

Fresno Council of Governments

FY 2021/2022 Unmet Transit Needs Assessment



Fresno Council
of Governments

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MEMORANDUM

DATE: June 11, 2021

TO: Fresno COG Transportation Technical Committee (TTC) and Policy Advisory Committee (PAC);
The General Public

FROM: Tony Boren, Executive Director

SUBJECT: FY 2021-2022 UNMET TRANSIT NEEDS ASSESSMENT

RECOMMENDATION

On April 20, 2021, as part of the Unmet Transit Needs (UTN) Assessment process, the Social Services Transit Advisory Committee (SSTAC) made a finding that there are unmet transit needs that are reasonable to meet within the County of Fresno. The TTC/PAC is asked to approve the UTN and make a finding that there are unmet transit needs, including those that are reasonable to meet.

BACKGROUND

The Fresno Council of Governments, in its role as the Regional Transportation Planning Agency, administers claims for the Transportation Development Act (TDA). At the beginning of each fiscal year, the Fresno COG must determine the amount of TDA funds available from the TDA Local Transportation Fund (LTF) for allocation to local agencies within Fresno County. Allocations are made in four categories: bicycle and pedestrian facilities, social service transportation, regional transportation planning, and public transportation. In certain cases, funding from the public transportation category can be applied to local streets and roads in individual jurisdictions if a finding has been made that there are no unmet transit needs that are reasonable to meet within the jurisdiction; however, public transit must be given priority. As a result, prior to allocating LTF funds for any use other than public transit in the public transportation category, the Fresno COG must identify any unmet public transit needs that may exist in Fresno County that is reasonable to meet.

The Unmet Transit Needs Assessment process is conducted to identify any unmet transit needs and make any related findings.

DISCUSSION

On April 29, 2021, the Fresno Council of Governments (Fresno COG), as the Regional Transportation Planning Agency (RTPA) for Fresno County, held a legally noticed Public Hearing. The purpose of the hearing was to receive public testimony to determine if public transportation needs within Fresno County will be reasonably met in Fiscal Year (FY) 2021-2022 (July 1, 2021, through June 30, 2022), prior to approving LTF claims for local streets and roads. The time and place of the Public Hearing was legally noticed as follows:

Date: April 29, 2021
Time: 5:30 p.m.
Place: Fresno Council of Governments, Sequoia Room
2035 Tulare St., Suite 201
Fresno, California 93721-2004

Because of the statewide shelter-in-place order as a result of COVID-19, the Fresno COG Policy Board meeting and Unmet Transit Needs public hearing will be held remotely by conference call.

Comments were received from two members of the public. Summaries of these comments can be found on page 15 below.

Transportation Development Act – Local Transportation Funds

Transportation Development Act (TDA) - Local Transportation Funds are derived from the state sales tax. One-quarter of a cent of the state sales tax is allocated to the Local Transportation Fund and may be used for transportation projects. In FY 2021-2022, the estimated Local Transportation Fund amount for Fresno County is \$43 million, of which \$100,000 is programmed for administration and audits. The remaining \$42,900,000 is programmed by formula for bicycle and pedestrian facilities, social service transportation planning, regional transportation planning, and public transportation and streets and roads. Table 1 identifies the amount of projected funding by category that each local agency will receive in FY 2021-2022.

Of the Local Transportation Funds available for public transportation and streets and roads, priority must first be given to public transportation. The net difference may then be available for street and road projects.

**Table 1
Available TDA - Local Transportation Funds
For Projects by Local Agencies FY 2021-2022**

Agency	Bicycle & Pedestrian Facilities	Social Service Transportation	Regional Transportation Planning	Public Transportation	Total
Clovis	\$99,918	\$258,434	\$139,536	\$4,511,659	\$5,009,547
Coalinga	\$14,420		\$20,137	\$651,110	\$685,667
Firebaugh	\$6,691		\$9,345	\$302,140	\$318,176
Fowler	\$5,411		\$7,557	\$244,332	\$257,300
Fresno City	\$457,582		\$639,010	\$20,661,412	\$21,758,004
Huron	\$6,120		\$8,546	\$276,321	\$290,987
Kerman	\$13,373		\$18,675	\$603,826	\$635,874
Kingsburg	\$10,801		\$15,084	\$487,717	\$513,602
Mendota	\$10,492		\$14,652	\$473,748	\$498,892
Orange Cove	\$7,928		\$11,072	\$357,980	\$376,980
Parlier	\$13,322		\$18,605	\$601,555	\$633,482
Reedley	\$21,729		\$30,345	\$981,151	\$1,033,225
Sanger	\$22,792		\$31,830	\$1,029,154	\$1,083,776
San Joaquin	\$3,473		\$4,850	\$156,805	\$165,128
Selma	\$20,488		\$28,611	\$925,084	\$974,183
Fresno County	\$143,460		\$200,342	\$6,477,709	\$6,821,511
FCRTA	\$0	\$613,000	\$0	\$0	\$613,000
FAX	\$0	\$1,230,666	\$0	\$0	\$1,230,666
Total	\$858,000	\$2,102,100	\$1,198,197	\$38,741,703	\$42,900,000

Pursuant to Section 99401.5 of the California Public Utilities Code (PUC), Fresno COG, as the Regional Transportation Planning Agency, must make one of the following findings after holding a Public Hearing:

1. There are no unmet transit needs,
2. There are no unmet transit needs that are reasonable to meet, or
3. There are unmet needs, including needs that are reasonable to meet.

DEFINITION OF "UNMET TRANSIT NEEDS," AND "NEEDS THAT ARE REASONABLE TO MEET"

Section 99401.5(c) of the California Public Utilities Code specifies, "The transportation planning agency shall determine its definitions of the terms 'unmet transit needs' and 'reasonable to meet' for the purposes of this section which shall be documented by resolution or within the minutes of the agency."

The Council of Fresno County Governments (COFCG) defined these terms by Resolution 1990-15, adopted on June 28, 1990, as follows:

A. Unmet Transit Needs

"Those public transportation or specialized transportation services that are identified in the Regional Transportation Plan and/or documented through COFCG's Annual Unmet Transit Needs Public Hearing Process that have not been implemented or funded."

B. Reasonable to Meet

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

- (1) 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)
- (2) Services which, if implemented or funded, would not cause the responsible operator to incur expenditures in excess of the maximum amount of:
 - (a) Local Transportation Funds and State Transit Assistance Funds which may be available for such operator to claim;
 - (b) Urban Mass Transportation Administration (UMTA) funds or other support for public transportation services which are committed by Federal and/or State agencies by formula or tentative approval of specific grant requests; and
 - (c) 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 shall not be the sole reason for finding a transit need is not reasonable to meet.

- (3) 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 Council of Fresno County Governments 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:

- (a) Forecast of anticipated ridership if service is provided;
- (b) Estimate of capital and operating costs for the provision of such services;
- (c) Estimate of fares and local support in relation to estimated operating costs for providing such services; and
- (d) An estimated fare, which the Council of Fresno County Governments Board would determine to be sufficient to meet farebox recovery requirements, but would not be so high it would pose a financial burden on transit dependent patrons.”

Note: Fresno Council of Governments (Fresno COG) was called Council of Fresno County Governments (COFCG) and the Federal Transit Administration (FTA) was called the Urban Mass Transportation Administration (UMTA) at the time Resolution 1990-15 was adopted.

SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

The Fresno COG Policy Board established its Social Service Transportation Advisory Council (SSTAC) on May 26, 1988, to aid in its review of transit issues with an emphasis on the annual identification of transit needs within Fresno County. These needs include the needs of transit-dependent and transit disadvantaged persons, including the elderly, disabled, and persons of limited means. The Fresno COG's establishment of this Advisory Council is consistent with State Law (SB 498, Chapter 673, 1987), which mandates both the purpose and minimum membership of this body. A list of SSTAC members is included with this report (Exhibit A).

The purpose of the SSTAC is to:

- (1) Annually participate in identification of transit needs (Unmet Transit Needs Public Hearing Process)
- (2) Review and recommend appropriate action by the Fresno COG for a jurisdiction which finds by resolution, that:
 - (a) There are no unmet transit needs;
 - (b) There are no unmet transit needs, which are reasonable to meet;
 - (c) There are unmet transit needs, which are reasonable to meet.
- (3) Advise the Fresno COG on any other major transit issues, including the coordination and consolidation of specialized transportation services.

FY 2021-2022 SSTAC UNMET TRANSIT NEEDS PROCESS

The SSTAC has developed an annual process for soliciting unmet transit need comments from the public. The timeline for the public notification process is contained within Exhibit B while the actual flyers themselves in English and Spanish are found as Exhibits B-1 and B-2, respectively.

Flyers with attached comment forms in both English and Spanish were sent to 357 agencies and individuals interested in providing feedback on their public transportation needs within Fresno County. A discussion and summary of those who were sent the flyers is included in Exhibit B-3.

The electronic copy of the flyer and comment form was sent to 2,130 people that are signed up to receive the electronic newsletter, 'Coming Up at Fresno COG'. Respondents were requested to include the following information to assist staff in an initial evaluation of proposed services:

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

Members of the community and stakeholders were also able to submit public comments and their transit needs electronically and through the US Mail. An email address was set up at comments@fresnocog.org to receive comments electronically, and the mailing address was posted as follows:

Brenda Veenendahl
Fresno Council of Governments
2035 W. Tulare Street, Ste. 201
Fresno, CA 93721

Prior to the current cycle of the UTN process, public outreach primarily consisted of six scheduled meetings: three in rural Fresno County and three in urban areas. For outreach to rural Fresno County, three meetings were held in small incorporated cities that would alternate every three years. In other words, each of the 14 incorporated cities hosted a meeting every three years. Normally, these meetings were held right before the City Council meeting for that city.

For the urban component of the UTN process, two meetings were held throughout the City of Fresno and a third meeting was held in the City of Clovis. For the meetings in the City of Fresno, the event locales were community centers while the City of Clovis public library was the preferred location in Clovis. These events were heavily marketed through Fresno COG, FCRTA, and FAX marketing channels.

In addition, Fresno COG staff always maintained the door open to opportunities to talk about the Unmet Transit Needs process. On occasion, community groups and stakeholders would request that staff attend a meeting to speak with stakeholders about the UTN process. On several occasions, these meetings took place on short notice. While these meetings were often not publicized to the extent of planned public meetings, members of the public were never turned away from attending these meetings.

The shelter in place restrictions pertaining to COVID-19 were in place when it was time to conduct public outreach for the 2021-22 Unmet Transit Needs Assessment. As result, public outreach was transitioned online. The activities online included:

- ZOOM Meetings
- A Facebook Event (live)
- An online survey

ZOOM Meetings

A total of five scheduled ZOOM meetings were held over two days: three on Thursday, February 25 and two on Tuesday, March 2, 2021. All meetings were well publicized in advance of the events through the UTN Mailing lists. Specific details of each ZOOM meeting are provided below.

A Facebook Live Event

The sixth public outreach event consisted of a Facebook Live Event that was held at noon on Tuesday, March 2, 2021. Like the ZOOM meeting, this event was heavily publicized through Fresno COG and FAX marketing channels. Additionally, a paid advertising campaign was set up and run via Facebook between February 8, 2021 through the time of the event on Tuesday, March 2, 2021. The campaign was limited to Facebook users using computers and mobile devices within Fresno County. Specific details about this event are provided below.

An Online Survey

Because of the limitations associated with COVID-19 restrictions, staff created a survey in both English and Spanish that was heavily marketed and circulated on Facebook in the form of a targeted advertising campaign focused on Facebook users located within Fresno County.

The purpose of the online survey was to solicit specific perceived unmet transit needs within Fresno County. While conventional paper-based surveys were made available, most of the respondents provided their information through a survey created through PublicInput.com, a public outreach platform for Government agencies and consultants. The details of the survey are also provided below.

Public Outreach Meeting Number 1 – February 25, 2021 at 10:30 AM on ZOOM

The first virtual public outreach event took place on Thursday, February 25, 2021 at 10:30 AM PST. Because of COVID-19, it took place on ZOOM. Participants in the outreach event included:

Todd Sobrado, Fresno COG and FAX
Jeff Long, Fresno COG and FAX
Brenda Veenendahl, Fresno COG
Robert Phipps, Fresno COG
Moses Stites, FCRTA
Janelle Del Campo, FCRTA
Amy Hance, Clovis Transit
Nicolas Isla, Caltrans, District 6

Members of the Public participating in this event included:

Shelby Stamps, Urban Institute of the Central Valley
Yonas Paulos, Homeless Veteran's Advocate

Ms. Stamps is associated with a community group that focuses on assisting disadvantaged populations in the Central Valley. She introduced herself and the group she represents and while she uses the transit system, she did not have any comments or feedback.

Mr. Yonas Paulos is a homeless veteran's advocate in the Fresno Clovis area. When asked about his unmet transit needs, he brought up safety on the FAX fixed-route network as being an issue. He stated that he and his disabled son were recently assaulted on a FAX bus. While the event was very traumatic for his son, he said that he appreciated that Mr. Joe Vargas, Assistant Director at the City of Fresno Department Transportation, reached out to him after the fact.

Mr. Paulos also had several positive things to say. Regarding FAX, he was very appreciative.

Public Outreach Meeting Number 2 – February 25, 2021 at 2:30 PM on ZOOM

Attendees included:

Todd Sobrado, Fresno COG and FAX
Jeff Long, Fresno COG and FAX
Moses Stites, FCRTA
Janelle Del Campo, FCRTA
Robert Phipps, Fresno COG
Gregory Barfield, FAX
Joe Vargas, FAX
Carolina Ilic, FAX
Amy Hance, Clovis Transit
Monica Chacon, Amalgamated Transit Union (ATU)
Eric Payne, Central Valley Urban Institute
Shelby Stamps, Central Valley Urban Institute

After the meeting was opened, Todd Sobrado provided a brief overview of the purpose of the UTN and the goal of the meeting. Once completed, the meeting was opened to discussion.

Eric Payne asked about the Overlay Study in the 93706 zip code and connectivity to high density employment zones within the zip code. He was referring to the area surrounding Ulta and Amazon.

Robert Phipps talked about the COG's RHNA that specifically looks at infill opportunities and how it addresses housing.

Gregory Barfield talked about FAX activities to provide bus service into the area and some of the challenges encountered, including:

- Aligning work schedules with bus schedules
- Providing better service at a higher frequency to more zip codes
- Expanding service, and

- Looking at service from multi-agency perspective through FCRTA, and FEOC to include the service area.

Moses Stites of FCRTA expanded on increasing coordinated service, specifically how FCRTA and FAX are revamping the CTSA for next year, as the sole designees for urban and rural. Specific changes include inclusion of more non-profit transportation providers agencies. EOC will rebrand their approach to be more inclusive with a more tenacious outreach efforts, resulting in the benefit of consolidation in rural and urban areas.

Monica Chacon, a FAX bus driver and interim union president for the ATU was also in attendance. She briefly talked about her experience working with FAX, the route changes that had just gone into effect, and the agency's recent suspension of the fare policy.

Gregory Barfield spoke about how last year, FCRTA partnered with Inspiration Transportation to provide service to the residents of the West Park area. He discussed routes and frequencies in Southwest Fresno mentioning 15-minute service from Calwa through Southwest Fresno into Downtown Fresno. Gregory also spoke about FAX service changes scheduled to take effect on Monday, March 1, 2021, specifically the new Route 3, and the changes to Routes 20 and 45. He concluded with a brief discussion about funding for a proposed 19th route for service to the Amazon and Ulta warehouses in the North Pointe Business Park, pending longer-term free fare decisions.

Eric Payne brought up how FAX was a lifeline and basic need for many residents. Regarding free fares, he acknowledged that they were "temporary" and asked how FAX was monitoring safety concerns and ridership.

Gregory Barfield responded with an explanation of the Productivity Evaluation Report as well as the National Transit Database (NTD) Reporting tool as reports that address those specific questions. He also mentioned the impact that COVID was having on ridership, specifically the limitation of 10 people on FAX buses at any given time. Gregory stated that FAX had been on track to provide 11.5 million rides prior to COVID, a new record.

Addressing Eric Payne's comment about transit as a "lifeline" for many people, Moses Stites discussed several projects FCRTA has taken on in the past as a result of the unmet transit needs process, specifically his partnership with CRLA and West Park, near Jensen and Marks to provide service to residents. As a result of several meetings with residents, FCRTA started a route with service 5 days a week for 10 months at a cost of \$60K. As a result of a lack of ridership, service was reduced to 3 days a week, 8 hours a day at a cost of \$142/hour. Ridership remained at zero.

Throughout this time, service to West Park was run as a pilot project to determine market demand for transit. Despite zero ridership, FCRTA continued to provide service until after funding for the project had been depleted. This was accomplished by modifying two existing fixed routes to service the area, and despite coordinated marketing with CRLA, ridership to the West Park remained zero. In the continued hope of serving riders to and from West Park, FCRTA is trying to provide Micro-Transit into the area. If micro-transit doesn't end up working, FCRTA will have tried everything short of providing cars to the residents of West Park.

Public Outreach Meeting Number 3 – March 2, 2021 at 10:30 AM on ZOOM

Todd Sobrado, Fresno COG and FAX
Jeff Long, Fresno COG and FAX
Carolina Ilic, FAX
Bethany Berube, Clovis Transit
Yonas Paulos, Transit Rider

Todd Sobrado provided a brief overview of the UTN process and the goal of the meeting.

Yonas Paulos started the meeting off by informing the group that he had recently lost two soldiers that he was previously working with. Yonas is a community activist working with homeless and disabled veterans. He also expressed his gratitude to FAX for their recent suspension of fares.

Yonas also recounted a recent attack that he experienced riding a FAX bus with his son, where someone tried to steal his bike. The experience left his son, who is autistic, traumatized. FAX police and operations responded according to FAX policy. Upon hearing of Yonas' recent attack, Joe Vargas, Assistant Director at FAX, reached out to personally follow up with him.

Yonas suggested that the City of Fresno place a police car at Manchester Transit Center, where the crime took place, to serve as a deterrent. He added that such action would go "a long way" because crime deters people from riding the bus.

Yonas also expressed his gratitude for recent changes to Route 20 that provided service to the VA Medical Center, along with Routes 3 and 32. He added that veterans from Madera can now access the VA from Herndon and the 99.

According to Yonas, customer service of drivers needs to improve. He stated that FAX bus drivers are insensitive to Spanish speaking passengers and that he often translates for drivers as he speaks both Spanish and Arabic.

In closing, Yonas thanked FAX for the recent changes to Route 45 and for the service to the Veteran's Home on California Ave. FAX had funded limited service between Courthouse Park and the Veteran's Home on California last year. Funding for the project has recently run out, and ridership levels were very low due to COVID.

Public Outreach Meeting Number 4 – March 2, 2021 at 12:00 PM, Facebook Live

Todd Sobrado, Fresno COG and FAX
Jeff Long, Fresno COG and FAX
Robert Phipps, Fresno COG
Gregory Barfield, FAX
Carolina Ilic, FAX
Joe Vargas, FAX
Amy Hance, Clovis Transit
Scott Phillips, Transit Rider
Eric Payne, Central Valley Urban Institute

Robert Phipps welcomed participants.

Todd Sobrado presented an overview of the Unmet Transit Needs process and showed an accompanying PowerPoint presentation. The PowerPoint presentation can be found in Exhibit A-5.

Scott Phillips asked if there are plans to service Clovis Community College?

Gregory Barfield responded that FAX is currently looking into providing service to Clovis Community College. Amy Hance added that Clovis Transit often follows in the footsteps of FAX and will wait to see how they proceed. Carolina Ilic mentioned the new Route 3, the Herndon Crosstown, which provides service to the Clovis Community College, Herndon Campus, which provides a connecting shuttle to the main campus during non-COVID times.

Eric Payne asked how the Fresno COG handles transit-oriented development (TOD) funding in rural areas.

Robert Phipps replied that Fresno COG offers competitive TOD funds through Measure C.

Once public comments were addressed, Robert Phipps asked Amy Hance of Clovis Transit about free transit service. She stated that free service was enacted shortly after COVID-19 to minimize driver contact with transit riders. She added that Clovis Transit spends as much money processing cash fares as they taken in.

Gregory Barfield from FAX chimed in on free fares through FAX, stating that the Fresno City Council temporarily enacted them. He added that FAX would be looking into the sustainability of free fares on an extended basis.

Participating transit agencies highlighted recent projects.

Amy Hance provided an update on Clovis Transit's recent purchase of electric buses and reminded participants to look for them testing on local roadways and the freeway. She also talked about an upcoming route redesign project that will begin soon. Gregory Barfield congratulated Amy on breaking ground on the new transit center in Downtown Clovis.

Gregory Barfield of FAX talked about the recent route changes implemented by FAX. The much-anticipated Herndon Cross-Town, Route 3, started service between the El Paseo shopping center and Willow. Route 45 is now an Ashlan Crosstown, and the Route 20 now reaches the El Paseo Shopping Center.

Carolina Ilic mentioned the Route 28 extension servicing the Fresno County Department of Social Services campus in Clovis and stated that the remodel of Manchester Transit Center (MTC) at Blackstone and Shields has been completed and the customer service center is now open and providing service.

Public Outreach Meeting Number 5 – March 2, 2021 at 2:30 PM on ZOOM

Todd Sobrado, Fresno COG and FAX

Nobody participated in this public outreach meeting.

Public Outreach Meeting Number 6 – March 2, 2021 at 5:30 PM on ZOOM

Todd Sobrado, Fresno COG and FAX

Jeff Long, Fresno COG and FAX

Joe Vargas, FAX

Amy Hance, Clovis Transit

Karla Martinez, Leadership Counsel for Justice and Accountability

Maria Torres, Transit Rider

Todd kicked off the meeting with introductions, and upon learning that the meeting attendee, Maria Lopez, did not speak English, Todd conducted the meeting in Spanish.

After introductions, Todd showed the PowerPoint presentation describing the UTN process and its purpose to the group in Spanish. After the PowerPoint presentation, Todd opened the meeting to public comments.

Maria Torres stated that she lived in the area between Routes 34 and 38 that serviced McLane High School. She would often use public transportation to take her children to and from Wishon Elementary School. The same buses that serviced Wishon Elementary School also service McLane High School. As a result, many riders use the buses on Routes 34 and 38 to get to and from school, meaning that buses often pass her several times before boarding the bus.

Joe Vargas from FAX acknowledged her concerns and stated that a 10-rider maximum was in place due to COVID-19 restrictions and that once the threat has passed, capacity will return to normal. Joe Vargas also noted her comment about being passed by and said he would look into it with operations to see what can be done. He added that on crowded routes, “sweeper” buses are deployed to pick up riders passed by buses at capacity.

Maria Torres described her mother’s experience using FAX. She stated that, like herself, her mother was also a long-term FAX rider, and like herself, her mother did not speak English and on a few occasions, encountered rude bus drivers. Additionally, her mother had been asked to show a valid identification card by the bus driver when boarding the bus, and she stated that she felt that this should not be required.

Joe Vargas described the FAX complaint process and the training that FAX undertakes. Joe also spoke of the recent route changes that had just gone into effect, specifically the new Route 3 and the changes to Routes 20 and 45. Maria Torres said that she and her mother both knew all of the FAX routes very well.

Karla Martinez of Leadership Council brought up several issues in both English and Spanish, including:

- STA funding in Cantua Creek ride-sharing program
- Better transit along SR99 that extends to West Fresno
- More frequency
- LTF Funding for bus stops and bike lines
- Complete streets
- Complete bike lanes and bike lanes on Elm

As a representative for Leadership Counsel, Karla said that she was going to put her issues in the form of a letter. The letter is included in Appendix B of this document.

Public Hearing, Thursday, April 29, 2021 at 5:30 PM, via ZOOM

The formal Public Hearing took place as part of the Fresno COG Policy Board meeting. Public notification was completed, as required with documentation as provided in Exhibits E-1 and E-2 of this report. Because of the COVID-19 shelter-in-place orders, the Public Hearing and Policy Board meeting were held virtually. Members of the public were provided the opportunity to speak during the Hearing.

Two people provided comments or feedback at the Public Hearing. A summary of the comments are as follows:

Commenter #1: Karla Martinez, Leadership Counsel

- Thanks for Fresno COG for the UTN process and making it accessible online through virtual meetings on ZOOM and a Facebook event.
- She participated in an event and appreciated Todd Sobrado taking the time to hear and address her concerns.
- Thank you to FCRTA for the Electric Rideshare program for Lenare and Cantua Creek. It was one of the eight items she addressed in the letter she submitted for the UTN.
- She would also like to “understand how funding for the UTN will be used if there are leftover funds for projects deemed an unmet transit need but unreasonable to meet”. This is for her own clarification.

Commenter #2: Yonas Paulos, Homeless Veteran’s Advocate

- Thank you to the City of Fresno and Mayor Dyer. Free fares are making a difference and saving lives.
- Homeless veterans are going through a tough time and this is really helping.

COMMENTS AND FEEDBACK RECEIVED FOR THE FY 2021-2022 UNMET TRANSIT NEEDS PROCESS

Figure 1 includes a matrix of public comments received via Facebook, collected at the workshops, and included in a letter submitted by Leadership Counsel for Justice and Accountability. No additional comments were received by mail, electronically, or at the Public Hearing. The matrix also includes the operator’s responses and a determination of whether the comment is considered an unmet need and whether it is reasonable to meet. In the Unmet Need column, “N/A” signifies “Not Applicable.” In the Reasonable to Meet column, “N/A” signifies either “Not Applicable” or “Not Available,” in cases where sufficient information or analysis is not yet available to make a determination.

Note: Public Comments shown below are included verbatim as received.

**Figure 1
Matrix of Public Comments Received, Operator Responses, and Determinations**

Item No.	Jurisdiction	Public Comment	Operator Response	Unmet Need? (Yes, No, N/A)	Reasonable to Meet? (Yes, No, N/A)
1.	Clovis	Locan/shaw area or Loma Vista to Clovis High School.	In a typical year, Clovis Transit provides service to and from Clovis East HS Campus, but this service has been suspended during the pandemic. Service will be restored as conditions improve. Clovis Transit is currently evaluating fixed route service within the Clovis/Fresno area and will be including the area of Loma Vista in the study.	No	N/A
2.	Clovis	Appreciate all the services available.	Thank you for the kind words	No	N/A
3.	Clovis	Sunny side and alluvial needs a bus going through there.	Service from this area is currently available using Route 10 that has a stop at Clovis and Alluvial, ½ mile from Sunnyside and Alluvial.	No	N/A
4.	FAX	A bus to Clovis Community College!! This is a must! My daughter had to walk to and from the Herndon campus home (Herndon and alluvial) just to get the campus bus to International and Willow! So ridiculous!! ; ? Clovis community college!! International and Willow!	FAX is currently evaluating a fixed route service to CCC along Willow to International. Funding for this service has not yet been identified. Transit service is currently provided via two shuttles to Clovis Community College – one from the River Park Shopping Center to CCC through a shuttle leased by FAX, and the other from the Herndon satellite campus to the main campus provided by CCC. In March 2021, FAX initiated a crosstown Herndon service (new Route 3), which connects to the Herndon satellite campus.	Yes	No
5.	Clovis	Clovis stageline is fine how is/ could possibly use one more route; Barstow minnewawa	Clovis Transit is currently evaluating fixed route service throughout Clovis and Fresno. Funding for an express	Yes	No

Item No.	Jurisdiction	Public Comment	Operator Response	Unmet Need? (Yes, No, N/A)	Reasonable to Meet? (Yes, No, N/A)
		straight to Walmart on herndon for clovis	route or circulator bus that would provide direct service as suggested has not yet been identified. Comment will be incorporated into route design project.		
6.	FAX	Fax bus down herndon to willow/clovis area	FAX implemented a new crosstown Herndon route (Route 3) in March 2021 operating from the El Paseo Shopping Center at Herndon and SR-99 in northwest Fresno to Herndon and Villa in Clovis.	No	N/A
7.	FAX	Also fax got rid of 28 on shaw/clovis that took us straight to downtown. Now we have to go further to wait on other buses that take hours to just get to fresno downtown	Route 28 was rerouted to serve the County of Fresno Department of Social Services, which was relocated to the former Pelco site at Dakota and Peach. FAX provides high frequency transit service from Shaw/Clovis to Downtown Fresno via Route 9, transferring to Route 1 (BRT). Other local service to Downtown is also available.	No	N/A
8.	FAX	Going to work; Fowler Ave and Fedora; In order to make what is a 10-12 min drive to work, by FAX, I have to leave an hour and a half early. There is no bus line that goes from here over to the business area around the airport where thousands of people work. Instead the bus trip goes north on fowler, west on ashlan, ending on Blackstone by Manchester Mall where I need to get a transfer to the bus that comes back up east on McKinley to Gateway to get off.	The comment is correct; FAX service is available but requires transfers. Development densities along Fowler Avenue do not currently support fixed-route transit service. Lack of accessible bus stop locations along McKinley Avenue prevent fixed route service from being implemented east of Fresno Street at this time.	No	N/A
9.	FAX	From Blythe and Shields Avenue to Cornelia and Ashlan areas; Shields and Blythe to Central high school and beyond... the Central School Sites on Dickerson and beyond have no city buses that services this route currently. Will there be service at some point?	The comment is correct; FAX does not provide city bus services to the Central High West Campus at Dickerson and McKinley Avenues (this location is in a rural area beyond the City of Fresno's city limits and outside of FAX's public transit service area). As the City of Fresno finalizes the West Area Specific Plan, FAX will review potential service opportunities between SR-99 and Grantland.	Yes	N/A
10.	FAX	We need a route from CSUF-FCC-CCC. This would get a lot of traffic as many students have no way to get from CCC to other college campuses and vice versa.	Service from Fresno City College to Fresno State University is available using Route 1 (BRT) with a transfer to Route 9. Service from Fresno State to Clovis Community College is available using Route 38 to the new	Yes	N/A

Item No.	Jurisdiction	Public Comment	Operator Response	Unmet Need? (Yes, No, N/A)	Reasonable to Meet? (Yes, No, N/A)
			Route 3, and then via shuttle provided by CCC between the Herndon Satellite Campus and the CCC main campus. Routes 1, 9, and 38 operate at high frequency. FAX is currently evaluating a fixed route service to CCC along Willow to International. Funding for this service has not yet been identified.		
11.	FAX	There needs to be a bus route that connects all 3 colleges: FCC, CSUF and CCC. Currently Bus 28 connects FCC and CSUF. It makes sense to extend 28's route further down Shaw to Willow, then up to Clovis Community College. This would greatly serve our college students. Right now there is no bus route serving CCC. I am a full time History instructor at CCC and would like to see this happen Patrick Fontes	Route 28 no longer serves Fresno State University, as it was redirected to serve the County of Fresno Department of Social Services at Dakota and Peach. Service from Fresno City College to Fresno State University is available using Route 1 (BRT) with a transfer to Route 9. Service from Fresno State to Clovis Community College is available using Route 38 to the new Route 3, and then via shuttle provided by CCC between the Herndon Satellite Campus and the CCC main campus. Routes 1, 9, and 38 operate at high frequency. FAX is currently evaluating a fixed route service to CCC along Willow to International. Funding for this service has not yet been identified.	Yes	N/A
12.	FAX	On Church Ave, from Peach to Chestnut Ave. There are 4 schools in that area. We need bus transportation for our students and personnel that work at the schools. We need a bus on Church Ave, from Clovis Ave to Chestnut Ave. At Chestnut and Church there is a connection to other destinations. There has been a lot of home development, but no transportation for our students and persons that can't drive.	FAX is currently exploring future transit service along Church Avenue from southwest Fresno to Armstrong Avenue. The residential density along Church from Chestnut to Peach is still developing and does not currently support added public transit. Funding for future service has not been identified.	Yes	N/A
13.	FAX	First and Clinton	FAX provides service to First Street and Clinton Avenue via Routes 34 and 39.	No	N/A
14.	FAX	Fax needs a bus on McKinley. Going from FYI to at least West Ave. McKinley and Millbrook; McKinley and Millbrook to west passing by Fresno City College	FAX provides transit service on McKinley Avenue between West Avenue and Fresno Street via Route 20, servicing Fresno City College. A lack of infrastructure to support accessible bus stop locations on McKinley Avenue east of Fresno Street prevents fixed route service from being implemented between	No	N/A

Item No.	Jurisdiction	Public Comment	Operator Response	Unmet Need? (Yes, No, N/A)	Reasonable to Meet? (Yes, No, N/A)
			Fresno Street and the Fresno Yosemite International Airport at this time. However, a transfer from Route 20 to Route 39 at Fresno Street and Clinton Avenue provides service to the airport.		
15.	FAX	We need a bus going to Clovis Community College!	FAX is currently evaluating a fixed route service to CCC along Willow to International. Funding for this service has not yet been identified. Transit service is currently provided via two shuttles to Clovis Community College – one from the River Park Shopping Center to CCC through a shuttle leased by FAX, and the other from the Herndon satellite campus to the main campus provided by CCC. In March 2021, FAX initiated a crosstown Herndon service (new Route 3), which connects to the Herndon satellite campus.	Yes	N/A
16.	FAX	Riverpark	FAX provides service to Riverpark via Routes 1, 26, 32, 34, 38 and 58.	No	N/A
17.	FAX	Clinton to Airport	FAX provides service to the Fresno Yosemite International airport along Clinton Avenue (Route 39).	No	N/A
18.	FAX	Chestnut and Kings Canyon	FAX provides service at Chestnut Avenue and Kings Canyon Road with Routes 1 (BRT) and 41.	No	N/A
19.	FAX	polk and olive; downtown fresno to the area at polk and olive avenues to mckinly avenue	The City of Fresno is completing the West Area Specific Plan. Once completed, FAX will evaluate transit service options in the West Area. Some of the roads in this area are currently not wide enough for fixed route bus service and cannot accommodate safe placement of bus stops or bus operations at this time.	Yes	N/A
20.	FAX	2881 Huntington, Fresno. I would like to be able to go to Clovis more easily.	Service is available to this location by Route 1, with a transfer to Route 9, which travels into the City of Clovis on Shaw Avenue.	No	N/A
21.	FAX	Shaw and Cedar	FAX provides high frequency service at Shaw and Cedar Avenues with Routes 9 and 38.	No	N/A
22.	FAX	Palm/Sierra	FAX provides service at Palm and Sierra Avenues with Route 26.	No	N/A
23.	FAX	Bus routes to service the NorthPointe industrial area (North/Orange and North/S NorthPointe). If a route that could create a loop down Orange and return on S. NorthPointe, that would service the 700 employees the Dept of Treasury is planning to locate	FAX is planning to implement service to the North Pointe Business Park in calendar year 2022.	Yes	Yes

Item No.	Jurisdiction	Public Comment	Operator Response	Unmet Need? (Yes, No, N/A)	Reasonable to Meet? (Yes, No, N/A)
		to a building in this complex.			
24.	FAX	Willow and Teague; Willow and Teague from/to Fresno State	FAX is currently evaluating a fixed route service to CCC along Willow to International, which would include a stop at Willow and Teague. Funding for this service has not yet been identified. Transit service is currently provided via two shuttles to Clovis Community College – one from the River Park Shopping Center to CCC through a shuttle leased by FAX, and the other from the Herndon satellite campus to the main campus provided by CCC. In March 2021, FAX initiated a crosstown Herndon service (new Route 3), which connects to the Herndon satellite campus. The new Route 3 also connects to Route 38, which provides service to Fresno State University.	Yes	N/A
25.	FAX	from my condo near Fresno State to downtown via Cedar using the 38. The connecting line via Tulare runs so seldom that it is impractical to use for Art Hop or out-of-town trips to the bus and railroad stations. Yet I also know that the BRT, accessible by route 9, goes to Tulare and Van Ness, which is within walking distance to the bus and train station; Fresno State area	FAX provides transit to the Amtrak and Greyhound stations via Route 22, operating at 30-minute frequencies on weekdays and weekends. Higher frequency service is available on Routes 1, 9 and 38.	No	N/A
26.	FAX	Willow/International connecting to Herndon and Shaw bus routes for FSU/FCC and connecting to those connection areas of housing and job areas as well.	FAX is currently evaluating a fixed route service to CCC along Willow to International. Funding for this service has not yet been identified. Transit service is currently provided via two shuttles to Clovis Community College – one from the River Park Shopping Center to CCC through a shuttle leased by FAX, and the other from the Herndon satellite campus to the main campus provided by CCC. In March 2021, FAX initiated a crosstown Herndon service (new Route 3), which connects to the Herndon satellite campus.	Yes	N/A
27.	FAX	Viajar al park Woodward desde donde vivo en 3459 Mayfair Fresno 93703 (Travel to Woodward from where I live at 3459 Mayfair Fresno 93703)	FAX provides service to Woodward Park from this location via Route 39 (Clinton) transferring to the Route 1 Bus Rapid Transit (Blackstone).	No	N/A
28.	FAX	Herndon between Marks and	FAX provides service along Herndon	No	N/A

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		Clovis	Avenue with the new Route 3.		
29.	FAX	Chestnut & Nees	This location is currently ½ mile from Clovis Transit route 10 at Willow and Nees. Route 10 connects to FAX Routes 3, 9 and 38.	No	N/A
30.	FAX	Express routes to Airport from Downtown and North Fresno. FAX and the community would benefit from express access routes to the updated terminal with the coming of Southwest Airlines. Air travel from Fresno will increase.	FAX provides transit to the Fresno Yosemite International airport via Routes 26 and 39, which operate at 30-minute frequencies.	No	N/A
31.	FAX	I would like to see a Fresno bus route that connects FCC, CSUF and CCC. Currently bus 28 connects FCC and CSUF. I think Bus 28 should go down Shaw to Willow, and up to CCC, connecting all three colleges. Currently CCC does not have a bus stop, nor a nearby route in walking distance.	Route 28 no longer serves Fresno State University, as it was redirected to serve the County of Fresno Department of Social Services at Dakota and Peach. Service from Fresno City College to Fresno State University is available using Route 1 (BRT) with a transfer to Route 9. Service from Fresno State to Clovis Community College is available using Route 38 to the new Route 3, and then via shuttle provided by CCC between the Herndon Satellite Campus and the CCC main campus. Routes 1, 9, and 38 operate at high frequency. FAX is currently evaluating a fixed route service to CCC along Willow to International. Funding for this service has not yet been identified.	Yes	N/A
32.	FAX	Commute from Northwest Fresno to downtown.	FAX provides transit from Northwest Fresno to Downtown via Route 20 and Route 3 transferring to Route 1. Direct service is available on Route 22 from the Fig Garden Library to Courthouse Park.	No	N/A
33.	FAX	Chestnut and Teague to Willow and International.	FAX is currently evaluating a fixed route service to CCC along Willow to International. Neither the funding nor the final route alignment for this service have been identified. Transit service is currently provided via two shuttles to Clovis Community College – one from the River Park Shopping Center to CCC through a shuttle leased by FAX, and the other from the Herndon satellite campus to the main campus provided by CCC.	Yes	N/A
34.	FAX	There is no route to Clovis Community College. This is critical for now the 2nd largest community college in our county, with over 14,000	FAX is currently evaluating a fixed route service to CCC along Willow to International. Funding for this service has not yet been identified. Transit service is currently provided via two	Yes	N/A

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		students enrolled. RiverPark or Fresno State	shuttles to Clovis Community College – one from the River Park Shopping Center to CCC through a shuttle leased by FAX, and the other from the Herndon satellite campus to the main campus provided by CCC. In March 2021, FAX initiated a crosstown Herndon service (new Route 3), which connects to the Herndon satellite campus.		
35.	FAX	Destinations to Madera or to Clovis	FAX provides service to Madera, connecting to the Madera County Connection transit system at Valley Children’s Hospital. FAX serves Clovis on Routes 9 and 45 connecting to Clovis Transit routes 10 and 50.	No	N/A
36.	FAX	I would like to be able to take public transit to Clovis Community College. I have no way of getting to that location at this time.	FAX is currently evaluating a fixed route service to CCC along Willow to International. Funding for this service has not yet been identified. Transit service is currently provided via two shuttles to Clovis Community College – one from the River Park Shopping Center to CCC through a shuttle leased by FAX, and the other from the Herndon satellite campus to the main campus provided by CCC. In March 2021, FAX initiated a crosstown Herndon service (new Route 3), which connects to the Herndon satellite campus.	Yes	N/A
37.	FAX	Northwest Fresno	Northwest Fresno is served by FAX routes 3, 9, 12, 20 and 22.	No	N/A
38.	FAX	I have the same issue from 2413 E.Marquise Ct, Fresno, 93720. Can't go to Clinic or Clovis Senior center w/o having to change at Target. I literally am the other side of the street from Clovis!	FAX and Clovis Transit provide paratransit transfers at multiple locations along city boundaries.	No	N/A
39.	FAX	Herndon and Polk	FAX provides service along Herndon Avenue with the new Route 3 from the El Paseo Shopping Center at Herndon and SR-99 to Herndon and Villa in Clovis.	No	N/A
40.	FAX	Marks y olive, No hay una ruta pase por Hughes y cristal , y que llegue a California y fresno área de Edison high . Porque aquí en la comunidad de adams los niños que van a Edison aveces se quedan porque el autobús escolar ya no tiene cupo y aveces los papás no los pueden llevar porque no tienen	FAX has included a project in the Regional Transportation Plan to evaluate a variety of high frequency service and service expansions in the Southwest Fresno Specific Plan Area, including analysis along California, Elm Ave, and additional connections between the southwest area and areas west of State Route 99 further north.	Yes	N/A

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		<p>carro, y otros casos los niños piden un Uber para así poder ir a la escuela , pero en otros casos los niños mejor se regresan a sus casas porque no tienen dinero con que pagar el Uber , entonces digo yo porque si saben que hay tantos niños que viven en el área de adams porque no hacen un cambio la ciudad porque con la escuela y la línea de autobús escolar es muy difícil de platicar sobre este tema , ponen muchas excusas .</p> <p>TRANSLATION: Marks and olive, There is no one route that goes through Hughes and Glass, and that reaches the California and Ash area from Edison high. Because here in the Adams community the children who go to Edison sometimes stay because the school bus no longer has space and sometimes the parents cannot take them because they do not have a car, and other cases the children ask for an Uber so they can go to school, but in other cases the children better go home because they don't have money to pay for the Uber, so I say because if they know that there are so many children who live in the Adams area because they don't make a change in the city because with the school and the school bus line it is very difficult to talk about this issue, they make many excuses</p>			
41.	FAX	I live on Brawley, between Olive and Belmont. The closest Bus service to me is either Clinton and Brawley, or Olive and Marks.	The City of Fresno is completing the West Area Specific Plan. Once completed, FAX will evaluate transit service options in and around the West Area. The densities in this area may not support fixed route public transit, and some of the roads in this area are not currently wide enough for fixed route bus service and cannot accommodate safe placement of bus stops or bus operations at this time.	Yes	N/A
42.	FAX	6094 N. Barcus Ave, Fresno	FAX provides service to this location	No	N/A

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		CA	via Route 20 which travels along Bullard Avenue.		
43.	FAX, Clovis	A connection to Clovis Community College	FAX and Clovis Transit are currently evaluating a fixed route service to CCC along Willow to International. Funding for this service has not yet been identified. Transit service is currently provided via two shuttles to Clovis Community College – one from the River Park Shopping Center to CCC through a shuttle leased by FAX, and the other from the Herndon satellite campus to the main campus provided by CCC. In March 2021, FAX initiated a crosstown Herndon service (new Route 3), which connects to the Herndon satellite campus.	Yes	N/A
44.	FAX, Clovis	Transportation to Clovis Community College	FAX and Clovis Transit are currently evaluating a fixed route service to CCC along Willow to International. Funding for this service has not yet been identified. Transit service is currently provided via two shuttles to Clovis Community College – one from the River Park Shopping Center to CCC through a shuttle leased by FAX, and the other from the Herndon satellite campus to the main campus provided by CCC. In March 2021, FAX initiated a crosstown Herndon service (new Route 3), which connects to the Herndon satellite campus.	Yes	N/A
45.	FAX, Clovis	clovis community college at willow/international	FAX and Clovis Transit are currently evaluating a fixed route service to CCC along Willow to International. Funding for this service has not yet been identified. Transit service is currently provided via two shuttles to Clovis Community College – one from the River Park Shopping Center to CCC through a shuttle leased by FAX, and the other from the Herndon satellite campus to the main campus provided by CCC. In March 2021, FAX initiated a crosstown Herndon service (new Route 3), which connects to the Herndon satellite campus.	Yes	N/A
46.	FAX	I'm retired, now...i live South of Butler, off of Fowler...i would have caught the bus if it was a qtr mile closer to Church Street.....but walking the distance was difficult...so i ended up driving to work... The one time I did catch the bus, the	Route 22 currently provides peak period service to Butler and Burgan. Ridership on this portion of Route 22 does not qualify for additional service. In addition, the densities and needed infrastructure in this area do not currently support fixed-route public transit. However, FAX is currently	No	N/A

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		<p>route ended on kings canyon and the arco gas station.... apparently, it didn't drop off at Butler and Fowler, in the afternoon....so walked 2 miles.... home.,.</p> <p>Now that there is more housing, out in this mixed county and City area....the bus service would extend out more.. Note: i used to get on the bus when I was younger daily, to get to work...,when lived near Tulare & Winery..... about a 10 minute walk to bus stop....Good luck on continuing to improve our transportation....I see clovis Roundup near clovis & kings canyon,... that's good; Downtown from Fowler Ave and Hamilton</p>	exploring future service along Church Avenue from southwest Fresno to Armstrong Avenue. Funding has not been identified for this service.		
47.	FAX, Clovis	Round trip from my home in Clovis Old Town to downtown Fresno. Round trip from my home in Old Town Clovis to Whole Foods (near Fig Garden, Fresno). Round trip from my home in Old Town Clovis to	Old Town Clovis has access to Downtown Fresno via Clovis Transit Route 10 transferring to FAX Route 38. Old Town Clovis has access to Fig Garden Village (Whole Foods) via Clovis Transit Route 10 transferring to FAX Route 9.	No	N/A
48.	FAX, Clovis	Northeast Fresno/Bordering Clovis, with the Willow/International complex, more services required in this area. More frequent stops and more actual stops out this way would be great.	FAX and Clovis Transit are currently evaluating a fixed route service to CCC along Willow to International. Funding for this service has not yet been identified. Transit service is currently provided via two shuttles to Clovis Community College – one from the River Park Shopping Center to CCC through a shuttle leased by FAX, and the other from the Herndon satellite campus to the main campus provided by CCC. In March 2021, FAX initiated a crosstown Herndon service (new Route 3), which connects to the Herndon satellite campus.	Yes	N/A
49.	FAX, Clovis	Need a direct route from Fresno City College to CSU Fresno. Too many students live by CSU Fresno take classes at FCC. It would probably need to go up Willow to Clovis Community College as well as connect to the new campus that is being built in west Fresno. It would need to be more frequent than most lines currently are. We should encourage college	Service from FCC to CSUF is available using Route 1 (BRT) with a transfer to Route 9. Both of these routes operate at high frequency. FAX is currently evaluating potential routes to serve Clovis Community College along Willow to International. Funding for this service has not been identified.	Yes	N/A

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		students to utilize public transit more that we do.			
50.	FAX, Clovis	From Loma Vista (Shaw and Leonard) to Clovis Community College (Willow and International).	FAX and Clovis Transit are currently evaluating a fixed route service to CCC along Willow to International. Funding for this service has not yet been identified. Transit service is currently provided via two shuttles to Clovis Community College – one from the River Park Shopping Center to CCC through a shuttle leased by FAX, and the other from the Herndon satellite campus to the main campus provided by CCC. In March 2021, FAX initiated a crosstown Herndon service (new Route 3), which connects to the Herndon satellite campus.	Yes	N/A
51.	FAX, Clovis	Going to Clovis Kaiser, would have to take 3 or 4 busses to get there now; To East end of McKinley past Fresno Street; Cedar and McKinley; Cedar and Turner; to Clovis Kaiser on Herndon	FAX provides service to City of Clovis via Routes 9, 3, 45, and 28, with connections to Clovis Transit routes 10 and 50. Route 50 serves Kaiser in Clovis.	No	N/A
52.	FAX, Clovis	Everywhere, buses need to run earlier and later, like 24 hrs really it takes me 1.5-2 hours to get from Clovis to Downtown Fresno (after walking to Fresno to a bus stop that is being serviced early), it is very difficult to get to work by 7 am and 630 am is impossible. Also it is difficult to get to the airport and Amtrak. Being stranded at River Park because I didn't allow for a 2 hour bus ride is kind of awful. The Manchester transit center is at a dead mall. It is also disappointing that Bolt Bus no longer serves this area. Only option to Union Station LA is the slow Amtrak, Greyhound doesn't go there.	The Fresno-Clovis Metropolitan Area does not have the population densities to support fixed-route service 24 hours per day. Frequencies are determined by demand and available resources.	No	N/A
53.	FAX, Clovis	Trips out to Clovis Community College	FAX and Clovis Transit are currently evaluating a fixed route service to CCC along Willow to International. Funding for this service has not yet been identified. Transit service is currently provided via two shuttles to Clovis Community College – one from the River Park Shopping Center to CCC through a shuttle leased by FAX, and the other from the Herndon	Yes	N/A

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			satellite campus to the main campus provided by CCC. In March 2021, FAX initiated a crosstown Herndon service (new Route 3), which connects to the Herndon satellite campus.		
54.	FAX, Clovis	Round trip from my home 6694 E. Kings Canyon Rd. Fresno to businesses in Fresno and Clovis. Currently Clovis Roundup will not cross into Fresno to pick me up or take me anywhere. Fresno HandyRide will not go anywhere outside of Fresno. These cities need to cooperate with each other so that residents can travel between them. We are a major metropolitan area; Clovis Residents use Fresno physicians, etc. I would enjoy travel to/from Clovis Old Town for shopping and festivals. 6694 E. Kings Canyon Rd. Fresno 93727	FAX and Clovis Transit provide paratransit transfers at multiple locations along the city boundaries.	No	N/A
55.	FAX, Clovis, FCRTA	Metropolitan transportation	FCRTA currently operates inter-city services making connections from the 13 rural cities into the FCMA. FAX operates 18 fixed route lines within the Fresno Clovis Metropolitan Area and complementary paratransit service within ¾ mile of all fixed service. Clovis Transit operates 4 fixed routes lines and complimentary paratransit service throughout the entire city of Clovis and into Fresno to Kings Canyon, West Avenue, and Shepherd Avenue.	No	N/A
56.	FCRTA	Multiple jobs, rural destinations, and quick transportation from east to west	FCRTA currently operates demand response service in all 13 rural cities providing transportation to rural destinations. FCRTA also currently operates inter-city services providing transportation from various east to west locations and with multiple stops in rural cities to provide access to all rural cities into the FCMA. Due to the distances between cities, it is not realistic to provide “quick” transportation.	No	N/A
57.	FAX, FCRTA	From Central Fresno to Easton Area.; N Cedar Ave and E Ashlan Ave.	FAX Route 38 connects to the FCRTA system in Downtown Fresno at Courthouse Park. The FCRTA Coalinga transit stops in Easton at the Easton Market with connections to Downtown Fresno.	No	N/A

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58	FAX, Social Services Provider	Medical insurance for medical non-emergency transportation; I live at Avery apartments in Fresno though I am a senior citizen almost all of the residents here are college students I don't know why a Blackstone bus cannot turn on Barstow and go all the way to cedar and let people off at Fresno State University. Could you look into this thank you	Transportation to Fresno State University is currently available. Route 32 on Fresno Street connects to Route 9 (FAX 15) at Shaw Avenue, which serves the Fresno State Campus.	No	N/A
59.	FCRTA	To and from Biola	The REV-UP microtransit demonstration program provides transportation from Biola to Fresno or Kerman utilizing an electric vehicle on a demand response basis.	No	N/A
60.	FCRTA	Squaw Valley/ Dunlap	FCRTA currently operates the Rural Transit Route providing transportation M-F for lifeline services from rural areas including Squaw Valley/Dunlap into the FCMA.	No	N/A
61.	FCRTA	Firebaugh/Mendota to North Fresno. Takes several hours to come and go and there are only 2 options in the day. I'd also like to be able to use public transit to commute to work in the Fresno/Clovis Area.	FCRTA currently operates the Westside Transit, the first trip departs Firebaugh at 7am and arrives in downtown Fresno at 8:11am. This route also makes other stops in Mendota and Kerman which adds time to the route but provides transit to other rural cities to the FCMA.	No	N/A
62.	FCRTA	Selma, CA	FCRTA currently operates the Selma intra-city demand response service with up to 4 vehicles M-F and 1 vehicle on Saturday. Southeast Transit makes stops in Selma and connection into FCMA. There is also the Kingsburg-Reedley College route which makes stops in Kingsburg, Selma, Fowler, Parlier and Reedley College, this route is currently on hold due to the pandemic but will resume once in-person classes start.	No	N/A
63.	FCRTA	A los parques nacionales como Yosemite y Sequoias	Passengers can connect to YARTS at the Amtrak/Greyhound station in Fresno via any of the FCRTA inter-city fixed routes.	No	N/A
64.	FCRTA	Sierra View Homes apartments to Dinuba WalMart area	Dinuba transit makes connecting stops at Reedley College and the FCRTA Orange Cove inter-city route making additional connections to downtown Fresno.	No	N/A
65.	FCRTA	Fresno to Firebaugh	FCRTA currently operates the Westside Transit with stops in Firebaugh, Mendota, Kerman and connections to the FCMA.	No	N/A

Item No.	Jurisdiction	Public Comment	Operator Response	Unmet Need? (Yes, No, N/A)	Reasonable to Meet? (Yes, No, N/A)
66.	FCRTA	shopping. dr apt; sanger. ca; sanger ca	FCRTA currently operates up to 4 vehicles on the intra-city service in Sanger that be used to go shopping and dr appts. There is also Orange Cove inter-city fixed to make connections in the FCMA.	No	N/A
67.	FCRTA	I'd like to catch a light rail train or bus to down town fresno near the Department of Public Health from Fowler, CA. Round trip Mon-Friday, in the morning and back home in the evening (7:30am and 4:45pm)	FCRTA currently operates the Southeast transit which makes stops in Fowler to make connections to the FCMA.	No	N/A
68.	FCRTA	Kerman, CA	FCRTA currently operates the Kerman intra-city demand response service with 1 vehicle as well as the Westside Transit connecting Firebaugh, Mendota and Kerman to the FCMA. There is also the San Joaquin Transit which is a demand response reservation based service that provides rides between San Joaquin and Kerman.	No	N/A
69.	FCRTA	There is a train line that goes all the way from downtown Fresno to Sanger to Reedley College to Dinuba. It would be great if there could be a public private partnership to turn this train line into a cargo/light rail line. This will provide rural residents a great way to get to fresno and to Reedley College.	When considering new transit services, multiple modes must be considered and analyzed through a series of feasibility analyses examining metrics including anticipated ridership, capital and operating costs, funding sources, fare estimates, farebox recovery ratios, and other performance metrics. FCRTA currently operates the Orange Cove inter-city routes that stops at Reedley college and stop in downtown Fresno.	N/A	N/A
70.	FCRTA	Fresno County Rural Transportation Agency (FCRTA) has put forth community-driven rideshare programs to address the specific transportation needs of the region's rural and isolated communities. There are few smaller cities and communities, like Cantua Creek, that already have an electric vehicle (EV) infrastructure, and FCRTA is working diligently to ensure a reliable grid for all-electric fleets. We urge FCOG to fund innovative, resilient, and sustainable projects, like those created by FCRTA, to continue to adequately address rural transportation infrastructure	This comment is from a letter submitted by Leadership Counsel dated March 15, 2021. This comment has been addressed in a response letter and is included in Appendix B of this document.		

Item No.	Jurisdiction	Public Comment	Operator Response	Unmet Need? (Yes, No, N/A)	Reasonable to Meet? (Yes, No, N/A)
		<p>issues. A rideshare program in communities such as Lanare and Cantua is a project which could address these issues. Biola and Westpark have successfully implemented this project through the Unmet Transit Needs funding and should be expanded to more rural communities.</p>			
71.	FAX	<p>a. Extending the Bus Rapid Transit along California Avenue into West Fresno. In the short-term, Route #28 needs to pass by with more frequency along California Ave.</p> <p>b. Reliable and efficient transit stops/access on Route #35 towards Addams Elementary. Currently, the bus passes by every 30 to 40 minutes making it difficult for children and parents to get to school on time. This should be reduced to a 15-minute frequency. This should also include safe routes to the bus stop on both sides of Floradora and Hughes Avenues.</p> <p>c. Reliable and efficient transit stops and access near the Three Palms Mobile Home Park. This could be done by expanding Route #20. We also ask there be a commitment from FAX to implement the mobility option that results out of the Clean Mobility Options Grant for the 2022-2023 budget.</p> <p>d. Efficient transit connections from Addams Elementary to Gaston Middle School by extending service on Church Avenue and Hughes Avenue.</p> <p>e. Extending the Bus Rapid Transit along McKinley Avenue.</p> <p>f. Adding stops/access along Church Avenue</p>	<p>These comments are from a letter submitted by Leadership Counsel dated March 15, 2021. These comments have been addressed in a response letter and are included in Appendix B of this document.</p>		

Item No.	Jurisdiction	Public Comment	Operator Response	Unmet Need? (Yes, No, N/A)	Reasonable to Meet? (Yes, No, N/A)
		g. Ensure that sidewalks, bike lanes, curb, and gutter projects are funded in areas that do not have the existing pedestrian infrastructure. In addition, FCOG should work in conjunction with Fresno County to ensure that communities who reported flooding in the SB 244 analysis are prioritized.			

Note: Sidewalks, bike lanes and gutter projects are the responsibility of local public works departments through the appropriate venue.

DISCUSSION FROM SSTAC RELATING TO THE COMMENTS RECEIVED FOR THE FY 2021-2022 UNMET TRANSIT NEEDS ASSESSMENT

Figure 1 is the list of comments received during the FY 2021-2022 Unmet Transit Needs Assessment. Also included with each public comment is a comment number, the relevant jurisdiction(s), the operator response, whether the comment is an unmet need, and whether the need is reasonable to meet. The definition of unmet needs and reasonable to meet are contained in Fresno COG Resolution 90-15 on pages 5 and 6 above.

Section 99401.5(c) of the California Public Utilities Codes specifies, “The transportation planning agency shall determine its definitions of the terms ‘unmet transit needs’ and ‘reasonable to meet’ for the purposes of this section which shall be documented by resolution or within the minutes of the agency.” The Fresno COG Policy Board does this with Resolution 90-15.

A brief summary of the Unmet Transit Needs Assessment presentation at SSTAC, comments, questions, and feedback, and subsequent voting by committee members is provided below.

INSTRUCTIONS AND NEXT STEPS FOR TTC / PAC PERTAINING TO THE FY 2021-2022 UNMET TRANSIT NEEDS ASSESSMENT

The publicly noticed hearing to receive comments regarding potential unmet transit needs in Fresno County was held Thursday, April 29, 2021, starting at 5:30 p.m. at the Fresno COG Policy Board meeting. The hearing was held virtually as a result of the COVID-19 shelter-in-place order.

At its April 20, 2021, meeting, SSTAC, using Fresno COG Resolution 90-15 was asked to make a recommendation regarding whether any of the public comments in Figure 1 constitute:

- An Unmet Transit Need;
- An Unmet Transit Need that is reasonable to meet; or
- An Unmet Transit Need that is unreasonable to meet.

More specifically, the SSTAC was asked to make a finding that there are unmet needs that are reasonable to meet within the County of Fresno.

Todd Sobrado presented the UTN Assessment to SSTAC, addressing the challenges that were overcome this cycle due to COVID-19. Whereas public outreach in previous iterations of the UTN process primarily took place in the form of face-to-face meetings with stakeholders and transit riders, the current cycle required that public outreach be completed entirely online.

After hearing about the six virtual meetings and a public survey, committee members were given the opportunity to ask questions or provide comments about the process and the Assessment itself. When SSTAC asked no questions or comments, they were asked to make a motion to approve the draft Unmet Transit Needs Assessment for the fiscal year 2021-22, forwarding it to the Fresno COG Technical Transportation Committee / Policy Advisory Committee (TTC/PAC).

A motion was made by SSTAC member Amy Hance and seconded by SSTAC member Monty Cox to make the following recommendation:

The SSTAC, through its recent efforts to solicit comments, recommends that there are unmet needs, including those that are reasonable to meet in the County of Fresno.

The motion was approved unanimously by SSTAC.

Staff and SSTAC request that TTC / PAC recommend the Board adopt Resolution 2021-20 approving the Fresno Council of Governments FY 2021-22 Unmet Transit Needs Assessment and find that there are unmet transit needs, including needs that are reasonable to meet.

PUBLIC TRANSPORTATION PLAN SUMMARY AND RECOMMENDATIONS BY JURISDICTION

A. Overview

The Regional Transportation Plan (RTP) for public transportation services contains a Fresno-Clovis Metropolitan Area (FCMA) component, a Fresno County rural component, and a social service transportation component.

The Metropolitan Area component is implemented through the "Short Range Transit Plan" (SRTP) for the FCMA. The 2022-2026 FCMA SRTP will be adopted by the Fresno COG Policy Board on June 24, 2021. It will provide a detailed service plan for implementation over five years. The Rural Area component is implemented through the Rural SRTP for the Fresno County Rural Area, which provides a detailed service plan for the implementation of rural transit services over the same five-year period. Short Range Transit Plans are updated every other year and reviewed within the same timeframe as the Unmet Transit Needs.

In addition to these Short-Range Transit Plans, the Fresno COG annually adopts an Operations Program and Budget for the coordination and consolidation of transportation for specialized social service programs within Fresno County. The 2021-2022 Operations Program and Budget for the City of Clovis and the Fresno Economic Opportunities Commission are scheduled for adoption on June 24, 2021.

B. Fresno-Clovis Metropolitan Area (FCMA)

The Regional Transportation Plan calls for fixed-route service within the Metropolitan Area to be provided by FAX, with financial participation from the City of Clovis and Fresno County for service to non-Fresno City residents within FAX's service area. Demand responsive Handy Ride service is provided through FAX under contract with National Express Transit (NEXT). The Short Range Transit Plan (SRTP) for the FCMA sets forth the specific service implementation plan for the five-year fiscal period from 2022-2026, and is planned for adoption on June 24, 2021. It is this SRTP that implements the near-term service goals and objectives of the Regional Transportation Plan.

The Regional Transportation Plan and the FCMA Short Range Transit Plan also continue to emphasize specialized service for disabled and elderly residents, who are unable to utilize the fixed-route buses.

Service will be funded with \$24.4 million in State Transportation Development Act - Local Transportation Funds. FAX is also anticipating \$11.7 million in Measure C funds and \$10 million funded by the Federal Transit Administration. The remaining funds are derived from farebox revenues and special services provided under contracts with outside agencies such as the City of Clovis and Valley Children's Hospital. Although the City of Fresno does not propose to expend any of its Local Transportation Funds on streets and roads in FY 2020-2021, a "transit needs finding" is necessary to be consistent with SB-498. SB-498 states the lack of available resources shall *not* be the sole reason for finding a transit need is *not* reasonable to meet.

The City of Clovis operates two types of public transit services. Clovis Stageline provides general public fixed-route service within the City Limits. Clovis Round-up operates specialized demand-

responsive service for the elderly and disabled residents. The City of Clovis has designated Round-up services as the Consolidated Transportation Services Agency (CTSA) for the Clovis Transit Service Area. The estimated cost for the operation of Clovis Transit in FY 2021-2022 is \$3,979,000. Although the City of Clovis does not propose to expend any Local Transportation Funds on streets and roads in FY 2021-2022, a “transit needs finding” is necessary to be consistent with SB-498. SB-498 states the lack of available resources shall *not* be the sole reason for finding a transit need is *not* reasonable to meet.

C. Rural Areas

The Regional Transportation Plan calls for service to rural portions of Fresno County, including intra-city service in and around thirteen rural incorporated cities, two dozen unincorporated communities, and inter-city service linking those cities to the Fresno Clovis Metropolitan Area on the following corridors:

- (1) Firebaugh - Mendota - San Joaquin - Kerman Corridor to Fresno
- (2) Kingsburg - Selma - Fowler Corridor to Fresno
- (3) Orange Cove - Reedley - Parlier - Sanger Corridor to Fresno
- (4) Coalinga - Huron – Five Star - Five Points - Lanare - Riverdale - Caruthers - Raisin City - Easton Corridor to the Fresno

During the latter part of FY1978-1979 and the beginning of FY1979-1980, in cooperation with rural incorporated cities in Fresno County, Fresno COG prepared and adopted specific short-range transit development programs to define the implementation of rural public transportation service in conformance with the Regional Transportation Plan. In September 1979, Fresno County Rural Transit Agency (FCRTA) was formed and assigned responsibility for implementing the service requirements of the Regional Transportation Plan as set forth by the Transit Development Programs. Services set forth by the Regional Transportation Plan and the Transit Development Programs were fully implemented by mid-February 1980.

A comprehensive Short-Range Transit Plan (Rural SRTP) for the Rural Fresno County Area, which updated the individual Transit Development Programs, was first adopted on November 17, 1983. The five-year Rural SRTP is updated biennially. The latest update of the "Short-Range Transit Plan for the Rural Fresno County Area 2022-2026" is planned for adoption on June 24, 2021. The estimated cost for the operation of the FCRTA in FY 2021-2022 is \$10,199,842. The Services will be funded with \$5,510,389 of State Transportation Development Act - (TDA) Local Transportation Funds (LTF). The FCRTA will utilize \$1,030,127 from its Measure – C funds to support the operations. An additional \$1,669,771 will be funded by the Federal Transit Administration (FTA). Farebox receipts are projected to be \$786,595 and Interest is estimated at \$123,750.

D. Social Service Transportation

The updated Social Service Transportation Action Plan and Inventory were adopted on January 29, 1998, and co-designated the City of Fresno and the Fresno Economic Opportunities Commission (FEOC) as the Fresno Urban Consolidated Transportation Service Agency (CTSA). The Action Plan further designates the City of Clovis, as the Clovis CTSA, and the Fresno County Rural Transit Agency (FCRTA) and the FEOC as the Fresno Rural Area CTSA.

In Fiscal Year 2021-2022, FCRTA, FAX, and Fresno COG sought sole designation of the Fresno Urban and Rural CTSA. With sole designation of both CTSA's, both FAX and FCRTA can be more inclusive of additional social services transportation services providers through an RFP process. Additionally, sole designation allows FAX and FCRTA direct oversight of the Fresno Urban and Rural CTSA's. It is expected that FEOC will continue to be a significant participant in both the Urban and Rural CTSA's under this new sole-designation status.

Since FY1982-1983, the Fresno COG has set aside each year five percent (5%) of Local Transportation Funds (Table 1) for social service transportation. An Operations Program and Budget (OPB) have been prepared for the Fresno Urban CTSA, Clovis CTSA, and the Fresno Rural CTSA. The FY 2021-2022 OPBs are scheduled for adoption on June 24, 2021, which documents commitments for matching funds from participating social service agencies and defines the types of coordinated/consolidated services to be provided so funds may be released.

Fresno County's CTSA process has been very successful in coordinating metropolitan and rural social service transportation needs. The Fresno COG's latest annual "Transit Productivity Evaluation for FY 2020 indicates the CTSA's continue to provide a significant number of trips throughout Fresno County. An inventory of social service agencies was updated, as part of the development of the Fresno COG's Human Service Coordination Plan, as adopted January 29, 2015. It has assisted in determining if additional social service agencies may be interested in participating in the CTSA process.

Analysis of Proposed Public Transportation Services and Recommended Findings for -Local Agencies FY 2020-2021

A. City of Clovis

The City of Clovis contributes funds to the operation of three (3) transit services within its jurisdiction. First, it operates the Clovis CTSA Round-up service on a demand-responsive basis to its elderly and disabled social service clients. Second, it operates Clovis Stageline to serve general public patrons with four (4) coordinated fixed-routes; and third, it provides funding to Fresno Area Express (FAX), which operates fixed-route service on Route 9 into Clovis.

Inter-city service to Fresno is available on Clovis CTSA's Round-up and Fresno Area Express / Handy Ride.

Recommendation:

It is recommended that the Fresno COG Policy Board find that public transportation needs within the City of Clovis will be reasonably met. Service requirements contained within the Regional Transportation Plan will be satisfied.

B. City of Coalinga

The City of Coalinga, under an inter-agency agreement with the FCRTA, provides intra-city and inter-city service using vehicles owned by the FCRTA. All FCRTA vehicles are lift-equipped for elderly and disabled accessibility.

The Coalinga Transit intra-city demand responsive service operates with one (1) vehicle during an approximate eight (8) hour service period Monday through Friday.

Coalinga Transit also provides inter-city fixed-route service, with route deviation to pick-up disabled passengers, between Coalinga and Fresno. The vehicle provides one (1) round trip through Pleasant Valley Prison, Huron, Five Points, Lanare, Riverdale, Caruthers, Raisin City, and Easton, during an approximate nine and $\frac{3}{4}$ (9.75) hour period, Monday through Saturday.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Coalinga, Sphere of Influence, and surrounding Area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

C. City of Firebaugh

The City of Firebaugh, under an inter-agency services agreement with the FCRTA, provides demand-responsive service within Firebaugh's Sphere of Influence, and the surrounding area is available by an FCRTA's lift-equipped vehicle, Monday through Friday for approximately nine and $\frac{3}{4}$ (9.75) hours per day. A second vehicle is available for inter-city trips between Firebaugh and Mendota during an approximate nine (9) hour period, Monday through Friday.

The FCRTA also contracts to operate Westside Transit as a multiple round trip general public commuter service, during an eight and a half (8-1/2) hour period, Monday through Friday, using a lift-equipped vehicle, which may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed-route to serve patrons "between" Firebaugh, Mendota, San Joaquin and surrounding communities, Kerman, and "to" and "from" Fresno.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Firebaugh, its Sphere of Influence, and surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

D. City of Fowler

The City of Fowler, under an inter-agency services agreement with the FCRTA, provides transportation services within its Sphere of Influence and surrounding area. A lift-equipped FCRTA vehicle is in the service of the community approximately eight (8) hours per day, Monday through Friday.

The FCRTA also contracts to operate Southeast Transit as a multiple round trip general public commuter service, for approximately eight and a half (8-1/2) hour period, Monday through Friday, using a lift-equipped vehicle, which may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed-route to serve patrons "between" Kingsburg, Selma, and Fowler and "to" and "from" Fresno.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Fowler, its Sphere of Influence, and the surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

E. City of Fresno

Fresno Area Express (FAX) provides fixed-route service seven (7) days-a-week throughout the Fresno-Clovis Metropolitan Area. The City of Clovis and Fresno County financially participate for service to non-Fresno City residents within FAX's service area. FAX contracts with National Express Transit (NEXT) for weekday and weekend demand-responsive service on Handy Ride. This paratransit service is oriented toward those who are unable to use the fixed-route service.

Recommendation:

It is recommended the Fresno COG Policy Board find that there is one unmet transit need that is reasonable to meet, and that public transportation needs within the City of Fresno will be reasonably met. Service requirements contained within the Regional Transportation Plan will be satisfied.

F. City of Huron

The City of Huron, under an inter-agency services agreement with the FCRTA, provides general public transportation service within the Sphere of Influence, and surrounding area utilizing two (2) FCRTA wheelchair accessible modified vehicles. This service was reduced to one (1) vehicles temporarily as a result of the COVID-19 pandemic. The intra-city services are available during an approximate eight (8) hour period, Monday through Friday.

The City of Huron continues to provide funding for an inter-city "life-line" service to Coalinga. Three (3) round trips are provided during an eight (8) hour period, Monday through Friday.

Coalinga Transit also provides inter-city fixed-route service, with route deviation to pick-up disabled passengers, between Coalinga and Fresno. The vehicle provides one (1) round trip through Pleasant Valley Prison, Huron, Five Points, Lanare, Riverdale, Caruthers, Raisin City, and Easton, during an approximate nine and $\frac{3}{4}$ (9.75) hour period, Monday through Saturday.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Huron, its Sphere of Influence, and the surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

G. City of Kerman

The City of Kerman, under an inter-agency services agreement with the FCRTA, provides demand-responsive public transportation service with an FCRTA vehicle within its Sphere of Influence and surrounding area using a lift-equipped FCRTA vehicle, for approximately eight (8) hours a day, Monday through Friday.

The FCRTA also contracts to operate Westside Transit as a multiple round trip general public

commuter service, for approximately eight and a half (8-1/2) hour period, Monday through Friday, using lift-equipped vehicles, which may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed route to serve patrons "between" Firebaugh, Mendota, San Joaquin and surrounding unincorporated communities, and Kerman and "to" and "from" Fresno.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Kerman, its Sphere of Influence, and the surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

H. City of Kingsburg

Two (2) FCRTA wheelchair lift-equipped vehicles are available for providing public transportation services to Kingsburg Area residents. These transit services are provided to the City of Kingsburg under an inter-agency services agreement with FCRTA. Service within the Sphere of Influence, and the surrounding area, are available on a demand- responsive basis during an approximately eight (8) hour service period, Monday through Friday, and approximately eight (8) hours on Saturday utilizing just one (1) vehicle.

The FCRTA also contracts to operate Southeast Transit as a multiple round trip general public commuter service, during an approximately eight and a half (8-1/2) hour period, Monday through Friday, using a lift-equipped vehicle, which may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed-route to serve patrons "between" Kingsburg, Selma, and Fowler and "to" and "from" Fresno.

An additional vehicle was added in 2016 to provide service to the Kingsburg-Reedley College fixed-route service operating from 7:00am-4:35pm Monday through Friday to serve patrons between Kingsburg, Selma, Fowler, Parlier and Reedley. Due to Reedley College not having students on campus due to the COVID-19 pandemic, FCRTA ceased operating this route in the Spring of 2020 until Reedley College resumes a normal class schedule.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Kingsburg, its Sphere of Influence, and the surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

I. City of Mendota

The City of Mendota, under an inter-agency agreement with the FCRTA, provides demand-responsive service within its Sphere of Influence and the surrounding area using a FCRTA lift-equipped vehicle. This service is provided Monday through Friday for approximately eight (8) hours per day.

Firebaugh Transit has a second vehicle, which is available for inter-city trips between Firebaugh and Mendota during an approximate nine (9) hour period, Monday through Friday.

The FCRTA also contracts to operate Westside Transit as a multiple round trip general public commuter service, during an approximately eight and a half (8-1/2) hour period, Monday through

Friday using a lift-equipped vehicle, which may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed-route to serve patrons "between" Firebaugh, Mendota, San Joaquin and surrounding unincorporated communities, and Kerman and "to" and "from" Fresno.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Mendota, its Sphere of Influence, and the surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

J. City of Orange Cove

The City of Orange Cove, under an inter-agency services agreement with the FCRTA, provides transportation services within its Sphere of Influence and the surrounding area using an FCRTA lift-equipped vehicle. Orange Cove Transit operates on a demand responsive basis area for approximately nine (9) hours per day, Monday through Friday.

Orange Cove Transit also provides a lift-equipped vehicle for inter-city fixed-route service. The service is provided on a scheduled fixed-route to serve patrons "between" Orange Cove, Reedley, Parlier, Sanger, and "to" and "from" Fresno. Multiple round trips are available each service day. The inter-city service is provided, during an approximately ten (10) hour period, Monday through Friday.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Orange Cove, its Sphere of Influence, and the surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

K. City of Parlier

The City of Parlier, under an inter-agency services agreement with the FCRTA, currently operates a lift-equipped demand responsive service within its Sphere of Influence, and surrounding area using a wheelchair lift-equipped FCRTA vehicle. Service is currently provided, during an approximate eight (8) hour period, Monday through Friday.

The FCRTA also contracts to operate Orange Cove Transit as a multiple round trip general public commuter service, during an approximately ten (10) hour period, Monday through Friday, using a lift-equipped vehicle, which may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed-route to serve patrons "between" Orange Cove, Reedley, Parlier, and Sanger and "to" and "from" Fresno.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Parlier, its Sphere of Influence, and the surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

L. City of Reedley

The City of Reedley, through an inter-agency services agreement with the FCRTA, provides demand-responsive public transportation within its Sphere of Influence and the surrounding area, using four (4) vehicles on an eight (8) hour staggered basis during an approximate eight (8) hour service period, Monday through Friday, and one (1) vehicle on Saturdays during an approximate eight (8) hour period.

The FCRTA also contracts to operate Orange Cove Transit as a multiple round trip general public commuter service, during an approximately ten (10) hour period, Monday through Friday using a lift-equipped vehicle, which may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed-route to serve patrons "between" Orange Cove, Reedley, Parlier, and Sanger and "to" and "from" Fresno.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Reedley, its Sphere of Influence, and the surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

M. City of Sanger

To provide public transportation service within the Sanger Sphere of Influence and the surrounding area, the FCRTA, under an inter-agency services agreement, with the City of Sanger operates two (2) wheelchair accessible FCRTA vehicles that offer service in Sanger. The vehicles provide staggered service during an approximate eight (8) hour period and, one (1) vehicle provides service during an eleven and a half (11.5) hour period, Monday through Friday, and one (1) vehicle during an eight (8) hour period on Saturday.

FCRTA also contracts to operate Orange Cove Transit as a multiple round trip general public commuter service, during an approximate ten (10) hour period, Monday through Friday, using a lift-equipped bus, which may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed-route to serve patrons "between" Orange Cove, Reedley, Parlier, and Sanger and "to" and "from" Fresno.

An additional vehicle began providing service between Sanger and Reedley College in September of 2014 to support a new training program to address a critical concern by manufacturers in Sanger who have been unsuccessful at finding skilled workers to employ and residents in Sanger who are underemployed or unemployed. One (1) vehicle provides route service during an eight (8) hour period, Monday through Friday. Due to Reedley College canceling in-person classes as a result of the COVID-19 pandemic, the Sanger Express route ceased service, but will continue operations once in-person classes resume.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Sanger, its Sphere of Influence, and the surrounding area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

N. City of San Joaquin

The City of San Joaquin, under an inter-agency agreement with the FCRTA, provides for demand-responsive Intra-City service within their Sphere of Influence and surrounding area. Inter-community service is also provided between the unincorporated communities of Cantua Creek, El Porvenir, Halfway, Three Rocks, and Tranquility. Inter-City service to Kerman is also available. As a result of low ridership and the COVID-19 pandemic this service transitioned to a demand response rural transit operation in June 2020, Monday through Friday using FCRTA lift equipped vans.

The FCRTA contracts to operate Westside Transit as a multiple round trip general public commuter service, during an approximate eight and a half (8-1/2) hour period, Monday through Friday, using a lift-equipped vehicle, which may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed-route to serve patrons "between" Firebaugh, Mendota, San Joaquin and surrounding unincorporated communities, and Kerman and "to" and "from" Fresno.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of San Joaquin, its Sphere of Influence, and the surrounding area with its identified unincorporated communities will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

O. City of Selma

The City of Selma, under an inter-agency agreement with the FCRTA, provides for demand-responsive and fixed-route Intra-City service within their Sphere of Influence and the surrounding area.

This service utilizes four (4) FCRTA wheelchair accessible vehicles. It operates four (4) vehicles on a demand-responsive basis for eight (8) hours each on a staggered basis, and one (1) for four (4) hours for lunchtime driver relief, Monday through Friday, during an approximate eight (8) hours service day. Saturday demand-responsive services are provided with a single (1) vehicle during an approximate eight (8) hour service period.

The FCRTA also contracts to operate Southeast Transit as a multiple round trip general public commuter service, during an approximate eight and a half (8-1/2) hour period, Monday through Friday using a lift-equipped vehicle, which may deviate from its route to pick-up disabled passengers. The service is provided on a scheduled fixed-route to serve patrons "between" Kingsburg, Selma, and Fowler and "to" and "from" the Fresno-Clovis Metropolitan Area (FCMA).

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the City of Selma, its Sphere of Influence, and the surrounding Area will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

P. Fresno County

Fresno County financially participates through the Fresno County Rural Transit Agency for provision of service to unincorporated area residents within the Spheres of Influence and the

surrounding areas of the thirteen (13) rural cities and two dozen unincorporated communities situated on established fixed-routes.

Fresno County also provides the funding for six (6) other unincorporated area transit services.

Auberry Transit is provided, through an inter-agency service agreement with FCRTA. The service area includes the communities of Alder Springs, Auberry, New Auberry, the Big Sandy Indian Rancheria, Burrough Valley, Cold Springs Indian Rancheria, Jose Basin, Marshall Station, Meadow Lakes, Mile High, Prather, Sycamore, and Tollhouse. A lift- equipped vehicle provides approximately seven (7) hours of service per day, Monday through Friday. A second Auberry Transit vehicle is to provide “life-line” inter-city service from the foothill communities and through Friant and the Table Mountain Indian Rancheria to the Fresno-Clovis Metropolitan Area, one (1) day a week during an eight (8) hour service period.

Del Rey Transit operates as a general public demand-responsive service. The FCRTA continues to fund the service four (4) hours per service day and Fresno County TDA monies fund the remaining four (4) hours. The service is under contract for driver services through the FCRTA and continues to be available during an approximate eight (8) hour period Monday through Friday. The operation will continue to maintain priority service to seniors attending the mid-day Hot Meal Nutrition Program. The service transports passengers within the community on a shared ride basis; arranges passenger grouping for trips to Sanger; and transfers passengers in Sanger to access Orange Cove Transit for service to Fresno, Parlier, Reedley, and Orange Cove. As of April 1, 2019 the, service was modified to 7 hours per weekday and 5 hours on Saturday on a 3-month demonstration period to accommodate requests for Saturday service from Del Rey residents.

Dinuba Connection is in its tenth (10th) year of service. In cooperation with the FCRTA, the City of Dinuba (in Tulare County) provides an inter-County service, referred to as the Dinuba Connection, between Dinuba and Reedley (in Fresno County). It allows Dinuba residents to travel from their City and its Vocational Training Center to the Adventist Medical Center (for on-the-job training) and to attend Reedley College. Eastern Fresno County residents travel to regional retail and entertainment centers in Dinuba. The service has proven to be very successful. The operations encourage transfers between Reedley Transit’s Intra-City services and Orange Cove Transit’s Inter-City services, to facilitate connectivity between Orange Cove, Reedley, Parlier, Sanger, and Fresno. Both entities will continue to utilize a portion of their locally approved half-cent sales tax (Measure R in Tulare County and Measure C in Fresno County) to continue to split the costs of this transit expansion program.

Laton Transit continues to be provided by the FCRTA through an ongoing inter-agency services agreement with Kings Area Rural Transit (KART). Round trip, inter-community service between the unincorporated Community of Laton and the City of Hanford, in Kings County, is available Monday through Friday. An existing inter-County service by KART from Hanford through Laton and then Selma (Kaiser Clinic) and Hospitals in Fresno and the Central Valley Children’s Hospital in Madera County is provided Monday through Friday.

Rural Transit between remote areas of Fresno County has been mentioned in the Regional Transportation Plan and Rural Short Range Transit Plan (SRTP) for many years. The Measure-C Expenditure Plan referenced the concept for funding and implementation. Service beyond the current transit service areas associated with incorporated cities has been difficult to justify. Four (4) vehicles were purchased to facilitate the operation of three (3) in regular services, Monday through Friday, with the fourth (4th) reserved as a back-up vehicle. The adopted Rural SRTP

reflects the demand-responsive operation to be available on a twenty-four (24) hour prior reservation basis. Transfers to existing operations have eliminated service duplications.

FCRTA deployed the Rural Transit Expansion in October 2020 through a contractor services agreement with Inspiration Transportation, a 501(c)3 social service transportation provider. This service is a demand response 24-hour advance reservation service providing transportation to the communities of West Park and Biola to the Fresno Clovis Metropolitan areas. This service is operated with two (2) electric sedan vehicles.

Recommendation:

It is recommended the Fresno COG Policy Board find that public transportation needs within the unincorporated portions of the County of Fresno will be reasonably met. Service requirements contained in the Regional Transportation Plan will be satisfied.

Additional Information

It should be noted additional transit needs are being met through three (3) other programs, which have been implemented with Measure – C funds. The Fresno COG administers the programs:

- Carpooling - A subsidized carpooling program is available for individuals willing to share rides with others. A computerized program may assist individuals in making successful contacts to form successful arrangements to share rides conveniently.
- Commuter Vanpooling – A subsidized vanpooling program is available for a group of individuals who may have common interests in commuting for employment or schooling at City Colleges and Universities. Several commercial entities have complete programs to provide vans ranging from seven (7) to fifteen (15) passenger capacities. A lead and back-up driver volunteer to make arrangements to transport the group as needed. The vehicle, fuel, maintenance, and insurance are covered. Participants share in a portion of the costs. Several hundred vehicles are currently in operation, and more are being formed on a regular basis.
- Farm Labor Vanpooling – A subsidized farm labor vanpooling program facilitates group transportation to field and packing facilities. The program is flexible to meet the seasonal needs of the workers, originating in Fresno County. Fifteen (15) passenger vans accommodate seven (7) to fifteen (15) individuals. A lead and back-up driver volunteer to make arrangements to transport the group as needed. The vehicle, fuel, maintenance, and insurance are covered. Participants share in a portion of the costs. Several hundred vehicles are currently in operation, and more are being formed on a regular basis.

Individuals and groups desiring to know more about these programs should call 559-441-RIDE (7433) or contact www.valleyrides.com for more information.

Appendix A - Demographic Information

Transit Dependent Groups

Per the Transportation Development Act, Unmet Transit Needs findings must include an annual assessment of the size and location of identifiable groups likely to be transit-dependent, including but not limited to, the elderly, the disabled, including individuals eligible for paratransit and other special transportation services pursuant to Section 12143 of Title 42 of the United States Code, and persons of limited means, including, but not limited to, recipients under the CalWORKs program.

For the purposes of this document:

- The elderly are considered to be individuals age 65 years old and older.
- The term "disability" refer to persons who because, of physical or mental impairment, are unable to drive automobiles or use public transit, which is not specifically tailored to meet their needs.
- Persons of limited means are considered as having incomes below the poverty threshold as defined by the federal government.

Demographic Data - Charts and Highlights

The determination of the size and location of identifiable groups likely to be “transit-dependent” is based on the American Community Survey, 2010 Census, and other pertinent data. The demographic data relevant to determining unmet transit needs in Fresno County is presented in the form of tables and maps.

The American Community Survey (ACS) replaced the decennial census long form in 2010. The ACS now collects detailed questions about socioeconomic and housing characteristics on an annual basis. The function of the decennial census will be to provide counts of people for the purpose of congressional apportionment and legislative redistricting. The primary purpose of the ACS is to measure the changing social and economic characteristics of the U.S. population. The use of the ACS data will provide “snapshots” of our region’s socioeconomic characteristics. The decision to select one-year, three-year, or five-year ACS “snapshots” is dependent on whether the intent is to reflect the most current data (e.g., one-year ACS) or a statistically more accurate “snapshot” (e.g., lower margin of error) over a larger period of time.

In this section, Table 2 presents an overview of the population in Fresno County. Figure 2 illustrates graphically how the population is dispersed throughout the incorporated and unincorporated areas in Fresno County.

Figure 2
Fresno County Population Density

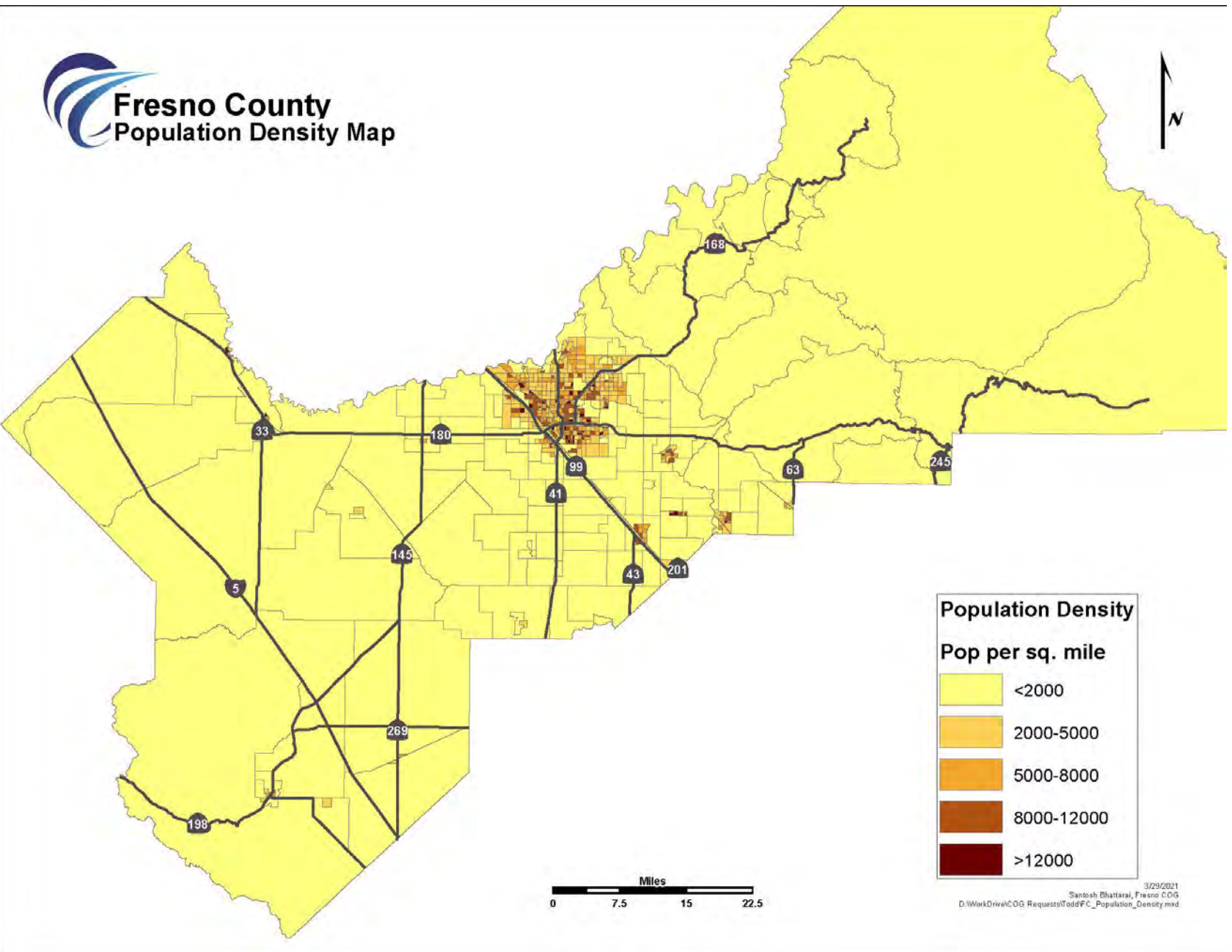


Table 2 shows the 2019, 1-year population estimate. The most rapid population increase between 2010
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and 2019 occurred in the City of Coalinga, with growth of over 28%. Other Fresno County cities with large increases were Fowler (21%), Clovis (19%), and Orange Cove (13%). The population for Fresno County as a whole declined over 1% between 2010 and 2019.

The Cities of Fresno and Clovis both have a population in excess of 100,000 people. Pursuant to Senate Bill 716 (enacted 2009), cities with a population of 100,000 or more within a county that has a population of 500,000 or more will be required to expend 100% of the Local Transportation Funds (LTF) apportionment for public transit purposes. The Cities of Fresno and Clovis have already been complying with this requirement.

Population forecasts suggest that none of the other incorporated cities in Fresno County will exceed 100,000 in the next 20 years and therefore, will be exempt from the provisions of Senate Bill 716. The California Department of Finance annual city and county population estimates will be used to identify when the population threshold has been met. SB 716 represents a fundamental change in the manner in which public transit will be financed in the future.

Table 2
Total Population and Percent Change, Year 2019

Planning Area	2000	Population, 2010	2019 (ACS)	%Change (2010-2019)
City of Clovis	66,468	95,631	114,584	19.82%
City of Coalinga	11,666	13,380	17,179	28.39%
City of Firebaugh	5,743	7,549	8,296	9.90%
City of Fowler	3,979	5,570	6,790	21.90%
City of Fresno	427,652	494,665	531,576	7.46%
City of Huron	6,306	6,754	7,281	7.80%
City of Kerman	8,551	13,544	15,282	12.83%
City of Kingsburg	9,199	11,382	12,108	6.38%
City of Mandota	7,890	11,014	11,511	4.51%
City of Orange Cove	7,722	9,078	10,273	13.16%
City of Parlier	11,145	14,494	15,618	7.75%
City of Reedley	20,756	24,194	25,658	6.05%
City of Sanger	3,270	24,270	25,339	4.40%
City of San Joaquin	18,931	4,001	4,021	0.50%
City of Selma	19,444	23,219	24,825	6.92%
County of Fresno	170,683	171,705	168,760	-1.72%
Total	799,407	930,450	999,101	7.38%

Table 3 presents the 2015-2019 American Community Survey (ACS 5-year) data on population by age and income characteristics. This data is important to this analysis because studies have shown that age and income have a high correlation with automobile usage and transit dependency. Persons age 65 and over are separated as a subset of the total population figures. In some jurisdictions, these individuals become eligible for transit services solely based on their age. In others, they qualify for reduced fares because of their age. In either case, they are recognized as a select group of people who may have special transportation needs met through public transportation.

Poverty statistics in ACS products adhere to the standards specified by the Office of Management and Budget in Statistical Policy Directive 14. The Census Bureau uses a set of dollar value thresholds that vary by family size and composition to determine who is in poverty. Further, poverty thresholds for people living alone or with nonrelatives (unrelated individuals) vary by age (under 65 years or 65 years and older). The poverty thresholds for two-person families also vary by the age of the householder. If a family's total income is less than the dollar value of the appropriate threshold, then that family and every individual in it are considered to be in poverty. Similarly, if an unrelated individual's total income is less than the appropriate threshold, then that individual is considered to be in poverty.

Table 3
Age and Income, Year 2019

Jurisdiction	Population 2019	Persons:Age 65+	% Total Pop	Persons: Age 65+			
				Persons: Low Income	% Total Pop.	% Low Income	% Total Pop.
City of Clovis	109,160	14,081	12.9%	11,398	10.4%	840	0.8%
City of Coalinga	16,906	1,347	8.0%	2,743	16.2%	118	0.7%
City of Firebaugh	8,300	643	7.7%	2,408	29.0%	265	3.2%
City of Fowler	6,527	953	14.6%	1,173	18.0%	124	1.9%
City of Fresno	525,010	58,538	11.1%	129,927	24.7%	7911	1.5%
City of Huron	7,115	500	7.0%	3,251	45.7%	219	3.1%
City of Kerman	14,816	1,507	10.2%	2,887	19.5%	301	2.0%
City of Kingsburg	11,955	1,607	13.4%	1,827	15.3%	176	1.5%
City of Mendota	11,531	741	6.4%	4,701	40.8%	127	1.1%
City of Orange Cove	10,274	759	7.4%	4,935	48.0%	262	2.6%
City of Parlier	15,312	1,311	8.6%	5,153	33.7%	479	3.1%
City of Reedley	25,591	3,122	12.2%	5,308	20.7%	275	1.1%
City of Sanger	25,074	2,468	9.8%	6,650	26.6%	448	1.8%
City of San Joaquin	4,020	276	6.9%	1,220	30.3%	82	2.0%
City of Selma	24,675	2,704	11.0%	5,977	24.2%	452	1.8%
County of Fresno	168,255	27,220	16.2%	28,686	17.0%	2669	1.6%
Total	984,521	117,777	12.0%	218,254	22.2%	14748	1.5%

Table 4 provides data on individuals with disabilities by gender and age. This information is from the 2015-2019 ACS data and includes non-institutionalized persons age five and older who have a "disability." Individuals were asked if they, or others in the household, had a health condition that has lasted for six or more months, making it difficult to go outside of the home alone. Persons that have such difficulty as a result of a health condition are said to have a mobility limitation. Increased public transportation would be an asset to those who have mobility limitations.

Table 4
Gender by Age and Disability, Year 2019

Fresno County	Estimate	% Over Total	Fresno County	Estimate	% Over Total
Total Population	987,054	100.0%	Total Population	987,054	100.0%
Male	490,022	49.6%	Female	497,032	50.4%
Under Age 5	38,592	3.9%	Under Age 5	36,539	3.7%
With a Disability	298	0.0%	With a Disability	137	0.0%
No Disability	38,294	3.9%	No Disability	36,402	3.7%
Age 5 to 17	105,057	10.6%	Age 5 to 17	100,969	10.2%
With a Disability	5,466	0.6%	With a Disability	4,699	0.5%
No Disability	99,591	10.1%	No Disability	96,270	9.8%
Age 18 to 64	290,585	29.4%	Age 18 to 64	292,193	29.6%
With a Disability	33,586	3.4%	With a Disability	36,314	3.7%
No Disability	256,999	26.0%	No Disability	255,879	25.9%
Age 65+	55,788	5.7%	Age 65+	67,331	6.8%
With a Disability	20,929	2.1%	With a Disability	29,986	3.0%
No Disability	34,859	3.5%	No Disability	37,345	3.8%
Total Male with Disability	60,279	6.1%	Total Female with Disability	71,136	7.2%
Total Pop with Disability				131,415	13.3%

Note the discrepancy for the total population between Table 3 and Table 4 above. Table 3 reports a total of 984,521, while Table 4 shows 987,054, a difference of 2,533 persons. The total population on Table 3 is the 2019, 5-year population estimate whereas Table 4 shows the 2019, 1-year total population estimate, of people whose disability status is known. Table 2 also shows the 2019, 1-year total population estimate. However, this value is 999,101, a value different from that shown in Table 4. This second estimate seems to be the standard population, found across population datasets and does not take into account “gender by age and disability”.

Table 5 expands on the number of individuals in Fresno County age 18, and over by their disability and employment status. The 2015-2019 ACS data identifies that 734,475 residents are over the age 18 and that approximately 122,440 (16.6 percent) have a disability. Of those with a disability, 22.6 percent are employed, 3.1 percent are unemployed, and 74.3 percent are not in the workforce. Those residents without a disability make up 83.3 percent over the age of 18. Of this group, 62.5 percent are employed, 5.4 percent are unemployed, and 31.9 percent are not in the workforce.

Table 5
Employment Status by Disability, 2019

Population 18+	Number
Total	734,475
With A Disability	122,440
Employed	27,659
Unemployed	3,795
Not in Labor Force	90,986
No Disability	612,035
Employed	382,764
Unemployed	33,420
Not in Labor Force	195,851

Fresno COG's definition of transit-dependent focuses on individuals who, by virtue of their age, income, or disability, are not adequately served by the automobile. Information from the last available version of a summary from Caltrans entitled “Travel and Related Factors in California” was used as a foundation for identifying the incidence of individuals that are transportation-dependent.

According to the [California Department of Motor Vehicles \(DMV\)](#), in 2019, there were 605,627 driver licenses outstanding in Fresno County. This number represents approximately 74.1 percent of the population age 16 years and older. This means that over 25 percent of eligible drivers in Fresno County did not have a driver's license.

In 2016, there were 575,729 licensed drivers. In 2017, the number of licensed drivers in Fresno County increased 2.2 percent to 588,753. In 2018 and 2019, the number of drivers increased by 1.3 percent and 1.5 percent, respectively.

Table 6
Population of Driving Age in Fresno County, Year 2019

Age	Population 2019	% of Total Population
0-15	236,556	23.7%
16-18	44,827	4.5%
18+	717,718	71.8%
All	999,101	100.0%

Table 7 below shows the number of vehicles and licensed drivers per household. It shows that there is an average of 3.11 occupants per household with 2.27 licensed drivers and 1.88 vehicles.

Table 7
Occupied Household / Vehicles in Fresno County, Year 2019

Total Housing Units	336,479
Total Occupied Housing Units	315,974
Average # of Occupants	3.11
No. of HH vehicles in Fresno County	595,382
Average # of Vehicles per Household	1.88
Average # of Drivers per Household	2.27

Appendix B – Unmet Transit Needs Assessment Process

As a result of the shut-down from COVID-19, public outreach for the Unmet Transit Needs Assessment in FY 2021-22 was forced to change as a result of public health limitations, in this case, face-to-face interactions or public meetings. As a result, Fresno COG staff pivoted to incorporate online surveys as a way to solicit feedback from transit riders and stakeholders.

To promote and market the survey, an extensive advertising campaign was created and run on the Facebook social network between Tuesday, February 16 and Wednesday, March 3, 2021 in both English and Spanish. The results of the campaign were as follows:

- Reach: 12,375
- Post engagements: 864
- Post reactions: 658
- Post shares: 29
- Link clicks: 37

The campaign was geographically targeted to reach computers and mobile phones within Fresno County with a special focus on people with the following interests:

Bus or Transit bus, Behaviors: Community & Club page admins, School: Reedley High School, Clovis Unified School District, Fresno City College, West Hills College Coalinga or Fresno State, Job title: Community Leader and Industry: Community and Social Services

The Survey

The survey was designed to collect transit-related information from transit riders and stakeholder that pertain to the Unmet Transit Needs assessment. In the two weeks that the campaign was run, 210 responses were received. However, only 68 of these responses provided any information that could be used within the UTN. The remaining surveys were deleted since they did not contain any informational value.

While screenshots of the surveys are shown below, the survey questions are as follow:

Question #1 – Do you use public transportation or social services transportation?

Yes

No

Question #2.a. – For which transportation systems are you requesting improvements or submitting ideas?

Fresno Area Express (FAX)

Fresno County Rural Transit

Clovis Stageline

Clovis Round-Up, City of Clovis' paratransit service

A social service provider

Question #2.b. – If you selected social services transportation provider in the previous question, who is your provider?

Question #3 – Are there any locations/destinations you would like to access by transit or social service transportation that are not currently being served?

Yes

No

Question #4.a. – What trips would you like to make using transit or social service transportation that you cannot make now?

Question #4.b. – What is the destination of this trip?

Question #4.c. – What would be the purpose of this trip?

Exhibit A

**Social Services Transportation Advisory Council
Membership List
Updated February 2021**

Potential Transit User 60 Years of Age or Older (minimum of 1)			
Appointment	Resident of/Geographic Representation	Term Expires	Ethnic Background
Michael Mendez, Jr.	Sanger/Fresno County	1-2021	Hispanic

Representatives of the Local Social Service Providers for Seniors (minimum of 2)			
Appointment	Resident of/Geographic Representation	Term Expires	Ethnic Background
Sonia Del La Rosa, Fresno County	Fresno/Fresno County	6-2021	Hispanic
Brian Spaunhurst, Fresno County Public Works	Fresno/Fresno County	1-2021	Caucasian

Potential Transit User Who Is Disabled (minimum of 1)			
Appointment	Resident of/Geographic Representation	Term Expires	Ethnic Background
Sarin Wakimian	Fresno/Fresno County	6-2021	Caucasian

Representative of the Local Social Service Provider for Disabled (minimum of 2)			
Appointment	Resident of/Geographic Representation	Term Expires	Ethnic Background
Vidal Medina, RICV	Fresno/Fresno County	5-2020	Hispanic

Representative of a Local Social Service Provider for Persons of Limited Means (minimum of 1)			
Appointment	Resident of/Geographic Representation	Term Expires	Ethnic Background
Hector Medina, Fresno County	Fresno/Fresno County	6-2021	Hispanic

Representatives from the Local Consolidated Transportation Service Agency (minimum of 2)			
Appointment	Resident of/Geographic Representation	Term Expires	Ethnic Background
Amy Hance, Clovis Transit	Clovis/Fresno County	6-2020	Caucasian
Monty Cox, FEOC/CTSA	Fresno/Fresno County	6-2020	Caucasian
Moses Stites, FCRTA	Fresno/Fresno County	2-2023	Hispanic
Judith Nishi, FAX	Sanger/Fresno County	6-2021	Asian American

Representatives of General Public, who used Public Transit			
Appointment	Resident of/Geographic Representation	Term Expires	Ethnic Background
Yonas Paulos	Fresno/Fresno County	6-2020	Caucasian
Matthew Gilliam	Fresno/Fresno County	10-2021	African American

Exhibit A-1

List of Acronyms

Acronym	Agency Name
UTN	Unmet Transit Needs
SSTAC	Social Services Transit Advisory Committee
FTA	Federal Transit Administration
TDA	Transit Development Act
LTF	Local Transportation Fund
RTPA	Regional Transportation Planning Agency
FEOC	Fresno Economic Opportunities Commission
CTSA	Consolidated Transportation Service Agency
FCRTA	Fresno County Rural Transit Agency
FAX	Fresno Area Express
PUC	Public Utilities Commission
FCHSS	Fresno County Health and Social Services
ADA	American Disabilities Act
CCNF	Central California Nikkei Foundation
FCMA	Fresno County Metropolitan Area
SRTP	Short Range Transit Plan
VCH	Valley Children's Hospital
RTP	Regional Transportation Plan
KART	Kings Area Rural Transit
OPB	Operations Program and Budget
ACS	American Community Survey
DMV	Department of Motor Vehicles
COFCG	Council of Fresno County Governments (old name of Fresno COG)
COG	Council of Governments
UMTA	Urban Mass Transit Agency
SB	Senate Bill

Exhibit B


2021-22 Unmet Transit Needs Process Outreach Schedule – Fresno COG

What	Whom	Number	Date
Fresno COG website	Posted to COG website under Get Involved and Public Transit Planning. Calendar items as well.	Not known	1/2021
Included in “Coming Up at Fresno COG” e-newsletter	UTN article included in the Coming Up at Fresno COG enews publication – 22% open rate and 9.8% click rate	5,090	2/2021
Specific UTN emails to the COG mailing list	COG database - Includes all Constant Contact email contacts, elected officials, committees, community agencies, consultants. February 17, 2021 to 5061 emails, 19.8% open rate (823 emails) and 8.9% click rate (73). February 19, 2021 same email resent to those who hadn’t opened it yet to 3385 emails, 298 opens and 30 click throughs.	5,061	2/17/2021 with follow up on 2/19/2021
Social Media posts about the UTN	Posted to Facebook, Instagram, Twitter and LinkedIn on February 11, 2021 in English and Spanish. <u>Boosted the post on FB and IG from February 16 to March 3, 2021.</u> Post Engagements: 864 Reach: 12,375 Post Reactions: 658 Post Shares: 29 Link Clicks: 37 Focused outreach to all areas in Fresno County with special focus on people with these interests: Interests: Bus or Transit bus, Behaviors: Community & Club page admins, School: Reedley High School, Clovis Unified School District, Fresno City College, West Hills College Coalinga or Fresno State, Job title: Community Leader and Industry: Community and Social Services	12,375	2/16/2021 to 3/3/2021
Specific UTN emails to the COG mailing list	COG database - Includes all Constant Contact email contacts, elected officials, committees, community agencies, consultants. February 17, 2021 to 5061 emails, 19.8% open rate (823 emails) and 8.9% click rate (73). February 19, 2021 same email resent to those who hadn’t opened it yet to 3385 emails, 298 opens and 30 click throughs.	5,061	2/17/2021 with follow up on 2/19/2021





What	Whom	Number	Date
Social media posts about the Facebook live event in Spanish	Post Engagements: 63 Reach: 4,148 Post Reactions: 17 Post Shares: 5 Link Clicks: 29 Focused outreach to all areas in Fresno County with special focus on Spanish language speakers or those who have indicated interest in that area.	4,148	2/17/2021 through 3/3/2021
Mail out of the UTN flyer to the UTN mailing list	Mail out the UTN flyer to the names on the UTN database	356	2/19/2021
Social media posts about the Facebook live event in English	Social media campaign to advertise the Facebook live event held on March 3, 2021. Post Engagements: 58 Reach: 4,066 Post Reactions: 17 Post Shares: 8 Link Clicks: 30 Event Responses: 22	4,066	2/25/2021 through 3/1/2021
Public Notice publication in the Fresno Bee	Public notice for the Unmet Transit Needs Assessment public hearing on Thursday, April 29, 2021 in English within the Fresno Bee.		3/26/2021
Public Notice publication in the Vida En La Valle	Public notice for the Unmet Transit Needs Assessment public hearing on Thursday, April 29, 2021 in Spanish with Vida En La Valle.		

Exhibit B-1

Unmet Transit Needs Request Flyer and Comments Form



The Fresno County Unmet Transit Needs Public Comments Process


Do you or someone you know have a public transit need that is not being met?
The Fresno Council of Government's (FCOG)
Social Services Transportation Advisory Council would like to hear from you!

If you would like to provide comments on public transit needs in Fresno County, please join us at one of the following virtual meetings or submit written comments via email or US mail. Please see the section titled "How To Participate" on the back of this flyer for more information and links.

Public input and feedback is a critical part of the Unmet Transit Needs (UTN) process. In partnership with local transit providers, Fresno COG is collecting public comments on Unmet Transit Needs in several ways. The first is an online survey available in English and Spanish.

The Fresno County Unmet Transit Needs Survey – [English Link](#)

Or take the survey by opening the stock Camera app on your cell phone, then point it steadily for 2-3 seconds towards the QR Code to the right. Whenever scanning is enabled, a notification will appear. Touch the notification to open the survey. If nothing happens, you may have to go to your Settings app and enable QR Code scanning.



There are also five public events that allow the public to speak directly with transit providers and staff. These events will be held as follows:

<u>Thursday, February 25, 2021</u>	<u>Tuesday, March 2, 2021</u>
Two public Zoom meetings:	Two public Zoom meetings:
10:30 am via Zoom	10:30 am via Zoom
2:30 pm via Zoom	2:30 pm via Zoom

A Public Hearing will also take place during the Fresno COG Policy Board meeting on Thursday, April 29, 2021 at 5:30 PM.
Call in information will be available through [this link](#).

DUE TO EXTRA-ORDINARY CIRCUMSTANCES AS A RESULT OF COVID-19, ALL OUTREACH WILL BE HELD ONLINE UNLESS SPECIFIED OTHERWISE.

BACKGROUND INFORMATION

What is the purpose of the unmet transit needs meetings?

The meetings provide an opportunity for the public to identify all Fresno County “unmet transit needs” that are “reasonable to meet” within Fresno County (PUC 99401.5 (d)).

What is an “unmet transit need”?

An “unmet transit need” is an inadequacy in existing public transit service from one location to another for persons recognized as transit dependent in Fresno County.

Who is “transit dependent”?

The “transit dependent” are those individuals who rely on public transit because they do not operate a vehicle because of youth, advanced age, mental or physical impairment or low income.

What is the purpose of the Social Services Transportation Advisory Council (SSTAC)?

The purpose of SSTAC is to receive public comment regarding transit service needs for the transit-dependent in Fresno County.

HOW TO PARTICIPATE

1. Complete the Unmet Transit Needs Survey online.
2. Attend a virtual public meeting listed above or the Public Hearing
3. Submit a comment card providing as much detail as possible to describe the need you would like to have met.
4. If you are unable to attend a meeting, but would like to provide your comments, please mail or email your comments to:

Brenda Veenendaal
2035 Tulare Street, Suite 201
Fresno, CA 93721
Email: comments@fresnocog.org

5. To receive more information about available transit and the Unmet Transit Needs process, visit us online at: <https://www.fresnocog.org/2021-unmet-transit-needs-assessment/>

2021 Unmet Transit Needs
Comment Form

Name*:

Email:

City*: Ph. Number:

Zip*:

During the past week (7 days), on how many days have you ridden the bus?

1 2 3 4 5 6 7

1. Which transit system(s) are you requesting improvements to?*

Fresno Area Express

FAX Handy Ride

Clovis Stageline

Fresno County Rural Transit

Clovis Round-Up

Fresno Economic
Opportunities Commission

Other:

2. Describe the transit improvement(s) you are requesting. To effectively evaluate your comment, please provide the nearest cross street (or area of town where you live), your destination, day of week, and approximate time of day that you are interested in making your trip.*

3. Describe the individuals who would need the service. Include age group, financial constraints, and whether they have disabilities that would require special services.*

Your comments will be compiled in a report on Unmet Transit Needs. If you provide your contact information, you will receive a notice once the report is available for review. Please return form to:

Brenda Veenendaal
Fresno COG
2035 Tulare Street, Suite 201
Fresno, CA 93721 Fax no: (559) 233-9645
comment@fresnocog.org

Exhibit B-2

Unmet Transit Needs Flyer and Comments Form in Spanish



¿Usted o alguien que conoce tiene una necesidad de transporte público que no se está cumpliendo?

¡El Consejo Consultivo de Transporte de Servicios Sociales del Consejo de Gobiernos de Fresno (FCOG) desea escucharle a usted!

Si desea proporcionar comentarios sobre las necesidades de transporte público en el Condado de Fresno, por favor, únase a nosotros en una de las siguientes reuniones virtuales o envíe comentarios por escrito por correo postal o electrónico. Consulte la sección titulada "Cómo Participar" en la parte posterior de este volante para obtener más información y enlaces.

La aportación y comentarios del público es una parte crítica del proceso de Necesidades de Tránsito No Cumplidas (UTN). En asociación con los proveedores de tránsito locales, Fresno COG está recopilando Comentarios de las Necesidades de Tránsito No Cumplidas de varias maneras. La primera es una encuesta por internet disponible en Inglés y Español.

Encuesta de Necesidades de Tránsito No Cumplidas del Condado de Fresno – Enlace Español

O realice la encuesta abriendo la aplicación de cámara en su teléfono celular, luego apunte de forma constante durante 2-3 segundos hacia el Código QR a la derecha. Siempre que se habilite el análisis, aparecerá una notificación. Toque la notificación para abrir la encuesta. Si no pasa nada, es posible que tenga que ir a la aplicación Configuración y habilitar el escaneo de Código QR.



También hay cinco eventos públicos que permiten al público hablar directamente con los proveedores de tránsito y el personal. Estos eventos se llevarán a cabo de la siguiente manera:

Jueves, Febrero 25, 2021

Dos juntas públicas por [Zoom](#):
10:30 am a través de Zoom
2:30 pm a través de Zoom

Martes, Marzo 2, 2021

Dos juntas públicas por [Zoom](#):
10:30 am a través de Zoom
2:30 pm a través de Zoom

También se se llevará a cabo una Audiencia Pública en la junta del Consejo de Políticas de Fresno COG el Jueves, Abril 29, 2021 a las 5:30 p.m.

La información para llamadas estará disponible a través de [este enlace](#).

DEBIDO A LAS CIRCUNSTANCIAS EXTRAORDINARIAS COMO RESULTADO DEL COVID-19, TODO EL ALCANCE SE REALIZARÁ POR INTERNET A MENOS QUE SE INDIQUE LO CONTRARIO.

INFORMACIÓN DE ANTECEDENTES

¿Cuál es el propósito de las reuniones de necesidades de tránsito no cumplidas?

Las juntas brindan una oportunidad para que el público identifique todas las "necesidades de tránsito no cumplidas" del Condado de Fresno que sean "razonables de cumplir" dentro del Condado de Fresno (PUC 99401.5 (d)).

¿Qué es una "necesidad de tránsito no cumplida"?

Una "necesidad de tránsito no cumplida" es una insuficiencia en el existente servicio de transporte público de un lugar para otro para personas reconocidas como dependientes del tránsito en el Condado de Fresno.

¿Quiénes son los "dependientes del tránsito"?

Los "dependientes del tránsito" son aquellas personas que dependen del transporte público porque no operan un vehículo debido a su juventud, edad avanzada, impedimento mental o físico o bajos ingresos.

¿Cuál es el propósito del Consejo Consultivo de Transporte de Servicios Sociales (SSTAC)?

El propósito de SSTAC es de recibir comentarios públicos sobre las necesidades del servicio de tránsito para el dependiente del tránsito en el Condado de Fresno.

COMO PARTICIPAR

1. Complete la Encuesta de Necesidades de Tránsito No Cumplidas por internet.
2. Asista a una reunión pública virtual mencionada anteriormente o a la audiencia pública.
3. Envíe una tarjeta de comentarios que proporcione tantos detalles como sea posible para describir la necesidad que le gustaría que sea cumplida.
4. Si no puede asistir a una reunión, pero le gustaría proporcionar sus comentarios, envíe sus comentarios por correo postal o electrónico a:

Brenda Veenendaal

2035 Tulare Street, Suite 201

Fresno, CA 93721

Correo electrónico: comments@fresnocog.org

5. Para recibir más información sobre el tránsito disponible y el proceso de Necesidades de Tránsito No Cumplidas, visítenos por internet en:

<https://www.fresnocog.org/2021-unmet-transit-needs-assessment/>

**2021 Necesidades de Tránsito No Cumplidas
Formulario de Comentario**

Nombre*:

Email:

Ciudad*: Número de Tel:

Zip*:

Durante la semana pasada (7 días), ¿cuántos días ha subido al autobús?

1 2 3 4 5 6 7

1. ¿A qué sistema (s) de tránsito solicita que se hagan mejoras? *

Fresno Area Express

FAX Handy Ride

Clovis Stageline

Fresno County Rural Transit

Clovis Round-Up

Fresno Economic

Opportunities Commission

Otro:

2. Describa las mejoras de tránsito que está solicitando. Para evaluar su comentario de manera efectiva, proporcione el cruce de calles más cercano (o el área de la ciudad donde vive), su destino, el día de la semana y la hora aproximada del día en la que está interesado en hacer su viaje. *

3. Describa las personas que necesitarían el servicio. Incluya grupos de edad, restricciones financieras y si tienen discapacidades que requieran servicios especiales.*

Sus comentarios se compilarán en un informe sobre necesidades de tránsito no atendidas. Si proporciona su información de contacto, recibirá un aviso una vez que el informe esté disponible para su revisión. Por favor devuelva el formulario a:

Brenda Veenendaal
Fresno COG
2035 Tulare Street, Suite 201
Fresno, CA 93721 Fax no: (559) 233-9645
comment@fresnocog.org

Exhibit B-3

Unmet Transit Needs Survey in English

The Fresno County Unmet Transit Needs Survey

Welcome Submit ideas About You Thank you!

Welcome!

The Unmet Transit Needs Assessment (UTN) is held each year to ensure that all unmet transit needs that are “reasonable to meet” are met before transit funds are expended for non-transit uses, such as streets and roads. It is up to the Fresno Council of Governments (Fresno COG) to determine the amount of public transportation funds available to the incorporated cities within Fresno County and the County itself for non-transit uses.

Public input and feedback is a critical part of the UTN process. In partnership with local transit providers, Fresno COG is collecting public comments on Unmet Transit Needs for 2021 through March 15, 2021. All comments are considered part of the 2021 UTN assessment.

Please do your part by completing the survey on the next screen to identify Unmet Transit Needs in Fresno County.

Thank you again for your participation in this vital process.

[Continue](#)

The Fresno County Unmet Transit Needs Survey



Welcome [Submit Ideas](#)

1. Do you use public transit or social service transportation?

No	57%
Yes	43%

Closed for responses | 143 Responses

2. a. For which transit systems are you requesting improvements or submitting ideas?

Fresno Area Express (FAX)	70%	Fresno County Rural Transit	30%
Clovis StageLine	19%	Clovis Round-Up, City of Clovis' paratransit service	8%
Handy Ride, City of Fresno's paratransit service	8%	A social service provider	8%

Closed for responses | 166 Responses

2. b. If you selected social services transportation provider in the previous question, who is your provider?

Closed for Comments

Sunny side and alluvial needs a bus going through there.

A bus to Clovis Community College! This is a must! My daughter had to walk to and from the Herndon campus home (Herndon and Alluvial) just to get the campus bus to International and Willow! So ridiculous!

one month ago [Reply](#) [11 Agree](#)

Strongly agree

18 days ago [11 Agree](#)

Strongly agree

18 days ago [11 Agree](#)

We need a route from CSUF-FCC-CCC. This would get a lot of traffic as many students have no way to get from CCC to other college campuses and vice versa.

29 days ago [Reply](#) [11 Agree](#)

We need a bus going to CCC!

11 days ago [11 Agree](#)

[Show all comments](#)

3. Are there any locations/destinations you would like to access by transit or social service transportation that are currently not being served?

Yes	77%
No	23%

Closed for responses | 94 Responses

4. a. What trips would you like to make using transit or social service transportation that you cannot make now?

Closed for Comments

I would like to see a Fresno bus route that connects FCC, CSUF and CCC. Currently bus 28 connects FCC and CSUF. I think bus 28 should could go down Shaw to Willow, and up to CCC, connecting all three colleges. Currently CCC does not have a bus stop, nor a nearby route to it. See More

29 days ago [Reply](#) [11 Agree](#)

Round trip from my home 6634 E. Kings Canyon Rd. Fresno to businesses in Fresno and Clovis. Currently Clovis Roundup will not cross into Fresno to pick me up or take me anywhere. Fresno HandyRide will not go anywhere outside of Fresno. These cities need to cooperate with each other. See More

one month ago [Reply](#) [11 Agree](#)

I have the same issue from 2413 E. Mangrove Ct. Fresno, 93720. Can't go to Clinic or Clovis Senior center w/o having to change at target. I literally walk the other side of the street from Clovis!

one month ago [11 Agree](#)

Barstow minivan route to Walmart on Herndon for clovis

Also far got rid of 28 on Shaw/ clovis that took us straight to downtown. Now we have to go further to wait on other buses that take hours to just get to Fresno downtown

one month ago [Reply](#) [11 Agree](#)

Need a direct route from Fresno City College to CSU Fresno. Too many students live by CSU Fresno take classes at FCC. It would probably need to go up Willow to Clovis Community College as well as connect to the new campus that is being built in west Fresno. It would need to be more. See More

one month ago [Reply](#) [11 Agree](#)

[Show all comments](#)

4. b. What is the destination for this trip?

Closed for Comments

CSUF and CCC

29 days ago [Reply](#) [11 Agree](#)

Clovis Community College

29 days ago [Reply](#) [11 Agree](#)

Manchester, Tower District, Downtown

I agree with the previous comment about the change in route 28. FAX is my primary means of transportation, and the 28 used to be the route I took most often. I haven't used it since the re-route. The change created an unmet transit. See More

one month ago [Reply](#) [11 Agree](#)

Clovis Community College

19 days ago [Reply](#) [11 Agree](#)

[Show all comments](#)

4. c. What would be the purpose of this trip?

Closed for Comments

School/Classes

19 days ago [Reply](#) [11 Agree](#)

Access to Clovis Community to further my education.

19 days ago [Reply](#) [11 Agree](#)

Work commute

27 days ago [Reply](#) [11 Agree](#)

Shopping and going to college

29 days ago [Reply](#) [11 Agree](#)

[Show all comments](#)

[Continue](#)

* Please provide your home zip code so that we can better understand your transit and social services transportation needs.

This question is closed to responses.

Name and Address (OPTIONAL)

First Name

Last Name

Street Address

Submit

Continue

Exhibit B-4

Unmet Transit Needs Survey in Spanish

The Fresno County Unmet Transit Needs Survey

Fresno Council of Governments | FAX FRESNO AREA EXPRESS | CRTA | Traducir

Bienvenido | Encuestas | Acerca de ti | Socios

¡Bienvenida!

La Evaluación de las necesidades de tránsito insatisfechas (UTN) se lleva a cabo cada año para garantizar que todas las necesidades de tránsito insatisfechas que sean "razonables de satisfacer" se satisfagan antes de que los fondos de tránsito se gasten para usos no relacionados con el tránsito, como calles y carreteras. Depende del Consejo de Gobiernos de Fresno (Fresno COG) determinar la cantidad de fondos de transporte público disponibles para las ciudades incorporadas dentro del condado de Fresno y el condado mismo para usos que no sean de tránsito.

Las opiniones y comentarios del público son una parte fundamental del proceso de la UTN. En asociación con los proveedores de transporte local, Fresno COG está recopilando comentarios públicos sobre las necesidades de transporte insatisfechas para 2021 hasta el 15 de marzo de 2021. Todos los comentarios se consideran parte de la evaluación de la UTN de 2021.

Haga su parte completando la encuesta en la siguiente pantalla para identificar las necesidades de tránsito insatisfechas en el condado de Fresno.

Gracias nuevamente por su participación en este proceso vital.

Continuar

The Fresno County Unmet Transit Needs Survey



Inicio [Inicio](#) [Inicio](#) [Inicio](#)

1. ¿Utiliza transporte público o transporte de servicios sociales?

No	57%
Si	43%

Cerrado a respuestas | 141 Respuestas

2. a. ¿Para qué sistemas de tránsito solicita mejoras o presenta ideas?

Fresno Area Express (FAX)	79%	Tránsito rural del condado de Fresno	33%
Clovis Skagema	19%	Clovis Round Up, servicio de paratransito de la ciudad de Clovis	9%
Handy Ride, el servicio de paratransito de la ciudad de Fresno	8%	Un proveedor de servicios sociales	6%

Cerrado a respuestas | 100 Respuestas

2.b. Si seleccionó proveedor de transporte de servicios sociales en la pregunta anterior, ¿quién es su proveedor?

Cerrado por comentarios

Lado soleado y usualmente necesita un autobús que pase por allí.

(Un autobús a Clovis Community College) es un requisito para hijos que comen hacia y desde la casa del campus de Herndon (Herndon y al lado) solo para tomar el autobús del campus a Inverness y Willow (San Indio)

Hacer un más [Respuesta @ 13 de acuerdo](#)

Totamente de acuerdo

Hacer 25 días [@ 2 de acuerdo](#)

Totamente de acuerdo

Hacer 25 días [@ 1 de acuerdo](#)

Necesitamos una ruta de CSU-FCC-CCC. Esto generaría mucho tráfico ya que muchos estudiantes no tienen forma de ir de CCC a otros campus universitarios y viceversa.

Hacer un más [Respuesta @ 8 de acuerdo](#)

¡Necesitamos un autobús que vaya a CCC!

Hacer 1 día [Respuesta @ 1 de acuerdo](#)

Mostrar todos los comentarios

3. ¿Hay lugares / destinos a los que le gustaría acceder por tránsito o transporte de servicios sociales que actualmente no estén siendo atendidos?

Si	77%
No	23%

Cerrado a respuestas | 14 Respuestas

4. a. ¿Qué viajes le gustaría hacer usando el transporte público o de servicio social que no puede hacer ahora?

Cerrado por comentarios

Me gustaría ver una ruta de autobús de Fresno que conecte FCC, CSUF y CCC. Actualmente, el bus 28 conecta FCC y CSUF.

Creo que el autobús 28 debería ir por Shaw y Willow y hasta CCC, conectando las tres universidades. Actualmente CCC no cuenta con parada de bus, ni ruta cercana en W... 10/11/20

Hacer un más [Respuesta @ 4 de acuerdo](#)

Viaje de ida y vuelta desde mi casa 68M E. Kings Canyon Rd. Fresno a negocios en Fresno y Clovis. Actualmente, Clovis Roundup no cruzará a Fresno para recogerme o llevarme a ningún lado. Fresno HandyRide no irá a ningún lugar fuera de Fresno. Estas ciudades necesitan cooperar con cada... 10/11/20

Hacer un más [Respuesta @ 4 de acuerdo](#)

Tengo el mismo problema de 2413 E. Marquis CL Fresno, 95726. No puedo ir a la Clínica o al centro Clovis Senior sin tener que cambiarme en Target. Estoy literalmente al otro lado de la calle de Clovis!

Hacer un más [@ 1 de acuerdo](#)

Barranca Monreacas Straight a Walmart en Herndon para Clovis.

También el fax se desfiló de 28 en Shaw / Clovis que no llegó directamente al centro. Ahora tenemos que ir más lejos para esperar en otros autobuses que tardan horas en llegar al centro de Fresno.

Hacer un más [Respuesta @ 3 de acuerdo](#)

Necesita una ruta directa desde Fresno City College a CSU Fresno. Demasiados estudiantes que viven en CSU Fresno toman clases en FCC. Probablemente también que vayan por Willow hasta Clovis Community College y conectarse con el nuevo campus que se está construyendo en el centro de Fresno. It would need to be me... 10/11/20

Hacer un más [Respuesta @ 1 de acuerdo](#)

Mostrar todos los comentarios

4. b. ¿Cuál es el destino de este viaje?

Cerrado por comentarios

CSUF y CCC

Hacer un más [Respuesta @ 5 de acuerdo](#)

Collegio Comunitario Clovis

Hacer un más [Respuesta @ 2 de acuerdo](#)

Manchester, Tower District, Downtown

Estoy de acuerdo con el comentario anterior sobre el cambio en la ruta 28. El FAX es mi principal medio de transporte, y el 28 es la ruta que tomaba con más frecuencia. No lo he usado una vez desde el cambio de ruta. El cambio creó un tránsito insustentable... 10/11/20

Hacer un más [Respuesta @ 2 de acuerdo](#)

Collegio Comunitario Clovis

Hacer 25 días [Respuesta @ 1 de acuerdo](#)

Mostrar todos los comentarios

4. c. ¿Cuál sería el propósito de este viaje?

Cerrado por comentarios

Clases de escuela

Hacer 25 días [Respuesta @ 3 de acuerdo](#)

Acceso a la comunidad de Clovis para continuar mi educación

Hacer 25 días [Respuesta @ 2 de acuerdo](#)

Hacer un más [Respuesta @ 2 de acuerdo](#)

Ir de compras e ir a la universidad

Hacer 25 días [Respuesta @ 1 de acuerdo](#)

Mostrar todos los comentarios

Continuar

[Bienvenido](#)[Envíe ideas](#)[Acerca de ti](#)[¿Quién?](#)

* Proporcione el código postal de su casa para que podamos comprender mejor sus necesidades de transporte de tránsito y servicios sociales.

Esta pregunta está cerrada a respuestas.

Nombre y dirección (OPCIONAL)

Primer nombre

Apellido

Dirección

Exhibit B-5

Unmet Transit Needs Assessment PowerPoint Presentation

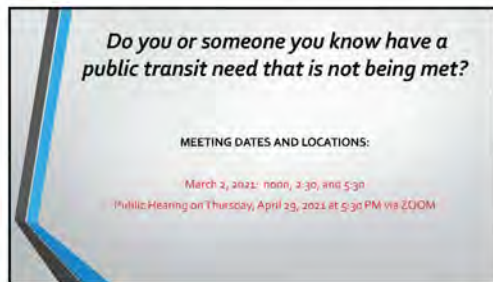
4/1/21



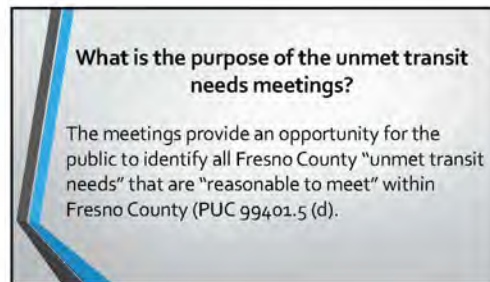
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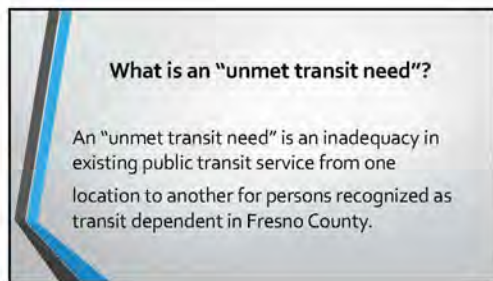
2



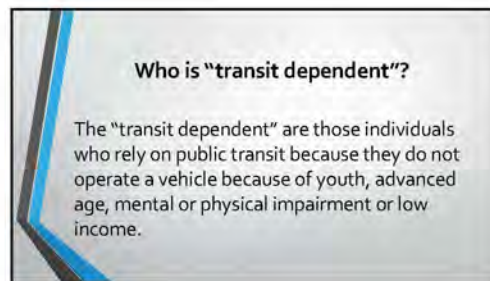
3



4



5



6

1

What is the purpose of the Social Services Transportation Advisory Council (SSTAC)?

The purpose of SSTAC is to receive public comment regarding transit service needs for the transit-dependent in Fresno County.

7

HOW TO PARTICIPATE

1. Complete the online survey in English or Spanish at:
<https://www.fresnocog.org/2021-summer-transit-needs-assessment/>
2. Attend a public outreach meeting and/or public hearing and speak with transit agency representatives.
3. If you are unable to attend a meeting, but would like to provide your comments, please mail or email your comments to:
Special Services
500 E. Shaw Ave.
Fresno, CA 93702
Email: soserv@fresnocog.org
4. To receive more information about available transit and the Unmet Transit Needs process, visit us on the web at this link:
<https://www.fresnocog.org/2021-summer-transit-needs-assessment/>

8

QUESTIONS?

9

THANK YOU!

For additional information, please contact:
Todd Sobrado
Harold.Sobrado@fresno.gov
559-621-1532

10

Exhibit B-6

Unmet Transit Needs Assessment Mailing List Summary, FY 2021-2022

Fresno COG maintains a list of stakeholders interested in the Unmet Transit Needs process. These stakeholders include private citizens, local tribal governments, government agencies, non-profit organizations, and elected officials.

Notification of the Unmet Transit Needs process is made via US mail in mid-to-late January and consists of the flyers in exhibits B1 and B2 above. Prior to sending the flyers, FRESNO COG staff and members of SSTAC review the list with names, agencies, and contact information, edited, added, and deleted from the list, keeping the list current.

Every few years, Fresno COG staff will contact the names and agencies on this list to keep the list fresh. In the interest of space and protecting the privacy of the individuals involved in the Unmet Transit Needs process, the mailing list is not included here.

The full Unmet Transit Needs mailing list for Fiscal Year 2021-2022 is available upon request via email to Harold.sobrado@fresno.gov or by phone to (559) 621-1532.

In the current cycle of the Unmet Transit Needs process, there were 356 names, tribes, organizations, and agencies on the list that received notification. The smallest groups were local tribal governments with all six tribes receiving notification, followed by private citizens. This latter group numbered less than ten.

The remaining stakeholders consisted of elected officials, non-profit organizations, and government agencies. Some of the elected officials on this list include:

- The six members of the Fresno County Board of Supervisors
- The mayors of the sixteen incorporated cities in Fresno County
- Council members of each of the sixteen incorporated cities in Fresno County
- The US Senator and Federal and State House and Senate Representatives

The non-profit organizations on the list includes social service providers, and legal advocates, including:

- National Action Network
- Central California Legal Services, Inc.
- Clinica Sierra Vista
- California Rural Legal Assistance

Last but not least are government agencies. Some of the agencies on the list include:

- Fresno County Department of Social Services
- California, Department of Transportation (Caltrans)
- Many departments within Fresno County, The City of Fresno, and other cities within Fresno County.

Exhibit C

Information Gathering Virtual Meeting Attendance Lists

UNMET TRANSIT NEEDS INFORMATION GATHERING MEETING #1 THURSDAY, FEBRUARY 25, 2021, 10:30 AM VIRTUAL MEETING VIA ZOOM		
NAME	ADDRESS OR AGENCY	PHONE
Jeff Long	Fresno COG and FAX	(559) 621-1436
Todd Sobrado	Fresno COG and FAX	(559) 621-1532
Carolina Ilic	FAX	(559) 621-1499
Amy Hance	Clovis Transit	
Robert Phipps	Fresno COG	
Moses Stites	FCRTA	
Janelle Del Campo	FCRTA	
Nicolas Isla	Caltrans, District 6	
Shelby Stamps		
Yonas Paulos		

UNMET TRANSIT NEEDS INFORMATION GATHERING MEETING #2 THURSDAY, FEBRUARY 25, 2021, 2:30 PM VIRTUAL MEETING VIA ZOOM		
NAME	ADDRESS OR AGENCY	PHONE
Todd Sobrado	FCOG and FAX	(559) 360-3204
Jeff Long	FCOG and FAX	(559) 324-2769
Moses Stites	FCRTA	(559) 621-1532
Robert Phipps	Fresno COG	(559) 233-6789
Gregory Barfield	FAX	(559) 621-1436
Carolina Ilic	FAX	(559) 621-1499
Amy Hance	Clovis Transit	
Janelle Del Campo	FCRTA	
Joe Vargas	FAX	
Monica Chacon	UTA (Union)	
Eric Payne	Central Valley Urban Institute	
Shelby Stamps	Central Valley Urban Institute	

UNMET TRANSIT NEEDS INFORMATION GATHERING MEETING #3 TUESDAY, MARCH 2 2021, 10:30 AM VIRTUAL MEETING VIA ZOOM		
NAME	ADDRESS OR AGENCY	PHONE
Todd Sobrado	Fresno COG and FAX	(559) 621-1532
Jeff Long	Fresno COG and FAX	(559) 621-1436
Carolina Ilic	FAX	(559) 621-1499
Bethany Berube	Clovis Transit	
Yonas Paulos	Veteran's advocate	

UNMET TRANSIT NEEDS INFORMATION GATHERING MEETING #4 TUESDAY, MARCH 2, 2021, 12:00 AM VIRTUAL MEETING VIA FACEBOOK EVENTS		
NAME	ADDRESS OR AGENCY	PHONE
Robert Phipps	Fresno COG	

Todd Sobrado	Fresno COG and FAX	(559) 621-1532
Jeff Long	Fresno COG and FAX	(559) 621-1436
Carolina Ilic	FAX	(559) 621-1499
Gregory Barfield	FAX	
Joe Vargas	FAX	
Amy Hance	Clovis Transit	
Scott Phillips		
Eric Payne	Central Valley Urban Institute	

UNMET TRANSIT NEEDS INFORMATION GATHERING MEETING #5 TUESDAY, MARCH 3, 2021, 2:30 PM VIRTUAL MEETING VIA ZOOM		
NAME	ADDRESS OR AGENCY	PHONE
Todd Sobrado	Fresno COG and FAX	(559) 621-1532

UNMET TRANSIT NEEDS INFORMATION GATHERING MEETING #6 TUESDAY, MARCH 4, 2021, 5:30 PM VIRTUAL MEETING VIA ZOOM		
NAME	ADDRESS OR AGENCY	PHONE
Karla Martinez	Leadership Counsel	
Todd Sobrado	Fresno COG and FAX	(559) 621-1532
Jeff Long	Fresno COG and FAX	(559) 621-1436
Joe Vargas	FAX	
Amy Hance	Clovis Transit	
Maria Torres		

Exhibit D-1

Public Noticing of the FY 2021-2022 Unmet Transit Needs Assessment Public Hearing Fresno Bee and Receipt

PUBLIC NOTICE

#

Public Notice

The Fresno Council of Governments (Fresno COG) will conduct a public hearing on the annual Unmet Public Transit Needs process on Thursday, April 29, 2021 during their Policy Board's monthly meeting beginning at 5:30 PM. The Unmet Transit Needs Assessment process is conducted to identify any unmet transit needs with the Fresno County region, making any related findings. Public comments are welcomed at the public hearing or may be submitted in writing for Policy Board consideration via mail or email to the following COG staff member:

Brenda Veenendaal
Fresno COG Administrative Services Manager
2035 Tulare Street, Suite 201
Fresno, CA 93721
Brendav@fresnocog.org

The meeting will be held via video/teleconference. For information on how to access the meeting and to view the agenda, please visit the Fresno COG website at <https://agendas.fresnocog.org/> or contact COG staff at 559-233-4148. Individuals with disabilities may call Fresno COG (with 3-working day advance notice) to request auxiliary aids necessary to participate in the public hearing. Translation services are available (with 3-day advance notice) to participants speaking any language with available translation services.

The Fresno Council of Governments, in its role as the Regional Transportation Planning Agency, administers claims for the Transportation Development Act (TDA). At the beginning of each fiscal year, Fresno COG must determine the amount of TDA funds available from the TDA Local Transportation Fund (LTF) for allocation to local agencies within Fresno County. Prior to allocating LTF funds for any use other than public transit, the Fresno COG must identify any unmet public transit needs that may exist in Fresno County that are reasonable to meet.

After addressing all submitted comments, the Fiscal Year 2021-22 Unmet Transit Needs will be considered for adoption, by resolution, on June 24, 2021 by the Fresno COG Policy Board at their regularly scheduled meeting. All documents are available for review or download on the Fresno COG website at www.fresnocog.org or in hard copy by calling the Fresno COG offices.

/s/ TONY BOREN, Executive Director
Fresno Council of Governments

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Order Status:
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Package:
FRS - Legal Ads

Final Cost:
718.20

Referral Code:
20875

Payment Type:
Visa

User ID:
IPL0020228

ACCOUNT INFORMATION

FRESNO COUNCIL OF GOVERNMENTS IP
2035 TULARE ST, STE 201
FRESNO, CA 93721-2004
559-233-4148
noemail@noemail.com
FRESNO COUNCIL OF GOVERNMENTS

PAYMENT DETAILS

Visa*****0685 04/2022

TRANSACTION REPORT

Date
3:37 PM - Thu, Mar 25, 2021

Amount:
718.20

SCHEDULE FOR AD NUMBER IPL00166110

Fri Mar 26, 2021

PREVIEW FOR AD NUMBER IPL00166110

PUBLIC NOTICE

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/s/ TONY BOREN, Executive Director
Fresno Council of Governments
W0000000
Publication Dates

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3/25/2021

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The Fresno Bee

<https://placelocal.mclatchy.com/legals/fresno/home/confirmation.html?id=6865&returnto=>

2/2

Exhibit D-2

Public Noticing of the FY 2021-2022 Unmet Transit Needs Assessment Public Hearing Vida En La Valle and Receipt

AVISO PÚBLICO

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Aviso Público

El Consejo de Gobiernos de Fresno (Fresno COG) llevará a cabo una audiencia pública sobre el proceso anual de Necesidades Insatisfechas del Transporte Público el Jueves 29 de Abril de 2021 durante la junta mensual de su Consejo de Políticas a partir de las 5:30 p.m. El proceso de Evaluación de las Necesidades de Tránsito Insatisfechas se lleva a cabo para identificar cualquier necesidades de tránsito insatisfechas con la región del Condado de Fresno, haciendo cualquier hallazgos relacionados. Los comentarios públicos son bienvenidos en la audiencia pública o pueden enviarse por escrito para la consideración del Consejo de Políticas por correo postal o electrónico al siguiente miembro del personal del COG:

Brenda Veenendaal
Gerente de Servicios Administrativos de Fresno COG
2035 Tulare Street, Suite 201
Fresno, CA 93721
Brendav@fresnocog.org

La junta se llevará a cabo por video/teleconferencia. Para información sobre cómo obtener acceso a la junta y ver la agenda, visite el sitio web de Fresno COG en <https://agendas.fresnocog.org/> o comuníquese con el personal de COG al 559-233-4148. Las personas con discapacidades pueden llamar a Fresno COG (con un aviso de 3 días hábiles de anticipación) para solicitar las ayudas auxiliares necesarias para participar en la audiencia pública. Los servicios de traducción están disponibles (con 3 días de anticipación) para los participantes que hablan cualquier idioma con servicios de traducción disponibles.

El Consejo de Gobiernos de Fresno, en su papel de Agencia de Planificación del Transporte Regional, administra las reclamaciones de la Ley de Desarrollo del Transporte (TDA). Al comienzo de cada año fiscal, Fresno COG debe determinar la cantidad de fondos disponibles de TDA del Fondo de Transporte Local (LTF) de TDA para asignación a las agencias locales dentro del Condado de Fresno. Antes de asignar fondos de LTF para cualquier uso que no sea el transporte público, Fresno COG debe identificar cualquier necesidades de transporte público no satisfechas que puedan existir en el Condado de Fresno y que sean razonable cumplir.

Después de abordar todos los comentarios enviados, las Necesidades de Tránsito Insatisfechas del Año Fiscal 2021-22 serán consideradas para su adopción, mediante resolución, el 24 de Junio de 2021 por el Consejo de Políticas de Fresno COG en su junta programada regularmente. Todos los documentos están disponibles para su revisión o descarga en el sitio web de Fresno COG en www.fresnocog.org o en copia impresa llamando a las oficinas de Fresno COG.

###

/s/ TONY BOREN, Director Ejecutivo
Consejo de Gobiernos de Fresno

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Attention: Brendal Veenendaal
FRESNO COUNCIL OF GOVERNMENTS
2035 TULARE ST, STE 201
FRESNO, CA 937212004

**COUNTY OF DALLAS
STATE OF TEXAS**

The undersigned states:

McClatchy Newspapers in and on all dates herein stated was a corporation, and the owner and publisher of The Fresno Bee.

The Fresno Bee is a daily newspaper of general circulation now published, and on all-the-dates herein stated was published in the City of Fresno, County of Fresno, and has been adjudged a newspaper of general circulation by the Superior Court of the County of Fresno, State of California, under the date of November 28, 1994, Action No. 520058-9.

The undersigned is and on all dates herein mentioned was a citizen of the United States, over the age of twenty-one years, and is the principal clerk of the printer and publisher of said newspaper, and that the notice, a copy of which is hereto annexed, marked Exhibit A, hereby made a part hereof, was published in The Fresno Bee in each issue thereof (in type not smaller than nonpareil), on the following dates.

March 04, 2020

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated March 04, 2020



Extra charge for lost or duplicate affidavits.
Legal document please do not destroy!

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MAR 09 2020

By: FRESNO COG



Noticia Pública

El Consejo de Gobiernos de Fresno (Fresno COG) en el 3 de marzo, 2020 publicará el plan preliminar 2020 de Fresno COG del Plan de Participación Pública (PPP) para una revisión pública de 45 días y comentarios. El período de comentarios públicos se cierra a las 5:00 pm el 17 de abril 2020. El PPP es un plan con la intención de brindar orientación a la Junta de Políticas de Fresno COG y a su personal para proporcionar participación pública y consultas entre agencias de manera temprana y frecuente durante el proceso de planificación regional. Contiene políticas, pautas, procesos y procedimientos que Fresno COG se compromete a implementar mientras busca y fomenta la participación pública abierta durante el proceso de tomar decisiones, sobre todos los asuntos con discreción. El PPP también identifica oportunidades para participar en el proceso de planificación del transporte metropolitano.

El 26 de marzo de 2020, la Junta de Políticas de Fresno COG llevará a cabo una audiencia pública durante su reunión mensual normal que comienza a las 5:30 pm en la Sala de Conferencias Sequoia en el 2035 Tulare Street, Fresno, CA 93721 en el centro de Fresno. La reunión es accesible para discapacitados. Las personas con discapacidades pueden llamar a Fresno COG (con aviso previo de 3 días hábiles) para solicitar las ayudas auxiliares necesarias para participar en la audiencia pública. Los servicios de traducción están disponibles (con aviso previo de 3 días) para los participantes que hablen cualquier idioma con los servicios de traducción profesionales disponibles. Los comentarios públicos son bienvenidos en la audiencia pública o pueden enviarse por escrito por correo o correo electrónico a lo siguiente:

Brenda Veenendaal
Gerente de Servicios Administrativos de Fresno COG
2035 Tulare Street, Suite 201
Fresno, CA 93721

Después de abordar todos los comentarios presentados, el Plan de Participación Pública 2020 se considerará para su aprobación, por resolución, el 28 de mayo de 2020, por la Junta de Política de Fresno COG en su reunión regularmente programada. Todos los documentos están disponibles para su revisión o descarga en el sitio web de Fresno COG en www.fresnocog.org o en copia en papel en las oficinas de Fresno COG. Si tiene alguna pregunta sobre el plan, comuníquese con Brenda Veenendaal por correo electrónico a brendav@fresnocog.org o llamando al 559-233-4148 ext. 219.

/s/ TONY BOREN, Director Ejecutivo
Consejo de Gobiernos de Fresno

APPENDIX C – UNMET TRANSIT NEEDS ASSESSMENT CORRESPONDENCE

Exhibit E

Leadership Counsel Correspondence Received



March 15th, 2021
Attn: Brenda Veenendaal
Fresno COG
2035 Tulare Street, Ste. 201
Fresno, CA 93721

Submitted via Email

RE: Fresno County Unmet Transit Needs Assessment 2021

To the Fresno Council of Governments (COG):

Thank you for the opportunity to submit comments for the 2021 Unmet Transit Needs Assessment (UTN). Leadership Counsel works alongside the most impacted communities advocating for sound policy to eradicate injustice and secure equal access to opportunity regardless of wealth, race, income, and place. We work beside community leaders throughout the San Joaquin Valley on various issues including essential transportation services and equitable investments in transportation.

The UTN Assessment is a key opportunity to help communities close the gap towards access and inequities in the County of Fresno. Many residents lack access to a vehicle which makes public transportation their only source of moving around the city. Since public transit policies and access have a long history of discrimination and segregation, we must actively work against the implicit racist and prejudicial patterns embedded in the current structure. Achieving a just and equitable transit system cannot be done without the very same groups who are discriminated against being active partners, driving the solutions for their communities.

As such, we have provided the following project list resulting from discussions with BIPOC residents throughout the county for the 2021 Unmet Transportation Needs to improve their communities and quality of life:

→ Expanding and Institutionalizing Electric Rideshare Programs for Rural and Isolated Communities:

- ◆ Fresno County Rural Transportation Agency (FCRTA) has put forth community-driven rideshare programs to address the specific transportation needs of the region's rural and isolated communities. There are few smaller cities and communities, like Cantua Creek, that already have an electric vehicle (EV) infrastructure, and FCRTA is working diligently to ensure a reliable grid for all-electric fleets. We urge FCOG to fund innovative, resilient, and sustainable projects, like those created by FCRTA, to continue to adequately address rural



transportation infrastructure issues. A rideshare program in communities such as Lanare and Cantua is a project which could address these issues. Biola and Westpark have successfully implemented this project through the Unmet Transit Needs funding and should be expanded to more rural communities.

→ **Better Transit Access In the City of Fresno West of Highway 99:**

- ◆ Extending the Bus Rapid Transit along California Avenue into West Fresno. In the short-term, Route #28 needs to pass by with more frequency along California Ave.
- ◆ Reliable and efficient transit stops/access on Route #35 towards Addams Elementary. Currently, the bus passes by every 30 to 40 minutes making it difficult for children and parents to get to school on time. This should be reduced to a 15-minute frequency. This should also include safe routes to the bus stop on both sides of Floradora and Hughes Avenues.
- ◆ Reliable and efficient transit stops and access near the Three Palms Mobile Home Park. This could be done by expanding Route #20. We also ask there be a commitment from FAX to implement the mobility option that results out of the Clean Mobility Options Grant for the 2022-2023 budget.
- ◆ Efficient transit connections from Addams Elementary to Gaston Middle School by extending service on Church Avenue and Hughes Avenue.

→ **Better Connectivity From Southeast and Southwest Fresno to Northeast Fresno**

- ◆ Extending the Bus Rapid Transit along McKinley Avenue.
- ◆ Adding stops/access along Church Avenue.

→ **Prioritization of Active Transportation Projects in DUCs/DACs**

- ◆ Ensure that sidewalks, bike lanes, curb, and gutter projects are funded in areas that do not have the existing pedestrian infrastructure. In addition, FCOG should work in conjunction with Fresno County to ensure that communities who reported flooding in the SB 244 analysis are prioritized.

Furthermore, once the unmet needs that are “reasonable to meet” are prioritized and funded, then Fresno COG can move forward to funding non-transit needs such as streets and roads. The following is a list of projects for those priorities:

- Repave East Central Avenue between Cherry Avenue and Chestnut Avenue.
- Protected bike lanes and complete sidewalks along Cedar Avenue from Jensen Avenue near Calwa Elementary towards Tulare Avenue at Roosevelt High.



- Complete sidewalks and bike lanes leading to Addams Elementary. This includes sidewalks along Marks Avenue from Olive to Clinton Avenues, especially on the east side of Marks.
- Complete streets project on East Central Avenue between Cherry Avenue and Chestnut Avenue so they are safer for pedestrians and bicycle riders.
- Protected bike lanes or separated trails on rural corridors for safe travel for cyclists, specifically in Lanare, Three Rock, Riverdale, and Cantua Creek.
- The intersection of North Avenue and Elm Avenue need completed sidewalks on all four corners to connect all directions of travel for pedestrians and bicyclists, including southbound Elm Avenue where the sidewalks abruptly end.
- Leveling and paving Britten Avenue along Cherry Avenue.
- Safe routes to school leading to Cantua Creek Elementary.

Conclusion:

The Transportation Development Act in Article 3 Section 99238.5 of the California Public Utilities Code requires that the transportation planning agency “solicit the input of transit dependent and transit disadvantaged persons”. Cal. Pub. Util. Code § 99238.5. Thus, clearly identifying the needs of the elderly, disabled, and residents of limited means for the UTN Assessments is mandated by law and must be complied with. Furthermore, as Article 8 Section 99401.5 of the California Public Utilities Code states “the fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.” Hence, the projects listed above should not be classified unreasonable to meet merely due to lack of resources.

We thank you once again for the opportunity to submit public comments. We hope our recommendations are considered and look forward to a better connected County of Fresno. If any questions arise, do not hesitate to contact me at kmartinez@leadershipcounsel.org.

Sincerely,

Karla Martinez

Leadership Counsel for Justice and Accountability

Exhibit E - 1

Response to Leadership Counsel Correspondence Received



2035 Tulare St., Ste. 201 tel 559-233-4148
Fresno, California 93721 fax 559-233-9645

www.fresnocog.org

April 15, 2021

Karla Martinez, Policy Advocate
Leadership Counsel for Justice and Accountability
2210 San Joaquin Street
Fresno, CA 93721

Sent via U.S. Mail and Email to <kmartinez@leadershipcounsel.org>

Ms. Martinez,

Thank you for your letter dated March 15, 2021 ("your Letter"), in which you engage the Fresno Council of Governments ("FCOG") in discussions relating to the 2021 unmet transit needs assessment process. We have reviewed your Letter along with our partners in the Fresno County Rural Transit Agency ("FCRTA"), the Fresno Area Express ("FAX"), and Clovis Transit. By this letter FCOG staff responds to the transit projects suggested in your Letter.

As a threshold matter, you are correct that section 99238.5 of the Public Utilities Code ("PUC") requires the FCOG to "solicit the input of transit dependent and transit disadvantaged persons." To that end, the FCOG (1) placed a notice on its website on February 17, 2021 soliciting public input, (2) sent written notices during the months of January, February, and March. The extensive outreach efforts consisted of website posts, social media posts, mail outs to FCOG's database of more than 5,000. In addition, the FCOG will conduct noticed public meetings on April 29, 2021. FCOG staff sees your Letter itself is reflective of FCOG's efforts to involve the community in the unmet transit needs process, and we appreciate and value your participation in this process.

City of Clovis
City of Coalinga
City of Firebaugh
City of Fowler
City of Fresno
City of Hanford
City of Kerman
City of Kingsburg
City of Mendota
City of Orange Cove
City of Parlier
City of Reedley
City of San Joaquin
City of Sanger
City of Selma
County of Fresno

As you know, the FCOG, as the transportation planning agency for the County of Fresno, annually conducts the unmet transit needs assessment process under section 99401.5 of the PUC. Through this process, the FCOG identifies "unmet transit needs" that are "reasonable to meet," as those terms are defined in FCOG Resolution No. 90-15. A copy of FCOG Resolution No. 90-15 is attached to this letter as **Attachment A** for your reference.

On pages 1 and 2 of your Letter, you identified eight specific transit projects, which you assert meet the definitions in FCOG Resolution No. 90-15 and section 99401.5, subdivision (c) of the PUC as unmet transit needs that are reasonable to meet. Those eight transit projects are presented under the following headings:

- Expanding and Institutionalizing Electric Rideshare Programs for Rural and Isolated Communities
- Better Transit Access In the City of Fresno West of Highway 99
- Better Connectivity From Southeast and Southwest Fresno to Northeast Fresno
- Prioritization of Active Transportation Projects in DUCs/DACs

By this letter, FCOG staff and FCOG's transportation partners respond to whether the eight specific transit projects listed in your Letter qualify as unmet transit needs that are reasonable to meet, which we do below.

We do not, however, respond to the eight "non-transit" projects listed on pages 2 and 3 of your Letter. Those non-transit projects are neither within the scope of the unmet transit needs assessment process nor are they within the scope of FCOG's authority as the transportation planning agency. It will be up to individual local governments, , to determine which projects will be implemented.

1. Are the Eight Proposed Transit Projects Unmet Transit Needs?

In order to determine whether the eight transit projects identified in your Letter qualify as unmet transit needs, FCOG staff relies on the definition from Resolution No. 90-15, which defines "unmet transit needs" as follows:

"Those public transportation or specialized transportation services that are identified in the Regional Transportation Plan and/or documented through the [FCOG]'s annual unmet transit needs public hearing process that have not been implemented or funded." (Attachment A, p. 4.)

This is a broad definition. For the most part, FCOG staff does not dispute that, of the eight projects identified in your Letter, seven proposed transportation projects include at least one proposal that qualifies as unmet transit needs within the definition above.

However, the final item identified by your Letter as a transit project includes numerous proposals which do not meet the definition provided by Resolution No. 90-15. This item reads as follows:

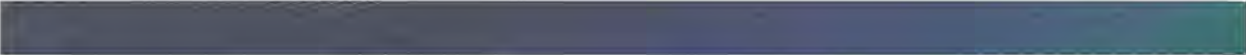
"Ensure that sidewalks, bike lanes, curb, and gutter projects are funded in areas that do not have the existing pedestrian infrastructure. In addition, FCOG should work in conjunction with Fresno County to ensure that communities who reported flooding in the SB 244 analysis are prioritized." (Your Letter, p. 2.)

The above request consists entirely of infrastructure projects which do not qualify as "public transportation or specialized transportation services," and are therefore not to be addressed through the unmet transit needs process. The listed projects can only be undertaken by the local governments having jurisdiction to perform those public infrastructure improvements.

2. Are the Unmet Transit Needs Reasonable to Meet?

The FCOG is required by section 99401.5 of the PUC to determine whether an unmet transit need is reasonable to meet. Pursuant to the authorization under section 99401.5, subdivision (c), FCOG has provided a definition for "reasonable to meet" in Resolution No. 90-15.

The definition provided by Resolution No. 90-15 is complicated, and we encourage you to review the definition yourself. It is important to note that, in making the assessment whether an unmet transit need is reasonable to meet, FCOG staff, on consultation with FCOG's transit partners, conduct a feasibility analysis, which can include the following non-exhaustive determinations:



- (a) Forecast of anticipated ridership if service is provided.
- (b) Estimate of capital and operating costs for the provision of such services.
- (c) Estimate of fares and local support in relation to estimates operating costs for providing such services.
- (d) An estimated fare which the [FCOG] Board would determine to be sufficient to meet farebox recovery requirements, but would not be so high that it would provide a financial burden on transit patrons.

Moreover, FCOG must determine whether the proposed service complies with numerous legal requirements. Among those legal requirements expressly listed in Resolution No. 90-15, FCOG must also consider whether a proposed service “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.” (Attachment A, pp. 4-5.) State law provides that urban operators must recover one-fifth of their operating revenues from fares where rural operators must recover one-tenth. (PUC, § 99268.2.) Failure of our transportation partners to maintain the requisite levels of farebox recovery would also result in their forfeiture of significant State subsidies.¹

You are correct that “the fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.” (PUC, § 99401.5, subd. (c); see also Attachment A, p. 4.) FCOG follows this rule in making its determinations. However, to the extent that you appear to suggest financial needs should not be a part of the determination whether an unmet transit need is reasonable to meet (see, your Letter, p. 3), that is a significant oversimplification. While many of the considerations are financial in nature, those considerations can extend beyond a mere lack of resources.

By way of example, one of our transit partners, FCRTA, has repeatedly attempted to provide transit services to the unincorporated community of Westpark, as identified by a local advocacy group in prior unmet transit needs assessments. Despite a mere 10% farebox recovery requirement for that rural operator, FCRTA was forced to discontinue the Westpark service, as required by State law, when it determined that it was subsidizing more than 90% of the operating costs of that service. Such service may have constituted an unmet need, but in retrospect that need was not reasonable to meet because of that route’s inability to meet State farebox requirements.

We note that you have provided no evidence and very little discussion about whether the eight identified transit projects proposed in your Letter are indeed reasonable to meet, instead relying on generalizations in your “Conclusion” section. On careful review of available information, including your Letter, and on consultation with FCOG’s transit partners, FCOG staff has made the following determinations regarding whether your proposed transit projects are reasonable to meet. FCOG staff intends to present these determinations to the Social Services Transportation Advisory Council on April 20, 2021.

¹ While this requirement has been temporarily suspended by the legislature by Assembly Bill 90 due to the COVID-19 pandemic, FCOG and its transit partners must consider the applicable farebox recovery ratio when planning for transit projects that will extend past the temporary suspension.

A. Electric Rideshare

“Fresno County Rural Transportation Agency (FCRTA) has put forth community-driven rideshare programs to address the specific transportation needs of the region’s rural and isolated communities. There are few smaller cities and communities, like Cantua Creek, that already have an electric vehicle (EV) infrastructure, and FCRTA is working diligently to ensure a reliable grid for all-electric fleets. We urge FCOG to fund innovative, resilient, and sustainable projects, like those created by FCRTA, to continue to adequately address rural transportation infrastructure issues. A rideshare program in communities such as Lanare and Cantua is a project which could address these issues. Biola and Westpark have successfully implemented this project through the Unmet Transit Needs funding and should be expanded to more rural communities.” (Your Letter, pp. 1-2.)

The operator responsible for this proposed service expansion is FCRTA. With assistance from FCRTA, FCOG staff has determined that the proposed transit need is **reasonable to meet**.

We would like to convey that FCRTA staff thanks you for your recognition of the significant efforts FCRTA has made to provide safe and reliable electric rideshare services to unincorporated communities within Fresno County.

In October 2020, FCRTA deployed a demonstration rideshare program utilizing electric vehicles in the communities of West Park and Biola following the completion of an EV Rideshare Study funded by the FCOG Infrastructure Planning Grant. This service is still active and is operated by Inspiration Transportation. FCRTA intends to expand this service into other communities such as Lanare and Cantua Creek once ridership increases and normal operations resume as a result of the COVID-19 pandemic recovery.

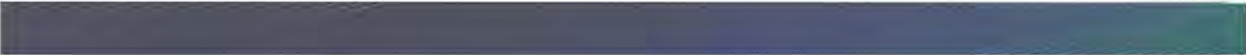
B. Bus Rapid Transit – California Avenue

“Extending the Bus Rapid Transit along California Avenue into West Fresno. In the short-term, Route #28 needs to pass by with more frequency along California Ave.” (Your Letter, p. 2.)

The operator responsible for this proposed route extension would be FAX. With assistance from FAX, FCOG staff has determined that the proposed transit need is **not reasonable to meet**, because the existing and projected ridership do not justify the cost of extension of bus rapid transit (“BRT”) service or more frequent service along Route #28.

In 2008, FAX prepared a study assessing four potential high demand routes for BRT. Although California Avenue was not included in this study, as ridership along California Avenue was too low for inclusion, only the Blackstone and Ventura/Kings Canyon alignments were justified due to their high projected ridership.

Street infrastructure, including sidewalk, curb, and gutter, does not exist in continuity along California Avenue to support your proposed BRT route. The cost of improvements required to construct a BRT route along this route would be approximately \$3.5 million per mile,



based on FAX's experience with its existing BRT routes. The costs of implementing a traditional BRT project would include dedicated transit lanes, off-board fare collection, Transit Signal Priority, enhanced station amenities, and service at 10 minutes during peak periods, resulting in the need for the purchase of two additional electric vehicle buses at approximately \$1.3 million each. Even if FAX could obtain funding for the street infrastructure improvements, the two additional electric buses, and the BRT-related costs, a new BRT corridor would add significant costs to FAX's overall operating costs per hour which have increased by almost 10% between FY 19 and FY 20 due to COVID, and would aggravate FAX's current systemwide farebox recovery ratio which has declined to 10% due to COVID, thus preventing FAX from justifying the proposed service.

Similarly, projected ridership does not justify an increase of frequency along Route 28. The current service interval of 20 minutes meets the needs of the existing pre-COVID ridership of 3,118 daily passengers. Increasing the frequency to every 15 minutes would result in a cost increase of \$660,000, requiring an additional 110,000 annual passenger trips above and beyond the pre-COVID ridership numbers based on average fare collection rates to achieve a farebox recovery ratio of 15%.²

FCOG staff and FAX do recognize that the ridership needs of Southwest Fresno are changing along with growth. Accordingly, FAX has included a proposed project in the Regional Transportation Plan ("RTP") to evaluate a variety of high frequency services and service expansions in the Southwest Fresno Specific Plan Area, including analysis along California, Elm Ave, and additional connections between the southwest area and areas west of State Route 99 further north.

C. Route #35 Improvements

"Reliable and efficient transit stops/access on Route #35 towards Addams Elementary. Currently, the bus passes by every 30 to 40 minutes making it difficult for children and parents to get to school on time. This should be reduced to a 15-minute frequency. This should also include safe routes to the bus stop on both sides of Floradora and Hughes Avenues." (Your Letter, p. 2.)

The operator responsible for Route #35 is FAX. With assistance from FAX, FCOG staff has determined that the proposed transit need is **not reasonable to meet**, because the existing and projected ridership do not justify the cost of more frequent service along Route #35.

The existing service interval of 30 minutes of Route 35, along with Fresno Unified School District's daily school bus service from 1839 Golden State Boulevard to Addams Elementary School via Route 0901AB, meets the needs of the pre-COVID ridership of 1,191 daily passengers, with pre-COVID average daily boardings of 12 and alightings of 7 at Bus Stop #1329 at SW Hughes and McKinley in front of Jane Addams Elementary School. Increasing the frequency of Route 35 to every 15 minutes would result in an operating cost increase of \$1.2 million, requiring an additional 136,000 trips to achieve a 15% farebox recovery ratio.

² FAX staff uses 15% because it is the mid-point between the minimum 20% farebox recovery ratio requirement under the Transit Development Act and the current systemwide farebox recovery ratio of 10% due to COVID.

In addition, increasing service from 30 minutes to 15 minutes would require the purchase of six new electric buses at a cost of \$1.3 million for each new bus.

However, as ridership increases on this route, it will be evaluated for increased frequencies as identified in the 2015 Strategic Services Evaluation.

To the extent this proposal includes proposed improvements to roadway infrastructure which do not meet the definition of “unmet transit need,” FCOG staff does not address whether it is reasonable to meet. The City of Fresno Public Works Department addresses the infrastructure needed to create safe routes to bus stops.

D. Three Palms Mobile Home Transit

“Reliable and efficient transit stops and access near the Three Palms Mobile Home Park. This could be done by expanding Route #20. We also ask there be a commitment from FAX to implement the mobility option that results out of the Clean Mobility Options Grant for the 2022-2023 budget.” (Your Letter, p. 2.)

The operator responsible for this proposed expansion of service would be FAX. With assistance from FAX, FCOG staff has determined that the proposed transit need is **not reasonable to meet**, due to the existing infrastructure limitations of the site. The Three Palms Mobile Home Park is solely accessible from Golden State Boulevard, which does not permit the safe operation of transit at this time. Golden State Boulevard serves as the onramp for State Route 99 and has a posted speed limit of 50 miles per hour. There is no safe path of travel, and there is no existing infrastructure for safe bus stop placement. Therefore, bus service to Three Palms Mobile Home Park cannot be provided.

FAX is, however, partnering with the Three Palms Mobile Home Park, Leadership Counsel for Justice and Accountability, and Inspiration Transportation on developing a Clean Transportation Needs Assessment funded through a Clean Mobility Options (“CMO”) grant via California Climate Investment dollars. FAX is committed to partnering with the community to apply for the next round of CMO grant funding, pending the outcomes and planning efforts resulting from the needs assessment, expected to be finalized this summer.

E. Addams Elementary to Gaston Middle School

“Efficient transit connections from Addams Elementary to Gaston Middle School by extending service on Church Avenue and Hughes Avenue.” (Your Letter, p. 2.)

The operator responsible for this proposed route would be FAX. With assistance from FAX, FCOG staff has determined that the proposed transit need is **not reasonable to meet**, because the existing and projected ridership do not justify the cost of creation of the new route described.

Existing service between Addams Elementary School and Gaston Middle School is accomplished by Routes #35 and #32, with a transfer at Fresno Street. In addition, Fresno Unified School District provides daily school bus service from 1839 Golden State Boulevard to Gaston Middle School via Route 0908AA.

FAX cannot justify the creation of the proposed route along Church Avenue and Hughes Avenue, as the existing land uses along that route are not dense enough to support public transit. An 11-mile route, connecting Routes 38 and 35 with service through Church and Hughes would cost approximately \$700,000, plus the cost of purchasing two new electric buses at approximately \$1.3 million per bus. To achieve a 15% farebox recovery, it would need approximately 105,000 passenger trips per year. This is in an area with less than 2,000 residents within ¼ mile of the route. This ridership is the equivalent of FAX Route 33, which has a population of more than 21,000 residents within ¼ mile of the route.

Additionally, FAX is currently exploring future service along Church Avenue from southwest Fresno to Armstrong. Funding has not, however, been identified for this service.

F. Bus Rapid Transit – McKinley Avenue

“Extending the Bus Rapid Transit along McKinley Avenue.” (Your Letter, p. 2.)

The operator responsible for this proposed route would be FAX. With assistance from FAX, FCOG staff has determined that the proposed transit need is **not reasonable to meet**, because the existing and projected ridership do not justify the cost of extension of BRT along McKinley Avenue.

Although McKinley Avenue was not included in FAX’s 2008 BRT study, as ridership along McKinley Avenue was too low for inclusion, only the Blackstone and Ventura/Kings Canyon alignments were justified due to their high projected ridership.

Currently, street infrastructure along the existing canal does not exist along the eastern portion of McKinley to support BRT service, or even ADA-accessible local bus service. The cost of improvements required to construct a BRT line along this route would be approximately \$3.5 million per mile, based on FAX’s experience with its existing BRT routes. In addition, as explained above, BRT service costs considerably more to operate than the existing bus route service. Even if FAX could obtain funding for the street infrastructure improvements, new electric buses, and BRT-related costs, a new BRT corridor would add significant costs to FAX’s overall operating costs per hour which have increased by almost 10% between FY 19 and FY 20, and would aggravate FAX’s existing farebox recovery of 10%, thus preventing FAX from justifying the proposed service.

FCOG staff and FAX do recognize that the ridership needs of Southwest Fresno are changing along with growth. Accordingly, FAX has included a proposed project in the RTP to evaluate a variety of high frequency services and service expansions in the Southwest Fresno Specific Plan Area, including analysis along California, Elm Ave, and additional connections between the southwest area and areas west of State Route 99 further north.

G. Church Avenue Stops

“Adding stops/access along Church Avenue.” (Your Letter, p. 2.)

The operator responsible for routes which currently serve Church Avenue in your area of interest is FAX. With assistance from FAX, FCOG staff has determined that the proposed transit need is **not reasonable to meet**, because, as explained under section 2.E above, the existing and projected ridership do not justify the cost of increasing the density of stops along the route described.

To the extent that the proposed additional "access" includes anything other than "public transportation or specialized transportation services," thus not meeting the definition of "unmet transit need," FCOG staff does not address whether that proposed access is reasonable to meet.

H. Prioritization of Active Transportation Projects in DUCs/DACs

"Ensure that sidewalks, bike lanes, curb, and gutter projects are funded in areas that do not have the existing pedestrian infrastructure. In addition, FCOG should work in conjunction with Fresno County to ensure that communities who reported flooding in the SB 244 analysis are prioritized." (Your Letter, p. 2.)

As we note above, this proposed project is not an "unmet transit need" within the meaning provided by Resolution No. 90-15. Accordingly, FCOG staff does not address whether it is reasonable for our transit partners to meet.

FCOG staff again thanks you for your participation in the unmet transit needs process.


Tony Boren, Executive Director
Fresno Council of Governments