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FRESNO COUNTY RURAL TRANSIT AGENCY (FCRTA) MEETING AGENDA

DATE: Wednesday, October 30, 2019
TIME: 5:30pm, **AFTER** the Fresno Council of Governments (FCOG) Meeting
PLACE: FCOG / FCRTA Offices
Sequoia Conference Room
2035 Tulare Street, Suite 201
Fresno, CA 93726
(Corner of Tulare and Van Ness Ave. - above Club One
Park in Underground Garage - Entrance off Tulare & Van Ness Ave.
Exit Elevator on Tulare St., Turn Left, Enter Lobby Door,
Up Elevator to Second Floor, Left to Sequoia Conference Room)

Americans with Disabilities Act (ADA) Accommodation

The Fresno COG / FCRTA offices and restrooms are ADA accessible. Individuals with disabilities may call (559-233-4148) / FCRTA (559-233-6789) at least 3 days in advance, to request auxiliary aids and/or translation services necessary to participate in the public meeting / public hearing. If Fresno COG / FCRTA are unable to accommodate an auxiliary aid or translation request for a public hearing after receiving proper notice, the hearing will be continued on a specified date when accommodations are available.

AB 23 Requirement: In accordance with the Brown Act and AB23 the amount of stipend paid to members of the Board of Directors for attending this meeting of the Fresno County Rural Transit Agency, is \$50.00.

1. ROLL CALL

Public Presentations - This portion of the meeting is reserved for persons wishing to address the FCRTA Board on items within its jurisdiction but not on this Agenda.

NOTE: The public may also comment on any Agenda item, as they are presented, prior to action by the FCRTA Board.

2. CLOSED SESSION

A. CONFERENCE WITH LEGAL COUNSEL – SIGNIFICANT EXPOSURE TO LITIGATION Government Code Section 54956.9(d) (2) (1 Case)

3. RETURN TO OPEN SESSION

4. CONSENT ITEMS

A. Approve Executive Minutes of September 26, 2019 [ATTACHMENT]

B. Caltrans Sustainable Communities Planning Grant [APPROVE]

Summary: FCRTA is proposing a project submittal for \$350,000 in total funding through the Caltrans SB1 Sustainable Communities Transportation Planning Grant Program. FCRTA is requesting \$309,855 in grant funds and the match funding in the amount of \$40,145 will be with Measure C funding for a total project cost of \$350,000. This project is to develop a Zero Emission Vehicle Fleet Transition Plan for the FCRTA fleet. This project will include the following: An assessment of the current FCRTA operations; An

assessment of current and future facilities for optimal placement of charging infrastructure; An assessment of charging infrastructure needs to support an electric fleet; A fleet replacement schedule to result in a 100 percent electric fleet by 2040; A facilities and charging infrastructure phasing plan; An assessment of optimal timing and length of charging; Develop preliminary budgets and funding plans for 100 percent electric transition. This project will produce a plan that will provide recommendations for the procurements, capital improvements, infrastructure and maintenance planning required to transition to a 100 percent zero emission fleet. If this grant is awarded then FCRTA would prepare an RFP to procure this study. The Sustainable Communities Grant Application is attached for your review (**ATTACHMENT**).

Action: Staff recommends Board approval of the Caltrans Sustainable Communities Planning Grant Application in the amount of \$350,000.

C. Acquisition of Land in the City of Selma for Maintenance Facility [APPROVE]

Summary: The Board approved in April 2018, to designate the City of Selma as the preferred location for the FCRTA maintenance facility. Staff has pursued negotiations and planning/environmental efforts for three (3) parcels totaling 6.75 acres located at 1821 Pacific Ave, in Selma. The Board has approved the purchase agreements for the three (3) parcels totaling 6.75 acres. FCRTA recommends pursuing an additional parcel that is located across the street to the other three (3) parcels to accommodate additional space for the 100 plus vehicle fleet, a CNG fast fill fueling station, an electric vehicle (EV) charging area, dispatching offices and vocational center for bus repair and new technology training. This parcel totals 2.0 acres located at 1200 Valley View Ave in Selma. This parcel is a shovel ready parcel as it already contains sewer, water and electrical. The property owner has previously completed environmental site assessments however FCRTA will be responsible for the lot line adjustment for approximately \$1,500 and escrow closing costs. FCRTA will return with the purchase agreement for Board approval. Staff completed the Initial Environmental Study for this parcel and the document is attached for your review (**ATTACHMENT**).

Action: Staff recommends Board approval of the purchase of the additional 2.0 acres to be used as the FCRTA Maintenance Facility not to exceed the amount of \$377,608.80 for the 2.0 acres and approximately \$1,500 for the lot line adjustment and escrow closing costs. Staff also recommends Board approval of the Initial Environmental Study.

5. OTHER BUSINESS

A. Items from staff.

1. Commemorating FCRTA's 40th Anniversary.

B. Items from members.

6. ADJOURNMENT

FRESNO COUNTY RURAL TRANSIT AGENCY (FCRTA)

Executive Minutes

Thursday, September 26, 2019 at 5:30 P.M after COG Policy Board Meeting
 COG Sequoia Conference Room
 2035 Tulare St., Suite 201, Fresno, CA

Members Attending:

Mayor Ron Lander, City of Coalinga
 Mayor Marcia Sablan, City of Firebaugh
 Mayor David Cardenas, City of Fowler
 Supervisor Nathan Magsig, Fresno County
 Mayor Rey Leon, City of Huron
 Mayor Pro Tem Gary Yep, City of Kerman
 Mayor Michelle Roman, City of Kingsburg
 Mayor Robert Silva, City of Mendota
 Mayor Victor Lopez, City of Orange Cove
 Mayor Alma Beltran, City of Parlier
 Council Member Robert Beck, City of Reedley
 Mayor Frank Gonzalez, City of Sanger
 Mayor Julia Hernandez, City of San Joaquin
 Mayor Scott Robertson, City of Selma

Moses Stites, General Manager
 Bryan Rome, County Counsel
 Janelle Del Campo, Senior Transit Planner FCRTA
 Jeaneen Cervantes, FCOG

Absent:

1. **ROLL CALL** – Meeting called to order at 7:28 p.m.
 Public Presentations - This portion of the meeting is reserved for persons wishing to address the FCRTA Board on items within its jurisdiction but not on this Agenda.

NOTE: The public may also comment on any Agenda item, as they are presented, prior to action by the FCRTA Board.

2. **CONSENT ITEMS**

- A. Approve Executive Minutes of July 25, 2019 [APPROVE]
- B. Rural Transit Service Fare Increase [APPROVE]
- C. Caltrans Compliance Review [INFORMATION]
- D. State of Good Repair Application [APPROVE]
- E. Acquisition of Land in the City of Selma for Maintenance Facility [APPROVE]

A motion was made by Supervisor Magsig (Fresno County) and second by Mayor Roman (Kingsburg). A vote was called and motion carried.

3. OTHER ITEMS

A. Items from Staff

1. Commemorating FCRTA's 40th Anniversary.

Moses informed the board of six significant items that have been provided.

1. Implementation of first electric vehicles for public transit agency in Fresno County and first in the state for rural transit agency.
2. Major improvements in all the public work yards- your public work directors and engineers are exceptional to work with.
3. Solar Arcs in all 13 cities in Fresno County
4. Provide service to all Fresno County residents with fixed routes and demand response service.
5. Seniors and disabled ride for free in all cities, however, not the inter-city routes.
6. Solar bus shelters installed in all cities.

Moses complimented the board, as a board the collaboration is exceptional and you provide the vision and guidance to address the transit needs of residents of Fresno County.

The board also thanked Moses for all that he has done for FCRTA.

The board also suggested that if Moses could send out a report with all the stats for the cities in which everyone is aware of what is being done for each city.

B. Items from members.

None

5. ADJOURNMENT

Meeting Adjourned at 8:00 p.m

A motion was made by Supervisor Magsig (Fresno County) and second by Councilmember Beck (Reedley). A vote was called and motion carried.

Respectfully submitted,



Moses Stites, General Manager

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 SUSTAINABLE COMMUNITIES GRANT APPLICATION**

Check here, if technical project:

PROJECT TITLE	FCRTA ZEV Fleet Transition Plan
PROJECT LOCATION (city and county)	Fresno County (rural); 13 incorporated rural cities in Fresno County

	APPLICANT	SUB-APPLICANT	SUB-APPLICANT
Organization	Fresno County Rural Transit Agency		
Mailing Address	2035 Tulare Street, Suite 201		
City	Fresno		
Zip Code	93721		
Executive Director/designee and title	Moses Stites General Manager		
E-mail Address	mstites@fresnocog.org		
Contact Person and title	Janelle Del Campo Senior Transit Planner		
Contact E-mail Address	delcampo@fresnocog.org		
Phone Number	(559) 233-6789 Ext.221		

FUNDING INFORMATION

Use the Match Calculator to complete this section.

Grant Funds Requested	Local Match - Cash	Local Match - In-Kind	Total Project Cost
\$ 309,855	\$ 40,145	\$	\$ 350,000

**Specific Source of Local Match and Name of Provider
(i.e., local transportation funds, local sales tax, special bond measures, etc.)**

Cash match will be with local Measure C funding.

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LEGISLATIVE INFORMATION*			
Please list the legislative members in the project area. Attach additional pages if necessary.			
State Senator(s)		Assembly Member(s)	
Name(s)	District	Name(s)	District
Senator Melissa Hurtado	14	Assembly Member Joaquin Arambula	31
	-		-
	-		-
	-		-
	-		-
	-		-

*Use the following link to determine the legislators.
<http://findyourrep.legislature.ca.gov/> (search by address)

<p>1A. Project Timeframe (Start and End Dates): September 2020 - February 2023</p>
<p>1B. Project Area Boundaries: Fresno Countywide- Cities of Coalinga, Firebaugh, Orange Cove, Kingsburg, Selma, Fowler, Mendota, Huron, Reedley, Sanger, Kerman, San Joaquin and Parlier. [Attachment 1]</p>
<p>1C. Project Description: Briefly summarize project in a clear and concise manner, including major deliverables, parties involved, and any connections to relevant local, regional, and/or State planning efforts. 150 words maximum (15 points):</p> <p>This project is to develop a Zero Emission Vehicle Fleet Transition Plan for the FCRTA fleet. This project will include the following: An assessment of the current FCRTA operations; An assessment of current and future facilities for optimal placement of charging infrastructure; An assessment of charging infrastructure needs to support an electric fleet; A fleet replacement schedule to result in a 100 percent electric fleet by 2040; A facilities and charging infrastructure phasing plan; An assessment of optimal timing and length of charging; Develop preliminary budgets and funding plans for 100 percent electric transition. This project will produce a plan that will provide recommendations for the procurements, capital improvements, infrastructure and maintenance planning required to transition to a 100 percent zero emission fleet. This project will produce a ZEB Rollout Plan for submittal to CARB as proposed by the Innovative Clean Transit Regulation.</p>

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2A. Project Justification: Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies. Additionally, list the ramifications of not funding this project. This section needs to clearly define the existing issues surrounding the project (e.g., transportation issues, inadequate transit services, impacts of heavy trucking on local streets, air pollution, etc.). Competitive applications support the need for the project with empirical data, describe how this project addresses issues raised, define the public benefit, explain how the public was involved with identifying issues, and describe the impact of not funding the project. **Do not exceed the space provided. (10 points):**

According to CARB, transportation contributes to nearly 40% of total greenhouse gas emissions and 80-90 percent of smog-forming pollutants in the state of California. Vehicle travel in Fresno County is on the rise and by 2035, daily projected traffic volume on State Route 99 is expected to reach 250,000. Fresno County Rural Transit Agency plays a critical role in the region for reducing greenhouse gases caused by vehicle travel and attracting riders to use alternative modes of travel. Fresno County Rural Transit Agency (FCRTA) provides transit service for the general public in rural Fresno County which includes the 13 incorporated rural cities and 29 unincorporated communities in Fresno County all of which are considered to be disadvantaged communities [Attachment 1]. FCRTA operates both demand-response and fixed-route service traveling approximately one million miles per year with a vehicle fleet of 110 vehicles. This project is to develop a Zero Emission Vehicle Fleet Transition Plan for the FCRTA fleet. The FCRTA ZEV Fleet Transition Plan will evaluate the entire FCRTA system and create a roadmap that will outline the best strategy and anticipated cost to convert to a zero emission operations. This project has the potential for significant impact of improving air quality and GHG reduction through deployment of electric vehicles and reduced vehicle miles traveled in disadvantaged communities in Fresno County.

The California Air Resources Board (CARB) has released regulations for the Innovative Clean Transit (ICT) measure, which includes a goal of all transit agencies in California to convert transit fleets to zero emission by 2040 and each transit agency must submit a ZEB Rollout Plan by July 1, 2020 for large agencies and by July 1, 2023 for small agencies. For FCRTA, the deadline to provide a ZEB Rollout Plan to CARB is by July 1, 2023. This project will produce a ZEB Rollout Plan for submittal to CARB as proposed by the Innovative Clean Transit Regulation.

This project will include the following; A review of FCRTA's fleet replacement schedule to result in a 100 percent electric fleet by 2040; An assessment of current conditions and operations; Evaluate charging infrastructure needs to support an electric fleet; An assessment of current and future facilities for implementation phasing and optimal placement of charging infrastructure; A facilities and charging infrastructure phasing plan; An assessment of optimal timing and length of charging; Evaluate and build on existing transit electrification efforts; Conduct stakeholder outreach with relevant City departments and external partners; Evaluate current market to determine vehicle and charging options; Develop a timeline for bus replacement purchases and infrastructure development; Develop short-term implementation strategies and long-term planning for a ZEV fleet; Identify routes to electrify in order of feasibility; Work with the utility company to identify infrastructure needs for supply; Develop a funding plan with preliminary budgets and funding plans for 100 percent electric transition. This project will produce a plan that will provide recommendations for the procurements, capital improvements, and infrastructure and maintenance planning required to transition to a 100 percent zero emission fleet.

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(2A. Project Justification Continued)

FCRTA has been working on multiple aspects of reducing emissions and the transition to ZEV's including receipt of 23 electric vehicles to date as well as an electrical grid analysis study funded by the FY 2019-20 Caltrans Sustainable Communities Grant to analyze the electrical grid infrastructure and prepare for charging infrastructure installation. Although FCRTA has already begun to add electric vehicles to the fleet, there have been many challenges associated with the deployment of ZEV's including the range on high-mileage rural routes, charger installation, infrastructure required, timing of charging, temperature related issues, extra staff training required and the extra costs and extra time associated with these challenges. FCRTA is committed to transition to electrification because electric vehicles present perhaps the best opportunity to improve air quality in the Central Valley and reduce GHG emissions however their adoption has brought about challenges and those problems were not identified until the implementation and deployment took place. Since FCRTA's initiatives to date towards a ZEV fleet, FCRTA has developed an understanding of the complicated operational maintenance and infrastructure requirements associated with the deployment of ZEV's and a ZEV Fleet Transition Plan is necessary to develop a roadmap to plan and phase the current and future needs for a zero emission fleet and minimize delays or challenges that FCRTA has previously experienced.

FCRTA's current fleet of 110 vehicles includes 23 electric vehicles, 42 compressed natural gas vehicles and 45 gasoline vehicles. While FCRTA is starting from a fleet profile that has a relatively low rate of GHG emissions and criteria air pollutants compared to other transit agencies, a transition to a zero-emission fleet would still result in GHG and air pollutant emission reductions. This ZEV Transition Plan will synthesize the short-term and the current efforts with FCRTA's long-term vision of a 100 percent transition to ZEV and new maintenance facility while laying out the groundwork for an implementation plan as outlined in the Short Range Rural Transit Plan 2020-2024, Long Range Transit Plan 2019-2050 and Transit Asset Management (TAM) Plan. This project will produce a plan with recommendations that will be consistent with the Fresno COG's 2018 RTP SCS, SRTP 2020-2024 and LRTP 2019-2050. This plan will support existing electrification efforts and eliminate challenges associated with fleet electrification as well as support local, regional and state goals towards reducing greenhouse gas emissions in disadvantaged communities. FCRTA plans to procure a consultant for developing this plan and Caltrans will be an active partner in this study. The results and recommendations of this plan will also be used to inform and educate other agencies of the estimated costs, benefits, constraints and risks to guide future planning and decisions.

If this project is not funded, FCRTA is still required by CARB to transition to 100% electric by 2040 however FCRTA will still need a strategy and plan to have a 100% zero emission fleet in place by 2040 and submit a ZEB Rollout Plan by July 1, 2023 to be in compliance with the Innovative Clean Transit Regulation and CARB. If this project is not funded, FCRTA will continue to experience challenges with electric vehicle deployment which will result in delays of implementing EV's on transit routes and unknown costs due to the difficulties experienced thus far associated with EV deployment. This ZEV Fleet Transition Plan needs to be completed now during earlier stages of EV deployment and charging infrastructure installation to limit barriers to deployment and ensure a smooth transition to a 100 percent electric fleet. As the only general public rural transit provider for Fresno County, FCRTA is familiar with the issues of deploying electric vehicles and installing charging infrastructure in rural communities, this project provides the opportunity to address these issues and evaluate what will be most beneficial for all of FCRTA's passengers. FCRTA's proposed ZEV Fleet Transition Plan Project to develop a roadmap to transition to a zero-emission fleet could have benefits beyond the Fresno County region by serving as a model for rural transit agencies across the state and nation.

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2B. Disadvantaged Communities Justification: Explain how the project area or portions of the project area are defined as a disadvantaged community, including Native American Tribal Governments and rural communities, as well as how the proposed project addresses the needs of the disadvantaged community. The tools in the Grant Application Guide (Pages 11-14) are intended to help applicants define a disadvantaged community. Please cite data sources, the tools used, and include a comparison to the statewide thresholds that are established in each tool. Also describe how disadvantaged communities will benefit from the proposed planning project.

Do not exceed the space provided. (5 points):

This proposed project will be countywide and in all 13 rural Cities which comprise FCRTA: Coalinga, Firebaugh, Orange Cove, Kingsburg, Selma, Fowler, Mendota, Huron, Reedley, Sanger, Kerman, San Joaquin, and Parlier as well as outside the SOI of the City of Fresno and Clovis and this project will benefit all Cities. All of these Cities are considered to be disadvantaged communities and are all included in the map for CalEnviroScreen 3.0 [Attachment 2]. Fresno County has four out of the top ten most disadvantaged communities in the State of California, with 40% of the total 119 disadvantaged census tracts ranked in the top ten percent statewide by CalEnviroScreen 3.0. All of these Cities have high percentiles of Low-Income Populations and high percentiles of Minority Populations as listed by the EPA EJ Screen and AB1550 [Attachment 3]. Regarding Health Burden Measures, there is at least one City (of 13) that has at least three Health Burden Measures. Regarding Low-Income and Minority Populations, there is at least one City that is in the 95th or higher percentile for Low-Income Population, and at least one City that is in the 95th or higher percentile for Minority Population. According to the California Healthy Places Index, the lowest HPI score in the study area is 0.8%, so this census tract has healthier communities conditions that just 0.8% of other California census tracts and has healthier transportation conditions that just 3.5% of other California census tracts [Attachment 4]. This ZEV Fleet Transition Plan would positively impact the residents of these Cities by producing a plan that will create a roadmap allowing quicker deployment of electric vehicles on transit routes that will reduce GHG's, improve air quality and create healthier transportation conditions for local residents and will allow more residents of these communities to access the FCRTA transit system in a convenient and affordable manner. Further deployment of ZEV's on FCRTA subsystems will improve public transit for passengers which leads to greater social mobility and improved livability of a community.

2C. Disadvantaged Communities Engagement: Applicants should describe how the proposed effort would engage disadvantaged communities, including Native American Tribal Governments and rural communities. Include specific outreach methods for involving disadvantaged communities. Also describe how disadvantaged communities will continue to be engaged during the next phases after the proposed planning project is complete, including project implementation. See Grant Application Guide, Pages 25-26, for best practices in community engagement.

Do not exceed the space provided. (5 points):

This project will produce a plan that will provide a roadmap to transition to 100 percent zero emission fleet. Due to the complex nature of this study, community engagement in rural disadvantaged communities will be a significant part and a public participation process that solicits public input. FCRTA proposes 3 workshops/events in Fresno County for disadvantaged community engagement. The sites would be selected by FCRTA, the project consultant and project stakeholders however, this will take place in disadvantaged communities. These events will take place in order to gather the necessary public input, ideas and expertise required for this plan and make it accessible in terms of format and venue. These events will introduce the project to attendees, define project parameters, inform attendees of project opportunities and constraints, and solicit input from the community and stakeholders and collaborate with them to help shape this study. These events accomplish disadvantaged community engagement by giving residents of rural communities opportunities to provide meaningful input into the plan; identifying and recruiting project partners that can help design and influence this plan; identifying disadvantaged areas that should be areas of focus for this plan. FCRTA will also seek out community based organizations to be able to reach out and engage with disadvantaged and vulnerable communities.

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3. Grant Specific Objectives: Explain how the proposed project addresses the grant specific objectives of the Sustainable Communities grant program. Applicants should integrate the following Grant Program Considerations (Pages 5-16) in the responses for 3A-G below, as applicable:

- o California Transportation Plan (CTP) 2040
- o 2017 RTP Guidelines and Promoting Sustainable Communities in California
- o Complete Streets and Smart Mobility Framework
- o Climate Ready Transportation
- o Addressing Environmental Justice and Disadvantaged Communities
- o California Sustainable Freight Action Plan
- o 2017 Climate Change Scoping Plan Update, Appendix C
- o Planning for Housing

3A. Explain how the proposal encourages local and regional multimodal transportation, housing and land use planning that furthers the region's RTP SCS (where applicable). Applicants should demonstrate how the proposed effort would coordinate transportation, housing, and land use planning components of the project to inform one another (i.e., regular coordination meetings between responsible entities, joint community meetings, letters of commitment from all relevant implementing agencies, etc). Also explain how the proposed effort would contribute to shifts in land use towards more sustainable and equitable communities, such as more affordable housing near transit or more compact regional development patterns. See Pages 19-21 for example project types. **Do not exceed the space provided. (5 points):**

This plan will create a roadmap for FCRTA's transition to 100 percent zero-emission vehicles that can be used in coordination with future employment, transportation and residential land use planning which is consistent with the 2017 Climate Change Scoping Plan Update, Appendix C and Planning for Housing by regular coordination meetings and communication between responsible entities. This effort would lead to more sustainable and equitable communities by deploying EV vehicles and infrastructure and creating a transportation network that consists of innovative technology in public transit in disadvantaged communities and areas that are most vulnerable to pollution emissions and other health impacts. Project location includes the 13 cities in rural Fresno County and all of these Cities are considered to be disadvantaged communities and included in CalEnviroScreen 3.0 and have high percentiles of Low-Income/Minority populations thus addressing environmental justice and DACs as mentioned in FCOG's 2018 RTP SCS. Increased electric vehicle use contributes to the State's GHG reduction targets and advances transportation related GHG emission reduction strategies. This project will assist in deploying these vehicles into service quicker which will reduce GHG through out Fresno County which is consistent with the goals/best practices of Fresno COG's 2018 RTP SCS, 2017 RTP Guidelines, and CTP 2040.

3B. Explain how the proposal contributes to the State's GHG reduction targets and advances transportation related GHG emission reduction project types/strategies (i.e., mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use, etc.) **Do not exceed the space provided. (5 points):**

This project will produce a ZEV Transition Plan that will enable quicker deployment of EV's for FCRTA's transit fleet. Increased electric vehicle use contributes to the State's GHG reduction targets and advances transportation related GHG emission reduction strategies. FCRTA is proposing a project that will assist in deploying these vehicles into service quicker which will reduce GHG through out Fresno County which is consistent with the goals/best practices of Fresno COG's 2018 RTP SCS, 2017 RTP Guidelines, and CTP 2040.

This project will create a roadmap for FCRTA's transition to ZEV that will result in higher operational efficiency and fewer down routes which will improve accessibility to transit for all passengers and encourage local and regional multimodal transportation. Further deployment of ZEV's in public transit will significantly enhance the livability of Fresno County by improving the connectivity of the rural cities with the Fresno Clovis Metropolitan Area creating improved access to employment, education and healthcare and increasing comfort and efficiency for passengers.

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- 3C.** Explain how the proposal supports other State goals, including but not limited to, State planning priorities (Government Code Section 65041.1), climate adaptation goals (Safeguarding California), and the goals and best practices cited in the 2017 RTP Guidelines, Appendices K and L. **Do not exceed the space provided. (5 points):**

This project supports climate adaptation goals (Safeguarding California) by producing a plan that will provide a roadmap for FCRTA's transition to a 100 percent zero-emission fleet. Increased electric vehicle use contributes to the State's GHG reduction targets and advances transportation related GHG emission reduction strategies and protects local communities from related climate change impacts. Implementing clean energy and energy efficiency measures will increase climate resiliency consistent with climate adaptation goals (Safeguarding California). This plan will positively impact public health by further deployment of ZEV's and will result in higher operational efficiency and will create greater access to economic opportunity by connecting rural passengers to Fresno Clovis Metropolitan Area (FCMA) and increasing the safety of communities with a safe, innovative, sustainable and environmentally friendly transit option which aligns with the goals and best practices cited in the 2017 RTP Guidelines.

- 3D.** Explain how the proposal encourages stakeholder involvement. Applicants should list the stakeholders involved in the planning effort (e.g., first responders, community-based organizations, local housing and public health departments, transit agencies, and partners including State, federal, local agencies), as well as how they will be involved throughout the project. **Do not exceed the space provided. (5 points):**

Due to the nature of this study, community engagement and stakeholder engagement will be a significant part of this planning effort. FCRTA proposes 3 workshops/events in Fresno County for community engagement and will include project stakeholders. FCRTA also proposes a joint meeting following completion of the Draft Report that will also include stakeholders for further stakeholder involvement. Stakeholders may include but not limited to; first responders, community-based organizations, other transit agencies, non-governmental organizations, utility companies, the cities of Fresno County, including the County of Fresno.

- 3E.** Explain how the proposal involves active community engagement. Applicants should describe the specific public outreach methods/events that will be employed throughout the project, as well as how public input will inform the project. Also describe how the effort will survey the public at the end of each outreach event to gauge effectiveness of these activities for the planning effort. **Do not exceed the space provided. (5 points):**

Community engagement in rural disadvantaged communities will be a significant part and a public participation process that solicits public input. FCRTA proposes 3 workshops/events in Fresno County for disadvantaged community engagement. The sites would be selected by FCRTA, the project consultant and project stakeholders and will take place in disadvantaged communities. These events will take place in order to gather the necessary public input, ideas and expertise required for this plan and make it accessible in terms of format and venue. These events will introduce the project to attendees, define project parameters, inform attendees of project opportunities and constraints, and solicit input from the community and stakeholders and collaborate with them to help shape this plan. These events accomplish disadvantaged community engagement by giving residents of rural communities opportunities to provide meaningful input into the plan; identifying and recruiting project partners/stakeholders that can help design and influence this plan; identifying disadvantaged areas that should be areas of focus for this plan. FCRTA will also seek out community based organizations to be able to reach out and engage with disadvantaged and vulnerable communities. In order to gauge effectiveness of these activities a list of attendees will be taken to monitor consistent or increased attendance, public input for this plan will take place at each event and attendees will be surveyed at the end of each event to gauge effectiveness.

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3F. Explain how the proposal assists in achieving the Caltrans Mission and Grant Program Overarching Objectives on Page 4): Sustainability, Preservation, Mobility, Safety, Innovation, Economy, Health, and Social Equity, as applicable.

Do not exceed the space provided. (5 points):

Sustainability: According to CARB, transportation contributes to nearly 40 percent of total GHG emissions and 80-90 percent of smog-forming pollutants in the state of California. Reducing emissions through deployment of EV's and reduced VMT has the potential for significant impact of improving air quality and contributing to state GHG reduction targets as mentioned in the CTP 2040. Health: This project leads to further EV deployment which reduces GHG emissions, improves air quality and decreases exposure to local pollution sources. Innovation: This plan will create a roadmap for EV deployment. EV's are still not widely used in public transit but when this plan is completed, will allow quicker deployment for FCRTA to introduce this technology which will enhance performance of the FCRTA transit system and provide new innovative and sustainable transportation options. Social Equity: The air pollution benefit of zero-emission technology assists in achieving social equity by serving communities most vulnerable to air pollution. By deploying ZEV's and transitioning to 100 percent zero-emission in rural Fresno County, air quality and public health outcomes in disadvantaged communities could be improved. Economy: This project will create a roadmap for FCRTA's transition to ZEV that will result in higher operational efficiency and fewer down routes which will improve accessibility to transit for all passengers and improve access to education, employment and health services.

3G. Explain how the proposal ultimately results in funded and programmed multimodal transportation system improvements. Applicants should discuss next steps for project implementation, including timing for programming improvements that would result from the planning effort. **Do not exceed the space provided. 5 points:**

This project is to develop a Zero Emission Vehicle Fleet Transition Plan for the FCRTA fleet. This project will include the following: A review of FCRTA's fleet replacement schedule to result in a 100 percent electric fleet by 2040; An assessment of current and future facilities for optimal placement of charging infrastructure; An assessment of charging infrastructure needs to support an electric fleet; a facilities and charging infrastructure phasing plan; An assessment of optimal timing and length of charging; Develop preliminary budgets and funding plans for 100 percent electric transition. This project will produce a plan that will provide recommendations for the procurements, capital improvements, and infrastructure and maintenance planning required to transition to a 100 percent zero emission fleet. This project will produce a ZEB Rollout Plan for submittal to CARB by July 1, 2023 as proposed by the Innovative Clean Transit Regulation. It will be used as a road map for short-range and long-range EV vehicle procurement and infrastructure installation which will lead to the deployment of increased EV's on FCRTA transit routes ultimately resulting in transit system improvements. The results and recommendations of this plan will also be used to inform and educate other agencies of the estimated costs, benefits, constraints and risks to guide future planning and decisions.

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4. Project Management (30 points): See Scope of Work and Project Timeline samples and checklists for requirements (Grant Application Guide, Pages 54-60), also available upon request.
4A. Scope of Work in required Microsoft Word format (15 points)
4B. Project Timeline in required Microsoft Excel format (15 points)

FY 2020-21
CALTRANS SUSTAINABLE TRANSPORTATION PLANNING
SUSTAINABLE COMMUNITIES GRANT APPLICATION

Application Signature Page

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.

Signature of Authorized Official (Applicant)

Print Name

Title

Date

Signature of Authorized Official (Sub-Applicant)

Print Name

Title

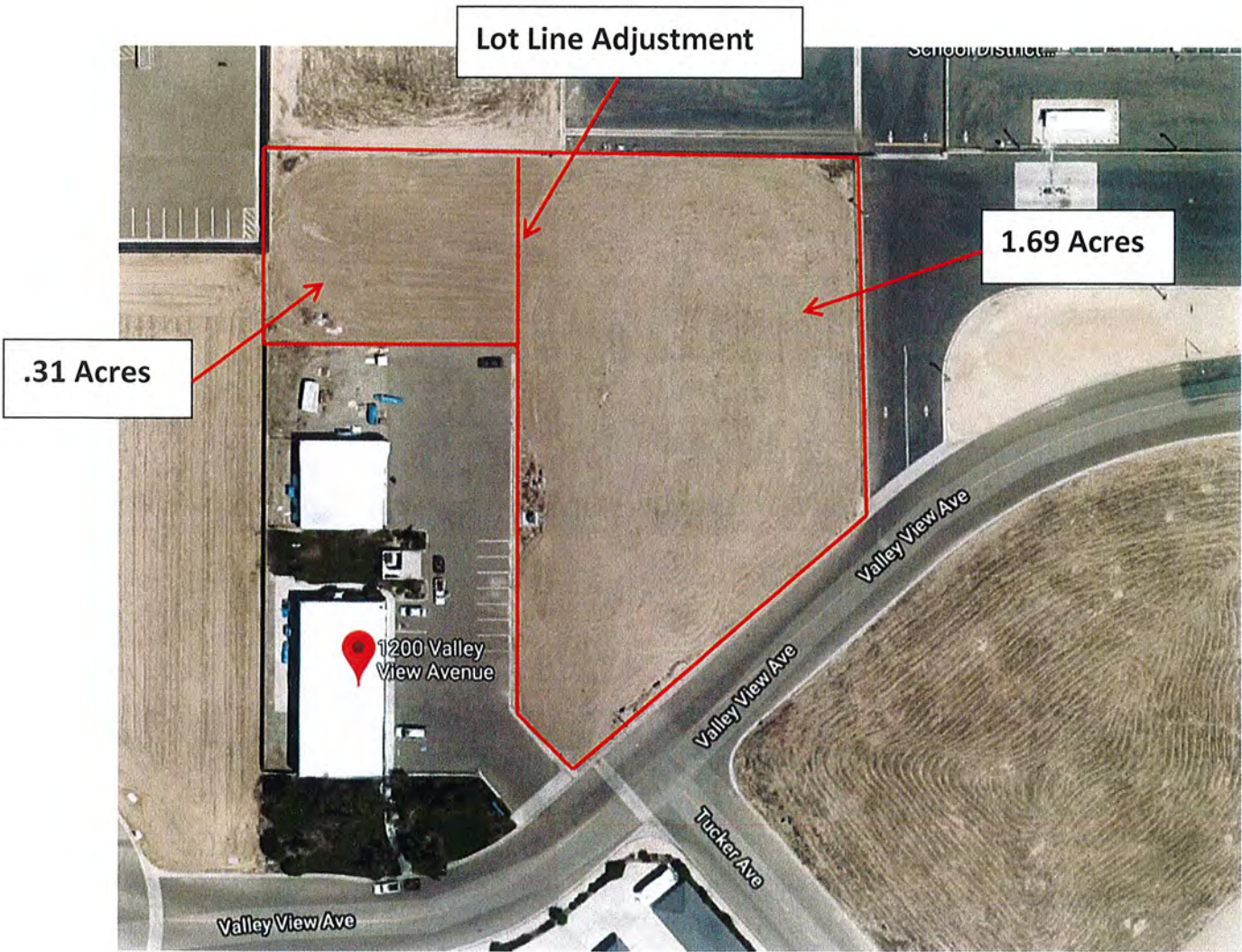
Date

Signature of Authorized Official (Sub-Applicant)

Print Name

Title

Date



Initial Environmental Study

This study is designed to provide accurate and objective data to facilitate an environmental assessment. There is no need to limit your answers to the space provided; additional sheets may be attached. Clarity and completeness in your responses will aid in the review and evaluation of your application.

I. Project Description:

NAME: 2.0 acres to be used for Fresno County Rural Transit Agency Bus maintenance facility.

Applicant: Fresno County Rural Transit Agency Email: mstites@fresnocog.org

Address: 2035 Tulare Street, Suite 201 Fresno CA 93721 Telephone: (559) 233-6789

Location of Project: 1200 Valley View Avenue, City of Selma

Nature of Request: _____

Proposed Physical Improvements (Map Acceptable): _____

Proposed Buildings: Maintenance facility (6-8 bays), office space, dispatch center _____

Proposed Roads:
(None) _____

Proposed Grading and Removal of Vegetation: (None) _____

Proposed Landscaping: _____

Other Equipment to be Installed: (None at this time) _____

Anticipated Hours of Operation: 6 AM – 6 PM _____

Do you own adjacent properties? (If yes, list APN): (No) _____

If development will be phased, depict phasing: (No)

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II. Site Characteristics

A. Hydrology Map Acceptable: _____

Location of natural drainage patterns on property: _____

Location of water courses on property: _____

Is any portion of the project in a flood prone area? None

Are there any wells on site? None

B. Soil Characteristics: Delhi, Hanford, and Tujunga

C. Vegetation / Description of Vegetation Cover (Map Acceptable): _____

D. Other: _____

Present Land Use: (Light Industrial)

Existing Physical Improvements – including water, sewage, roads, lighting and buildings: _____

III. Surrounding Land Uses (Map Acceptable):

North: Industrial Use _____

South: Vacant Land _____

East: Vacant Land _____

West: Industrial Use _____

General Land Use in Area: (Light Industrial) _____

Nearby Services: Industrial, Mini Storages, Ag Industrial _____

Nearby Development: Selma Unified School District bus and maintenance facility, Selma Pallet Inc.,
Secure Storage of Selma, Glacier Refrigeration & Air Inc. _____

Nearby Water Courses or Bodies of Water: None _____

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IV. Environmental Impacts of the Proposed Project:

A. Effects on the Site:

Soils (including prime agricultural soils to be removed from production): (None)_____

Vegetation (including amount to be removed if any): (None)_____

Hydrology (changes in drainage patterns and amount of runoff): Storm water run-off will increase due to increases in impervious surfaces of development.(None)_____

Visual Impacts (how will the site look different?): (None)_____

B. Effects on Surrounding Areas:

Traffic (how much traffic will be generated by the project?): Vehicular traffic is anticipated due to increased employment opportunities and traffic due to bus activities. Such traffic is not anticipated to create any significant adverse impacts because the adjacent streets have been planned to accommodate increased traffic flows. _____

Noise (will any part of the project cause increases in noise levels?): _It is anticipated that noise will increase as a result of this project, but this development will be in accordance with the industrial development standards of the City of Selma, which limits noise, light, and glare to levels that are not significantly adverse._____

Visual Impacts (distance of visibility of project in all directions): (None)_____

Air Quality (will there be any discharge into the atmosphere?): None due to use of electric and CNG buses.

Water Quality (will water quality be decreased?): (No)_____

Growth Inducing Impacts (will the project encourage further development in the area or set a precedent for higher densities?): No, only what is allowed by existing zoning and uses.

V. Mitigation Measures:

Detail the specific mitigation measures that are needed, including energy conservation measures, to lessen the unfavorable effects (if any) of your project on the environment:

None required, due to no impacts.
