

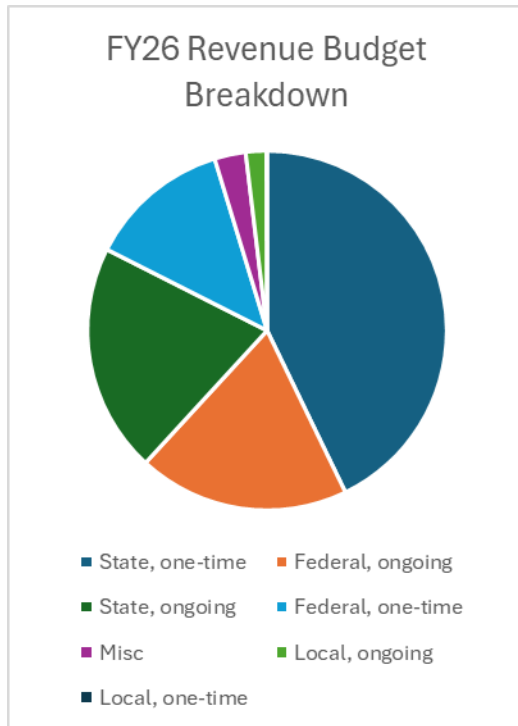
Public Transportation:
Q & A Fact Sheet

Amber Crowell:

For FAX:

- What is the estimated cost of a light rail system in the city of Fresno?
See answer to Veronica Garibay
- What is the cost (O&M + capital) of increasing all routes (at a minimum, on routes for potential high ridership) to 15 minute frequencies and adding new routes where needed?
Cost for system enhancements (all in 2025 dollars – see attached spreadsheet):
 - *15-minute frequencies systemwide:*
 - *Upfront Cost:*
 - *Buses: \$97,200,000*
 - *Staff (drivers, supervisors, mechanics): Staffing cost not included*
 - *Ongoing O&M: \$24,554,714*
 - *15-minute frequencies potentially high ridership routes:*
 - *Upfront Cost:*
 - *Buses: \$46,800,000*
 - *Staff (drivers, supervisors, mechanics): Staffing Cost not included*
 - *Ongoing O&M: \$11,246,058*
- What percentage of state and federal funding is one-time grants?
In the FY26 budget, the revenue breakdown is as follows:

<i>Funding Source</i>	<i>% of Total Budget</i>
<i>State, one-time</i>	<i>40.11%</i>
<i>State, ongoing</i>	<i>19.31%</i>
<i>Federal, ongoing</i>	<i>17.82%</i>
<i>Federal, one-time</i>	<i>12.02%</i>
<i>Local, ongoing</i>	<i>8.07%</i>
<i>Miscellaneous</i>	<i>2.63%</i>
<i>Local, one-time</i>	<i>0.04%</i>
<i>Total:</i>	<i>100%</i>



For Fresno County Rural Transit:

- Unmet needs process every year – requests for increased and expanded service are found as not an unmet need due to resource limitations - what is funding needed to increase / expand?

This depends on the type of service identified which would entail expansion and or coverage plus fares. An analysis would be needed for each identified need to provide an approximate cost.

- What would it cost to make it possible for potential riders to make it to key destinations within the same amount of time as it takes using a personal vehicle?

A county wide micro transit starting at each venue without dead head time. Assigning EV sedans in all communities in rural Fresno County with a network of drivers for each location. The cost would be approximately \$100,000 per community unless some could be combined for service. There are 13 incorporated cities and 39 unincorporated communities in Fresno County. Approximately \$5.2 to \$6.5 million per year depending on the electrical grid and environmental reviews/permits by the County in each location for EV use on this service.

Questions about public transit:

- Fresno County is an aging region, with elderly age categories being the fastest growing over the next few decades. How is public transit across Fresno County preparing for increased demand from senior and disabled riders (ex: Clovis senior transit center)? What support will these systems need?

FCRTA is continuing with free fares for seniors , disabled and veterans. Also there is greater need for micro transit in remote areas where seniors still live by choice and

the trips are longer and require more individual attention with walkers and wheelchairs.

Clovis Transit plans to remain fare-free for both fixed-route and paratransit services. We are in the final stages of our fixed-route re-design, which will expand our service area with eight (8) new routes. In 2022, we transitioned to new paratransit dispatch software, which improved efficiency with scheduling and routing.

- Light rail is part of the regional long-range transit plan, and as such it is now a proposed subcategory. What role will the county's public transit agencies play in supporting a possible light rail project in Fresno County, and what support will they need?
 - *FCTA → The FCRTA Board of Directors is split on this light Rail concept for rural Fresno County as the capital and infrastructure costs and ridership numbers are not favorable and would require a lot of subsidy for operations and capital, not to mention what the fares would be especially in Rural areas where the population density is low and communities are far apart which would add to the significant costs and low ridership to justify such a system. The concept is good for the long range plan, however the proof will be in the costs and ridership to support such a system with minimal subsidy. FCRTA is more concerned with the existing public transit system and what it can do to maintain and sustain the operations based on the same factors noted above; costs, ridership and fares with low population numbers to support such systems in disadvantaged communities.*
 - *FCTA → By the way, FCRTA did a planning study (on our website) recently to analyze BRT and Light Rail along the Golden State Corridor (Kingsburg, Selma, Fowler to Fresno) and the findings proved that the BRT was the preferred alternative as Light Rail was too costly and Fresno County lacked the population density to support the necessary ridership with market rate fares. The Federal Agencies that fund these rail projects look toward higher density Cities in Urbanized areas to fund large scale start ups versus rural areas for the factors listed above. The local funding to support such a system would be astronomical.*
 - *Fresno COG → Fresno COG will be evaluating the feasibility of light rail for our region over the next 18 months, which will help inform the community of the viability of this type of transit service. Light rail is in the long-range regional transportation plan, and as such, more information is needed to understand the financial resources necessary to fund such a project. Capital cost estimates and operational cost estimates will be developed as part of the upcoming study. The City of Fresno, and its transportation department FAX, would have a significant role in the development of light rail if it is deemed feasible through the study that Fresno COG, in partnership with FAX, will be starting early next year.*
 - *FAX → FAX's role will be an outcome of the study.*

Veronica Garibay:

FAX:

- The presentation notes that Measure C funding allocation has not kept pace with budget increases across the years, lessening its impact to the department - What would be the level of service for existing routes / schedules and expansion / increase in frequency is expected if Measure C funding contribution remains the same (after accounting for inflation & labor / supply costs)?

Assuming no new routes or service hours are added, the annual operating budget is projected to increase 3% each year. If Measure C does not increase at the same rate, its impact to the department decreases by 3% each year. This will mean service cuts by year, as well as no new route coverage, increased frequencies, or expanded hours.

- Why does capital match for two categories show up both on the 2026 capital budget and the 2026 operations budget?

This is intentional, meant to show the amount of Measure C cash that is transferred from the operating side of the budget to the capital side of the budget, to match grant funds for eligible projects. The arrows indicate the movement of funds.

- On slide 47 re: new route 29 - is the estimated operational cost today's cost? What would it be in 10, 20 years? How about over 20 years and over 30 years?

Yes, this cost is represented to FY26 dollars. The annual escalation of the proposed cost is as follows, assuming no other changes to service are made:

Route	Service Costs			Equipment Costs			Capital Investment Needed
	Current Service \$	Proposed Service \$	Incremental Increase \$	Current Bus Count	Proposed Bus Count	Incremental Increase (count)	
09 Shaw (10 min 6AM to 9AM) *	\$2,266,620	\$2,793,871	\$527,251	7	9	2	\$3,600,000
22 West Ave / Tulare (20 min 6AM to 6PM)	\$2,167,148	\$2,863,913	\$696,765	5	9	4	\$7,200,000
26 Palm / Butler (20 min 6AM to 6PM)	\$2,487,120	\$3,348,176	\$861,055	6	10	4	\$7,200,000
28-DSS / MTC / W. Fresno (15 min 6AM to 6PM)	\$2,993,057	\$3,682,066	\$689,009	7	10	3	\$5,400,000
32 Fresno St (20 min 6AM to 6PM)	\$2,186,484	\$2,900,091	\$713,607	5	9	4	\$7,200,000
41 Malaga / Shields (20 min 6AM to 6PM)	\$2,397,003	\$3,332,147	\$935,144	6	10	4	\$7,200,000
Total:	\$14,497,432	\$18,920,264	\$4,422,831	36	57	21	\$37,800,000

Total Incremental Service and Equipment Costs: \$42,222,831

Cost Year	Total Cost
FY26 (Year 1)	\$42,222,831
FY35 (Year 10)	\$55,091,218
FY45 (Year 20)	\$74,037,990
FY55 (Year 30)	\$99,500,868

- Several proposed expansions are listed. What is the unfunded need for those expansions? How about over 20 years? Or 30?

All adopted planning documents that outline proposed FAX system expansions identify significant funding needs that remain unfunded. These expansions include—but are not limited to—the high-frequency service in Southwest Fresno, Bullard

Avenue Crosstown, Central East Fresno Expansion, and the introduction of new routes in the West Area.

Implementing these projects will require substantial upfront capital investment for fleet acquisition, bus stop infrastructure, and in some cases, roadway construction or modification. In addition to capital costs, these expansions will generate ongoing operational and maintenance (O&M) expenses due to increased service frequency and coverage.

When considering both capital and recurring O&M costs, the total unfunded need is projected to reach into the high eight- to nine-figure range. These estimates will depend on the pace of implementation, inflation, and the availability of federal, state, and local funding sources.

Preliminary estimates suggest a 20-year unfunded need of approximately \$263,665,468 million, increasing to 395,498,202 million over 30 years.

Securing funding—through grants, local match, or new revenue sources—will be essential to advancing any of these proposed expansions or service enhancements.

- What is the funding gap impeding FAX's ability to grow and increase services in line with projects submitted to the RTP, included in the LRTP and SRTP, and requests through the annual unmet needs process?

The RTP, LRTP, SRTP, and the Unmet Transit Needs process all serve as forward-looking planning tools that identify where transit service should expand to meet the community's evolving needs—connecting new housing developments, medical facilities, educational institutions, shopping centers, and employment hubs.

However, these documents are conceptual in nature and do not include detailed cost estimates until projects are ready for implementation. At that point, actual operating costs—such as personnel, support staff, equipment, and fuel—are assessed based on current market conditions.

The funding gap that impedes FAX's ability to implement these plans is twofold. First, there is a significant shortfall in recurring operations and maintenance (O&M) funding. For example, increasing service frequency on a corridor from 30-minute to 15-minute headways can add millions of dollars per year in operating costs per route. When this level of service enhancement is scaled across multiple priority corridors, the cumulative cost quickly surpasses FAX's existing revenue streams. FAX's current five-year capital program covers essential investments such as vehicle replacements, facility upgrades, and infrastructure improvements. However, the RTP and LRTP propose additional capital-intensive projects—including the Southwest Fresno high-frequency expansion, Transit Signal Priority (TSP) packages, the introduction of new routes in the West Area, and zero-emission fleet and charging infrastructure—that will require new funding sources. In particular, the transition to zero-emission vehicles will necessitate multi-million-dollar electrical upgrades before service can be launched and sustained.

In short, while long-range plans clearly articulate where and how FAX service should grow, the ability to implement these improvements is constrained by the lack of stable, ongoing O&M funding and the need for matchable capital resources. Without addressing both of these funding gaps, FAX cannot fully realize the service expansions envisioned in regional and local planning documents.

- Is FAX planning for or would consider institutionalizing rideshare services in certain zones to increase choice ridership? (ie beyond traditional buses that may not be efficient or effective in certain areas)

Yes, FAX has explored On Demand Micro Transit in two areas, both were too costly to even launch using contract personnel and equipment.

FAX is in partnership with the Fresno Metro Black Chamber of Commerce on several Clean Mobility grants where we support a variety of EV bikes, cars, vans and truck by assisting in site locations, permitting, consultation and grant administration.

Sites selected included Housing Authority properties in downtown and West Fresno, the Fresno City College / West Fresno Center, Fresno City College. The Metro Black Chamber has asked for our support on additional expansion sites recently.

FAX is currently using a state grant to move paratransit to a same day on demand system that could be used for future on demand services for door-to-door services in the future.

In addition, FAX and FCRTA coordinate to provide urban and rural coordinated/consolidated transportation services to the Veteran's Home, Three Palms Mobile Home Park and West Park using State Transportation Development Act (TDA) Article 1.5 funds.

- If farebox ratio requirements are reinstituted, what would be the impact to FAX operations?

The Transportation Development Act allows operators to use local revenues like Measure C to help supplement farebox revenue to meet the ratio requirement. Without Measure C, FAX may not be able to match 20% of the farebox recovery required by the state and could lose out on over \$45 million in state funds currently being received and may not be able to match all federal funds received at the required match level of 20%

- Are grants primarily capital improvement?

Yes, grants are primarily for capital projects, including vehicle procurements. In the FY26 budget, 21.89% of grant funds are attributed to operating projects, and the remaining 78.11% of grant funds are attributed to capital projects, including vehicle procurements.

- What difference in service, both frequency and coverage, would be reduced if Measure C failed? Where would an increase in funding go?

If Measure C fails the increased frequencies on routes would more than decrease service, and new or newer coverage expansions would be scaled back if not supported by Operating grants to start service in the first 3 to 5 years

If Measure C significantly increases, one goal would be to increase all frequency to 15-20 on all routes including new ones. If Measure C is maintained at current levels, then the department would focus these funds on sustaining existing levels of service including service currently being funded with one-time funds

Fresno County Rural Transit

- Why such a focus on buses (40ft buses) for a fixed route transit system that is more appropriate for an urban setting?

This was a grant from CARB and the Air District back in 2018 and they were to be used on inter-city routes.

- What is the funding needed to achieve all aspirational operations and capital projects identified in the presentation? (annually and over 20 years / over 30 years)

The rough estimate would be between \$3-\$5 million per year to implement all the Aspirational all the projects phased over several years to start as significant infrastructure would be required especially in unincorporated communities. 20 year = \$60 to \$100 million/ 30 year = \$90 to \$150 million, approximately.

- What is the funding needed to achieve each of those projects individually? (annually and over 20 years / over 30 years)

The estimates would depend on the extent of expansion and coverage needed for the inter-city routes and demand response routes as well as micro transit service. The farebox would also need to be calculated in the estimated costs. The above rough estimates would be an overview of all the projects, each individual project would require some detailed analysis.

- What is the cost (O&M + capital) of establishing micro transit options for unincorporated communities and small cities? (annually and over 20 years / over 30 years)

The estimated cost would be approximately would be \$90,000 per year to operate and another \$80,000 for infrastructure per unincorporated community and or City. A lot has to do with the electrical grid status in each location for EV implementation. 20 years = \$3.4 million to \$5 million/ 30year = \$5.7 to 7.million again depending on the on-site and off site improvements needed for the electrical grid.

- What is the funding needed to realize BRT and / or light rail connecting east and west side cities to downtown Fresno?

FCRTA did a study comparing BRT and Light Rail and it was not cost effective to implement Light Rail and the FCOG model at the time showed a decline in the population along the SR 99 corridor between Kingsburg, Selma Fowler into Fresno.

The likely hood of FTA funding a light Rail project in Fresno County is unlikely based on the cost per mile and lack of population density to have adequate ridership. Hence, the same scenario and findings would apply to East and West cities going into Fresno as identified in our SR-99 Transit study. The study is on our website for reference as well as many other pertinent studies from electrical Grid to micro transit.

- What is the estimated funding needed to implement options identified in the 99 Transit Feasibility study?

The light Rail was not a viable option. BRT was the preferred option and this would entail right of way, construction , capital and operations which would be approximately \$10 to \$15 million to implement and then an annual operating budget of \$500,000 to \$1 million depending on the number of routes and coverage versus service days along this corridor from Kingsburg, Selma, Fowler into Fresno with connections from east and west side communities and cities.

Transit agency coordination

- Long range transportation plan calls for: Integrate the efforts, projects, and future operations of the major transit providers serving Fresno County through the year 2050. What is the funding needed to make this happen across FAX, FCRTA, and Clovis Transit?

The estimate would range from \$90 million to \$150 million through 2050 depending on the design and coverage of such a plan including all 3 public operators.

Simon Biasell-Moshrefi

For Fax: How are Measure C funds currently used between operations, maintenance, and capital? What are the service reductions that would occur if Measure C is not approved by voters? Which existing services would be in jeopardy if the next iteration of Measure C allocated only half of its current funding to FAX?

See answers to Amber Cromwell and Veronica Garibay, above.

If FAX received only half of the current \$15 million annually, we would be forced to look at a combination of cuts to coverage and frequency including a review of holiday, night and weekend service. The department would have to consider cutting operational costs for increased frequencies, especially for 10-minute peak times on Route 1 (BRT), and 15-min frequencies on route 9, 38, while possibly moving 20-minute service to 30-minute service on routes 28 and 30-minute service to 1-hour. We would also have less ability to match state and federal funds as required

Lee Delap:

- Has the ridership requirement (I believe to be 10%) been restored for providers since Covid. I believe it was exempted to providers during that period. The providers mention how key Measure C is to operations but I did not hear them mention meeting the requirement. The requirement also may not apply to all three agencies equally. Please clarify these points for the Steering Committee.

FAX → No, the state 20% Farebox recovery is suspended until 6/30/26.

FCRTA → And 10% for rural transit operators.

Clovis → No, the state 20% Farebox recovery is suspended until 6/30/26. Clovis Transit is fare-free and has historically used Measure C funds to meet the farebox recovery requirements.

Marianne Kast:

- Is there coordination between the three transit agencies to work toward simplifying routes, standardizing fares, and coordinating the outreach to riders and potential riders?

FAX, FCRTA, and Clovis Transit work and communicate regularly to ensure the highest degree of route synchronization and coordination of information to our riders. Each agency is acutely aware that riders may use all three services to travel, and the focus remains on ease of transfers, information sharing, and efficient travel.

- Can bus sizes be coordinated with ridership—smaller busses/vans available for lesser travelled routes or periods of the day?

Bus size and type is a consideration when agencies determine what fleet vehicle will be deployed onto a route.

- Can ride services for people with disabilities be coordinated countywide, not agency by agency?

There are many Social Services agencies (ARC, CVRC, UCP) and private medical vendors like PACE who are affiliated with People with disabilities in Fresno County and some if not all have their own transportation system with vans and buses and some are even funded with State grants. These agencies also provide training for some clients to use public transit buses. There is also a social service agency (FEOC) who provides transportation services to these agencies which all have different and specific requirements (pickups and destinations) for the clients

- Since frequency drives ridership, can increased service be the number goal for these agencies? Coordination of routes across city & county boundaries would make this more likely

Also, all three transit operates have different dispatching systems, so to make one central system would be very challenging with costs, personnel and managing the system. While coordinated sounds practical, the operations side of each system is very specific to each agency and public operator. FAX and FCRTA have contracts with FEOC to provide social service transportation to the agencies referenced above through a CTSA (Consolidated Transportation Services Agency in place to provide a coordinated effort within Fresno County and Clovis Transit operated their own CTSA to provide like services for the disabled passengers and elderly.

The costs to undertake such a centralized coordinated system could be in the millions of dollars and the maintenance and staff support would be very challenging. To put this in perspective, that is why the current law enforcement agencies do not have a central dispatch for all agencies based on each individual agency objectives and oversight.

Increasing ridership is a matter of several factors, one of which is frequency of service. Frequency of service may be the deciding factor for a passenger who may have another mode of transportation. If the rider has wait too long, they will search for alternative options. However, other factors are just as important including safety, cleanliness, does the bus go to where I want / need to go, and how close a bus stop is to a desired location.

- If service to schools is a goal/interest (all three transit folks mentioned this), have these agencies worked to coordinate with school districts? In some urban areas of the state, students above a certain age, maybe 4th grade or so, are expected to ride public transit to school rather than school busses. This reduces wear & tear on roads, pollution in the air, and congestion.

All public transit agencies coordinate with school districts, city and state universities, and private education centers to encourage new riders and ensure that existing student riders have the information they need to facilitate their trips to and from school