 7:00 am – 5:30 pm | Fixed Route with Route Deviation | Two Round Trips | San Joaquin, Cantua Creek, El Povenir, Half Way, Tranquility, Three Rocks, Kerman, Mendota, Firebaugh, Fresno |
| <u>Selma Transit</u> <u>Intra-City Service</u> | M-F: 8:00 am – 5:00 pm Sa: 8:00 am – 5:00 pm | Demand Responsive Three Buses | | Sphere of Influence |
| <u>Inter-City Service on</u> <u>Southeast Transit</u> | M-F: 7:00 am – 5:30 pm | Fixed Route with Route Deviation | Three Round Trips | Kingsburg, Selma, Fowler, Fresno |
| <u>Southeast Transit</u> <u>Inter-City Service</u> | M-F: 7:00 am – 5:30 pm | Fixed Route with Route Deviation One Bus | Three Round Trips | Kingsburg, Selma, Fowler, Fresno |
| <u>Westside Transit</u> <u>Inter-City Service</u> | M-F: 7:00 am – 5:30 pm | Fixed Route with Route Deviation One Bus | Two Round Trips | Firebaugh, Mendota, San Joaquin, Kerman, Fresno |

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). Fifteen (15) of FCRTA's Subsystems (Auberry Transit, Coalinga Transit, Del Rey Transit, Firebaugh Transit, Fowler Transit, Huron Transit, Kerman Transit, Kingsburg Transit, Mendota Transit, Orange Cove Transit, Parlier Transit, Reedley Transit, Sanger Transit, San Joaquin Transit, and Selma Transit) are operated as "real-time" demand responsive services. A portion of eleven (11) FCRTA Subsystems (Coalinga Transit, Huron Transit, Laton Transit, Orange Cove Transit, Selma Transit, Southeast Transit, and Westside Transit) were provided on a scheduled fixed-route basis. Since January 26, 1992, in compliance with requirements of the ADA, each respective service may, however, deviate from its specified route on a demand responsive basis up to a three-quarter (3/4) mile in either direction (1-1/2-mile path) to pick-up or drop-off a disabled passenger. As such, the FCRTA is exempt from the requirement to prepare a

"Comparable Service Paratransit Plan" for implementing the ADA (a common requirement for other fixed route transit operators such as Fresno Area Express and Clovis Transit).

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

F. Ridership by Senior Citizens

The FCRTA is the only transit system in Fresno County that continues to consistently record transit ridership by population segments: elderly (60+); disabled; and general public. This practice has allowed them to track these passenger groupings to note overall usage. Between Fiscal Year 2022 and 2024 total senior ridership increased significantly at 16.25% (6,892 riders). In 2023-24 the total of all seniors, sixty years and older (60+) was 42,417 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 increased significantly at 16.25% or 6,892 riders between fiscal years 21-22 and 2023-24.

| Fiscal Year | Senior Ridership | Numeric Change | Percent Change | Three Fiscal Year Percent Change |
|-------------|------------------|----------------|----------------|----------------------------------|
| 2021-22 | 35,525 | | | |
| | | 2,786 | 7.28% | |
| 2022-23 | 38,311 | | | |
| | | 4,106 | 9.97% | |
| 2023-24 | 42,417 | | | 16.25% (6,892) |

G. 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 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.

The FCRTA vehicle fleet at the beginning of FY 2024/2025 reached 130 vehicles, quite an achievement for a small rural transit operator. Forty-three are powered by CNG, 36 are powered by electric batteries, 50 are powered by unleaded gasoline and one is a nonmotorized trailer. The FCRTA does not operate any diesel-powered vehicles. The FCRTA vehicle fleet is shown in the table below:

| Year / Make / Model | Number | Passengers | Engine |
|--------------------------------|--------|------------|------------------|
| 2018 Big Tex Utility Trailer | 1 | N/A | Unpowered |
| 2008 GMC Glaval Titan Vans | 11 | 22 | CNG |
| 2009 GMC Glaval Titan | 16 | 22 | CNG |
| *2009 Chevy Uplander Mini-Vans | 4 | 5 | Gas |
| *2007 Blue Bird Buses | 4 | 37 | CNG |
| 2013 Chevy Arboc | 38 | 17 | Gas |
| 2013 Ford 4-wheel drive Van | 2 | 7 | Gas |
| 2016 El Dorado XHF 32 | 8 | 35 | CNG |
| *2016 Zenith Ram 3500 | 6 | 9 | Electric battery |
| 2018 Proterra Catalyst E2 | 5 | 30 | Electric battery |
| 2016 Ford E-350 Champ | 2 | 12 | CNG |
| 2019 Chevy Bolt | 18 | 4 | Electric battery |
| 2017 Ford Villager Trolley | 1 | 22 | Gas |
| 2019 BYD K9S | 2 | 33 | Electric battery |
| 2021 BYD K7M | 2 | 21 | Electric battery |
| 2022 Chrysler Voyager WAV Vans | 5 | 4 | Gas |
| 2013 Ford Service Trucks | 2 | N/A | Gas |
| 2024 BYD K7M | 3 | 21 | Electric battery |

***Subject/eligible to be removed from fleet**

Of this total of 130 vehicles, 75 vehicles are now past their useful life and will need to be replaced in the next few years.

It should be noted that each of FCRTA's public transit vehicles have always been wheelchair accessible. 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. These Proterra buses were placed in service in 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 is a reserve bus supporting the operations of the four Proterra buses operating in these four service areas.

In Fiscal Years 18-19 and 19-20 FCRTA acquired a total of eighteen Electric Chevy Bolt sedans, two 30-ft BYD Electric buses, and one gas powered Trolley Bus. In FY 20-21 FCRTA acquired two 23-ft BYD Electric buses. In FY 22-23 FCRTA acquired five Chrysler WAV vans. In FY 23-24 FCRTA acquired three 30-ft BYD Electric buses. Also in FY 23-24, FCRTA ordered 25 Ford E-Transit Electric Vans which will be delivered during 2025.

Regarding EV Chargers, FCRTA installed ten (10) Solar EV Chargers from Electrify America for deployment in the Cities of Parlier, Mendota, Firebaugh, Huron, Selma, Sanger, Fowler, Orange Cove, Reedley and Kerman. In FY 21-22 FCRTA completed the installation of a Solar Tree EV Charger in Coalinga and received twenty (20) Level 2 chargers.

In 21-22, FCRTA was awarded grants for charging infrastructure such as New Technology grants for a Resiliency Hub in Kingsburg and an Inductive Charging Station at the new FCRTA Maintenance Facility Selma and a TIRCP grant for a Resiliency Hub project located in downtown Fresno adjacent to the HSR station. The Inductive Charging Station is scheduled to be operational during 2025.

During FY 22-23, FCRTA was awarded a 5339b grant for EV Chargers and charging infrastructure for the new Selma Maintenance Facility. Equipment included: Solar field, Solar bus port, 1 WAVE inductive charging unit, and 10 Level 2 charging stations. Also, in FY 24-25 FCRTA was awarded an FCOG grant for eight Ford E-Transit Electric Vans.

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.

H. 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. Service contractor is now conducting Driver Training for FCRTA since it became the Operations Contractor in 2018. 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;
7. Record keeping and reporting procedures,
8. Fire Extinguisher Usage;
9. Wheelchair Securement Recertification;
10. Emergency Incident Procedures; and
11. Sexual Harassment Training.

All new service contractor drivers complete the subcontractor's Defensive Driver Training Course which consists of 110 hours. This includes classroom and behind the wheel training.

Mandatory service contractor driver In-service Meetings are conducted during two (2) hour sessions, each 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.

All service contractor dispatchers receive a Phone Etiquette Course during initial new employee training. Subcontractor Dispatchers are trained on building emergency evacuation protocols and how to handle different passenger incidents/situations on the phone.

I. 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.

The fleet today includes 130 vehicles which has created the need for a larger maintenance facility. FCRTA is building a new facility on 7.5 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.

In September 2018 when FCRTA changed its transit service provider, 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.

On April 21, 2023, the ground breaking ceremony for the New maintenance facility was held and construction was underway. As of March 2025, construction is nearly complete, and the new Maintenance facility will open during 2025.

J. New FCRTA Maintenance Facility in Selma

During fiscal year 2019 FCRTA purchased land in the city of Selma and applied for grants and was awarded funds for the new maintenance facility through a 5339 grant. FCRTA released an RFQ and RFP to Design-Build Entities for the new maintenance facility in 2021 and commenced in early 2023. This was all brought about by the need to consolidate its existing 13 bus depots into a centralized location.

FCRTA is constructing a new maintenance facility known as the Selma Maintenance Facility Project which consists of developing a 7.5-acre vacant in Selma California for dispatch and vehicle maintenance operations that serve rural Fresno County and accommodate future transit needs. As mentioned above, construction is nearly complete, and the new Maintenance facility will open during 2025.

Maintenance Facility design. The facility will include a maintenance shop equipped to service both natural gas and 40-foot battery electric buses, light-duty electric vehicles and vans. The project will include an office building split evenly between a centralized dispatching and supervisor's offices and a training facility for technician training in advanced transit vehicle technology (electric and solar). Also included is a bus wash capable of washing up to 40-foot transit buses that would apply conservation and operations best practices such as on-site recycled water, a reverse osmosis final rinse-water system, and bus air dryers. A wash pad with a canopy for handwashing cars and vans will also be installed along with a tire storage and canopy, and a new covered hazardous material storage with concrete curb containment.

The project includes installation of more than thirty (30) Electric vehicle (EV) chargers to serve electric vehicles including one (1) inductive Level 3 charger and Level 2 EV chargers that will serve electric transit vans and cars located under 50-80 solar carports. The project will also include the installation

of approximately 1.3 to 2.0 megawatts (MW) of on-site solar field and a minimum of 500 kilowatt-hours (kWh) of battery storage to support electric vehicle charging.

FCRTA intends for the on-site solar, battery storage, and electric vehicle chargers to be connected into a single integrated system comprehensively managed by an onsite energy management control system and/or Microgrid system to minimize impact to the electric utility grid for bus charging and reduce electric utility demand charge costs for FCRTA. The chargers, solar, and battery storage will be separate from the building power supplies.

FCRTA's New Maintenance Facility in Selma.



K. Zero-Emissions Bus Rollout Plan & Expansion Plans

FCRTA is on the leading edge of deploying new technology to provide high-quality, sustainable transportation service and infrastructure throughout Fresno County. In doing so, FCRTA will support State and local goals to reduce vehicle miles traveled (VMT) and Greenhouse Gas Emissions (GHGs) and increase transportation equity and resiliency. FCRTA has been a leader in advancing energy-efficient transportation and the transition to zero-emission vehicles (ZEVs). FCRTA has transitioned some of its fleet to electric vehicles (EV), installed public EV charging infrastructure throughout the County, implemented EV micro-transit service, and will provide transportation and EV charging infrastructure at affordable housing sites. To prepare the electric grid for the transition to EVs and ZEVs, FCRTA conducted an electrical grid analysis study and an EV charging infrastructure network and readiness plan. FCRTA is also conducting a microgrid feasibility study to plan a rural transit solar-powered microgrid network that would power its ZEV fleet and support community mobility and resiliency. FCRTA's goal is 100 percent electrification by 2030, well ahead of a 2040 horizon requirement from the State of California. To do so, FCRTA would need to make an estimated investment of \$21.3 million

To better plan the electrification and expansion of its vehicle fleet, FCRTA prepared and adopted the Zero-Emissions Bus Rollout Plan in May of 2023. This plan analyzed the current FCRTA vehicle fleet, FCRTA electrification and transit service needs, and proposed methods and strategies for procuring ZEVs and supporting them with the proper charging infrastructure now, and in the future.

In this plan, vehicle procurement and replacement targets are set and scheduled out to the year 2030. The costs and budget for future vehicle acquisitions is discussed. Potential funding sources for FCRTA's fleet transition costs are presented.

The new FCRTA Maintenance Facility is also discussed in this plan. The FCRTA Maintenance Facility is important to FCRTA not only as it's Maintenance and Operations hub, but also because it is the site of FCRTA's main Resiliency Hub. Resiliency Hubs are expected to be a major source of electrical power for FCRTA vehicles at the Maintenance Facility and eventually at various sites throughout Fresno County in the future.

This plan points out the need to develop an electric vehicle energy management system for its Resiliency Hubs. This system will collect data to maximize the efficiency of the existing electrical infrastructure and avoid any costs with capacity upgrades. The system would provide tools to manage, reduce, and conserve and optimize electricity consumption. It would allow FCRTA to understand energy compaction, detect leaks and other failures, set conservation targets, and measure and plan for energy performance to minimize risk and price fluctuations. This would create cost savings over time.

Expansion Plans

FCRTA has recently conducted studies looking into the possibility of expanding its services and also starting Microtransit services. From 2022 to 2025, FCRTA began its first Microtransit service where a small four (4) passenger Bolt Electric Sedan was used in Biola to perform Demand response service within Biola and limited service to Fresno. For his service the driver, vehicle, and EV charger were all based in the Community of Biola. The service has served as a "blueprint" for future Microtransit services that FCRTA will be starting in the future.

FCRTA is looking into expanding its Rural Transit service (and/or introducing On-Demand Rideshare service) for end-to-end trips to medical centers in Fresno and other urban centers by increasing the number of small electric vehicles used for this service.

FCRTA is considering the implementation of an On-Demand Ridesharing service model. If On-Demand Rideshare service is successful and achieves its performance goals, there is opportunity to merge it with the Rural Transit service. Rural Transit is designed mainly to provide service to persons with disabilities and would benefit from sharing its resources with a larger operation. This would allow the On-Demand Rideshare service to expand its customer base, pool of available trips, and increase efficiency.

L. New FCRTA Infrastructure & Microgrids/Resiliency Hubs

Because of the State Mandate to electrify its vehicle fleet, FCRTA has been committed to developing all necessary infrastructure in support its goal of making the FCRTA vehicle fleet 100% zero emission by the year 2030. Since 2015, FCRTA has greatly increased its investment in electric chargers and all charging infrastructure.

FCRTA has commissioned a series of studies in recent years (Grid Analysis Study, Microgrid Feasibility Study, and EV Charging Master Plan and Energy Management System Study) to investigate the uses and applications of Microgrids and their associated Resiliency Hubs. It is thought that Microgrids and Resiliency Hubs will be necessary to help power the FCRTA EV fleet in the future.

Microgrids are small independent power systems that create and store energy from a renewable source such as solar or wind. The microgrid pulls energy from solar or wind power generation to power buildings, transit vehicles, e-bikes, electric cars, cell phones, etc. It also stores energy in a backup battery. For transit, microgrids typically have on-site solar panels to generate energy, battery storage to store the solar power, electric vehicle charging infrastructure, and an energy management system to monitor microgrid performance and optimize energy use so that power is always available for electric vehicle charging needs using the least cost option. By storing solar energy in batteries,

FCRTA will be able to lessen its dependence on the electric grid and keep energy costs down for its vehicle fleet.

A Resiliency Hub is a multimodal facility that sits on the same land as a Microgrid and typically has amenities such as community gardens, electric bike share, vehicle charging, food trucks, composting, Wi-Fi, outdoor parks, and cell phone charging. During emergencies and power outages, the Resiliency Hub provides backup power to critical infrastructure (buildings such as city hall, police station, fire station, and health care facilities), heating and cooling centers, information, and medical support. Resiliency Hubs can be developed on vacant and underutilized land in rural, disadvantaged areas, providing an economic and quality of life benefit to the community.

FCRTA is prioritizing the installation of a Microgrid and Resiliency Hub at its new Maintenance Facility in Selma in 2025 and has plans in the works to develop Microgrids and Resiliency Hubs in Fresno and Kingsburg. Through its studies, FCRTA has come to appreciate the potential for Microgrids and Resiliency Hubs in providing renewable energy for its EV vehicle fleet and for other beneficial purposes throughout Fresno County in the future. During the planning period of 2026 through 2030, FCRTA will continue to devote a significant amount of its capital budget and grant funds to the development of Microgrids and Resiliency Hubs throughout Fresno County.

M. FCRTA Innovations & Future Plans

FCRTA has always been open to trying new bus models and various technologies over the years. But the State requirement for FCRTA to electrify its vehicle fleet has prompted FCRTA to become an innovator in the adoption of EVs, EV chargers, and EV charging infrastructure.

Since 2015, FCRTA become a region leader in acquiring and deploying many types of EVs, EV chargers and charging infrastructure. FCRTA has (or will soon acquire) over 40 plug-in Level-2 EV chargers, 12 plug-in Level-3 EV chargers, 23 Level-2 Solar chargers, 2 Level-3 Solar Tree chargers, 50 solar carports, technology and equipment for an Inductive Charging Station, two Microgrids, and two Resiliency Hubs. FCRTA has also procured a Micro Battery Storage & Energy Management System. Many of these chargers and their related charging infrastructure haven't been used before by rural transit agencies in this area.

New, innovative technologies such as Microgrids, Resiliency Hubs, and Battery Storage and Energy Management Systems are new to FCRTA and this region and FCRTA has needed to conduct studies in order to appreciate the issues involved in procuring, constructing, installing, and deploying this technology and associated equipment. FCRTA sees great benefits in this technology and has made the necessary investments to acquire and develop it for transit operations and for community uses.

In 2025 FCRTA is completing a state-of-the-art Maintenance Facility that features the following:

- Two maintenance shop buildings, approximately 25,000 square feet each, equipped to service up to 40-ft CNG and electric powered vehicles.
- An additional maintenance shop building, approximately 25,000 square feet, devoted to light-duty electric vehicles and vans (or a combined 50,000 square feet to service all vehicles).
- A 10,000 square feet office building, with approximately 5,000 square feet dedicated to centralized dispatching and supervisory offices.
- Approximately 5,000 square feet training facility for technician training in advanced transit vehicle technology (electric and solar).
- An approximate 3,100 square feet bus wash capable of washing up to 40-ft transit buses, incorporating conservation and operations best practices such as on-site recycled water, a reverse osmosis final rinse water system, and bus air dryers.
- A wash pad with a canopy for hand-washing cars and vans.
- A new 2,000 square feet tire storage and canopy.
- A new 900 square feet covered hazardous material storage with concrete curb containment.
- Construction of an inductive charging unit.
- Installation of more than twenty electric vehicle chargers, 50 bus ports with solar roofs, and on-site solar power and battery storage that will be developed into a Microgrid and Resiliency Hub.

The Maintenance facility, with its Microgrid and Resiliency Hub, is very innovative in that it will eventually generate approximately 1.3 to 2.0 megawatts (MW) of onsite solar power and a minimum of 500 kilowatt-hours (kWh) of battery storage to support electric vehicle charging. All of this battery and charging technology, and equipment is a first for a rural transit agency in California and is establishing FCRTA as an innovative leader in this field for rural transit agencies.

As part of realizing the benefits from FCRTA's emerging new EV charging infrastructure, FCRTA is considering the expansion of Microtransit services into multiple rural communities in the coming years which will use small EVs that will make use of Microgrid and Resiliency Hubs located in the areas that they will operate. Over time, it is hoped that a network solar energy powered EV chargers will be set up to cover many Microtransit service areas throughout Fresno County.

N. 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.

One 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, all local general plans and conducted stakeholder outreach to find additional transit improvement projects.

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.

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.

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.

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.

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

- Coalinga-Huron-Five Point-Lanare-Riverdale-Caruthers-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- Harris Ranch-West Hills College-Coalinga (Huron Route).
- Sanger-Reedley Corridor (Sanger Express).
- Kingsburg-Selma-Fowler-Parlier-Reedley Corridor (Kingsburg-Reedley 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**.

O. 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. 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*);
15. Rural Transit (service to unincorporated areas of Fresno County, beyond incorporated cities - *ongoing*);
16. Firebaugh – Mendota Transit (inter-city service between Firebaugh and Mendota, - *discontinued, reinstituted and discontinued as a route in 2022. A twice a day connection between the two towns remains ongoing*);
17. Coalinga Transit's Medical Express Service (from Coalinga to medical appointments in the Fresno-Clovis Metropolitan Area - *discontinued*).
18. Lanare Transit (intra- and inter-community service in Lanare, and to Five-Points, Riverdale, and Laton - *discontinued*);
19. Sanger Transit (expansion to provide inter-city service between Sanger, through Parlier, to Reedley and the College – *ongoing*);
20. 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 – *discontinued in 2020*)

21. 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*)
22. 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*)
23. 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.
24. Kingsburg-Reedley Transit (inter-city service between Kingsburg, Selma, Fowler, Parlier, and Reedley College – *ongoing*)
25. Kerman-Firebaugh N.D.C. Transit (inter-city service between Kerman, San Joaquin, Tranquility, Mendota, and Firebaugh (West Hills North District Center College - *discontinued*)
26. West Park Transit (Fixed route service between community of West Park and Fresno – started in November 2017 and *discontinued in May of 2018*)
27. West Park Transit (Demand response service between community of West Park and Fresno. Performed by new transit contractor Inspiration Transportation for the Rural CTSA. Started in October 2020) Service *discontinued*.
28. Biola Transit (Demand Response service between community of Biola and Fresno. Performed by new transit contractor Inspiration Transportation for the Rural CTSA. Started in January 2021). Service *discontinued*.
29. Biola Microtransit Rural Transit Expansion (Demand Response service between community of Biola and Fresno. Performed by subcontractor. Started in October 2022). Service *discontinued in February 2025*.

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.

P. 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 | Lifeline | School Pupils | Medical Healthcare |
| FCRTA | X | X | | | | |
| RURAL CTSA | | X | X | X | | |
| SCHOOL DISTRICTS | | | | | X | |
| MEDICAL SPECIALISTS | | | | | | X |

The FCRTA is responsible for serving the "general public" transportation "needs" of County residents living beyond the Fresno-Clovis Metropolitan Area, to the extent that they are reflected in the adopted Regional Transportation Plan and the Rural Short Range Transit Plan. Services are available equally to the able-bodied and the disabled. Transit disadvantaged individuals, including: elderly, disabled, and low-income individuals may utilize the services with "other" patrons. All forms of trip purposes may be addressed within the limits of the specified service area, during the specified time periods. Priority service continues to be extended to elderly patrons attending noon-time meal programs. Trips for employment, training, education and child care purposes may also be accommodated.

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

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

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

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

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

Rural CTSA (Consolidated Transportation Service Agency)

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

School Districts

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

Medical Specialists

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

Q. 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.

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. In September of 2018 FCRTA contracted with a subcontractor for its transportation services and the subcontractor is now providing their insurance coverage for nearly all of the FCRTA fleet vehicles. The insurance provided by the subcontractor is for the routes and services they operate.

R. Service Evaluation - New Service

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

Prior to the allocation of any Transportation Development Act (TDA) funds for streets and roads related activities, the Fresno COG must make a finding that "there are no unmet transit needs that can be reasonably met". Definition and documentation of "Unmet Transit Needs" and "Reasonable to Meet" are wholly the responsibility of the RTPA (Section 6658, California Administrative Code). The following definitions have been formulated in accordance with the mandate of the aforementioned section and include factors related to transit services deemed appropriate by the RTPA:

1. Unmet Transit Needs

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

2. Reasonable to Meet

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

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

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

In 1993, at the direction of the Fresno COG's Social Service Transportation Advisory Council (SSTAC), staff was directed to seek more definitive information from individuals and/or agencies that may request or suggest new transit services. The initial evaluation criteria include:

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

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

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

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

The Fresno COG Policy Board must determine that the public transportation needs within Fresno County will be reasonably met in Fiscal Year 2024-25 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 flyers with attached comment cards to agencies and individuals interested in providing feedback on their public transportation needs within Fresno County. In FY 2024-2025, public outreach for the Unmet Transit Needs Assessment consisted of six in-person meetings, a ZOOM virtual meeting, an online survey, social media posts, and a public hearing. Details of the FY2024-2025 Fresno COG Unmet Transit Needs Assessment are as follows:

The first in-person public meeting took place on Tuesday, February 27, 2024, at 5:30 p.m. in the City of Kerman at Granada Commons Apartments, 14570 West California Ave, Kerman, CA 93630. This meeting was attended by one transit rider, but no unmet needs comments were received.

The second in-person public meeting took place on Wednesday, February 28, 2024, at 5:30 p.m. at the Mosqueda Center, 4670 E. Butler Avenue, Fresno, CA 93702. This meeting was not attended by a single transit rider or stakeholders.

The third in-person public meeting took place on Saturday, March 2, 2024, at 10:30 a.m. at the Maxie Parks Community Center, 1802 E California Ave, Fresno, CA 93706. This meeting was attended by one transit rider, but no unmet needs comments were received.

The fourth in-person public meeting took place on Tuesday, March 5, 2024, at 5:30 p.m. at the Pinedale Community Center, 7170 N. San Pablo Ave, Fresno, CA 93650. This meeting was not attended by a single transit rider or stakeholders.

The fifth in-person public meeting took place on Wednesday, March 6, 2024, at 5:30 p.m. at the City of Clovis Senior Center, 850 Fourth Street Clovis, CA 93612. This meeting was not attended by any transit rider or stakeholders.

The sixth in-person public meeting took place on Tuesday, March 6, 2024, at 5:30 p.m. in the City of Reedley at Paseo 55 Apartments, 1764 12th Street Reedley, CA 93664. This meeting was attended by several transit riders and three comments were received which were determined to not be unmet needs.

The virtual event took place on ZOOM on Monday, March 4, 2024, at 2:00 p.m. online. This virtual event was moderated by Todd Sobrado, with representatives from several transit agencies. No unmet needs comments were received.

S. Specialized Services

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

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

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

Exhibits B reflects the fiscal year 2023-24 Rural Area Program and Operations. Exhibit D reflects the projected 2022-23 fiscal year ridership and budgeted 2023-24 fiscal year ridership. For complete details of the CTSA program, consult the CTSA Operations Program and Budget for fiscal year 2023-24.

Exhibit B

| RURAL | | | | | | | |
|---|-----------------------|----------------|-----------------|----------------|----------------------|-------------------|--------------------|
| AGENCY | TRANSPORTATION | | | | MEAL DELIVERY | | MAINTENANCE |
| | Low-Income | Elderly | Disabled | Student | Congregate | Home-Bound | Vehicles |
| Arc of Central California | | | X | | | | |
| Central Valley Regional Center | | | X | | | | X |
| Fresno EOC Head Start 0 to 5 | X | | | X | X | | X |
| Fresno EOC Food Services | | | | | X | X | X |
| United Cerebral Palsy of Central California | | | X | | | | |
| Special Trips for Social Service Agencies | X | X | X | X | | | X |

Exhibit D

RURAL SOCIAL SERVICE PERFORMANCE INDICATORS

(Projected and Budgeted)

| FY 2022-23 | PROJECTED TOTAL | | | | Cost per | Cost per | Cost per | Trips per | Trips per |
|----------------------------|------------------------|--------------|--------------|--------------|-----------------|-----------------|-----------------|------------------|------------------|
| SERVICE DESCRIPTION | TRIPS | HOURS | MILES | COSTS | TRIP | HOUR | MILE | HOUR | MILE |
| Passenger Transportation | 56,510 | 29,366 | 575,053 | \$1,632,911 | \$28.90 | \$55.60 | \$2.84 | 1.9 | 0.1 |
| Delivery Transportation | 292,066 | 4,499 | 115,140 | \$250,036 | \$0.86 | \$55.57 | \$2.17 | 64.9 | 2.5 |
| Total/Average | 348,576 | 33,866 | 690,193 | \$1,882,947 | \$5.40 | \$55.60 | \$2.73 | 10.3 | 0.5 |
| | | | | | | | | | |
| FY 2023-24 | PROJECTED TOTAL | | | | Cost per | Cost per | Cost per | Trips per | Trips per |
| SERVICE DESCRIPTION | TRIPS | HOURS | MILES | COSTS | TRIP | HOUR | MILE | HOUR | MILE |
| Passenger Transportation | 65,988 | 38,028 | 737,909 | \$1,919,000 | \$29.08 | \$50.46 | \$2.60 | 1.7 | 0.1 |
| Delivery Transportation | 335,876 | 5,174 | 132,412 | \$287,000 | \$0.85 | \$55.47 | \$2.17 | 64.9 | 2.5 |
| Total/Average | 401,865 | 43,202 | 870,320 | \$2,206,000 | \$5.49 | \$51.06 | \$2.53 | 9.3 | 0.5 |

Depreciation and Capital Costs are not included in above indicators.

In 2020, the FCOG re-designated the Fresno County Rural and Urban CTSA's as follows: FCRTA is now the sole designee for Rural Fresno County and administers the funding, activities, and transportation programs of all CTSA service providers in Rural Fresno County and the City of Fresno

is the sole designee for the Fresno Metropolitan Area and administers the funding, activities, and transportation programs of all CTSA service providers within the Fresno Metropolitan Area.

In March 2021 FCRTA and the City of Fresno issued a Notice of Funding Availability (NOFA) to prospective transportation service providers regarding CTSA funds that are available for qualified organizations that perform CTSA activities. FCEOC was awarded a services contract following the issuance of this NOFA. In April 2023, FCRTA and the City of Fresno issued a Request for Joint Proposal (RFP) for Social Services Transportation Services in the Fresno Metropolitan Area CTSA and Rural Fresno County CTSA.

Exhibit C below reflects the 2023-24 fiscal year ridership.

EXHIBIT C SOCIAL SERVICE TRANSPORTATION RIDERSHIP STATISTICS (CONTINUED)
RURAL RIDERSHIP STATISTICS

| SERVICE DESCRIPTION | TYPE | FY 2023-24 (PROJECTED) | | |
|--|-----------------|------------------------|----------------------|----------------------|
| | | PASSENGER TRIPS | VEHICLE HOURS | VEHICLE MILES |
| Student (School Bus) Programs | | | | |
| Head Start | Consolidate | 5,076 | 525 | 3,588 |
| Subtotal | | 5,076 | 525 | 3,588 |
| Disabled Programs | | | | |
| United Cerebral Palsy (UCP) | Rideshare | 29,571 | 11,430 | 245,470 |
| The Arc of Fresno | Rideshare | 17,030 | 12,319 | 230,354 |
| Central Valley Regional Center | Rideshare | 4,769 | 4,761 | 89,952 |
| Subtotal | | 51,370 | 28,510 | 565,776 |
| Low Income/Social Service Programs: | | | | |
| On demand services; PACE, Uber, Lyft, Others | Timeshare | 7 | 1 | 47 |
| Special Functions | Timeshare | 57 | 330 | 5,642 |
| Subtotal | | 64 | 331 | 5689 |
| Passenger Totals | | 56,510 | 29,366 | 575,053 |
| SERVICE DESCRIPTION | TYPE | PASSENGER MEALS | VEHICLE HOURS | VEHICLE MILES |
| MEAL DELIVERY TRANSPORTATION | Center & Hmbnd. | | | |
| ALL Fresno EOC Meal Delivery | Timeshare | 292,066 | 4,499 | 115,140 |
| Delivery Total | | 292,066 | 4,499 | 115,140 |
| FRESNO RURAL OPB TOTALS | | 348,576 | 33,866 | 690,193 |

T. Fresno County Coordinated Human Services Transportation Plan

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

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

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

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

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

The Fresno COG updated its Fresno County Coordinated Human Services Transportation Plan in 2023.

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

Secondary Program

Taxi Scrip Program for Seniors 70 years of age and Older

1. Each of the three (3) transit agencies will commit to develop a *Taxi Scrip Program* for persons 70 years of age and older, who do not meet ADA eligibility requirements for access to paratransit services.
2. The program will be uniform between the three agencies and will provide for the purchase of a predetermined amount of scrip to be used for taxi service by those who are qualified to use the program.
3. The details of the "scrip ratio" will be determined by the transit agencies at the time the program is implemented. This program was implemented in July 2008. It has been advertised 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 meets 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.

Measure C Renewal

In November 2026 Measure “C” will go before the voters for renewal. If this sales tax is not renewed, it is likely to have serious consequences for FCRTA. Measure “C” is a significant and critical source of funds for FCRTA and the loss of this funding source is likely to result in significant cuts to the FCRTA budget. The loss of Measure “C” funding is likely to result in a cutback of FCRTA transit services throughout Fresno County and several programs funded by Measure “C” such as Free Fare for Seniors, and other subsidies that support FCRTA programs and operations.

V. FCRTA Funding Plans

FCRTA's budget, as detailed in Chapter V of this SRTP, funds the operations and capital needs of FCRTA. The primary sources of funding for FCRTA are State and Federal sources supplemented by bus fares, and local sales tax revenue from Measure C. State Transportation Development Act funds primarily fund FCRTA transit administration and operations. FTA Section 5311, 5311-CARES, 5311-CRRSAA and 5311-ARPA funds also serve to fund FCRTA transit administration and operations. 5311 funds are also occasionally used for capital purchases. Measure C funds are used for operations, infrastructure improvements, fare subsidies, senior programs, grant local matches, and capital purchases.

Over the years, FCRTA has supplemented the above funding sources with a variety of grants from Federal, State and local sources. Many of these grants are discussed in the following sections. FCRTA has received funds from the Federal 5304, 5310, 5339b and CMAQ programs, the State California Air Resources Board, the State of Good Repair program, the Housing & Community Development Department, the Caltrans Clean California Grant program, the Caltrans Sustainable Planning Grant program, the PTMISEA, CALOES, LCTOP, and TIRCP programs. Local grants sources include the San Joaquin Valley Air Pollution Control District, Measure C New Technology Program, FCOG Carbon Reduction Program, and FCOG Access For All Program.

While much of this funding is used to maintain the current level of transit service and its large vehicle fleet, in recent years, FCRTA has made the funding of Electric Vehicles (EV) EV chargers, and EV charging infrastructure a big priority. Most of FCRTA's grant funds since 2020 have been used for capital and equipment to expand, support, and electrify FCRTA's growing zero-emission vehicle fleet. FCRTA has found that the costs of EV charging infrastructure is high, so the agency pursued many grants to help defray the costs of procuring and installing many EV chargers and its associated EV charging infrastructure.

New technologies that FCRTA needs for its EV charging infrastructure, such as Microgrids and Resiliency Hubs, are very expensive and will require additional capital funding and grants to pay for them in the future as FCRTA builds a network of EV chargers in Fresno County. But FCRTA is confident that investments in EVs and EV technologies will result in much cost savings and significant emissions reductions once its EV charging network is complete.

W. 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 \$628,602 in a given year. Below is a table summarizing FCRTA's LCTOP grants history.

| Low Carbon Transit Operations Grant (LCTOP) Grants Summary | | |
|---|-----------------------|---|
| Fiscal Year | Funding Amount | Grant Project Description |
| 14/15 | \$69,760 | One Zenith Electric Van. |
| 15/16 | \$208,734 | Four Zenith Electric Vans. |
| 16/17 | \$98,896 | One Zenith Electric Van. |
| 17/18 | \$265,518 | Ten Chevy Bolt Electric Sedans. |
| 18/19 | \$415,944 | One 30-foot BYD Electric bus. |
| 19/20 | \$449,443 | One 30-foot BYD Electric bus. |
| 20/21 | \$215,761 | One 23-foot BYD Electric bus. |
| 21/22 | \$561,947 | Sixteen Chevy Bolt Electric Sedans. |
| 22/23 | \$552,586 | Microgrid Battery Storage and Energy management system. |
| 23/24 | \$597,699 | Infrastructure, equipment, facilities for Maintenance Facility. |
| 24/25 | \$628,602 | Equipment to support zero-emission vehicles. |

X. Latest FCRTA Grants

In 2020 FCRTA applied to the California Air Resources Board (CARB) in conjunction with Calstart and the Shared-Use Mobility Center for a grant for a Clean Mobility Voucher Pilot Program to be established in Biola. This grant was awarded for \$36,885. FCRTA completed this project in 2022. FCRTA worked with community leaders to form an Advisory Council to educate and engage the community. FCRTA focused on Spanish and Hmong speaking households, seniors, residents without driver's license, undocumented populations, agricultural workers, people living below the poverty line, residents without internet access, and people without access to a personal vehicle. Findings included:

- Most residents said that it's not easy to reach their destination because they lack a car or transportation options. There are currently no reliable travel options other than vehicle ownership in Biola.
- Driving alone or driving with another person was the most frequent method of travel among survey respondents. 73 percent said they do not ride public transit because there is no regular transit service near or close to them and 70 percent do not own or ride a bicycle because they do not know how to ride.

- Biola has a high unemployment rate (18 percent), low per capita income (\$22,039), and high poverty rate (27 percent). 66 percent of survey respondents reported a household income of less than \$25,000.

- The significant length of the survey deterred respondents from fully completing, resulting in missed questions; and therefore, missed data.

- Very few survey responses were received online, even after distributing flyers and sending notices out in utility bills. A community event was necessary to receive input.

In mid-2023, FCRTA was awarded \$165,957 in Section 5310 funds for Transit operations and \$861,773 for three Ford E-Transit 350 Electric Vans.

Also, in 2023, FCRTA was awarded \$200,000 in Caltrans Clean California Grant funds for 12 Bus Shelters and \$536,549 for 6 Ford E-Transit 350 Electric Vans.

In 2023 and 2024 FCRTA was awarded a total of \$375,483 FCOG Access For All funds for 6 Voyager Minivans for Rural Transit Demand Response services.

In late 2024 FCRTA was awarded an FCOG Carbon Reduction Program grant for \$973,135 for 8 wireless EV chargers and 8 Ford E-Transit 350 Electric Vans.

Y. Fresno County Electric Charging Plan/EVRP

Summary:

FCOG previously commissioned the Fresno County Regional Electric Charging Infrastructure Network Plan that began in 2019 and promised to benefit FCRTA by studying the possibility of creating an Electric Charging Infrastructure Network in Fresno County. The plan identified network gaps and prioritized potential sites for deploying future infrastructure investment. The plan included 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 helped connect the region to the statewide network, mapped current and future chargers, and has provided strategies and recommendations for proposed site locations for future deployment of EV infrastructure in Fresno County. This study, titled the Electric Vehicle Readiness Plan (EVRP), was completed in January 2021.

Study Findings:

The EVRP was developed to serve as a regional resource in guiding implementation of electric vehicle charging infrastructure installation. The EVRP included an analysis of existing local conditions, a data driven forecast, funding sources, and stakeholder engagement to develop recommendations for priority sites of charging infrastructure as well as policy and permitting recommendations.

A forecast of expected electric vehicle adoption and an analysis for potential sites for electric vehicle charging infrastructure was included for jurisdictions to incorporate and align with their planning documentation. The technical analysis conducted in this effort validated the immense need for a ubiquitous charging network across Fresno County and surrounding areas. Results estimated that an insufficient charging network could miss the California pro-rated target by 75%.

Just over 1,600 publicly accessible charging stations locations within incorporated Fresno County cities would be needed by 2025 to be on trend to meet 2030 state targets. An additional 217 charging stations will be needed in unincorporated Fresno County to support rural EV adoption. Most of the charging stations would be Level 2 costing an estimated \$12 million dollars in investment. By 2030, a network of 35-40 DCFC stations should be installed, with at least one in each city.

Z. Rural Transit Sustainable Infrastructure Planning Grant Studies

Summary:

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 analyzed 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 determined capital needs, related equipment needs and operational requirements for expansion of the Rural Transit Service and Regional (countywide) Rural Transit Service. A consulting contract was awarded to Walker Consultants in early 2019 and this study will begin in the spring of 2019. This study was completed in December 2020 and adopted by the FCRTA Board in January 2021.

Study Findings:

Increase access to service by using a web interface on mobile phones to book rides without dialing the call center. Increase awareness of service through a marketing campaign using media outlets such as radio and strategic placement of collateral materials as well as online and social media networks.

Increase utilization of service. Additional resources (vehicles and hours of service) are needed to increase availability of service, booking options, and opportunities for sharing rides and increasing passenger per hour performance of service. Increase span of service later into the evening.

Explore consolidation of rural transit with on-demand rideshare service. If the roll out of on-demand rideshare service is successful and achieves its performance goals, there is an opportunity to merge it with the rural transit service.

Conduct a post-implementation evaluation of on-demand rideshare service. Conduct a follow up study on implementation service to learn what worked and didn't work and how to adjust service moving forward. Explore car sharing in the future. Postpone implementation of car sharing service until there is more information on the success and challenges of existing carshare pilot programs.

AA. Caltrans Sustainable Communities Planning Grants (Grid Analysis Study And Microgrid Feasibility Study)

In late 2018 FCRTA applied to Caltrans for a similar Planning Grant, the Caltrans Sustainable Communities Grant for a Grid Analysis Study.

Summary:

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 was awarded these funds in May of 2019. The Grid Analysis Study began in the fall of 2020 and was completed in January of 2022.

Study Findings:

Equitably upgrade and maintain electric grid infrastructure. Reduce risk and impacts of climate change. Ensure transportation system reliability. Build and sustain a foundation for innovative technologies and economic opportunity. Support streamlined planning including permitting. Analyze Microgrids as an option to charge an electric vehicle fleet and not put stress on the grid.

In early 2021 FCRTA applied to the Caltrans Sustainable Transportation Planning Grant Program to fund a Microgrid Feasibility Study.

Summary:

The study evaluated Microgrid needs, technologies, requirements, and various grid systems to develop a design, assess various sites for construction, determine costs and perform a cost benefit

analysis of various grant/funding mechanisms. This study began in 2022 and will be completed in 2024.

Study Findings:

Expand partnerships with the cities of Parlier and San Joaquin to create a task force to pursue project development and funding. Determine the appropriate model for funding and ownership structure.

Identify a funding pathway. Eight potential funding opportunities were presented as possible sources of funding. If pursuing a Power Purchasing Agreement, retain appropriate advisors to perform due diligence on developers and investors, as well as opportunities for small, rural Microgrids.

Coordination with the Electric Vehicle Charging Master Plan and Energy Management System Plan. Coordinate Microgrid activities with each of these efforts. Phase II sites may have funding and implementation opportunities (Lanare, Biola, and Fowler). FCRTA is active in all three locations, and can leverage these partnerships as funding opportunities arise.

BB. Latest FCRTA Studies

In the fall of 2021 FCRTA applied to the Caltrans Sustainable Transportation Planning Grant Program to fund a Light Rail Feasibility Study.

Summary:

The study will evaluate the physical/financial feasibility of developing a light rail, bus rapid transit (BRT), or monorail that utilizes existing medians/shoulders along Golden State Boulevard to connect Southern Fresno County with the cities of Malaga, Fowler, Selma, and Kingsburg, with extensions to Southwest and downtown Fresno, Sanger, Parlier, Reedley and Orange Cove. The feasibility study will evaluate multiple alternatives, including light rail, bus rapid transit (BRT), and monorail, to determine which alternative would best serve the corridor. This study began in 2023.

The Light Rail Feasibility Study, which will be completed in 2025, has studied the following: Collaboration and Community Engagement. A Regional Rail Feasibility Study Stakeholder Working Group has been meeting regularly. Several community outreach activities have taken place.

Existing plans, policies, and infrastructure conditions were reviewed to analyze and assess the potential impact of the plan. An evaluation of existing infrastructure conditions along San Joaquin Valley Railroad and Union Pacific Railroad has been conducted.

A preliminary operations plan was developed for the overall regional rail network that shows connectivity to the future California High-Speed Rail system, and regional public transit systems. This plan will include a conceptual schedule with run-times between communities and connections between the different regional rail lines.

A Station Area analysis which identifies station infrastructure needs and opportunities for right-of-way preservation. Develop preliminary capital cost and operational cost estimates.

An implementation strategy and phasing plan that includes a financial element which will detail project cost estimates, private and public funding options, and other relevant financial information for the Fresno County Regional Rail Feasibility Study.

In early 2023 FCRTA applied to the Caltrans Sustainable Transportation Planning Grant Program to fund an EV Charging Master Plan and Energy Management System Study.

Summary:

Building on FCRTA's previous efforts, the EV charging plan will evaluate the locations that charging equipment is needed, the types of equipment, cost of the equipment, and integration with future Microgrids. FCRTA has a need for an energy management system to monitor energy needs, consumption, solar generation and storage. This grant was awarded in 2024, and work began on this study.

The EV Charging Master Plan and Energy Management System Study is working on the following:
Conducting an existing conditions study of previous related charging studies and a review and analysis of charging stations in Fresno County.

Conducting an analysis of charging needs for FCRTA and its transit partners. Conduct site assessments of potential charging station sites. Identify funding opportunities. Identify charging costs. Identify charging management models.

Developing and Energy Management Plan by researching the best practices of existing energy management systems and researching potential energy management vendors.

Fresno County Mobility Hub Feasibility Study

In 2024 FCRTA, in partnership with FCOG, FAX, and Clovis Transit began the Fresno County Mobility Hub Feasibility Study to solicit the community's ideas on where to put four possible "mobility hubs" in the City of Fresno, City of Clovis, a location within the FCRTA service area, and a nearby unincorporated community.

A mobility hub is a central location where people can access at least two types of transportation other than driving alone. Mobility hubs are designed to help people get around without needing a car and can include distinctive amenities depending on the needs of people in the area. This could include bus routes, on-demand shuttle stops, bike lanes, bike parking areas, rideshares (Uber or Lyft), sidewalks, and electric car charging stations. Additional amenities could include coffee shops, daycare facilities, and convenience stores. This study seeks feedback on the types of amenities the community would like to include in each of the four hubs.

In 2024 FCRTA applied to the Caltrans Sustainable Transportation Planning Grant Program to fund the Fresno County Transit Action Roadmap Study. This study will begin in 2025. In early FCRTA applied again to this program to fund the FCRTA Microgrid Phase 2 Study. FCRTA will find out the status of this grant application by mid-2025.

EXHIBIT III-5

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

| # | Strategy | Project Description | Year(s) | Estimated Cost |
|-------------------------|---|--|---------|----------------|
| FAX Project List | | | | |
| 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 |

| # | Strategy | Project Description | Year(s) | Estimated Cost |
|-------------------------|--|---|---------|----------------|
| FAX Project List | | | | |
| 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 |

*This listing is from the 2019 LRTP which was prepared in 2018 and lists projects from the 2018 RTP.

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-one (21) FCRTA subsystems have been reviewed for their performance during fiscal year 2023-24.

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 2022-23 through 2023-24. 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 2023-24 was adopted by the Fresno COG Policy Board in 2025 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 (20) subsystems were analyzed for their productivity during fiscal year 2023-24.

During the three-year period of Fiscal Years of 2022 through 2024, twenty-one (21) 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; Southeast Transit, Sanger Transit, and Kingsburg-Reedley College Transit exceeded two (2) standards during this time. Biola Transit, Orange Cove Transit, Selma Transit, Reedley Transit, Westside Transit, Laton Transit, Mendota Transit, and Parlier Transit exceeded the standard for three (3) criteria. Auberry Transit, Firebaugh Transit, Fowler Transit, Huron Transit, Kerman Transit, Kingsburg Transit, Rural Transit, Coalinga Transit, Del Rey Transit, and San Joaquin Transit did not meet the standards for four (4) or more criteria.

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: 2021-22; 2022-23; and 2023-24. 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 2022-2023 and FY 2023-2024 showed a combination of increases and decreases in each subsystem that resulted in roughly the same overall system performance this fiscal year. Overall FCRTA ridership increased significantly over last year's total which indicates a return towards 'normal' transit conditions in the wake of the Covid-19 virus pandemic. The increase in overall system ridership during FY 22-23 was FCRTA's first annual increase since FY 12-13 which halted a long trend of decreases in overall ridership. Total vehicle service hours decreased 1,306 hours or -2.20%. Vehicle miles traveled decreased 4,429 miles or -0.66%. Costs increased \$436,283.75, or 8.01%. Total passengers increased 15,821, or 9.32%. Of the total passengers: seniors increased 4,106, or 10.72%; disabled increased 677 or 1.97%; and general public increased 11,038, or 11.36%. Resultant fares increased 54,265.96, or 9.65%. The increase in total passengers for FY 23-24 is now the second year in a row with an increase for FCRTA after many years of ridership decreases.

Performance characteristics changed incrementally over the previous year's productivity characteristics: 0.33 more passengers per hour, 2.86 to 3.19 (10.03%); 0.28 passengers per mile was more than last year's 0.25 passengers per mile (10.07%). Cost per hour increased \$9.56 per hour (9.45%) from \$91.62 to \$101.18; costs per mile increased \$0.71 (0.08%) from \$8.06 per mile to \$8.77 per mile; cost per passenger decreased \$0.39 (from \$32.08 to \$31.69, or -0.01%). Farebox recovery percentage difference increased from 10.33% last year to 10.49% this year (or a 0.02% increase).

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 18-19 FCRTA acquired 10 Chevy Bolts and is making operational plans to deploy these vehicles in the near future. In October 2020, as part of its CTSA (see CTSA section for more details), FCRTA deployed a demonstration rideshare program utilizing electric vehicles in the communities of Biola following the completion of an EV Rideshare Study funded by the FCOG Infrastructure Planning Grant as well as the CMO Transportation Needs Assessment Study. FCRTA has plans to expand this service into other communities such as Lanare and Cantua Creek in the future. During FY 22-23 the demonstration project services being operated in West Park and Biola ended in September 2022. But in December 2022 a brand-new service, Biola Transit, was started in Biola and is operated by a subcontractor which has continued into FY 24-25.

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 23-24, Fifteen (15) of FCRTA’s twenty-one (21) individual subsystems failed to achieve the minimum ten percent (10.00%) farebox requirement, totaling all twenty-one (21) system farebox receipts together equaled an overall recovery of 6.84%. The FCRTA then transferred a portion of its Measure - C funds (\$295,214.59) 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 10.49%.

| | Achieved Farebox Percentage | Addition of Measure -C Revenues | Resultant Farebox Percentage |
|-------------------------------|-----------------------------------|---------------------------------------|------------------------------------|
| 1. Auberry Transit | 3.81% | \$13,897.63 | 10.00% |
| 2. Coalinga Transit | 4.80% | \$31,602.47 | 10.00% |
| 3. Del Rey Transit | 22.63% | \$ 0.00 | 22.63% |
| 4. Biola Transit | 10.00% | \$ 0.00 | 10.00% |
| 5. Firebaugh Transit | 2.67% | \$16,731.15 | 10.00% |
| 6. Fowler Transit | 3.56% | \$ 5,388.03 | 10.00% |
| 7. Huron Transit | 4.28% | \$22,892.01 | 10.00% |
| 8. Kerman Transit | 2.68% | \$18,150.88 | 10.00% |
| 9. Kingsburg Transit | 3.44% | \$28,576.02 | 10.00% |
| 10. Kingsburg-Reedley Transit | 15.71% | \$ 0.00 | 15.71% |
| 11. Laton Transit | 0.00%* | \$ 6,519.92 | 10.00% |
| 12. Mendota Transit | 3.40% | \$17,111.14 | 10.00% |
| 13. Orange Cove Transit | 7.50% | \$11,382.40 | 10.00% |
| 14. Parlier Transit | 4.55% | \$11,192.72 | 10.00% |
| 15. Reedley Transit | 4.41% | \$29,086.23 | 10.00% |
| 16. Rural Transit | 10.00% | \$ 0.00 | 10.00% |
| 17. Sanger Transit | 4.43% | \$34,999.24 | 10.00% |
| 18. San Joaquin Transit | 5.61% | \$ 4,321.33 | 10.00% |
| 19. Selma Transit | 3.71% | \$43,363.42 | 10.00% |
| 20. Southeast Transit | 12.20% | \$ 0.00 | 12.20% |
| 21. Westside Transit | 14.42% | \$ 0.00 | 14.42% |
| Total | 6.84% | \$295,214.59 | 10.49% |

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 and is now \$5.00. 8

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.

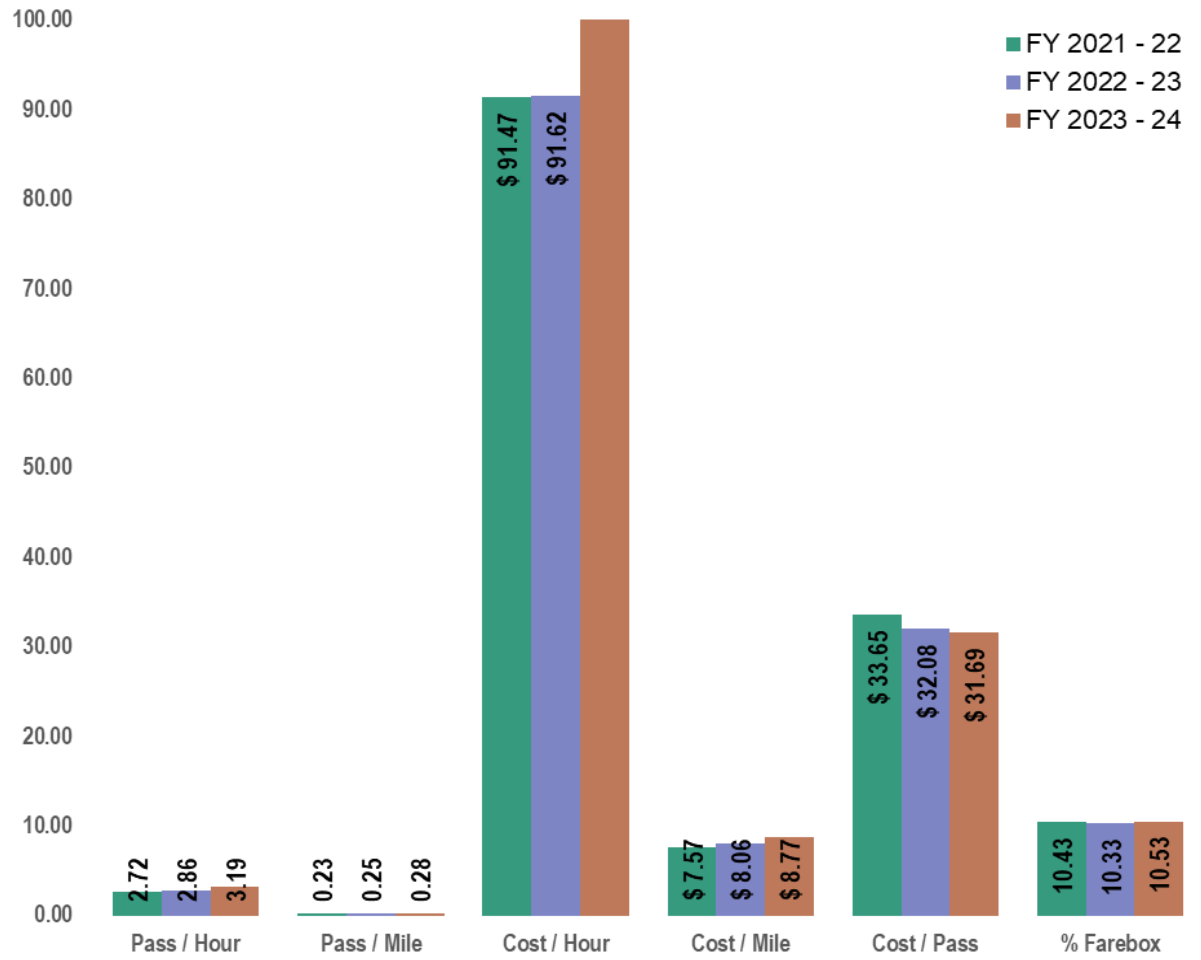
TABLE IV-1
FY 2021-22 to FY 2023-2024 Summary of FCRTA Totals

| | | | General | Total | | | | |
|--------------|---------|----------|---------|------------|--------------|---------|--------|----------------|
| Fiscal Year | Seniors | Disabled | Public | Passengers | Fares | Mileage | Hours | Cost |
| FY 2023 - 24 | 42,417 | 34,990 | 108,168 | 185,575 | \$616,762.56 | 670,883 | 58,128 | \$5,881,510.20 |
| FY 2022 - 23 | 38,311 | 34,313 | 97,130 | 169,754 | \$562,496.00 | 675,312 | 59,439 | \$5,445,226.45 |
| FY 2021 - 22 | 35,525 | 25,870 | 85,023 | 146,418 | \$514,047.78 | 650,740 | 53,865 | \$4,926,984.19 |

TABLE IV-2
FY 2022 to FY 2024 Summary of FCRTA Performance Characteristics

| Fiscal Year | Pass / Hour | Pass / Mile | Cost / Hour | Cost / Mile | Cost / Pass | % Farebox |
|--------------|-------------|-------------|-------------|-------------|-------------|-----------|
| FY 2023 - 24 | 3.19 | 0.28 | \$ 101.18 | \$ 8.77 | \$ 31.69 | 10.53 |
| FY 2022 - 23 | 2.86 | 0.25 | \$ 91.62 | \$ 8.06 | \$ 32.08 | 10.33 |
| FY 2021 - 22 | 2.72 | 0.23 | \$ 91.47 | \$ 7.57 | \$ 33.65 | 10.43 |

Exhibit IV-1 FCRTA Performance Characteristics



**Table IV-3
FY 2024 FCRTA System Summary**

| FCRTA Subsystems | Total Seniors | Total Disabled | Total General Public | Total Passengers | Total Fares | Total Mileage | Total Hours |
|---------------------------|----------------------|-----------------------|-----------------------------|-------------------------|---------------------|----------------------|--------------------|
| Auberry Transit | 1,344 | 1,035 | 551 | 2,930 | \$ 22,447.79 | 37,481 | 1,764 |
| Coalinga Transit | 164 | 3,016 | 7,706 | 10,886 | \$ 60,724.97 | 78,278 | 4,904 |
| Del Rey Transit | 39 | 24 | 1,506 | 1,569 | \$ 14,580.85 | 9,050 | 649 |
| Biola Transit | 164 | 131 | 205 | 500 | \$ 6,109.50 | 11,461 | 713 |
| Firebaugh Transit | 1,537 | 1,164 | 2,410 | 5,111 | \$ 22,832.40 | 19,967 | 2,617 |
| Fowler Transit | 908 | 640 | 70 | 1,618 | \$ 8,367.78 | 4,751 | 393 |
| Huron Transit | 1,784 | 352 | 10,994 | 13,130 | \$ 39,992.80 | 52,600 | 5,051 |
| Kerman Transit | 1,100 | 1,527 | 1,409 | 4,036 | \$ 24,808.66 | 16,519 | 2,011 |
| Kingsburg Transit | 6,781 | 2,686 | 2,734 | 12,201 | \$ 43,545.89 | 26,551 | 4,264 |
| Kingsburg-Reedley Transit | 0 | 0 | 5,529 | 5,529 | \$ 19,636.79 | 28,318 | 1,566 |
| Laton Transit | 0 | 0 | 1,159 | 1,159 | \$ 6,519.92 | 14,661 | 369 |
| Mendota Transit | 2,118 | 418 | 4,430 | 6,966 | \$ 25,935.58 | 16,364 | 2,236 |
| Orange Cove Transit | 3,937 | 1,926 | 15,108 | 20,971 | \$ 45,505.70 | 53,962 | 4,739 |
| Parlier Transit | 1,934 | 361 | 7,481 | 9,776 | \$ 20,552.25 | 14,041 | 2,009 |
| Reedley Transit | 4,194 | 5,662 | 11,759 | 21,615 | \$ 52,011.49 | 47,611 | 5,293 |
| Rural Transit | 26 | 16 | 11 | 53 | \$ 8,568.89 | 7,386 | 270 |
| Sanger Transit | 4,845 | 4,628 | 13,616 | 23,089 | \$ 62,856.45 | 75,435 | 7,201 |
| San Joaquin Transit | 8 | 19 | 713 | 740 | \$ 9,850.71 | 10,706 | 331 |
| Selma Transit | 5,795 | 8,969 | 9,142 | 23,906 | \$ 68,984.74 | 60,895 | 7,410 |
| Southeast Transit | 2,208 | 1,917 | 4,221 | 8,346 | \$ 22,875.16 | 36,827 | 2,149 |
| Westside Transit | 3,531 | 499 | 7,414 | 11,444 | \$ 30,054.24 | 48,019 | 2,189 |
| SYSTEM TOTALS | 42,417 | 34,990 | 108,168 | 185,575 | \$616,762.56 | 670,883 | 58,128 |

**Table IV-4
FY 2023 FCRTA System Summary**

| FCRTA Subsystems | Total Seniors | Total Disabled | Total General Public | Total Passengers | Total Fares | Total Mileage | Total Hours |
|---------------------------|----------------------|-----------------------|-----------------------------|-------------------------|----------------------|----------------------|--------------------|
| Auberry Transit | 704 | 1,182 | 709 | 2,595 | \$ 18,327.34 | 37,611 | 1,793 |
| Coalinga Transit | 861 | 1,847 | 5,076 | 7,784 | \$ 48,295.43 | 75,896 | 4,881 |
| Del Rey Transit | 17 | 17 | 1,942 | 1,976 | \$ 22,600.13 | 15,272 | 1,286 |
| Biola Transit | 9 | 8 | 22 | 39 | \$ 653.60 | 2,921 | 154 |
| Firebaugh Transit | 1,762 | 568 | 3,929 | 6,259 | \$ 24,427.63 | 24,831 | 3,105 |
| Fowler Transit | 1,068 | 363 | 48 | 1,479 | \$ 7,767.05 | 5,212 | 411 |
| Huron Transit | 1,600 | 447 | 12,443 | 14,490 | \$ 36,973.48 | 50,886 | 4,882 |
| Kerman Transit | 799 | 2,237 | 1,322 | 4,358 | \$ 20,855.83 | 17,625 | 2,014 |
| Kingsburg Transit | 4,844 | 4,335 | 2,863 | 12,042 | \$ 37,007.94 | 27,007 | 4,227 |
| Kingsburg-Reedley Transit | 17 | 4 | 3,498 | 3,519 | \$ 13,058.52 | 30,634 | 1,693 |
| Laton Transit | 215 | 50 | 1,162 | 1,427 | \$ 4,394.86 | 15,035 | 383 |
| Mendota Transit | 1,389 | 542 | 3,928 | 5,859 | \$ 24,939.83 | 14,318 | 2,191 |
| Orange Cove Transit | 3,416 | 1,174 | 12,278 | 16,868 | \$ 39,856.67 | 55,129 | 4,621 |
| Parlier Transit | 2,139 | 953 | 5,790 | 8,882 | \$ 19,005.44 | 16,953 | 2,030 |
| Reedley Transit | 3,699 | 4,834 | 11,478 | 20,011 | \$ 54,358.53 | 53,217 | 5,793 |
| Rural Transit | 7 | 17 | 14 | 38 | \$ 9,729.86 | 4,607 | 186 |
| Sanger Transit | 4,401 | 5,847 | 12,249 | 22,497 | \$ 65,851.25 | 79,992 | 8,135 |
| San Joaquin Transit | 2 | 9 | 211 | 222 | \$ 8,793.40 | 4,388 | 134 |
| Selma Transit | 6,993 | 7,489 | 7,375 | 21,857 | \$ 62,715.27 | 54,896 | 7,176 |
| Southeast Transit | 1,498 | 1,835 | 4,383 | 7,716 | \$ 18,838.54 | 40,485 | 2,138 |
| Westside Transit | 2,871 | 555 | 6,410 | 9,836 | \$ 24,045.99 | 48,397 | 2,201 |
| SYSTEM TOTALS | 38,311 | 34,313 | 97,130 | 169,754 | \$ 562,496.60 | 675,312 | 59,434 |

Table IV-5
Numeric Change in FCRTA System Summaries
FY 2023 vs. FY 2024

| FCRTA Subsystems | Total Seniors | Total Disabled | Total General Public | Total Passengers | Total Fares | Total Mileage | Total Hours | Total Cost |
|---------------------------|----------------------|-----------------------|-----------------------------|-------------------------|--------------------|----------------------|--------------------|-------------------|
| Auberry Transit | 640.00 | -147.00 | -158.00 | 335.00 | \$4,120.45 | -130.00 | -29.00 | \$41,204.45 |
| Coalinga Transit | -697.00 | 1,169.00 | 2,630.00 | 3,102.00 | \$12,429.54 | 2,382.00 | 23.00 | \$124,295.38 |
| Del Rey Transit | 22.00 | 7.00 | -436.00 | -407.00 | -\$8,019.28 | -6,222.00 | -637.00 | -\$33,968.12 |
| Biola Transit | 155.00 | 123.00 | 183.00 | 461.00 | \$5,455.90 | 8,540.00 | 559.00 | \$54,558.99 |
| Firebaugh Transit | -225.00 | 596.00 | -1,519.00 | -1,148.00 | -\$1,595.23 | -4,864.00 | -488.00 | -\$15,952.34 |
| Fowler Transit | -160.00 | 277.00 | 22.00 | 139.00 | \$600.73 | -461.00 | -18.00 | \$6,007.30 |
| Huron Transit | 184.00 | -95.00 | -1,449.00 | -1,360.00 | \$3,019.32 | 1,714.00 | 169.00 | \$30,193.15 |
| Kerman Transit | 301.00 | -710.00 | 87.00 | -322.00 | \$3,952.83 | -1,106.00 | -3.00 | \$39,528.27 |
| Kingsburg Transit | 1,937.00 | -1,649.00 | -129.00 | 159.00 | \$6,537.95 | -456.00 | 37.00 | \$65,379.46 |
| Kingsburg-Reedley Transit | -17.00 | -4.00 | 2,031.00 | 2,010.00 | 6,578.28 | -2,316.00 | -127.00 | -5,587.80 |
| Laton Transit | -215.00 | -50.00 | -3.00 | -268.00 | 2,125.06 | -374.00 | -14.00 | 21,250.64 |
| Mendota Transit | 729.00 | -124.00 | 502.00 | 1,107.00 | 995.75 | 2,046.00 | 45.00 | 9,957.47 |
| Orange Cove Transit | 521.00 | 752.00 | 2,830.00 | 4,103.00 | 5,649.03 | -1,167.00 | 118.00 | 56,807.24 |
| Parlier Transit | -205.00 | -592.00 | 1,691.00 | 894.00 | 1,546.82 | -2,912.00 | -21.00 | 15,468.10 |
| Reedley Transit | 495.00 | 828.00 | 281.00 | 1,604.00 | -2,347.04 | -5,606.00 | -500.00 | -23,407.95 |
| Rural Transit | 19.00 | -1.00 | -3.00 | 15.00 | -1,160.97 | 2,779.00 | 84.00 | -11,609.72 |
| Sanger Transit | 444.00 | -1,219.00 | 1,367.00 | 592.00 | -2,994.80 | -4,557.00 | -934.00 | -29,948.00 |
| San Joaquin Transit | 6.00 | 10.00 | 502.00 | 518.00 | 1,057.31 | 6,318.00 | 197.00 | 10,573.15 |
| Selma Transit | -1,198.00 | 1,480.00 | 1,767.00 | 2,049.00 | 6,269.47 | 5,999.00 | 234.00 | 62,717.21 |
| Southeast Transit | 710.00 | 82.00 | -162.00 | 630.00 | 4,036.62 | -3,658.00 | 11.00 | -929.34 |
| Westside Transit | 660.00 | -56.00 | 1,004.00 | 1,608.00 | 6,008.25 | -378.00 | -12.00 | 19,746.21 |
| SYSTEM TOTALS | 4,106.00 | 677.00 | 11,038.00 | 15,821.00 | \$54,265.96 | -4,429.00 | -1,306.00 | \$436,283.75 |

Table IV-6
Percentage Change in FCRTA System Summaries
FY 2023 vs. FY 2024

| FCRTA Subsystems | Total Seniors | Total Disabled | Total General Public | Total Passengers | Total Fares | Total Mileage | Total Hours | Total Cost |
|---------------------------|----------------------|-----------------------|-----------------------------|-------------------------|--------------------|----------------------|--------------------|-------------------|
| Auberry Transit | 90.91% | -12.44% | -22.28% | 12.91% | 22.48% | -0.35% | -1.62% | 22.48% |
| Coalinga Transit | -80.95% | 63.29% | 51.81% | 39.85% | 25.74% | 3.14% | 0.47% | 25.74% |
| Del Rey Transit | 129.41% | 41.18% | -22.45% | -20.60% | -35.48% | -40.74% | -49.53% | -34.52% |
| Biola Transit | 1722.22% | 1537.50% | 831.82% | 1182.05% | 834.75% | 292.37% | 362.99% | 834.75% |
| Firebaugh Transit | -12.77% | 104.93% | -38.66% | -18.34% | -6.53% | -19.59% | -15.72% | -6.53% |
| Fowler Transit | -14.98% | 76.31% | 45.83% | 9.40% | 7.73% | -8.84% | -4.38% | 7.73% |
| Huron Transit | 11.50% | -21.25% | -11.65% | -9.39% | 8.17% | 3.37% | 3.46% | 8.17% |
| Kerman Transit | 37.67% | -31.74% | 6.58% | -7.39% | 18.95% | -6.28% | -0.15% | 18.95% |
| Kingsburg Transit | 39.99% | -38.04% | -4.51% | 1.32% | 17.67% | -1.69% | 0.88% | 17.67% |
| Kingsburg-Reedley Transit | -100.00% | -100.00% | 58.06% | 57.12% | 50.38% | -7.56% | -7.50% | -4.28% |
| Laton Transit | -100.00% | -100.00% | -0.26% | -18.78% | 48.35% | -2.49% | -3.66% | 48.35% |
| Mendota Transit | 52.48% | -22.88% | 12.78% | 18.89% | 3.99% | 14.29% | 2.05% | 3.99% |
| Orange Cove Transit | 15.25% | 64.05% | 23.05% | 24.32% | 14.17% | -2.12% | 2.55% | 14.26% |
| Parlier Transit | -9.58% | -62.12% | 29.21% | 10.07% | 8.14% | -17.18% | -1.03% | 8.14% |
| Reedley Transit | 13.38% | 17.13% | 2.45% | 8.02% | -4.32% | -10.53% | -8.63% | -4.31% |
| Rural Transit | 271.43% | -5.88% | -21.43% | 39.47% | -11.93% | 60.32% | 45.16% | -11.93% |
| Sanger Transit | 10.09% | -20.85% | 11.16% | 2.63% | -4.55% | -5.70% | -11.48% | -4.55% |
| San Joaquin Transit | 300.00% | 111.11% | 237.91% | 233.33% | 12.02% | 143.98% | 147.01% | 12.02% |
| Selma Transit | -17.13% | 19.76% | 23.96% | 9.37% | 10.00% | 10.93% | 3.26% | 10.00% |
| Southeast Transit | 47.40% | 4.47% | -3.70% | 8.16% | 21.43% | -9.04% | 0.51% | -0.49% |
| Westside Transit | 22.99% | -10.09% | 15.66% | 16.35% | 24.99% | -0.78% | -0.55% | 10.46% |
| SYSTEM TOTALS | 10.72% | 1.97% | 11.36% | 9.32% | 9.65% | -0.66% | -2.20% | 8.01% |

Table IV-7
FY 2024 Summary of FCRTA Performance Characteristics

| FCRTA Subsystems | Pass / Hour | | Pass / Mile | | Cost / Hour | | Cost / Mile | | Cost / Pass | | Farebox Percentage |
|-----------------------------|-------------|---|-------------|---|-------------|---|-------------|---|-------------|---|--------------------|
| Auberry Transit | 1.66 | X | 0.08 | X | \$ 127.26 | X | \$ 5.99 | | \$ 76.61 | X | 10.00% |
| Coalinga Transit | 2.22 | X | 0.14 | X | \$ 123.83 | X | \$ 7.76 | X | \$ 55.78 | X | 10.00% |
| Del Rey Transit | 2.42 | X | 0.17 | X | \$ 99.30 | X | \$ 7.12 | X | \$ 41.07 | X | 22.63% |
| Biola Transit | 0.70 | X | 0.04 | X | \$ 85.69 | | \$ 5.33 | | \$ 122.19 | X | 10.00% |
| Firebaugh Transit | 1.95 | X | 0.26 | X | \$ 87.25 | | \$ 11.44 | X | \$ 44.67 | X | 10.00% |
| Fowler Transit | 4.12 | | 0.34 | | \$ 212.92 | X | \$ 17.61 | X | \$ 51.72 | X | 10.00% |
| Huron Transit | 2.60 | X | 0.25 | X | \$ 79.18 | | \$ 7.60 | X | \$ 30.46 | X | 10.00% |
| Kerman Transit | 2.01 | X | 0.24 | X | \$ 123.36 | X | \$ 15.02 | X | \$ 61.47 | X | 10.00% |
| Kingsburg Transit | 2.86 | X | 0.46 | | \$ 102.12 | X | \$ 16.40 | X | \$ 35.69 | X | 10.00% |
| Kingsburg-Reedley Transit | 3.53 | | 0.20 | X | \$ 79.82 | | \$ 4.41 | | \$ 22.61 | X | 15.71% |
| Laton Transit | 3.14 | | 0.08 | X | \$ 176.69 | X | \$ 4.45 | | \$ 56.25 | X | 10.00% |
| Mendota Transit | 3.12 | | 0.43 | | \$ 115.99 | X | \$ 15.85 | X | \$ 37.23 | X | 10.00% |
| Orange Cove Transit | 4.43 | | 0.39 | | \$ 96.02 | X | \$ 8.43 | X | \$ 21.70 | X | 10.00% |
| Parlier Transit | 4.87 | | 0.70 | | \$ 102.30 | X | \$ 14.64 | X | \$ 21.02 | X | 10.00% |
| Reedley Transit | 4.08 | | 0.45 | | \$ 98.26 | X | \$ 10.92 | X | \$ 24.06 | X | 10.00% |
| Rural Transit | 0.20 | X | 0.01 | X | \$ 317.37 | X | \$ 11.60 | X | \$ 1,616.77 | X | 10.00% |
| Sanger Transit | 3.21 | | 0.31 | | \$ 87.29 | | \$ 8.33 | X | \$ 27.22 | X | 10.00% |
| San Joaquin Transit | 2.24 | X | 0.07 | X | \$ 297.60 | X | \$ 9.20 | X | \$ 133.12 | X | 10.00% |
| Selma Transit | 3.23 | | 0.39 | | \$ 93.10 | X | \$ 11.33 | X | \$ 28.86 | X | 10.00% |
| Southeast Transit | 3.88 | | 0.23 | X | \$ 87.23 | | \$ 5.09 | | \$ 22.46 | X | 12.20% |
| Westside Transit | 5.23 | | 0.24 | X | \$ 95.23 | X | \$ 4.34 | | \$ 18.22 | X | 14.42% |
| System Average | 3.19 | | 0.28 | | \$ 101.18 | | \$ 8.77 | | \$ 31.69 | | 10.49% |
| FCRTA "Intra-City" Standard | 5.00 | | 0.50 | | \$ 63.00 | | \$ 4.33 | | \$ 12.60 | | 10.00% |
| 60% of FCRTA Standard | 3.00 | | 0.30 | | na | | na | | na | | 6.00% |
| 140% of FCRTA Standard | na | | na | | \$ 88.20 | | \$ 6.06 | | \$ 17.64 | | na |

**Table IV-8
FY 2023 Summary of FCRTA Performance Characteristics**

| FCRTA Subsystems | Pass / Hour | | Pass / Mile | | Cost / Hour | | Cost / Mile | | Cost / Pass | |
|-----------------------------|------------------------|---|------------------------|---|------------------------|---|------------------------|---|------------------------|---|
| Auberry Transit | 1.45 | X | 0.07 | X | \$ 102.22 | X | \$ 4.87 | | \$ 70.63 | X |
| Coalinga Transit | 1.59 | X | 0.10 | X | \$ 98.95 | X | \$ 6.36 | X | \$ 62.04 | X |
| Del Rey Transit | 1.54 | X | 0.13 | X | \$ 76.53 | | \$ 6.44 | X | \$ 49.80 | X |
| Biola Transit | 0.25 | X | 0.01 | X | \$ 42.44 | | \$ 2.24 | | \$ 167.59 | X |
| Firebaugh Transit | 2.02 | X | 0.25 | X | \$ 78.67 | | \$ 9.84 | X | \$ 39.03 | X |
| Fowler Transit | 3.60 | | 0.28 | X | \$ 188.98 | X | \$ 14.90 | X | \$ 52.52 | X |
| Huron Transit | 2.97 | X | 0.28 | X | \$ 75.73 | | \$ 7.27 | X | \$ 25.52 | X |
| Kerman Transit | 2.16 | X | 0.25 | X | \$ 103.55 | X | \$ 11.83 | X | \$ 47.86 | X |
| Kingsburg Transit | 2.85 | X | 0.45 | | \$ 87.55 | | \$ 13.70 | X | \$ 30.73 | X |
| Kingsburg-Reedley Transit | 2.08 | X | 0.11 | X | \$ 77.13 | | \$ 4.26 | | \$ 37.11 | X |
| Laton Transit | 3.73 | | 0.09 | X | \$ 114.75 | X | \$ 2.92 | | \$ 30.80 | X |
| Mendota Transit | 2.67 | X | 0.41 | | \$ 113.83 | X | \$ 17.42 | X | \$ 42.57 | X |
| Orange Cove Transit | 3.65 | | 0.31 | | \$ 86.18 | | \$ 7.22 | X | \$ 23.61 | X |
| Parlier Transit | 4.38 | | 0.52 | | \$ 93.62 | X | \$ 11.21 | X | \$ 21.40 | X |
| Reedley Transit | 3.45 | | 0.38 | | \$ 93.82 | X | \$ 10.21 | X | \$ 27.16 | X |
| Rural Transit | 0.20 | X | 0.01 | X | \$ 523.11 | X | \$ 21.12 | X | \$ 2,560.49 | X |
| Sanger Transit | 2.77 | X | 0.28 | X | \$ 80.95 | | \$ 8.23 | X | \$ 29.27 | X |
| San Joaquin Transit | 1.66 | X | 0.05 | X | \$ 656.22 | X | \$ 20.04 | X | \$ 396.10 | X |
| Selma Transit | 3.05 | | 0.40 | | \$ 87.39 | | \$ 11.42 | X | \$ 28.69 | X |
| Southeast Transit | 3.61 | | 0.19 | X | \$ 88.11 | | \$ 4.65 | | \$ 24.41 | X |
| Westside Transit | 4.47 | | 0.20 | X | \$ 85.74 | | \$ 3.90 | | \$ 19.19 | X |
| System Average | 2.86 | | 0.25 | | \$ 91.62 | | \$ 8.06 | | \$ 32.08 | |
| FCRTA "Intra-City" Standard | 5.00 | | 0.50 | | \$ 63.00 | | \$ 4.33 | | \$ 12.60 | |
| 60% of FCRTA Standard | 3.00 | | 0.30 | | na | | na | | na | |
| 140% of FCRTA Standard | na | | na | | \$ 88.20 | | \$ 6.06 | | \$ 17.64 | |

Exhibit IV-2

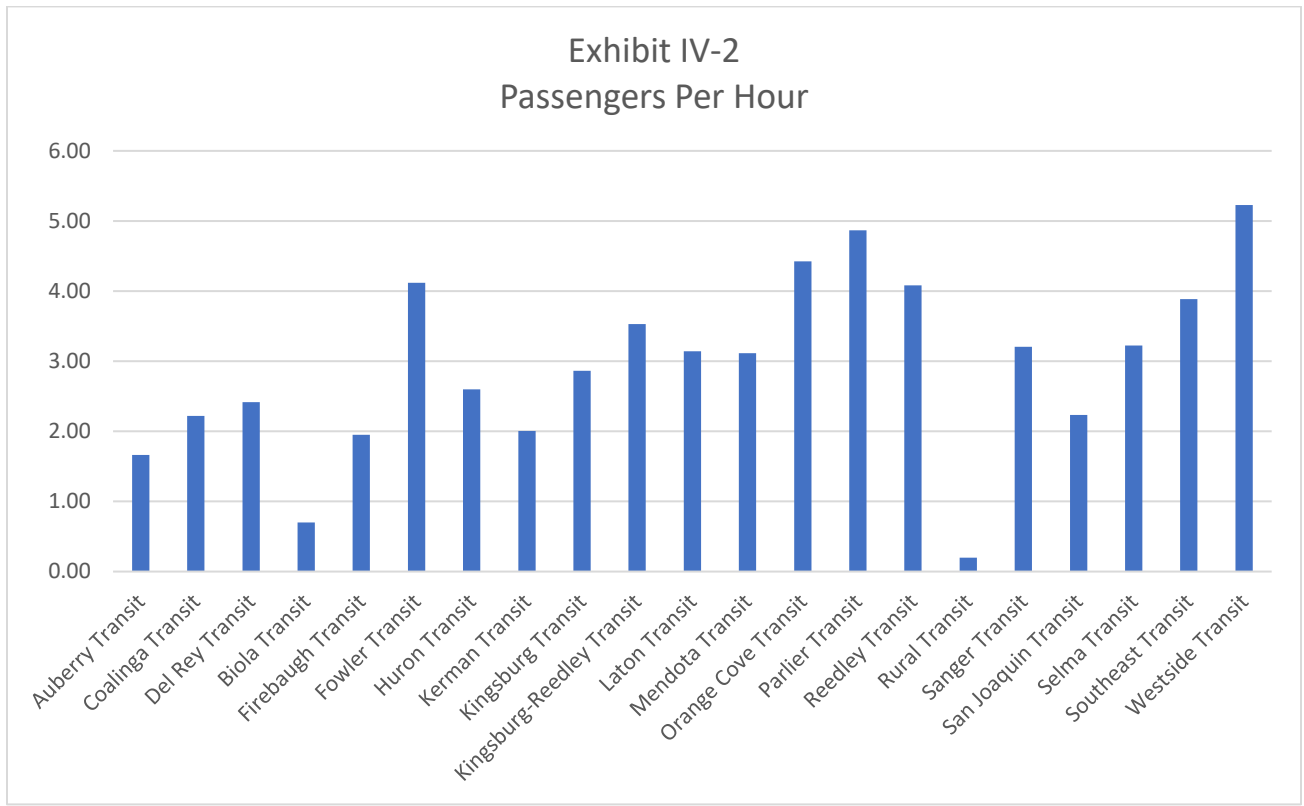


Exhibit IV-3

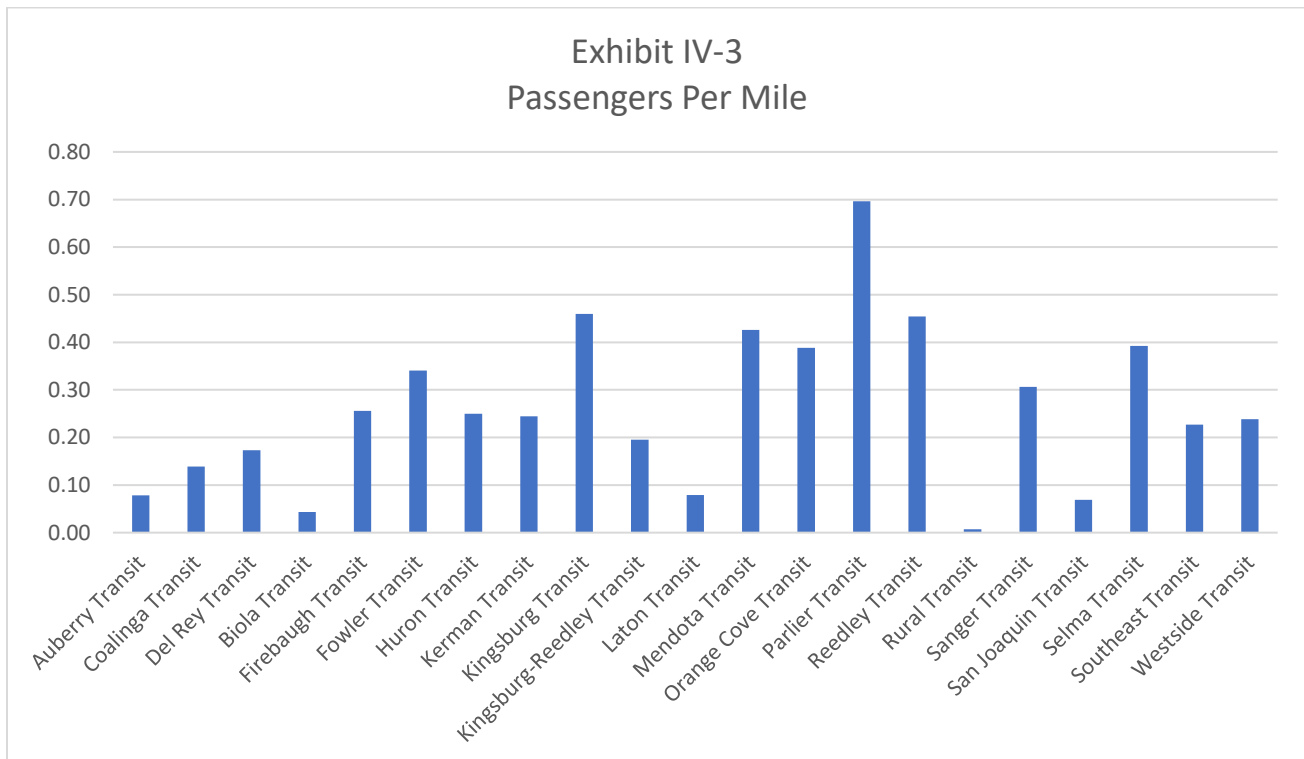


Exhibit IV-4

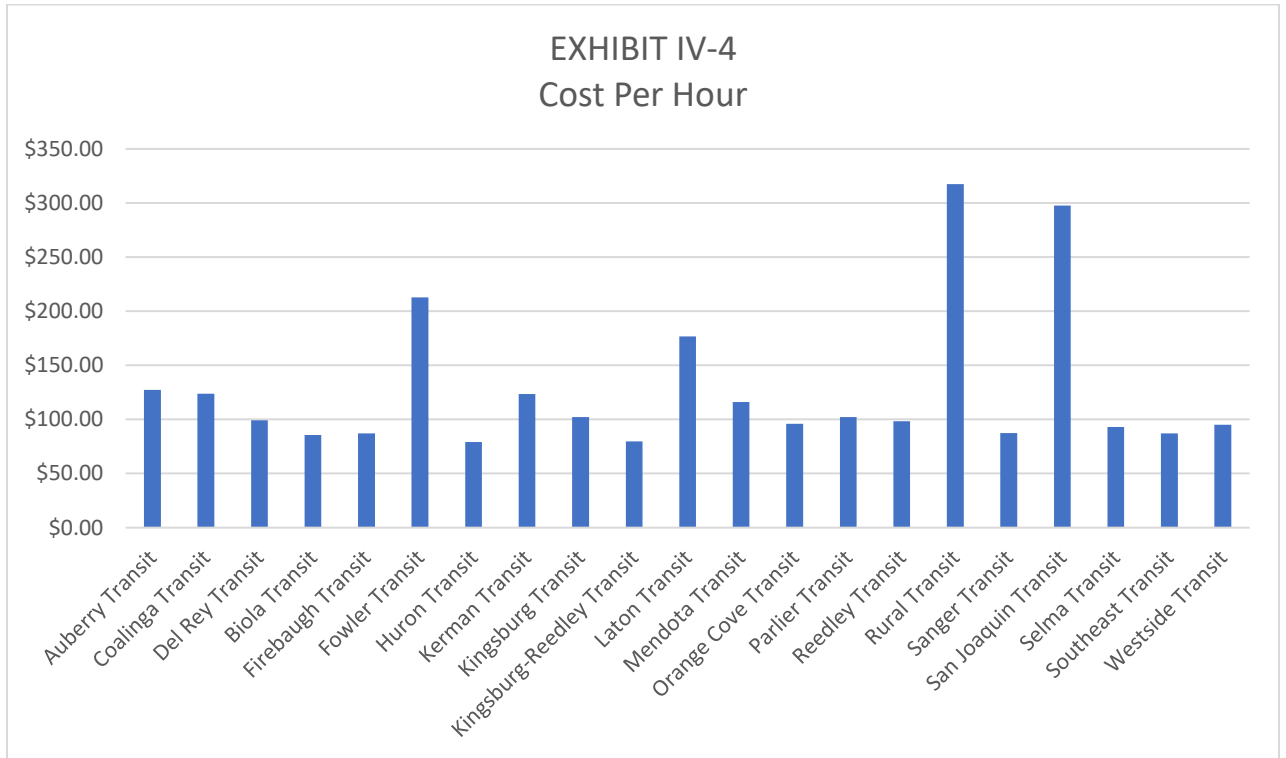


Exhibit IV-5

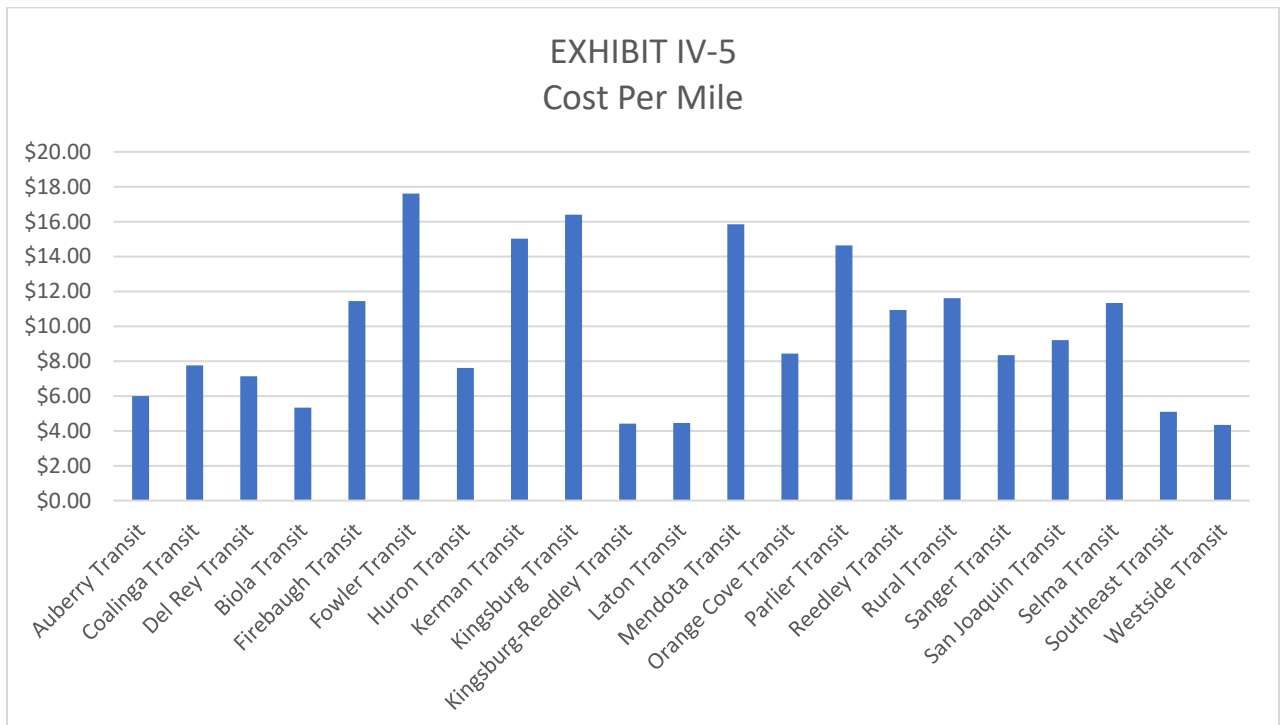


Exhibit IV-6

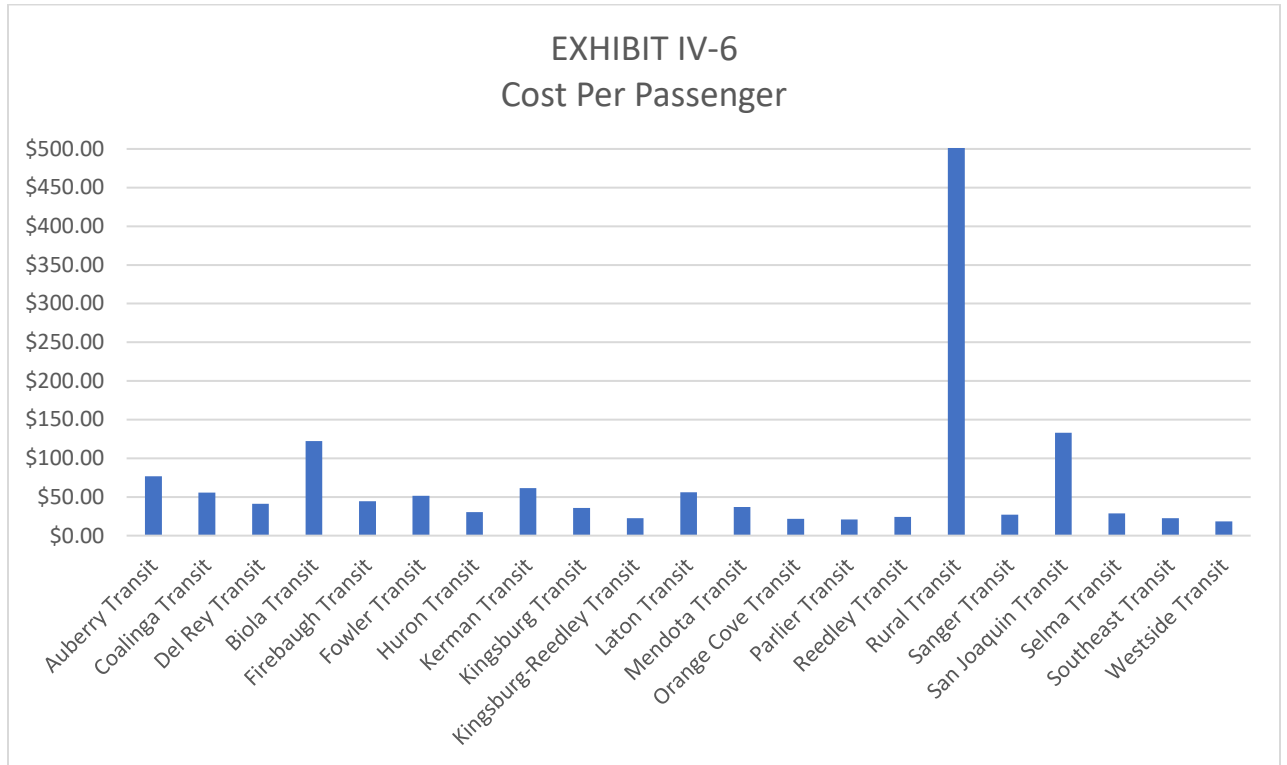
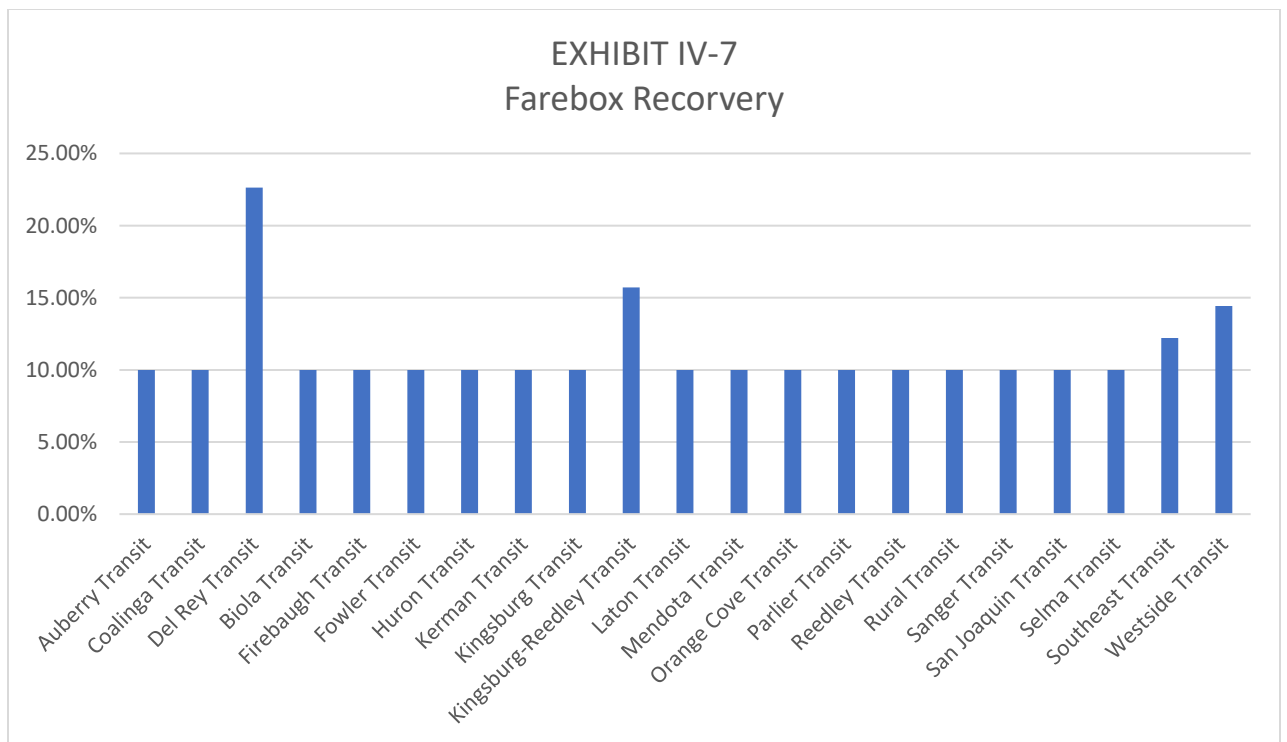
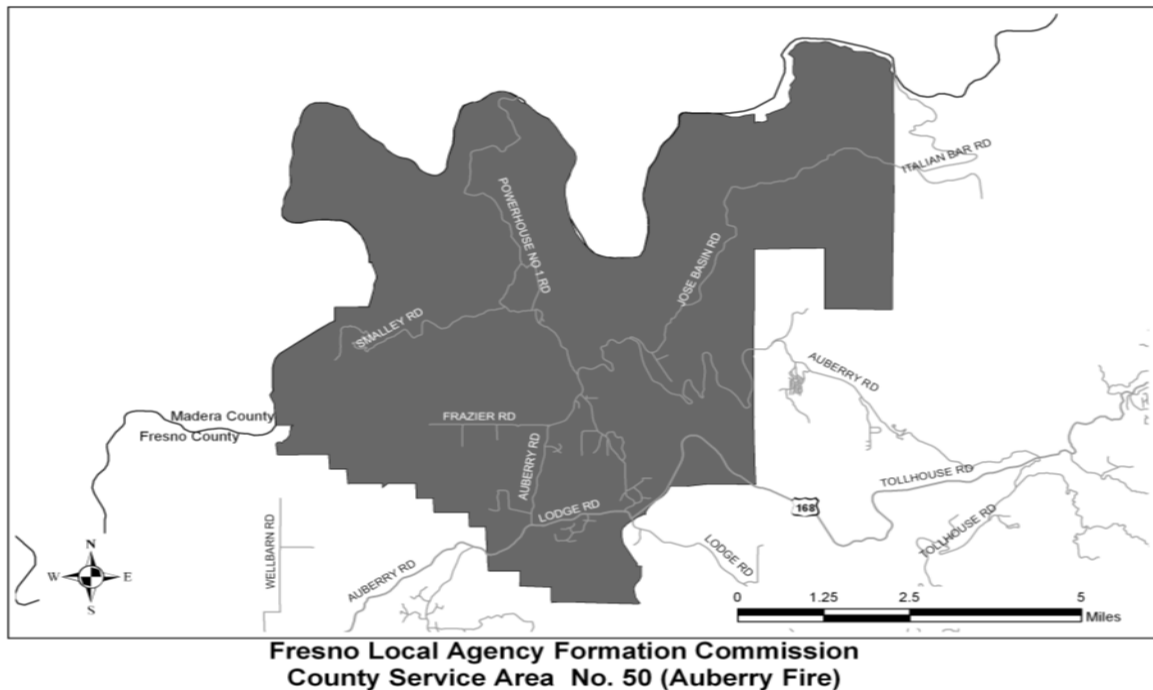


Exhibit IV-7



D. Summary of 2023-24 Fiscal Year Operational Indicators by Sub-System and Recommendations for Implementation to 2024-25



1. **AUBERRY TRANSIT**

2023-24 Inter-Community Operations

FCRTA contracts with a subcontractor 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.

2023-24 Productivity Evaluation Analysis

Ridership on both the foothill community's intra-community and inter-city service to Fresno, has stabilized in recent years. In FY 23/24 it increased by 335 passengers (12.91%). Senior ridership increased by 640 passengers (90.91%), disabled passengers decreased by -147 (-12.44%), and general public passengers decreased by -158 (-22.28%). Total fares increased by \$4,120.45 or 22.48%. Mileage decreased -0.35% (-130); hours decreased -1.62% (-29). Costs increased \$41,204.45 (22.48%). The initial farebox recovery was 3.81%, before adding \$13,97.63 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, the minimum 10.00% standard.

During the past year Auberry Transit operated beyond reasonable FCRTA System standards in the following four (4) Systems performance indicators:

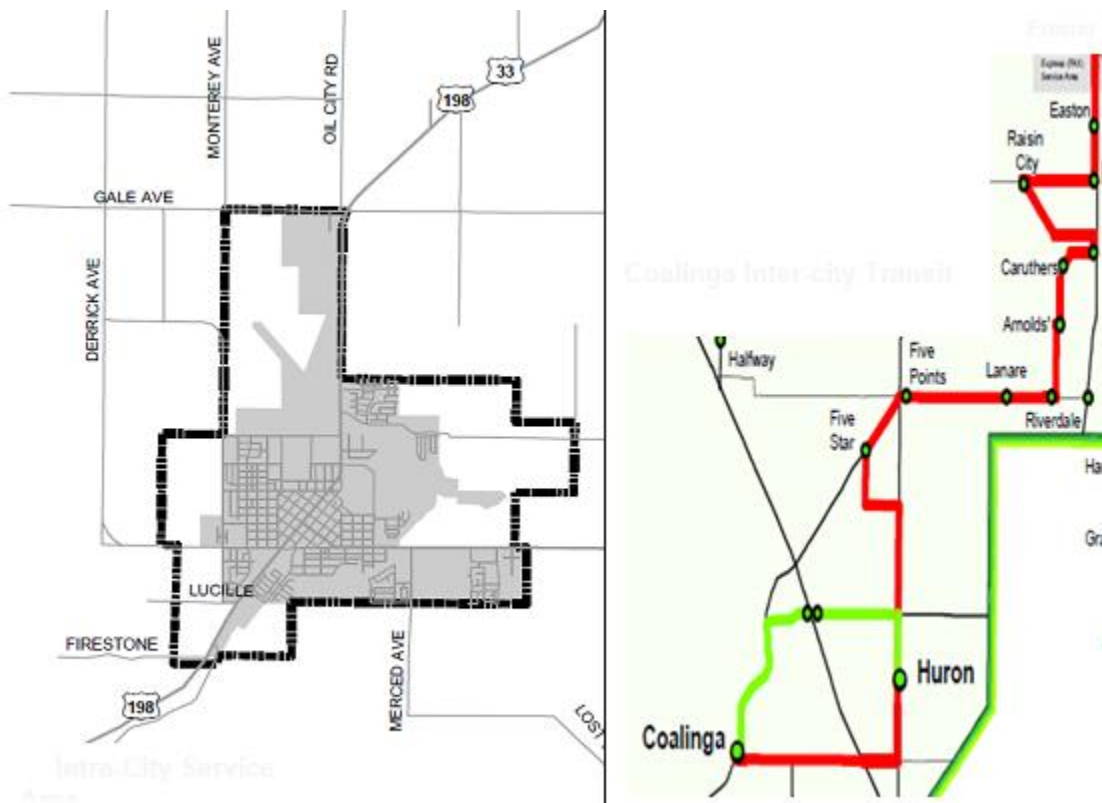
- a. passengers / hour (1.66 vs. 3.00);
- b. passengers / mile (0.08 vs. 0.30);

- c. cost / hour (\$127.26 vs. \$88.20); and
- d. cost / passenger (\$76.61 vs. \$17.64).

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

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. It is recommended that this service continue.



2. COALINGA TRANSIT

2023-24 Intra- and Inter-City Operations

Coalinga Transit provided two (2) modes of varied services: 1) the in-city demand responsive

service transported 7,496 passengers; and 2) the inter-city fixed route service to the Fresno-Clovis Metropolitan Area transported 3,390 passengers, for a total of 10,886 passengers.

2023-24 Productivity Evaluation Analysis

In summary, Coalinga Transit's two (2) modes accounted for a ridership increase of 28.31% (1,428). Senior ridership decreased -573 (-47.87%) and disabled ridership increased by 1,313 (402.76%). General public ridership increased by 688 (19.53%). Fares increased \$27,428.65 (133.08%); mileage increased 4.63% (3,238) along with an increase in hours 25.61% (990.50). The overall costs decreased -19.39% (-115,572.47). The initial farebox recovery was 2.93%, before adding \$33,965.86 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, the minimum 10.00% standard.

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

- a. Passengers / hour (2.22 vs. 3.00)
- b. Passengers / mile (0.14 vs. 0.30)
- c. Cost / hour (\$123.83 vs. \$88.20)
- d. Cost / mile (\$7.76 vs. \$6.06); and
- e. Cost / passenger (\$55.78 vs. \$17.64).

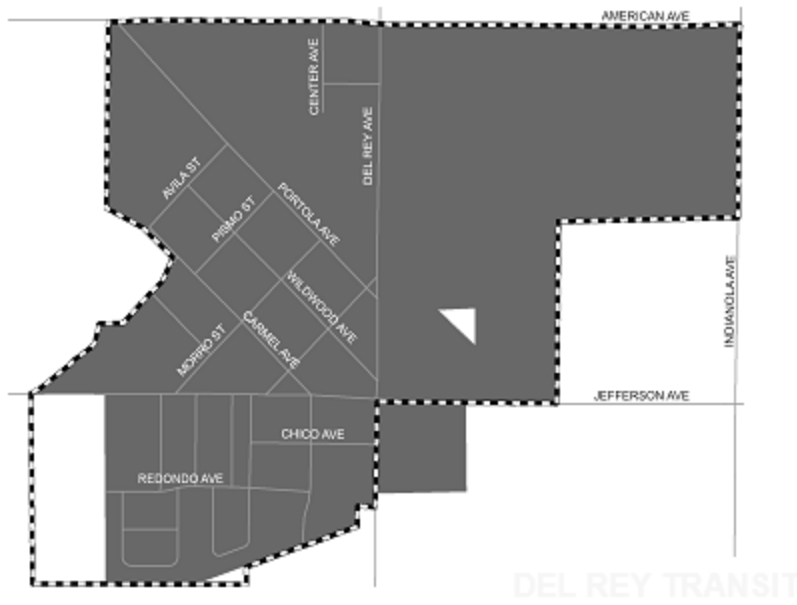
The inter-City service operates over long distances with many passenger loading stops. Service hours are also longer. Excessive route mileage and travel time, in turn, directly impacts fuel, maintenance, and repair costs. Even with significant increases in the number of passengers transported, the travel 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.



3. DEL REY TRANSIT

2023-24 Intra- and Inter-City Operations

FCRTA currently contracts for transportation services with a subcontractor 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.

2023-24 Productivity Evaluation Analysis

Del Rey Transit experienced a total ridership decrease of -20.60% (-407). Senior ridership increased by 22 (129.41%), there was an increase of 7 (41.18%) in disabled ridership, general public ridership decreased -436 (-22.45%). Total fares decreased -35.48% (-\$8,019.28). Mileage decreased by -6,222 miles (-40.74%), hours decreased -49.53% (-637), and costs decreased by -\$33,968.12 (-34.52%). The resultant farebox recovery was 22.63%, significantly higher than the 10.00% minimum standard.

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

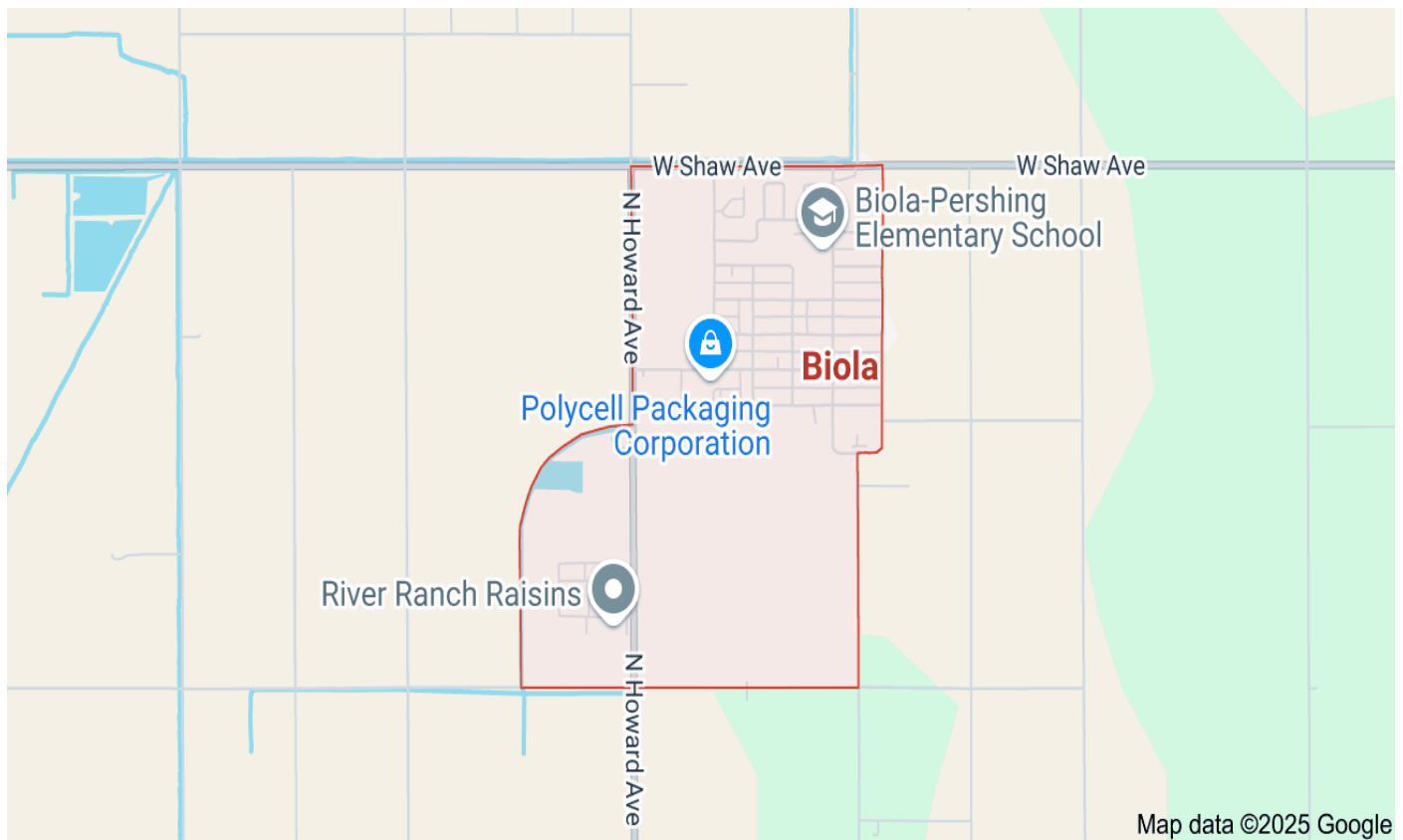
- a. Passengers / mile (0.17 vs. 0.30);
- b. Passengers / hour (2.42 vs. 3.00);
- c. Cost / hour (\$99.30 vs. \$88.20)
- d. Cost / mile (\$7.12 vs. \$6.06); and
- e. Cost / passenger (\$41.07 vs. \$12.60).

Recommendations

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 4:00pm Monday through Friday and 10:00am to 3:00pm on Saturday. 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. While this operation was expanded in recent years to include Saturday service, overall ridership has

decreased to the point where Del Rey no longer has its own dedicated bus during weekdays. In FY 2023-24, the Sanger Transit bus is now coming to Del Rey to pick up Del Rey residents for trips in Del Rey and to Sanger.

This 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.



4. **BIOLA TRANSIT**

2023-24 Intra City and Inter City Operations

The FCRTA contracts with a subcontractor for the provision of transportation services. Demand responsive service within Biola and limited service to Fresno is available by one (1) FCRTA four (4) passenger Bolt Electric Sedan Monday through Friday from 7:00am to 7:00pm.

2023-24 Productivity Evaluation Analysis

Biola Transit experienced a total ridership increase of 1182.05% (461) from FY 2022-23. Senior ridership increased by 155 (1722.22%), there was an increase of 123 (1537.50%) in disabled ridership, general public ridership increased 183 (831.82%). Total fares increased 834.75% (\$5,455.90). Mileage increased by 8,540 miles (292.37%), hours increased

362.99% (559), and costs increased by \$54,558.99 (834.75%). The resultant farebox recovery was 16.65%, significantly higher than the 10.00% minimum standard.

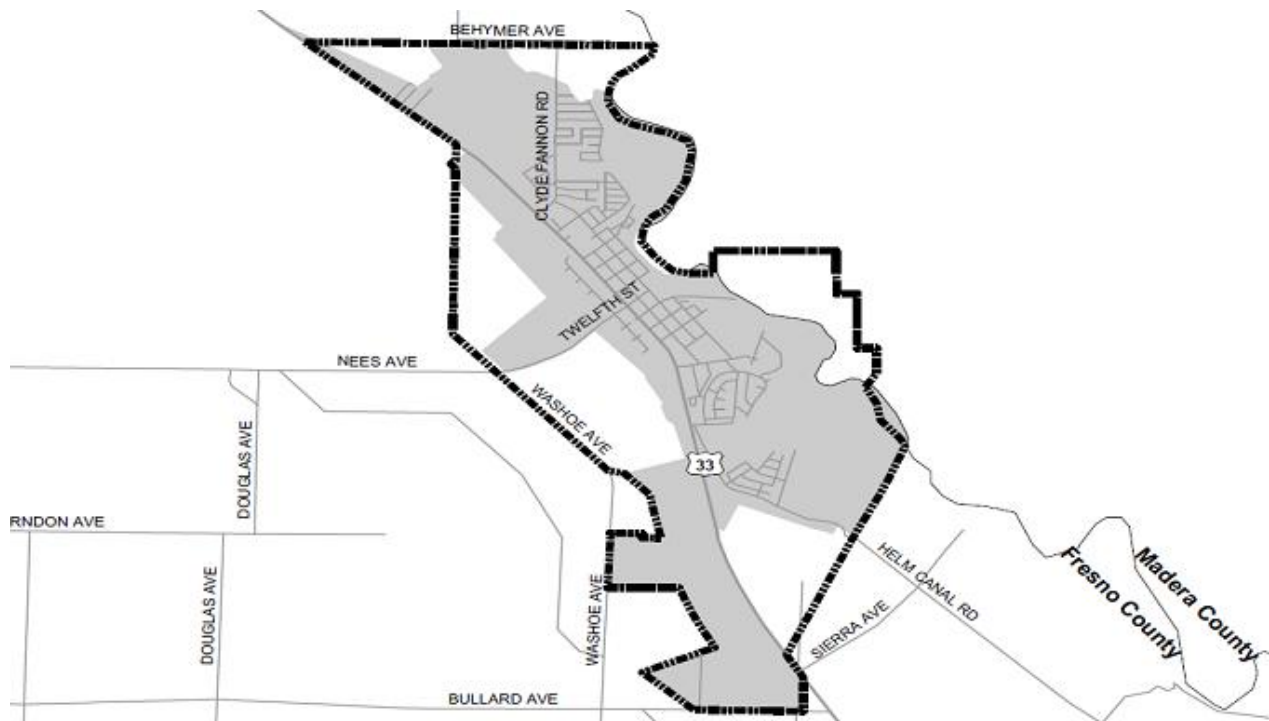
Three (3) performance indicator for Biola Transit was inconsistent with FCRTA System standards:

- a. Passengers / mile (0.04 vs. 0.30)
- b. Passengers / hour (0.70 vs. 3.00)
- c. Cost / passenger (\$122.19 vs. \$12.60).

History/Recommendations

As of October 3, 2022, a new expansion of Rural Transit service took place with the beginning of the Biola Micro transit pilot project service in the unincorporated community of Biola. This service was operated by a subcontractor with one Chevy Bolt electric vehicle. This service operated for approximately 16 months and struggled to attain ridership. Many changes and improvements, including an operating subsidy by the League of Women Voters, were attempted during the operating tenure of Biola Transit. But all efforts failed to produce a viable, sustainable FCRTA transit subsystem.

Operations were permanently ended on February 28, 2025.



5. FIREBAUGH TRANSIT

2023-24 Intra-City and Inter-City Operations

The FCRTA, under an inter-agency services Agreement with the City of Firebaugh currently contracts with a subcontractor 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.

2023-24 Productivity Evaluation Analysis

Firebaugh Transit reported a decrease of -18.34% (-1,148) in overall ridership. Senior ridership decreased -12.77% (-225), disabled passengers increased by 596 (104.93%), and general public ridership decreased -38.66% (-1,519). Farebox revenues decreased -\$1,595.23 (-6.53%). Mileage decreased -4,864 miles (-19.59%). Service hours decreased -15.72% (-488). Costs decreased -\$15,952.34 (-6.53%). The initial farebox recovery was 2.67%, before adding \$16,731.15 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, the minimum 10.00% standard.

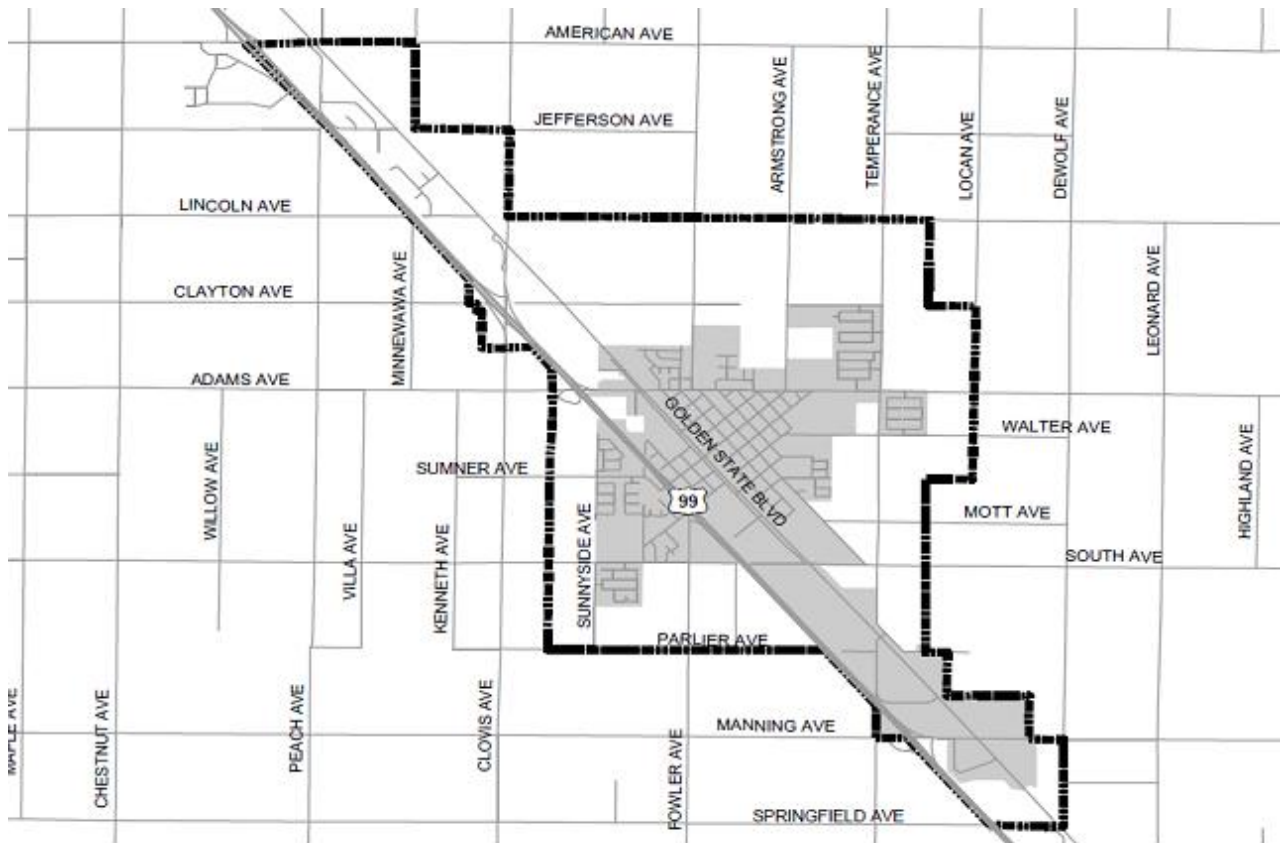
Four (4) performance indicators for Firebaugh Transit were inconsistent with FCRTA System standards:

- a. Passengers per hour (1.95 vs. 3.00)
- b. Passengers per mile (0.26 vs. 0.30)
- c. Cost / mile (\$11.44 vs. \$6.06); and
- d. Cost / passenger (\$44.67 vs. \$17.64).

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.



6. FOWLER TRANSIT

2023-24 Intra- and Inter-City Operations

The FCRTA, under an inter-agency services Agreement with the City of Fowler contracts with a subcontractor 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.

2023-24 Productivity Evaluation Analysis

Fowler Transit noted an increase in overall ridership, of 139 (9.40%). Senior ridership decreased -160 or -14.98%, while disabled ridership increased by 277 passengers (76.31%), and general public ridership increased 22 (45.83%). Fares increased 7.73% (600.73), while mileage decreased -8.84% (-461). Total hours decreased -4.38% (-18.). Costs increased 7.73 (\$6,007.30). The initial farebox recovery was 3.56%, before adding \$5,388.03 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, the minimum 10.00% standard.

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

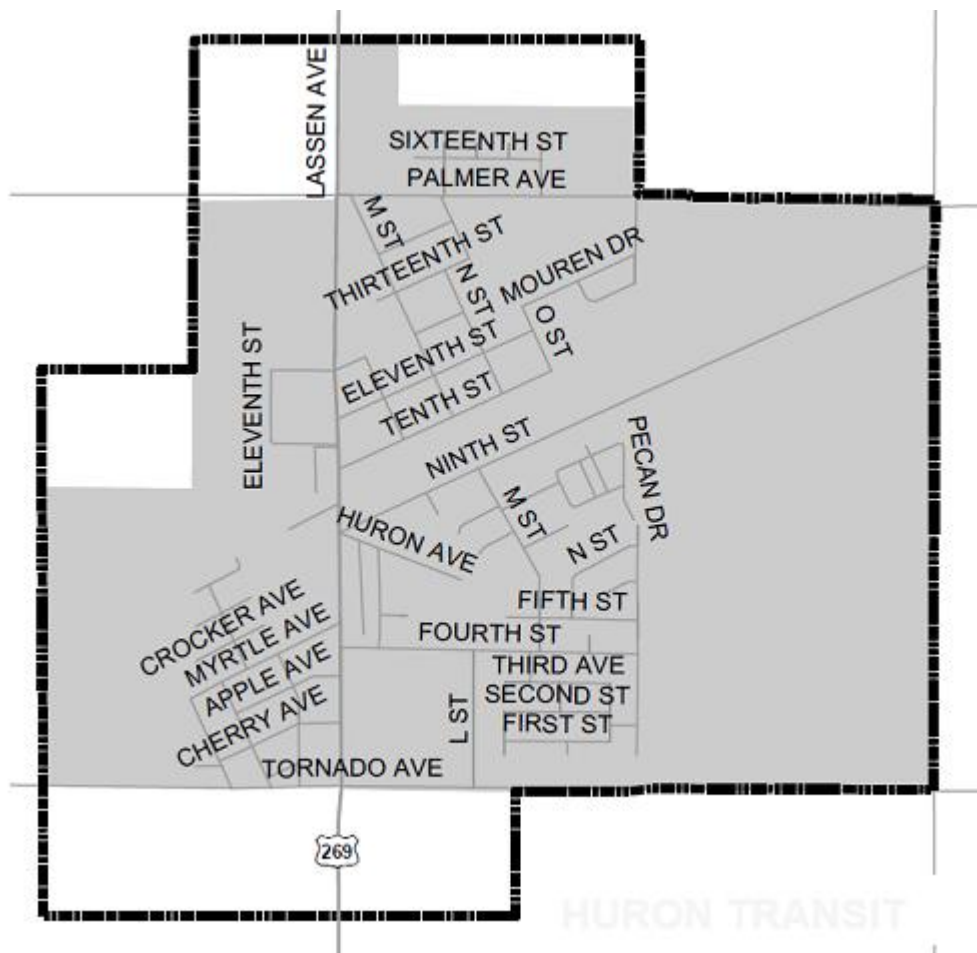
- a. Passengers / mile (0.34 vs. 0.30)
- b. Cost per hour (\$212.92 vs. \$88.20)
- c. Cost / mile (\$17.61 vs. \$6.06); and
- d. Cost / passenger (\$51.72 vs. \$17.64).

Recommendations

In recent years overall ridership has decreased to the point where Fowler no longer has its own dedicated bus. In FY 2023-24, the Selma Transit bus is now coming to Fowler to pick up Fowler residents for trips in Fowler and to Selma.

Continue contract operations. 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.



7. HURON TRANSIT

2023-24 Intra- and Inter-City Operations

The FCRTA, under an inter-agency services Agreement with the City of Huron contracts with a subcontractor 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.

2023-24 Productivity Evaluation Analysis

Huron Transit ridership decreased -1,360 (9.39%). Senior riders increased 184 (11.50%), disabled decreased -95 (-21.25%), while general public ridership decreased -1,449 (-11.65%). Total fares increased 8.17% (\$3,019.32). Mileage increased 3.37% (1,714). Hours of service increased 3.46% (169) hours. Costs increased 8.17% (\$30,193.15). The initial farebox recovery was 4.28%, before adding \$22,892.01 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, the minimum 10.00% standard.

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

- a. Passengers / mile (0.25 vs. 0.30)
- b. Passengers / hour (2.60 vs. 3.00)
- c. Cost / mile (\$7.60 vs. \$6.06); and
- d. Cost / passenger (\$30.46 vs. \$17.64).

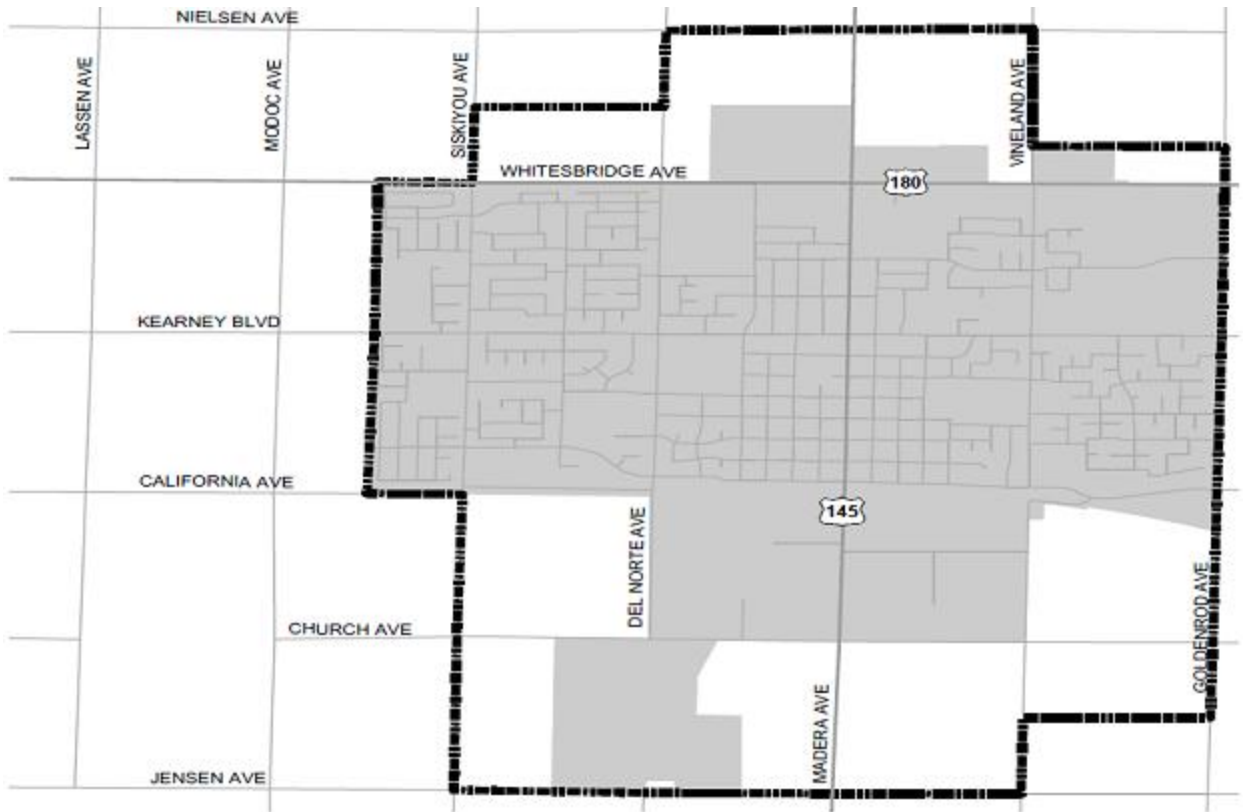
Recommendations

The provision of intracity service by a subcontractor has been beneficial with respect to both cost savings and service reliability. The subcontractor should continue its contract with FCRTA to operate this service. 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 has continued up to this day and is recommended to continue.



8. KERMAN TRANSIT

2023-24 Intra- and Inter-City Operations

The FCRTA, under an inter-agency services Agreement with the City of Kerman, contracts with a subcontractor for the provision of 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, Tranquility and Three Rocks.

2023-24 Productivity Evaluation Analysis

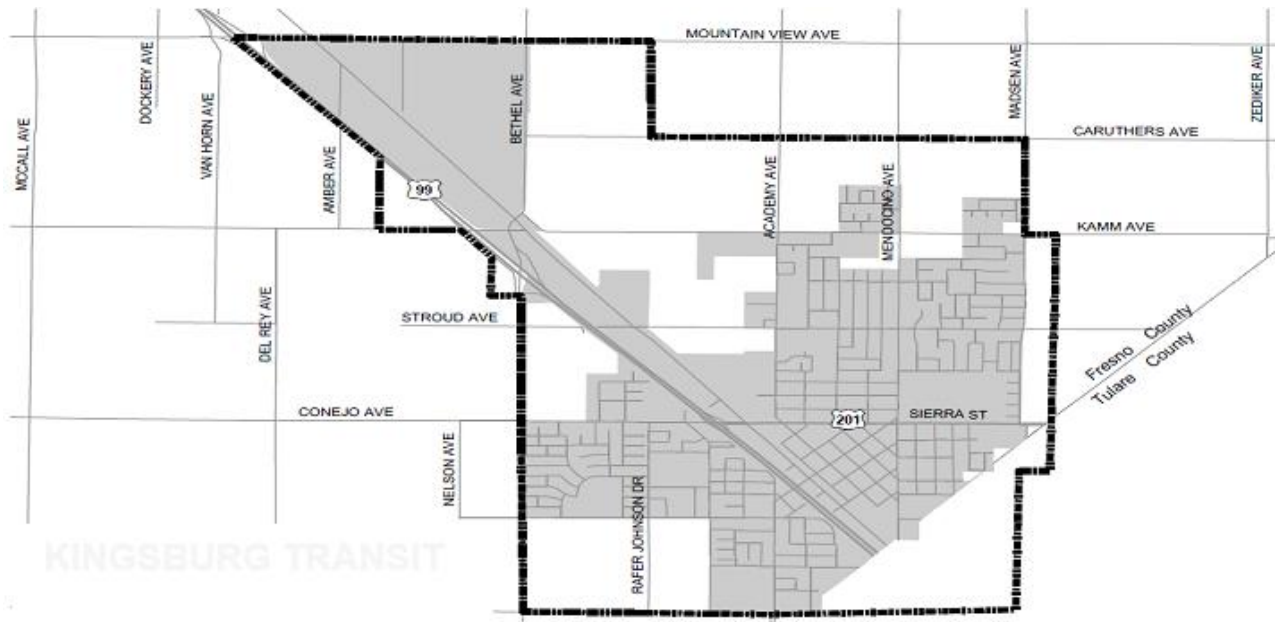
Kerman Transit reported a -7.39% decrease in ridership (-322). Senior passengers increased by 301 rides (37.67%), disabled decreased by -710 passengers, (-31.74%), and general public passengers increased by 87 riders (6.58%). Farebox receipts increased \$3,952.83 (18.95%). Mileage decreased -6.28% (-1,106) miles. Hours of operation increased -3 hours (-0.15%). Costs increased \$39,528.27 (18.95%). The initial farebox recovery was 2.68%, before adding \$18,150.88 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, the minimum 10.00% standard.

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

- a. passengers / mile (0.24 vs. 0.30)
- b. passengers / hour (2.01 vs. 3.00);
- c. cost / hour (\$123.36 vs. \$88.20);
- d. cost / mile (\$15.02 vs. \$6.06); and
- e. cost per passenger (\$61.47 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.



9. KINGSBURG TRANSIT

2023-24 Intra- and Inter-City Operations

One (1) FCRTA wheelchair lift-equipped van is 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 a subcontractor for the provision of general public service within the Sphere of Influence is on a demand-responsive basis eight (8) 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.

2022-24 Productivity Evaluation Analysis

Kingsburg Transit reported a 1.32% increase in ridership (159). Ridership by elderly passengers increased by 1,937 riders (39.99%), disabled decreased by -1,649 passengers (-38.04%), and general public passengers decreased by -129 riders (-4.51%). Farebox

receipts increased \$6,537.95 (17.67%). Mileage decreased -1.69% (-456) miles. Hours of operation increased 37 hours (0.88%). Costs increased 17.67% (\$65,379.46). The initial farebox recovery was 3.44%, before adding \$28,576.02 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, the minimum 10.00% standard.

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

- a. cost / mile (\$16.40 vs. \$6.06).
- b. passengers / hour (2.86 vs. 3.00)
- c. cost / hour (\$102.12 vs. \$88.20); and
- d. cost per passenger (\$35.69 vs. \$17.64).

Recommendations

The operation of the Kingsburg Transit warrants the continued operation of one (1) service vehicle, Monday through Friday. One (1) service vehicle on Saturday is sufficient.



Wednesday & Friday

AM

| | | | | | | | |
|-------------------------|-----------------------|----------------------------|--------------------|---------------------------|---------------------------|-----------------------|-------------------------|
| *1000 | *4073 | *4089 | *1093 | *1094 | *1095 | *4074 | *1000 |
| Hanford Transfer Center | Selma Kaiser Hospital | Fowler Children's Hospital | Fresno Fulton Mall | Community Regional Center | Fresno Veteran's Hospital | Selma Kaiser Hospital | Hanford Transfer Center |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 |
| 9:00 | 9:30 | 9:35 | 9:55 | 10:00 | 10:05 | 10:25 | 11:00 |

PM

| | | | | | | | |
|-------------------------|-----------------------|---------------------------|---------------------------|--------------------|----------------------------|-----------------------|-------------------------|
| *1000 | *4073 | *1095 | *2001 | *1093 | *4089 | *4074 | *1000 |
| Hanford Transfer Center | Selma Kaiser Hospital | Fresno Veteran's Hospital | Community Regional Center | Fresno Fulton Mall | Fowler Children's Hospital | Selma Kaiser Hospital | Hanford Transfer Center |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 |
| 2:00 | 2:30 | 2:50 | 3:00 | 3:00 | 3:15 | 3:30 | 4:00 |

10. LATON TRANSIT

2023-24 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).

2023-24 Productivity Evaluation Analysis

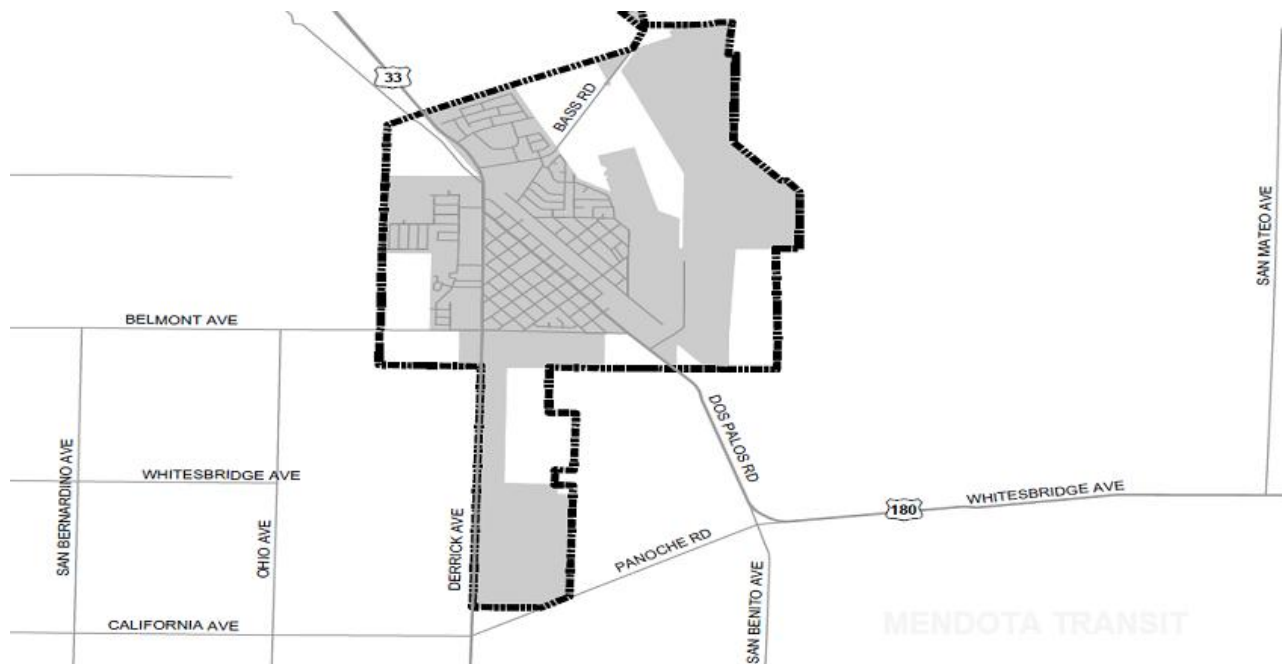
Laton Transit's ridership decreased -18.78% (-268). Senior riders decreased by -215 (-100.00%); disabled riders decreased -50 (-100.00%), general public ridership decreased -3 (-0.26%). Passenger fares increased \$2,125.06 (48.35%). Mileage decreased -374 miles (-2.49%). Hours decreased by -14 (-3.66%). Costs increased \$21,250.64 (48.35%). The initial farebox recovery was 0.00%, before adding \$6,519.92 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, the minimum 10.00% standard.

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

- a. passengers / mile (0.08 vs. 0.30)
- b. cost per hour (\$176.69 vs \$88.20); and
- c. cost per passenger (\$56.25 vs. \$17.64).

Recommendations

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.



11. MENDOTA TRANSIT

2023-24 Intra- and Inter-City Operations

The FCRTA, under an inter-agency services Agreement with the City of Mendota, contracts with a subcontractor 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.

2023-24 Productivity Evaluation Analysis.

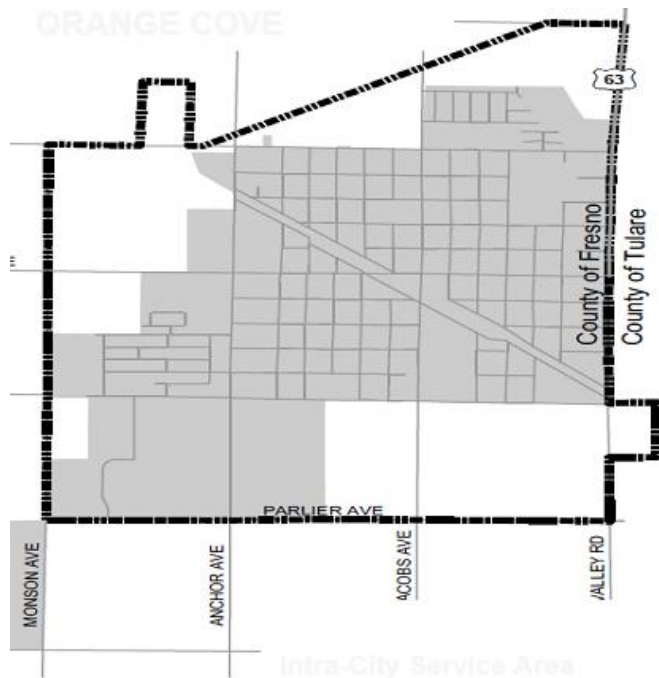
Mendota Transit's ridership increased 18.89% (1,107) more seniors (729) rode representing an increase of 52.48%. Disabled ridership decreased by -124 (-22.88%) and 502 more (12.78%) general public patrons utilized the service. Fares increased 3.99% (\$995.75). Mileage increased 2,046 (14.29%), while hours increased 2.05% (45). Costs increased \$9,957.47 (3.99%). The initial farebox recovery was 3.40%, before adding \$17,111.14 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, the minimum 10.00% standard.

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

- a. Cost per hour (\$115.99 vs \$88.20)
- b. Cost / mile (\$15.85 vs. \$6.06); and
- c. Cost per passenger (\$37.23 vs. \$17.64).

Recommendations

FCRTA Staff continues to recommend service implementation from 8:00am to 5:00pm Monday through Friday.



12. ORANGE COVE TRANSIT

2023-24 Intra- and Inter-City Operations

The FCRTA, under an inter-agency services Agreement with the City of Orange Cove contracts with a subcontractor for the provision of transportation services. Orange Cove Transit operates a FCRTA lift-equipped van on a 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.

2023-24 Productivity Evaluation Analysis

Orange Cove Transit has reported an increase in ridership of -9.84% (4,103). Seniors ridership increased -1.19% (521). More (752) (14.65%) disabled patrons rode, and 2,830 (-13.70%) less general public passengers rode last year. Fares increased 3.09% (\$5,649.03); mileage decreased -1.85% (-1,167). Hours of service increased -3.14% (118). Costs increased \$56,807.24 (3.01%). The resultant farebox recovery was 7.50%, before adding \$11,382.40 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, the minimum 10.00% standard.

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

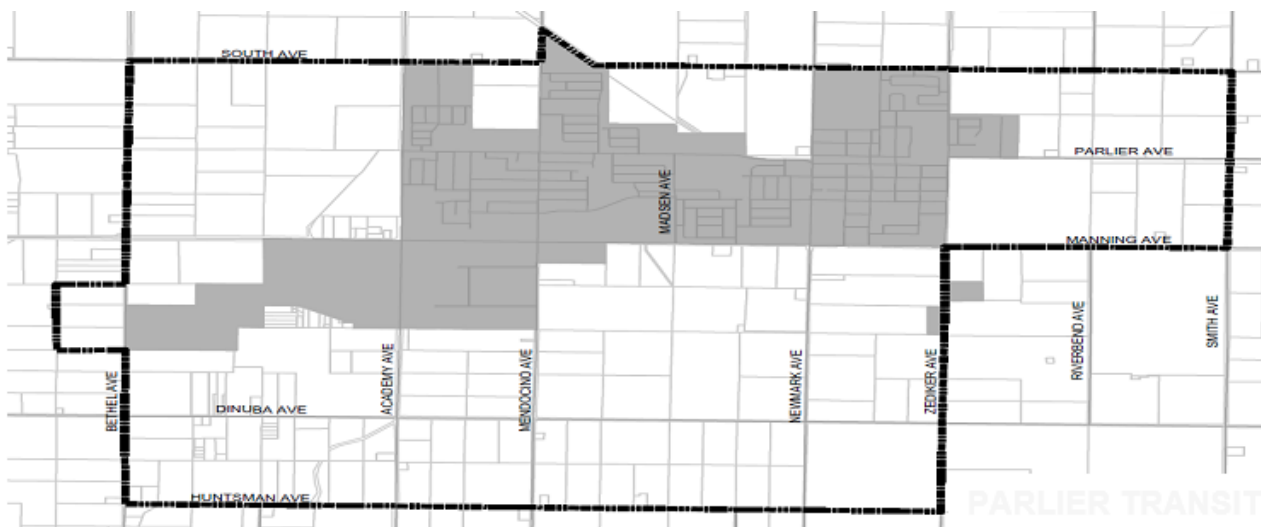
- a. Cost / mile (\$4.43 vs. \$6.06);
- b. Cost / hour (\$96.02 vs. \$88.20)
- c. Cost per passenger (\$21.70 vs. \$17.64).

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 a subcontractor has proven to be quite successful, for both intracity and inter-city operations. Continued growth is projected through on-going marketing programs.

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



13. PARLIER TRANSIT

2023-24 Intra- and Inter-City Operations

Under an inter-agency services Agreement with the City of Parlier, FCRTA currently contracts for transportation services with a subcontractor. 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.

2023-24 Productivity Evaluation Analysis

Parlier Transit transported 894 more passengers (10.07%). Senior riders decreased -9.58% (-205). Disabled ridership decreased -592 (-62.12%), and general public riders increased 1,691 (29.21%). Fares increased 8.14% (\$1,546.82). Mileage decreased -2,912 (-17.18%), while service hours decreased -21 (-1.03%) hours. Cost increased \$15,468.10 or 8.14%. The initial farebox recovery was 4.55%, before adding \$11,192.72 in Measure-C augmentation funds to achieve the resultant farebox recovery of 10.00%, the minimum 10.00% standard.

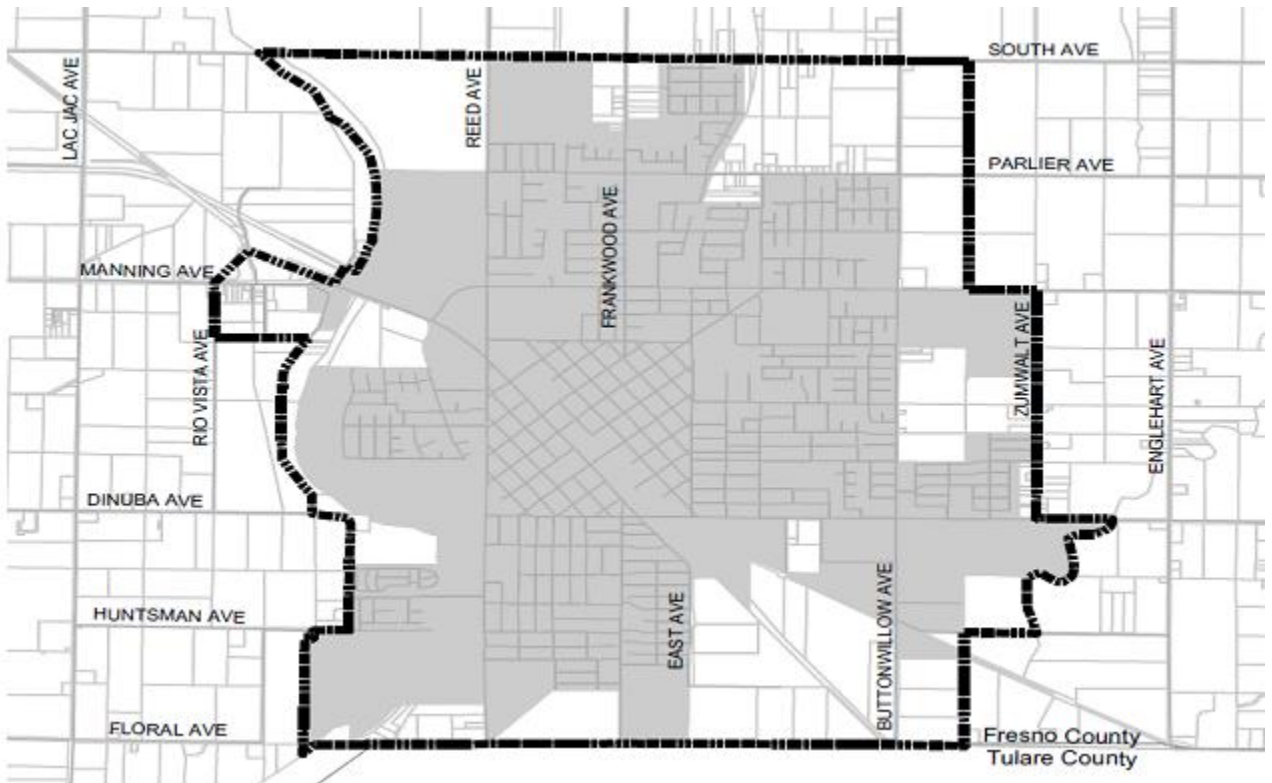
Three (3) performance indicators for Parlier Transit were inconsistent with FCRTA System

standards:

- a. cost per hour (\$102.30 vs \$88.20);
- b. cost / mile (\$14.64 vs. \$6.06); and
- c. cost per passenger (\$21.02 vs. \$17.64).

Recommendations

It is recommended that the subcontractor 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.



14. REEDLEY TRANSIT

2023-24 Intra- and Intra-City Operations

The FCRTA, under an inter-agency services Agreement with the City of Reedley contracts with a subcontractor for the provision of demand-responsive public transportation within its Sphere of Influence eight (8) hours per day, Monday through Friday. In 2023-24, two (2) 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 began fixed route service between Kingsburg and Reedley College.

2023-24 Productivity Evaluation Analysis

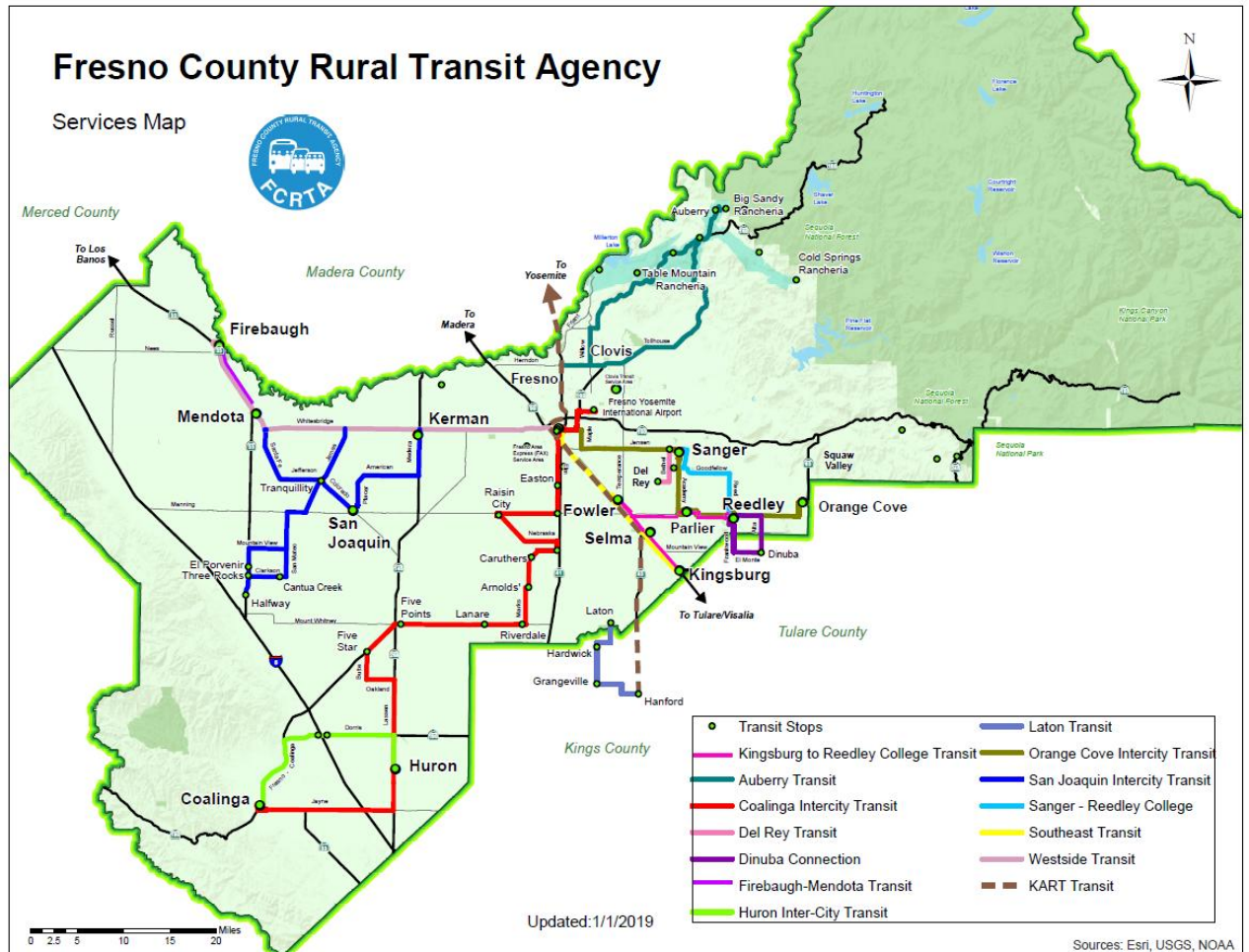
Reedley Transit's ridership increased 1,604 passengers, for an 8.02% change from the previous Fiscal Year. Seniors ridership increased 13.38% (495) while 828 (17.13%) more disabled riders rode, and 281 (2.45%) more general public rode. Fares decreased -4.32% (-\$2,347.04). Mileage decreased by -10.53% (-\$5,606.00) while hours decreased -8.63% (-500). Costs decreased -\$23,407.95 (-4.31%). The initial farebox recovery was 4.41%, before adding \$29,086.23 in Measure-C augmentation funds to achieve the resultant farebox recovery of 10.00%, the minimum 10.00% standard.

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

- a. cost per hour (\$98.26 vs. \$88.20);
- b. cost per mile (\$10.92 vs. \$6.06); and
- c. cost per passenger (\$24.06 vs. \$17.64).

Recommendations

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. In 2013-14 the number of vehicles providing service was reduced from five (5) to four (4). In 2019-20 the number of vehicles was reduced from four (4) to three (3), its current number as of 2021-22. In 2023-24 the number of vehicles was reduced from three (3) to two (2).



15. RURAL TRANSIT

2023-24 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.

As of October 3, 2022, a new expansion of Rural Transit service took place with the beginning of the Biola micro transit pilot project service in the unincorporated community of Biola. This service is operated by a subcontractor with one Chevy Bolt electric vehicle. This service

circulates throughout Biola and makes trips to and from the City of Fresno. During 2024-25 the Biola micro transit service was discontinued.

2023-24 Productivity Evaluation Analysis

Rural Transit's ridership increased by 15 (39.47%) more passengers than the previous year. More seniors rode (19) (271.43%), there was less (1) (-5.88%) disabled passengers, and there were 3 (-21.43%) less general public passengers. Farebox receipts decreased - \$1,160.97 (-11.93%). The mileage increased 2,779 (60.32%) and the hours increased 84 (45.16%) hours. The cost decreased -\$11,609.72 (-11.93%). The initial farebox recovery was 7.83%, before adding \$2,398.63 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, the minimum 10.00% standard.

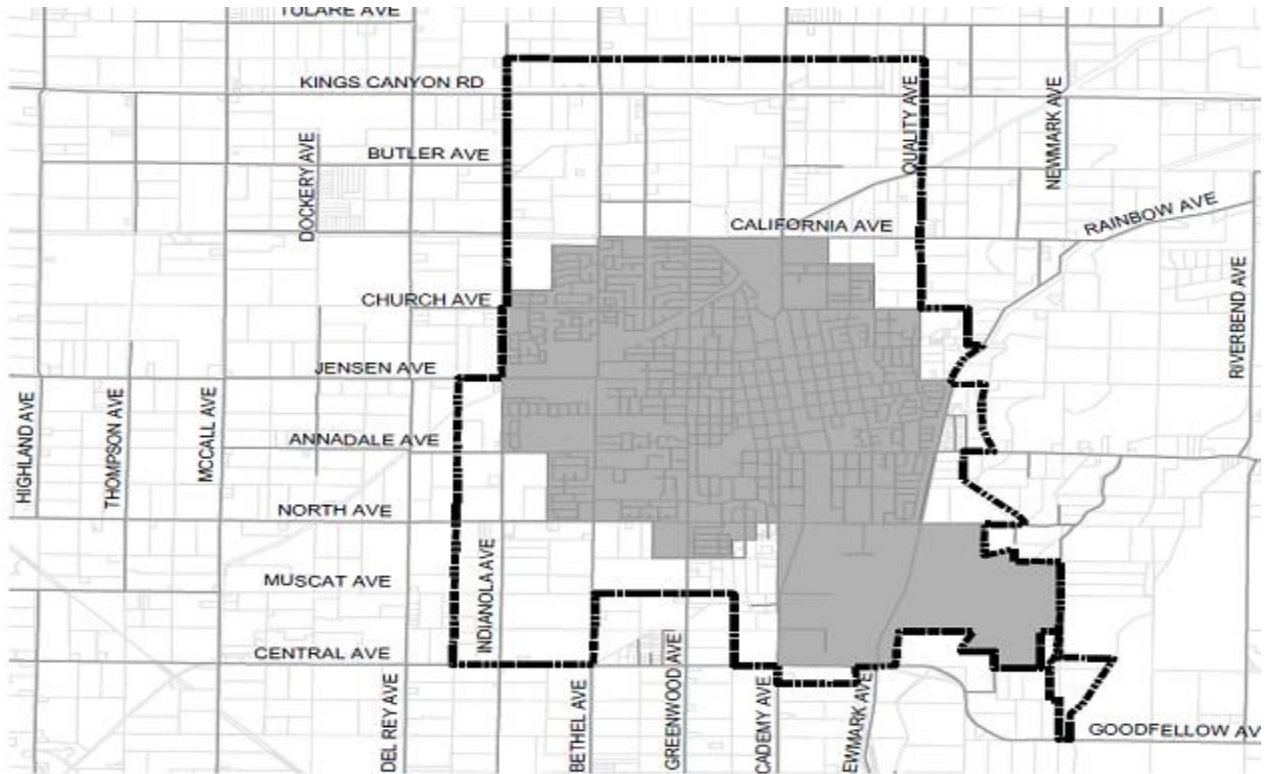
Five (5) performance indicators for Rural Transit were inconsistent with FCRTA System standards:

- a. passengers per hour (0.20 vs. 3.00)
- b. passengers per mile (0.01 vs. 0.30);
- c. cost per hour (\$317.37 vs \$88.20);
- d. cost per mile (\$11.60 vs. \$6.06); and
- e. cost per passenger (\$1,616.77 vs. \$17.64).

Recommendations

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

The FCRTA has contracted with a subcontractor 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 was 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 looked into how Electric Vehicles can be incorporated into this expanded service. This study was completed in December 2020 and adopted by the FCRTA Board in January 2021. FCRTA has begun preparations for expanding this service by acquiring Chevy Bolt Electric Vehicles.



16. SANGER TRANSIT

2023-24 Intra- and Inter-City Operations

The FCRTA, under an inter-agency services Agreement with the City of Sanger, contracts with a subcontractor 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 eight (8) 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. In 2023-24, two (2) twenty-two (22) passenger lift equipped FCRTA vans were utilized.

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.

2023-24 Productivity Evaluation Analysis

Sanger Transit's ridership increased 2.63% (592). Ridership by seniors increased 10.09% (444), while the disabled passengers decreased by -1,219 (-20.85%), and general public passengers increased by 11.16% (1,367). Fares decreased -4.55% (-\$2,994.80). Mileage decreased -5.70% (-4,557), and hours decreased -11.48% (-934). Costs decreased -4.55% (-\$29,948.00). The initial farebox recovery was 4.43%, before adding \$34,999.24 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, the minimum 10.00% standard.

Two (2) performance indicators for Sanger Transit was inconsistent with FCRTA System

standards:

- a. Cost / mile (\$8.33 vs. \$6.06); and
- b. Cost / passenger (\$27.22 vs \$17.64)

Recommendations

Since the Spring of 2007, two (2) twenty-two (22) passenger lift-equipped vans have been providing demand responsive 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 operational contract is currently with a subcontractor which has been operating this service since September 2018. In 2023-24, two (2) twenty-two (22) passenger lift equipped FCRTA vans were utilized.

Continuing 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) manufacturers 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.



17. SAN JOAQUIN TRANSIT

2023-24 Intra-, Inter City and Inter-Community Operations

The FCRTA, under an inter-agency Agreement with the City of San Joaquin, contracts with a subcontractor 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, Tranquility and Three Rocks. By 2023-24, ridership has decreased to the point where San Joaquin no longer has its own dedicated bus. In FY 2023-24, the Kerman bus is now coming to San Joaquin to pick up San Joaquin residents for trips in San Joaquin and to Kerman.

The Westside Transit service provides two (2) roundtrips Monday through Friday on a scheduled fixed-route basis.

2023-24 Productivity Evaluation Analysis

San Joaquin Transit ridership increased 233.33% (518). Senior ridership increased - 300.00% (6), disabled increased by 10 (111.11%), and general public ridership increased 237.91% (502). Fares increased 12.02% (\$1,057.31). Mileage increased 143.98% (6,318) while hours increased by 197 (147.01%). Cost increased 12.02% (\$10,573.15). The initial farebox recovery was 5.61%, before adding \$4,321.33 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, the minimum 10.00% standard.

San Joaquin Transit operated beyond reasonable FCRTA System standards in the following five (5) performance indicators:

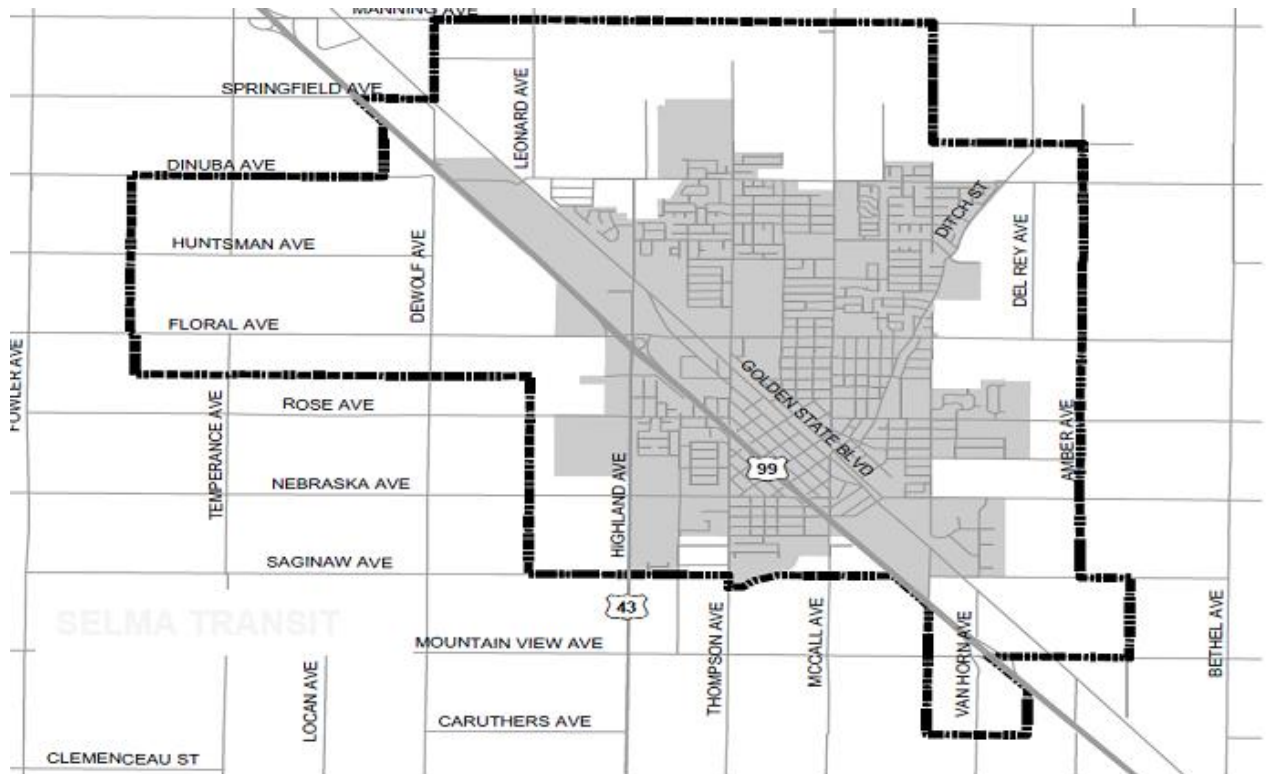
- a. passengers / hour (2.24 vs. 3.00);
- b. passengers / mile (0.07 vs 0.30);
- c. cost per hour (\$297.60 vs \$88.20);
- d. cost / mile (\$9.20 vs. \$6.06); and
- e. cost / passenger (\$133.12 vs \$17.64).

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 for this intra-community service has steadily continued to decline which led to loss of the dedicated bus for San Joaquin, Cantua Creek, El Porvenir, Halfway, Tranquility and Three Rocks in 2023-24. Kerman Transit will continue to provide service for San Joaquin residents to Kerman.



18. SELMA TRANSIT

2023-24 Intra- and Inter-City Operations

The FCRTA, under an inter-agency Agreement with the City of Selma, contracts with a subcontractor for demand responsive service within their Sphere of Influence.

This service utilize four (4) FCRTA lift-equipped vans until 2023-24. 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 a subcontractor.

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).

2023-24 Productivity Evaluation Analysis

Selma Transit's ridership increased 9.37% (2,049). Senior ridership decreased -1,198 (-17.13%), disabled passengers increased by 1,480 (19.76%) while general public ridership increased 1,767 (23.96%). Fares increased 10.00% (\$6,269.47). Mileage increased 10.93% (5,999). The hours of service increased 3.26% (234). The resultant costs increased 10.00%

(\$62,717.21). The initial farebox recovery was 3.71%, before adding \$43,363.42 in Measure - C augmentation funds to achieve the resultant farebox recovery of 10.00%, the minimum 10.00% standard.

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

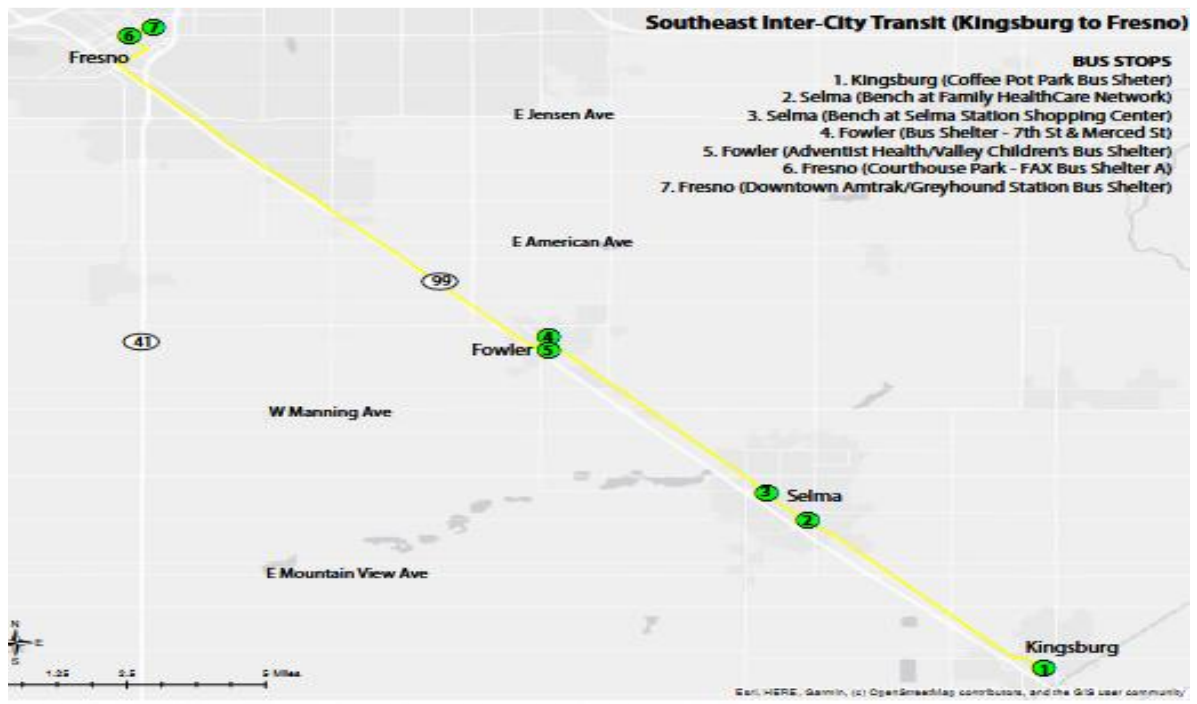
- a. cost per hour (\$93.10 vs \$88.20);
- b. cost / mile (\$11.33 vs. \$6.06); and
- c. cost / passenger (\$28.86 vs \$17.64).

Recommendations

The alternative operations of Selma Transit have proven to be successful. The subcontractor 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 to promote a more efficient service. Each dispatcher needs to visualize the relative location of each vehicle and subsequent service requests in an effort to “add additional passengers” to each vehicle trip. The dispatchers need to maintain constant radio feedback with the drivers to seek their suggestions as to who can best handle the next passenger.

In Fiscal Year 2014-15 the operation of the fourth (4th) vehicle on a fixed route basis was discontinued in favor of the vehicles being operated on a demand responsive basis. Saturday service continues to be available with one (1) vehicle operated on a demand responsive basis for eight (8) hours from 8:00am to 5:00pm with a lunch hour for the driver from 12 Noon to 1:00pm.



19. SOUTHEAST TRANSIT

2023-24 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 subcontractor.

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 eight and a half (8.5) hour period, Monday through Friday.

2023-24 Productivity Evaluation Analysis

Southeast Transit ridership increased 8.16% (630). Ridership by seniors increased by 710 (47.40%), while disabled ridership increased by 82 (4.47%) and general public decreased by -162 (-3.70%). Fares increased 21.43% (\$4,036.62). Mileage decreased -3,658 (-9.04%). Service hours increased 11 (0.51%) hours. Costs decreased -\$929.34 (-0.49%). The resultant farebox recovery was 12.20%, higher than the 10.00% minimum standard.

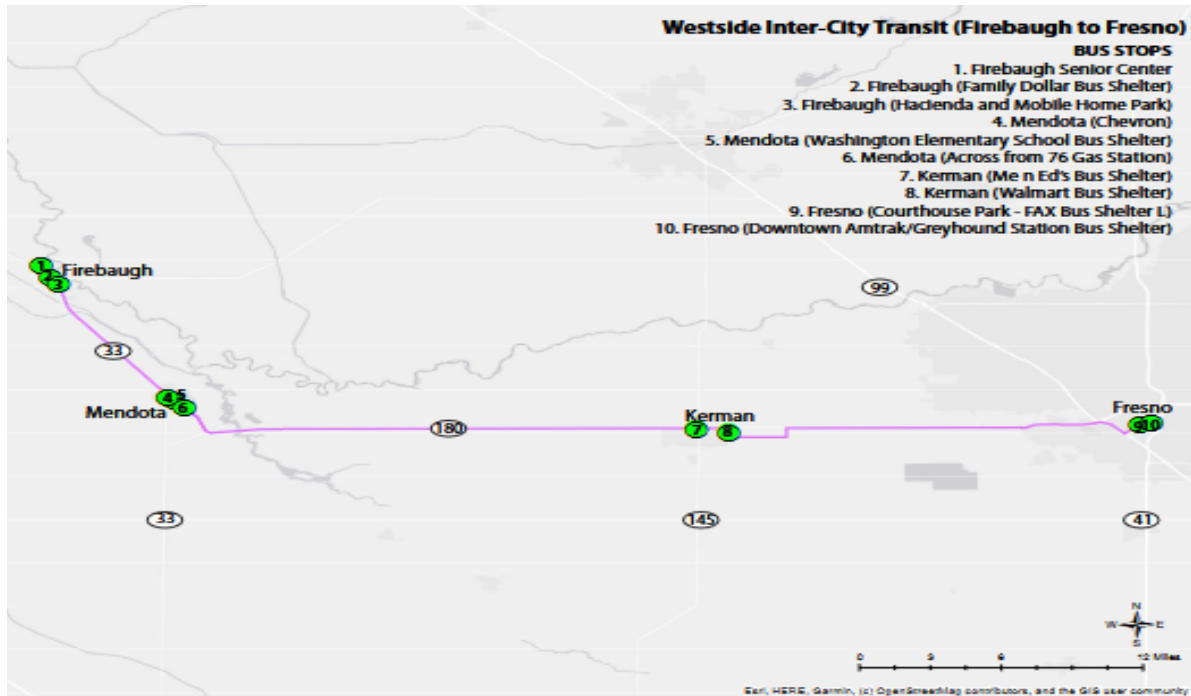
Two (2) performance indicators for Southeast Transit was inconsistent with FCRTA System standards:

- a. Passengers / mile (0.23 vs 0.30);
- b. Cost / passenger (\$22.46 vs \$17.64).

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 eight and a half (8.5) hour per service day from 8:00am to 5:30pm, with a mid-day lunch hour for the driver, Monday through Friday.



Westside Transit

20. WESTSIDE TRANSIT

2023-24 Inter-City Operations

Westside Transit Service is provided by a subcontractor. 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 4:30pm service is provided in FCRTA's twenty-two (22) passenger lift-equipped bus.

2023-24 Productivity Evaluation Analysis

Westside Transit's ridership increased 16.35% (1,608). Senior ridership increased 22.99% (660), disabled decreased by -56 (-10.09%) and general public increased 15.66% (1,004). Fares increased \$6,008.25 (24.99%). Mileage decreased -0.78% (-378 miles), and hours decreased -12 (-0.55%) hours. Costs increased \$19,746.21 (10.46%). The resultant farebox recovery was 14.42%, higher than the 10.00% minimum standard.

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

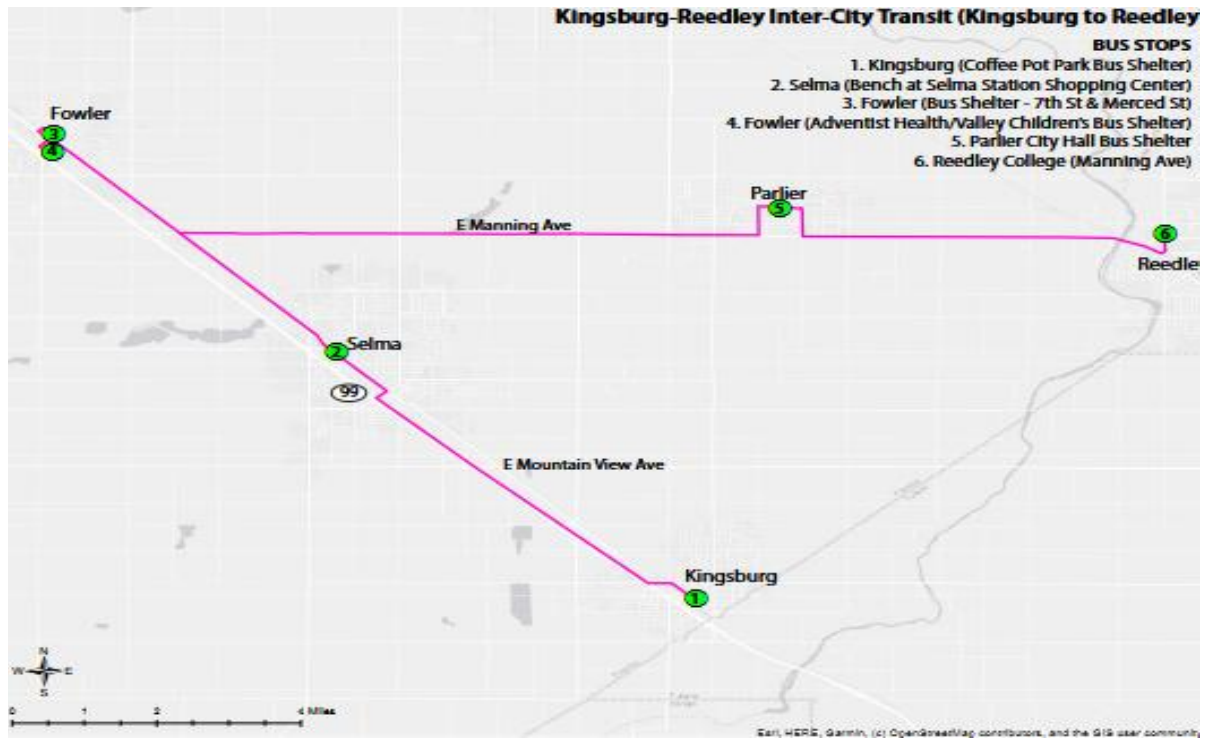
- a. Passengers / mile (0.24 vs 0.30);
- b. Cost per hour (\$95.23 vs \$88.20); and
- c. Cost / passenger (\$18.22 vs \$17.64).

Recommendations

Service contracting with the current subcontractor 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 eight and half (8.5) hours per service day from 7:00am to 4:30pm, with a midday lunch hour for the driver, Monday through Friday.



Kingsburg to Reedley College Transit

21. KINGSBURG – REEDLEY COLLEGE TRANSIT

2023-24 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 a subcontractor utilizing a twenty-two (22) passenger modified van for three (3) round trips, within an eight (8) hour period, Monday through Friday.

Kingsburg - Reedley College Transit began service on January 11, 2016. This service has now completed eight full fiscal years and has experienced a steady level of ridership.

2023-24 Productivity Evaluation Analysis

Kingsburg - Reedley College Transit ridership increased 57.12% (2,010). Senior riders decreased by -17 (-100.00%); disabled riders decreased -4 (-100.00%), general public ridership increased 2,031 (58.06%). Passenger fares increased \$6,578.28 (50.38%). Mileage decreased -2,316 miles (-7.56%). Hours decreased by -127 (-7.50%). Costs decreased -\$5,587.80 (4.28%). The resultant farebox recovery was 15.71%, significantly higher than the 10.00% minimum standard.

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

- a. Passengers / mile (0.20 vs. 0.30)
- b. Cost / passenger (\$22.61 vs \$17.64)

Recommendations

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

FCRTA staff continues to recommend implementation of the service during an eight (8) hour per service day from 7:00am to 4:30pm, with a midday lunch hour for the driver, Monday through Friday.

22. PUBLIC AND PRIVATE INTER-CITY CARRIERS

As noted in the existing 2023-24 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.

Huron Transit provides 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, 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 23-24 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 sixteen (16) 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.

Additionally, Uber and Lyft ridesharing services have been active within Fresno County for over twenty years. They offer service primarily in the Cities of Fresno and Clovis.

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.

For each of the twenty-two FCRTA transit subsystems are the following recommendations:

Recommendations for all FCRTA transit subsystems 2026-2030

- 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.
- Obtain additional local funding to support transit service expenses.
- Introduce additional marketing in this service area.
- EV Technology with capital and infrastructure for intra-city and inter-city routes in the incorporated cities and unincorporated communities.
- Microgrid (solar) technology with EV chargers for intra-city and inter-city routes in the incorporated cities and unincorporated communities.

- Fully enable and develop the new FCRTA Maintenance Facility in Selma to expand EV charging infrastructure, solar power generation, and Microgrid technologies in support of FCRTA transit operations.
- Introduce new Micro transit operations in rural communities throughout the county.

The 2022 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.

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 2024-25 and 2025-26 fiscal year Budget. Total revenues for 2024-25 are expected to be \$14,114,711. Funds carried forward from the previous year account for 40% of total revenues. State Transportation Development Act (TDA) Local Transportation Funds (LTF) account for 23.2% of total revenues. Measure C represents 5.8% of the total revenues. Fare receipts account for 12.4%. FTA Section 5311, and 5304 matching funds assistance represents 16.2%.

B. Expenditures (includes Anticipated Revenues & Expenditures)

Exhibit V-2 presents anticipated expenditures for fiscal year 2024-25 and 2025-26. During fiscal year 2024-25, total operating expenditures are projected to be \$14,114,711 of which 9.4% or \$1,336,355 is for administration. Total anticipated operating expenditures and expenses are projected through fiscal year 2029-30 (Exhibit V-3 & Exhibit V-4).

Exhibit V-5 FCRTA's 2024-25 Capital Reserve Budget reflects the programming of \$35,381,722 in funds this fiscal year to support the purchase of fixed / assets. Some items included are: Bus Maintenance & Operations Facility (portion of construction), \$7,238,243; Infrastructure and Equipment for Maintenance Facility \$597,669; and a Battery Management System \$258,932.

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 2024-25 through 2029-30. 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 2024-25 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 Vehicle Inventory and Replacement Schedule and their relationship with the FCRTA TAM Plan and LRTP.

D. **FCRTA Capital Plans**

Historically, FCRTA has mainly utilized its Capital Budget for replacing old vehicles and equipping new vehicles. But in recent years the requirements of electrifying the FCRTA fleet have created an emphasis on procuring capital and equipment in support of EVs, EV chargers, and EV charging infrastructure.

In addition to many new EVs, in recent years FCRTA has procured many Level 2 EV chargers, Level 3 EV chargers, Level 2 and Level 3 Solar chargers, solar car ports, technology and equipment for an Inductive Charging Station, two Microgrids, and two Resiliency Hubs. FCRTA has also procured a Micro Battery Storage & Energy Management System. Much of this technology and equipment will be based and operated at the new FCRTA Maintenance facility along with most of the FCRTA fleet.

Fresno County Rural Transit Agency
Exhibit V - 1
Anticipated Operating Revenues

| | FY 2024-2025 | FY 2025-2026 |
|--|---------------------|---------------------|
| REVENUES | Total Budget | Total Budget |
| PAST CARRYOVER/(SHORTFALL) | | |
| 1 FCRTA | \$5,323,021 | \$5,766,361 |
| 2 Fresno County | \$394,189 | \$564,137 |
| TOTAL CARRYOVER | \$5,717,210 | \$6,330,498 |
| FARE RECEIPTS (002) | | |
| 401 Farebox | | |
| 1 Intra-City | \$87,602 | \$76,993 |
| 3 Inter-City | \$119,605 | \$131,822 |
| 2 Local Fare Augmentation | \$1,032,277 | \$1,029,899 |
| 4 Common Carrier | \$0 | \$0 |
| 402/2 Spec. Fare - Measure "C" | \$518,719 | \$558,492 |
| 404 Freight | \$0 | \$0 |
| 405 Other | \$0 | \$0 |
| TOTAL FARE RECIEPTS | \$1,758,203 | 1,797,206 |
| OPERATING REVENUE (003) | | |
| 407 Interest | \$241,134 | \$289,801 |
| 409 LTF and/or STA Fund Revenues | | |
| 1 CITIES SUMMARY | \$2,009,209 | \$2,009,209 |
| 2 Fresno County | \$426,786 | \$426,786 |
| 3 CTSA-Article 4.5 | \$844,591 | \$842,644 |
| 409/5 Measure "C" | \$819,247 | \$1,303,981 |
| TOTAL OPERATING REVENUE | \$4,340,967 | \$4,872,421 |
| STATE/FEDERAL GRANT REVENUE (005) | | |
| 413 FTA | | |
| 1 Regional - Section 5311 | \$2,298,331 | \$2,298,331 |
| 2 Section 5304/5317 | \$0 | \$0 |
| 4 CARES Act | \$0 | \$0 |
| TOTAL STATE/FEDERAL GRANTS | \$2,298,331 | \$2,298,331 |
| REVENUE SUMMARY | | |
| 1 Carryover + Surplus | \$5,717,210 | \$6,330,498 |
| 2 Current Revenue | \$8,397,501 | \$8,967,958 |
| TOTAL REVENUES | \$14,114,711 | \$15,298,456 |

Fresno County Rural Transit Agency

Exhibit V - 2
Anticipated Operating Expenditures

| | FY 2024-2025 | FY 2025-2026 |
|--|---------------------|---------------------|
| EXPENDITURES | Total Budget | Total Budget |
| OPERATIONS (010) | | |
| 501 Salaries & Wages | | |
| 1 Driver | \$0 | \$0 |
| 2 Dispatcher | \$0 | \$0 |
| 502 Fringe Benefits | | |
| 0 Other Fringe Benefits | \$0 | \$0 |
| 1 FICA | \$0 | \$0 |
| 2 Workman's Compensation | \$0 | \$0 |
| 3 Retirement | \$0 | \$0 |
| 4 Medical Insurance | \$0 | \$0 |
| 503 FCRTA Direct Expense | | |
| 0 Training | \$9,373 | \$8,858 |
| 4 Drug Testing/Physicals | \$5,768 | \$5,768 |
| 505 Telephone/Radio Dispatch Costs | \$140,587 | \$148,629 |
| 506 Casualty & Liability Costs | \$334,245 | \$334,245 |
| 507 Ticket Purchases/Expenses | \$0 | \$0 |
| 508 Contracted Services | \$6,407,565 | \$6,911,253 |
| 509 Miscellaneous Expenses | \$61,224 | \$61,800 |
| 512 Vehicle Leases & Rentals | \$19,406 | \$11,315 |
| TOTAL OPERATIONS EXPENDITURES | \$6,978,168 | \$7,481,868 |
| VEHICLE MAINTENANCE/REPAIR (041) | | |
| 504 Vehicle Expenses | | |
| 0 Fuel | \$703,258 | \$722,030 |
| 1 Lubricants (Oil/Grease/Fluids) | \$0 | \$0 |
| 2 Tires, Batteries | \$93,009 | \$93,009 |
| 3 Maintenance/Repair | \$1,643,365 | \$1,648,515 |
| 509 Miscellaneous | \$27,264 | \$27,264 |
| TOTAL MAINTENANCE/REPAIR EXPENDITURES | \$2,466,896 | 2,490,818 |
| ADMINISTRATION (160) | | |
| 501 Local Salaries & Wages | | |
| 2 Administration | \$0 | \$0 |
| 502 Local Fringe Benefits | | |
| 0 Other Fringe Benefits | \$0 | \$0 |
| 1 FICA | \$0 | \$0 |
| 2 Workman's Compensation | \$0 | \$0 |
| 3 Retirement | \$0 | \$0 |
| 4 Medical Insurance | \$0 | \$0 |
| 503 FCRTA Direct Expense | | |
| 1 FCRTA Administration | \$1,276,527 | \$1,311,229 |
| 2 CTSA Administration | \$10,462 | \$10,300 |
| 3 Marketing | \$49,366 | \$48,047 |
| 4 Drug Testing/Physicals | \$0 | \$0 |
| 505 Utilities | \$0 | \$0 |
| 509 Miscellaneous Office Expenses | \$0 | \$0 |
| 512 Administrative Leases & Rentals | \$0 | \$0 |
| TOTAL ADMINISTRATION EXPENDITURES | \$1,336,355 | \$1,369,576 |
| TOTAL CURRENT OPERATING EXPENDITURES | \$10,781,419 | \$11,342,262 |
| NON OPERATING EXPENSES | | |
| 170/520/0 Operator Acquired Asset | \$0 | \$0 |
| 000/101/5 Addition to Capital Reserve | \$0 | \$0 |
| TOTAL NON OPERATING EXPENDITURES | \$0 | \$0 |
| Operating Contingency | \$3,333,292 | \$3,956,194 |
| TOTAL EXPENDITURES | \$14,114,711 | \$15,298,456 |

Fresno County Rural Transit Agency

Exhibit V - 3

Anticipated Operating Revenues & Expenditures \$ in 1,000's

| LINE ITEM DESCRIPTION | | Projected Budget 2024/2025 | Draft Budget 2025/2026 | 2026/2027 | 2027/2028 | 2028/2029 | 2029/2030 | TOTAL |
|---------------------------------------|---|----------------------------------|------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| REVENUES | | | | | | | | |
| Carry-forward | 0 | \$1,565 | \$1,722 | \$1,894 | \$2,083 | \$2,292 | \$2,521 | \$12,077 |
| Fares | 0 | 1,601 | 1,761 | \$1,937 | \$2,130 | \$2,343 | \$2,578 | 12,349 |
| TDA Fund Revenues: | | | | | | | | |
| LTF/STA (Local/County) & 8c | | 4,323 | 4,755 | \$5,231 | \$5,754 | \$6,329 | \$6,962 | 33,355 |
| Article 4.5 | 0 | 674 | 742 | \$816 | \$897 | \$987 | \$1,086 | 5,203 |
| Measure "C" | | 1,323 | 1,456 | \$1,601 | \$1,761 | \$1,937 | \$2,131 | 10,210 |
| Interest | | 135 | 149 | \$164 | \$180 | \$198 | \$218 | 1,044 |
| FTA Section 5311 & Section 5317 Grant | 0 | 1,800 | 1,980 | \$2,178 | \$2,396 | \$2,635 | \$2,899 | 13,888 |
| TOTAL REVENUES | | \$11,422 | \$12,564 | \$13,820 | \$15,202 | \$16,723 | \$18,395 | \$88,124 |
| EXPENDITURES | | | | | | | | |
| OPERATIONS: | | | | | | | | |
| Salaries, Wages | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fringe Benefits | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FCRTA Direct Expense | 0 | 20 | 22 | 24 | 26 | 29 | 32 | 153 |
| Telephone/Radio Dispatch | 0 | 151 | 166 | 182 | 201 | 221 | 243 | 1,163 |
| Casualty/Liability | 0 | 697 | 767 | 844 | 928 | 1,021 | 1,123 | 5,381 |
| Ticket Purchases | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Contracted Services | 0 | 2,899 | 3,188 | 3,507 | 3,858 | 4,244 | 4,668 | 22,364 |
| Miscellaneous | 0 | 42 | 46 | 51 | 56 | 61 | 67 | 323 |
| Vehicle Leases & Rentals | 0 | 13 | 15 | 16 | 18 | 19 | 21 | 102 |
| VEHICLE MAINTENANCE & REPAIR: | | | | | | | | |
| Fuel | 0 | 657 | 722 | 795 | 874 | 961 | 1,058 | 5,067 |
| Tires & Batteries | 0 | 129 | 142 | 156 | 171 | 188 | 207 | 993 |
| Vehicle Maintenance & Repair | 0 | 916 | 1,008 | 1,109 | 1,220 | 1,342 | 1,476 | 7,070 |
| Miscellaneous | 0 | 10 | 11 | 12 | 13 | 14 | 16 | 76 |
| ADMINISTRATION: | | | | | | | | |
| Salaries, Wages | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Fringe Benefits | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FCRTA Direct Expense | 0 | 777 | 854 | 940 | 1,034 | 1,137 | 1,251 | 5,992 |
| Utilities & Marketing | 0 | 58 | 64 | 71 | 78 | 85 | 94 | 450 |
| Misc. Office Expenses | 0 | 8 | 8 | 9 | 10 | 11 | 12 | 59 |
| Administrative Leases & Rentals | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL OPERATING EXPENDITURES | | \$6,376 | \$7,013 | \$7,714 | \$8,486 | \$9,335 | \$10,268 | \$49,192 |
| NON-OPERATING EXPENDITURES | | | | | | | | |
| Operator Acquired Assets | | 3,583 | 3,941 | 4,335 | 4,769 | 5,246 | 5,770 | 27,644 |
| Addition to Capital Reserve | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Contingency | | 1,463 | 1,610 | 1,771 | 1,948 | 2,142 | 2,357 | 11,290 |
| TOTAL EXPENDITURES | | \$11,422 | \$12,564 | \$13,820 | \$15,202 | \$16,723 | \$18,395 | \$88,125 |

Fresno County Rural Transit Agency

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

| LINE ITEM DESCRIPTION | Projected Budget 2024/2025 | Draft Budget 2025/2026 | 2026/2027 | 2027/2028 | 2028/2029 | 2029/2030 | TOTAL |
|--------------------------------------|----------------------------------|------------------------------|----------------|-----------------|-----------------|-----------------|-----------------|
| | | | | | | | |
| CAPITAL Carry-forward | \$6,050 | \$6,655 | \$7,321 | \$8,053 | \$8,858 | \$9,744 | \$46,679 |
| CARES Act | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| FTA 5339 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| LCTOP | \$237 | \$260 | \$286 | \$315 | \$346 | \$381 | \$1,825 |
| PTMISEA | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CALOES | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Measure C | \$1,320 | \$1,452 | \$1,597 | \$1,757 | \$1,933 | \$2,126 | \$10,185 |
| Measure C New Tech | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| SJV Air Pollution Control District | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| State of Good Repair | \$369 | \$405 | \$446 | \$490 | \$540 | \$593 | \$2,843 |
| TDA | \$3,300 | \$3,630 | \$3,993 | \$4,392 | \$4,832 | \$5,315 | \$25,462 |
| Total Capital Revenues Available | \$7,975 | \$8,773 | \$9,650 | \$10,615 | \$11,676 | \$12,844 | \$86,994 |
| | | | | | | | |
| CAPITAL 30 Ft Electric Bus | \$160 | \$176 | \$194 | \$213 | \$234 | \$258 | \$1,234 |
| 23 Ft Electric Bus | \$427 | \$469 | \$516 | \$568 | \$625 | \$687 | \$3,293 |
| 5 - 30 Ft Electric Bus | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 4 - 23 Ft Electric Bus | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Electronic Fueling Station | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 2 Solar Trees & Construction | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 15 EV Sedans & 40 EV Chargers | \$902 | \$992 | \$1,091 | \$1,201 | \$1,321 | \$1,453 | \$6,959 |
| FCRTA Office Equipment | \$44 | \$48 | \$53 | \$59 | \$64 | \$71 | \$339 |
| FCRTA Website | \$11 | \$12 | \$13 | \$15 | \$16 | \$18 | \$85 |
| Mobile Emerg. Radios | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Surveillance Camera for Buses | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Surveillance Camera Yard | \$36 | \$40 | \$44 | \$48 | \$53 | \$58 | \$280 |
| Surveillance Camera Bus Stops | \$178 | \$196 | \$216 | \$237 | \$261 | \$287 | \$1,375 |
| Security Lights Yard | \$400 | \$200 | \$100 | \$110 | \$100 | \$110 | \$1,020 |
| Tablets for Dispatch Service | \$11 | \$12 | \$13 | \$15 | \$16 | \$18 | \$85 |
| Automated Gates | \$88 | \$97 | \$106 | \$117 | \$129 | \$142 | \$679 |
| Electronic Bus Inspection Systems | \$44 | \$48 | \$53 | \$59 | \$64 | \$71 | \$339 |
| Micro Grid Systems Development | \$1,100 | \$1,210 | \$1,331 | \$1,464 | \$1,611 | \$1,772 | \$8,487 |
| Bus Maintenance & Fuel Yard Facility | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | \$3,401 | \$3,501 | \$3,732 | \$4,105 | \$4,494 | \$4,944 | \$24,177 |
| Total Capital Expenditures | \$4,574 | \$5,271 | \$5,918 | \$6,510 | \$7,182 | \$7,900 | \$62,817 |
| CAPITAL RESERVE CARRYFORWARD BALANCE | | | | | | | |

EXHIBIT V-5

Capital Reserve Budget FY 25-26

| FRESNO COUNTY RURAL TRANSIT AGENCY | | | | | | | | | | | | | | | | |
|---|---------------|--------------|--------------|------------------|------------|------------|----------|----------|--------------|---------------|--------------|---------------|------------|------------|------------|---------------|
| 2025-26 | TDA | AHSC | CARES 2 | Clean California | CMA Q | FTA 5310 | FTA 5339 | FTA 5339 | LCTOP | Measure "C" | Meas C | TRICP | SMA/PCD | SGR | WAV | Total |
| Capital Reserve Budget | | | | Caltrans | | | | Phase 2 | | | New Tech | | | | | |
| Begin Reserve 07/01/2025 | 15,452,778.81 | | | | | | | | 1,925,426.09 | 17,601,429.82 | | | 402,088.00 | | | 35,381,722.72 |
| TDA | 2,000,000.00 | | | | | | | | 625,000.00 | | | | | | | 2,000,000.00 |
| LCTOP | | | | | | | | | | 2,081,774.00 | | | | | | 625,000.00 |
| Measure "C" | | | | | | | | | | | 2,575,629.00 | | | | | 2,081,774.00 |
| Meas C New Tech | | | | | | | | | | | | | | | | 2,575,629.00 |
| State of Good Repair | | | | | | | | | | | | | | | | - |
| CARES Act | | | 3,355,334.00 | | | | | | | | | | | | | 3,355,334.00 |
| CMA Q | | | | | 536,549.00 | | | | | | | | | | | 536,549.00 |
| FTA5310 | | | | | | 345,990.00 | | | | | | | | | | 345,990.00 |
| Housing and Community Development - Sanger | | 800,000.00 | | | | | | | | | | | | | | 800,000.00 |
| TRCP - Chinatown | | | | | | | | | | | | 6,175,822.00 | | | | 6,175,822.00 |
| TRCP - Rural Investment | | | | | | | | | | | | 16,361,376.00 | | | | 16,361,376.00 |
| Zero Emission Shuttle Bus VW Mitigation Trust (SMA/PCD) | | | | | | | | | | | | | 800,000.00 | | | 800,000.00 |
| State of Good Repair | | | | | | | | | | | | | 402,088.00 | | | 402,088.00 |
| FCCOG Transportation Network Company Access for All | | | | | | | | | | | | | | 183,832.00 | | 183,832.00 |
| Subtotal Funds Available | 17,452,778.81 | 800,000.00 | 3,355,334.00 | | 536,549.00 | 345,990.00 | - | - | 2,550,426.09 | 19,683,203.82 | 2,575,629.00 | 22,537,199.00 | 800,000.00 | 804,176.00 | 183,832.00 | 71,625,116.72 |
| Additions to Fixed Assets: | | | | | | | | | | | | | | | | |
| 1 - 30 FT Electric Bus | | | | | | | | | 710,044.02 | | | | | | 183,832.00 | 183,832.00 |
| 1 - Van | | | | | | | | | | | | | | | | 345,990.00 |
| 3 - Ford 350 E Transit Vehicles | | | | | | | | | | | | | | | | 586,780.07 |
| 16 - Chevy Bolt Electric Sedans | | | | | | | | | | | | | | | | 670,686.00 |
| 6 - Ford E-Transit 350 Electric Vehicles | | | | | 536,549.00 | | | | | 134,137.00 | | | | | | 1,373,049.00 |
| 4 - 23 FE Electric Van / 50 UV Lights | | | | | | | | | | 290,000.00 | 1,083,049.00 | | | | | 800,000.00 |
| 5 - EV Shuttle Buses | | | | | | | | | | | | | | | | 3,355,334.00 |
| 25 - TCMobility Ford E-Transit | | | 3,355,334.00 | | | | | | | | | | | | | 532,055.00 |
| 7 - EV Sedans & 20 EV Chargers | | | | | | | | | | | | | | | | 628,602.00 |
| Equipment for Zero Emission Vehicles | | | | | | | | | 628,602.00 | | | | | | | 10,000.00 |
| FCRFA Website | | | | | | | | | | 10,000.00 | | | | | | 595,000.00 |
| Kingsburg Resiliency Hub | | | | | | | | | | 56,800.00 | 538,200.00 | | | | | 10,000.00 |
| Tablets for Dispatch Service | | | | | | | | | | 10,000.00 | | | | | | 6,892,024.00 |
| Resiliency Hub in Fresno County - Chinatown | | | | | | | | | | 686,202.00 | | | | | | 16,361,376.00 |
| TRCP Rural Investment | | | | | | | | | | | | | | | | 800,000.00 |
| Solar Car Port with Level 2 Chargers - Sanger | | 800,000.00 | | | | | | | | | | | | | | 2,000,000.00 |
| Administration Office | | | | | | | | | | 2,000,000.00 | | | | | | 5,000,000.00 |
| Micro Grid Systems Development | | 4,000,000.00 | | | | | | | | 1,000,000.00 | | | | | | 40,824,772.09 |
| Total 2025-26 Expenditures | 4,000,000.00 | 800,000.00 | 3,355,334.00 | | 536,549.00 | 345,990.00 | | | 1,925,426.09 | 4,187,139.00 | 2,153,004.00 | 22,537,199.00 | 800,000.00 | - | 183,832.00 | 40,824,772.09 |
| End Reserve 06/30/2026 | 13,452,778.81 | | - | | | | | | 625,000.00 | 15,466,064.82 | 42,235.00 | - | 804,176.00 | - | - | 30,800,344.63 |

Capital Reserve Budget FY 24-25

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EXHIBIT V-6

Fresno County Rural Transit Agency Vehicle Inventory and Replacement Schedule

| Fleet Type (Year/Make/Model) | Number | Replacement Cost | Acquisition Year | ULB | 2024 | 2025 | 2026 | 2027 | 2028 |
|---------------------------------|------------|---------------------|---------------------|-----|------|------|------|------|------|
| 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 | 0 | 0 | 0 | 0 | 0 |
| 2014 Ford 4 Wheel Van | 2 | \$80,000 | 2014 | 8 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 |
| 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 | 0 | 0 | 0 | 0 |
| 2018 Zenith Ram 3500 | 2 | \$175,000 | 2018 | 8 | 0 | 0 | 0 | 0 | 0 |
| 2019 Chevy Bolt | 14 | \$40,000 | 2018-2019 | 8 | 14 | 14 | 14 | 14 | 0 |
| 2020 Chevy Bolt | 4 | \$40,000 | 2019-2020 | 8 | 4 | 4 | 4 | 4 | 4 |
| 2017 Ford Villager Trolley | 1 | \$200,000 | 2019 | 14 | 1 | 1 | 1 | 1 | 1 |
| 2019 BYD K9S | 2 | \$615,000 | 2019 | 14 | 2 | 2 | 2 | 2 | 2 |
| 2021 BYD K7M | 2 | \$400,000 | 2021 | 10 | 2 | 2 | 2 | 2 | 2 |
| 2022 Chrysler Voyager | 5 | \$72,000 | 2022 | 8 | 3 | 3 | 0 | 0 | 0 |
| 2024 BYD K7M | 3 | \$400,000 | 2024 | 10 | 2 | 2 | 2 | 2 | 2 |
| Total | 127 | | | | | | | | |

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 2028. This schedule is updated every two years and the new schedule is shown above. 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. 2025-05

In the Matter of:
FCOG's
Short Range
Transit Plan for the
Rural Fresno County
Area: 2026-2030

RESOLUTION ADOPTING THE
FRESNO COUNCIL OF GOVERNMENTS'
2026-2030
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: 2026-2030 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 (July 28, 2022) 2022-2046 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: 2026-2030 as transportation implementation policy document for the Agency Budget.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 26th day of June, 2025.

YES:
NOES:
ABSTAIN:
ABSENT:

Signed: _____
Alma Beltran, Chair

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 26th day of June, 2025.

Signed: _____