

## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (SUMMARY)

#### **Project Information:**

Lead Agency:	City of Fresno - Fresno Area Express	
Project Name:	FAX Increased Frequency Weekend Service	
Project Type: <i>See Attachment A</i>	A2: Expand/Enhance transit service	
Description of Project (Short):	FAX proposes to increase fixed route bus frequencies to 30-minute headways on several weekend routes.	
Project Location:	Fresno, CA	
Project Start Date (anticipated):		1-Jul-16
Project End Date (anticipated):		30-Jun-17

#### **Funding Information:**

Funding Year:	2015-16	
Requested Amount of PUC 99313:	\$719,987	
Requested Amount of PUC 99314:	\$93,186	
Total LCTOP Funding:	\$813,173	
Total Project Cost:	\$813,173	

#### **Project Benefits:**

##### Greenhouse Gas Benefits (off of worksheet)

Estimated GHG Reduction:	1,127.33	
Project Life:	3	
Estimated Total GHG Reduction:	3,381.99	

##### Disadvantaged Communities (DAC) Benefits:

Does your service area have a DAC?	Yes	
Does the Project Benefit a DAC?	Yes	
Identify the DAC Census Tracts?	6019000 <u>1</u> 00,02,03,04,05,06,21,22,23,24,25,26,27,33,34,35,36,37,42,43,46,47,48 <i>Note: each number following the first, would replace the underlined number in the first.</i>	
Identify Specific DAC Benefit Criteria? <i>See Attachment B</i>	TP 1A: Project provides improved transit or intercity rail service for stations or stops in a disadvantaged community.	
Qualitative Description of DAC Benefit?	Project provides improved mobility and increased access to clean transportation for DAC residents within their communities, and throughout the metropolitan area.	
Describe the DAC Need Project Addresses?	DAC needs include access to employment, education, and healthcare within DAC communities, as well as throughout the Fresno-Clovis Metropolitan Area. This project will improve access and reliability of transportation to those needed services.	
Total GGRF \$ Allocated to DAC	\$813,173	

##### Co-benefit

Critical Air Pollution Reduction:		
VMT Reduction:		1,116,000
Ridership Increase		20,000
Fuel Use Reduction:		
Energy Use Reduction:		



## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (FUNDING)

<i>LCTOP Allocation</i>	<b>15/16</b>	<b>16/17</b>	<b>17/18</b>
<b>Request Amount per PUC 99313:</b>	\$719,987	\$0	\$0
<b>Request Amount per PUC 99314:</b>	\$93,186	\$0	\$0
<b>Total Project Allocation Request:</b>	\$813,173	\$0	\$0

**Project Title:** FAX Increased Frequency Weekend Service

**Project Location/Address:** Fresno

### Table 1: Project Lead Information

		<b>Legislative District Numbers</b>	
Agency Name: City of Fresno - Fresno Area Express		Assembly:	23 and 31
Contact Person: Darlene Christiansen		Senate:	8 and 14
Contact Phone #: 559/621-1469		Congressional:	16, 21, and 22
Email Address: <a href="mailto:darlene.christiansen@fresno.gov">darlene.christiansen@fresno.gov</a>		Amount:	PUC Funds Type:
Address: 2223 G Street	\$	93,186	99314
Fresno, CA 93706	\$		

### Table 2: Contributing Sponsor Information

Name: Fresno Council of Governments	Amount :	PUC Fund Type:
Contact: Les Beshears	\$ 719,987	99313
Contact Phone #: 559/233-4148	\$	
Email Address: <a href="mailto:beshears@fresnocog.org">beshears@fresnocog.org</a>		
Address: 2035 Tulare St, Ste 201, Fresno, CA 93721		

<i>Other Contributing Sponsors: (Attach sheet with contact information)</i>	Amount:	PUC Fund Type:
Name: N/A	\$	
Name:	\$	
Name:	\$	
<b>TOTAL</b>	<b>\$813,173</b>	

(\*Contributing project sponsors provide signed letters of verification as to amount and eligibility or sign cover page)

## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (PROJECT)

**Table 3: Type of Project**

See Attachment A for category of project (example: Category 1A Implement new or expanded transit service (for new routes or expansion of existing routes)).

Operations Projects				Capital Projects			
	A1		Ai		B1		Bi
X	A2		Aii		B2		Bii
	A3		Aiii		B3		Bii
	A4		Aiv		B4		
	A5						

**Table 4: Project Summary**

**a) Project Description** - Describe the project in your own words, using comprehensive overall project description regarding improvements to be made, increased level of service and performance goals.

Fresno Area Express will increase service frequency to 30-minute headways on four additional fixed routes on weekend days. These routes currently run on the weekends, but at 40 to 60 minute frequencies. This will bring a higher level of service to all FAX riders. With the upgrade to these routes, all but 3 of the FAX routes will be operating at 30-minute frequency. This expanded service will provide better reliability and shorter wait times and will serve Fresno residents in many DAC neighborhoods.

**b) Project Location** - Describe the location of the project. Also provide an 8.5" x 11" project site map that shows the transit service area and project location. Use link to CalEPA website for information, <http://www.calepa.ca.gov/EnvJustice/GHGInvest/default.htm>.

The project area is the City of Fresno. The added routes serve southeast and west-central Fresno. See attached maps.

**c) Project Life** - For capital projects, state the Useful Life of the Project. For operations project state the number of months service will operate.

Capital: n/a  
 Operations: 12 months *Funding will be requested for 2 subsequent years for this project.*

## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

**Table 5: Description of Major Benefits/Outcomes**

**a) Greenhouse Gas Reduction** - Describe how this project will reduce greenhouse gases and any assumptions or data that support this description. For example, "The expanded transit service will reduce VMT and greenhouse gas emissions by replacing auto trips with transit trips. Initial estimates indicate that the expansion could add 50 commuter bus riders per day to replace an average auto trip of 10 miles each way." If available, please provide the expected amount of VMT reductions and greenhouse gas reductions.

The increased frequencies will reduce VMT and greenhouse gas emissions by replacing auto trips with transit trips. We are estimating that the increased frequencies could add approximately 4,000 bus riders per day to replace an average auto trip of 9 miles each way. This equates to 1,116,000 VMT's reduced and reduction of GHG emissions estimated at 1,127.

**b) Increased Mode Share** - Describe how this project will directly increase mode share.

Increasing the frequency the bus operates will directly affect the service reliability. This will increase mode share for public transit by reducing the dependence of the single occupant vehicle.

**c) Disadvantaged Communities (DAC) Project Criteria**

See **Attachment B** for DAC Criteria to Evaluate Projects (example: Category 1B Project provides transit incentives to residents with a physical address in a disadvantaged community (e.g., vouchers, reduced fares, transit passes).

Low Carbon Transportation Projects				Transit Projects					
	1A		2A		1A		1G		2E
	1B		2B		1B		1H		2F
	1C		2C		1C		2A		2G
	1D			X	1D		2B		2H
					1E		2C		2I
					1F		2D		

**d) Disadvantaged Communities (DAC) (if applicable\*)** - Describe how this project will directly benefit the DAC(s) within your service area in your own words. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total moneys received shall be expended on projects that will benefit disadvantaged communities.

This project will provide improved access to employment, education, healthcare and other needs for DAC residents within DAC communities, as well as access to services and needs throughout the Fresno-Clovis Metropolitan Area. Service improvements include more frequent service, improved reliability, and reduced travel times by providing uniform service frequencies.

## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (BENEFITS/OUTCOMES)

**Table 5: Description of Major Benefits/Outcomes**

e) **Co-Benefits** - Check all additional Benefits/Outcomes.

<input type="checkbox"/> Improved Safety <input type="checkbox"/> Improved Public Health <input type="checkbox"/> Reduced Operating/Maintenance Cost <input checked="" type="checkbox"/> Increase System Reliability <input checked="" type="checkbox"/> Other Benefits (describe below)	<input type="checkbox"/> Coordination with Educational Institutions <input type="checkbox"/> College/University <input type="checkbox"/> Grades K-12 <input checked="" type="checkbox"/> Promotes Active Transportation (walking, biking) <input type="checkbox"/> Promotes integration with other modes of transportation
--	---

f) **Co-Benefits** - Describe benefits indicated above in d) and any other benefits not listed.

These improvements will increase system reliability, promote active transportation and by reducing GHG it will contribute to improved public health. The improved reliability will provide better access to service industry jobs.

**Table 6: Project Schedule**

Capital Projects	
Begin Construction Phase (Contract Award)	n/a
End Construction Phase (Contract Acceptance)	
Begin Vehicle/Equipment Order (Contract Award)	
End Vehicle/Equipment Order (Contract Acceptance)	
Begin Closeout Phase	
End Closeout Phase	

Operations Projects	
Begin expanded/enhanced transit services	7/1/2016
End expanded/enhanced transit services	6/30/2017
Begin Closeout Phase	6/30/2017
End Closeout Phase <i>NOTE: If add'l years of funding are available, project will continue.</i>	9/30/2017

**START DATE FOR LCTOP FUNDED PHASES MAY NOT PROCEED PROJECT APPROVAL LETTER.**

*Pre-construction costs (e.g., design, environmental and right-a-way) are not eligible to be funded by LCTOP funds, they must be funded by other sources.*

## Low Carbon Transit Operations Program (LCTOP)

### PROJECT DESCRIPTION AND ALLOCATION REQUEST (OPERATIONS DESCRIPTION)

#### Table 7: Operations Project Description

a) Describe the operating plan for this system.

Fresno is in the center of California (north/south and east/west) in a region known as the Central Valley. The City of Fresno (pop. 505,900), within the County of Fresno (pop. 947,900), is the fifth largest city in California. Transit service is provided through the City's Transportation Department, also known as Fresno Area Express (FAX). FAX is the largest provider of transit services in the county, with 12.5 million annual boardings. A highly efficient operation for its size, FAX service consists of 16 fixed routes, with three major hubs: the downtown transit mall, the Manchester Transit Center, and a transfer point at River Park in north Fresno. FAX also provides a demand-response paratransit service, called Handy Ride, to elderly and disabled persons that are unable to ride the fixed route system. FAX's mission is to provide a comprehensive transportation system that improves the quality of life in the community.

b) Describe the fare structure for this system.

The fare structure will be consistent with the existing fares. Regular fare is \$1.25. Reduced fares for seniors, disabled, and Medicare card holders is \$0.60. Transfers are free and allow you to transfer to two additional buses to complete your one-way trip. Additional detail regarding FAX's current fare structure can be found on the City's website here: <http://www.fresno.gov/DiscoverFresno/PublicTransportation/Fares/default.htm>.

c) Describe the assumptions and process that were used to develop the ridership projections shown in the request.

Ridership projections utilized average passengers per hour based on the Annual Productivity Evaluation developed by the Fresno Council of Governments. Each of the proposed routes currently operates at 40-60 minute frequencies. By increasing the frequencies, FAX will operate a total of 9 additional buses for approximately 12 hours per day. Because weekend fleet requirements are lower than weekday fleet requirements, FAX will not need to purchase new buses.

d) Describe the assumptions and process for how the operating cost projections were developed.

Fresno Area Express prepares an Annual Cost Allocation Plan each year as part of the budget process. The current CAP identifies the cost per hour to operate a fixed-route bus as \$48.02. It also established a cost per mile of \$1.25. The added service hours and miles were calculated using these figures.



## Low Carbon Transit Operations Program TOTAL PROJECT COST AND FUNDING PLAN

The following Funding Plan has been reviewed and approved by the undersigned. It includes a complete list of funds for this project and is the total cost of the project, including LCTOP funds.

Person preparing this form (please type or print) Darlene Christiansen	Phone: 559/621-1469	Date: 1/29/16
---	------------------------	------------------

Approval Authority: Sign and date 	Typed name and phone number: Brian R. Marshall, Director of Transportation - 559/621-1454
---------------------------------------	--

Shaded fields are automatically calculated. Please do not fill these fields.

Proposed Total Project Cost								Project
Component	Prior	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
PA&ED	0	0	0	0	0	0	0	0
PS&E	0	0	0	0	0	0	0	0
R/W	0	0	0	0	0	0	0	0
CON	0	0	0	0	0	0	0	0
Veh/Equip Purchase	0	0	0	0	0	0	0	0
Operations/Other	0	813,173	837,600	862,700	0	0	0	2,513,473
<b>TOTAL</b>	<b>0</b>	<b>813,173</b>	<b>837,600</b>	<b>862,700</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,513,473</b>

Low Carbon Transit Operations Program (LCTOP) Includes 99313 + 99314								
Component	Prior	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other	0	813,173	837,600	862,700				2,513,473
<b>TOTAL</b>	<b>0</b>	<b>813,173</b>	<b>837,600</b>	<b>862,700</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,513,473</b>

Funding Source:								
Component	Prior	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
<b>TOTAL</b>	<b>0</b>							

Funding Source:								
Component	Prior	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
<b>TOTAL</b>	<b>0</b>							

Funding Source:								
Component	Prior	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
PA&ED								0
PS&E								0
R/W								0
CON								0
Veh/Equip Purchase								0
Operations/Other								0
<b>TOTAL</b>	<b>0</b>							



California Environmental Protection Agency  
**Air Resources Board**

**California Air Resources Board (ARB)  
Greenhouse Gas Emission Reduction Calculator for the  
California Department of Transportation (Caltrans)  
Low Carbon Transit Operations Program (LCTOP)  
Greenhouse Gas Reduction Fund  
Fiscal Year 2015-16**

The California Air Resources Board (ARB) is responsible for providing the quantification methodology to estimate greenhouse gas (GHG) emission reductions from projects receiving monies from the Greenhouse Gas Reduction Fund (GGRF).

This GHG emission reduction calculator accompanies the quantification methodology for the fiscal year (FY) 2015-16 GGRF Low Carbon Transit and Operations Program (LCTOP) available at: <http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/finalctopqm.pdf>

Applicants must use this calculator to estimate the GHG reductions associated with the LCTOP projects. **Refer to the quantification methodology document for background, step by step detailed instructions and examples.** To use this calculator, follow these steps:

**Step 1** Identify the LCTOP proposed project type(s): The applicant must select at least one eligible project type from Tables 1 or 2 and may select additional project types from Tables 3 or 4.

**Step 2** Determine the inputs needed: The applicant will use Tables 5 and 6 to determine the required project details needed for input into this calculator tool for the applicable project type selected in Step 1.

**Step 3** Estimate GHG emission reductions: The applicant will enter the project details identified in Step 2 into this calculator tool to calculate the GHG emission reductions of the proposed project.

**Read Me Tab (this page):**

Enter the Project Name, Project ID and the contact information for person who can answer project specific questions from staff reviewers on the quantification calculations. The Project ID is assigned by Caltrans. This file will be submitted with other documentation requirements. Please use the following file naming convention: “[Project ID]\_[Project Name]” not to exceed 20 characters. For example, if the application ID is “1-1C\_001,” the project name is “Transit BRT,” and the file is the input file, the file name may be “1-1C\_001Transit BRT.” Project names may be abbreviated.

<b>Project Name:</b>	FAX Wkend Incr Freq
<b>Project ID:</b>	
<b>Contact Name:</b>	Jeff Long
<b>Contact Phone Number:</b>	559/621-1436
<b>Contact Email:</b>	jeff.long@fresno.gov
<b>Date Completed:</b>	1/28/2016

**Inputs Tab:**

Headers in red indicate input needed by the project applicant. For each row, applicants must work from left to right and enter all relevant data. Some cells may not be applicable to the project. These cells will turn black and be locked based on inputs. Applicants should use as many rows as necessary to characterize all relevant features of the proposed project. Definitions are provided in the definitions tab, including how to determine Year 1, Year F, and adjustment factors. Inputs must be substantiated in the documentation provided to ARB; see Section C. Documentation of the quantification methodology.

Submit documentation: Save file for submittal. See Section C. Documentation of the quantification methodology for additional documentation requirements.

For more information on ARB’s efforts to support implementation of GGRF investments, see: [www.arb.ca.gov/auctionproceeds](http://www.arb.ca.gov/auctionproceeds)

Questions on this document should be forwarded to [GGRFProgram@arb.ca.gov](mailto:GGRFProgram@arb.ca.gov)  
Questions on the LCTOP program should be forwarded to [LCTOPcomments@dot.ca.gov](mailto:LCTOPcomments@dot.ca.gov)



California Environmental Protection Agency  
**Air Resources Board**

**California Air Resources Board (ARB)  
 Greenhouse Gas Emission Reduction Calculator for the  
 California Department of Transportation (Caltrans)  
 Low Carbon Transit Operations Program (LCTOP)  
 Greenhouse Gas Reduction Fund  
 Fiscal Year 2015-16**

<b>Project Name:</b>	FAX Wkend Incr Freq
<b>Project ID:</b>	0

Inputs into columns highlighted in YELLOW with **RED** headers are required fields dependent on project type (see quantification methodology)  
 Must be filled out from left to right

Project Details				
<b>Eligible Project Type</b>	<b>Transit Service Type</b>	<b>County</b>	<b>Year 1 (Yr1)</b>	<b>Year F (YrF)</b>
Expanded Transit Facilities or Service Enhancements	Bus (local bus)	Fresno	2017	2019

Displaced Autos Details							New/Expanded Vehicle Details			
Yr1 Annual Ridership	YrF Annual Ridership	Adjustment (A)	Length (L)	Adjustment (AA)	Length (LL)	Annual Average VMT Displaced	Fuel Type	Engine MY	Annual VMT or Units of Fuel	
455,000	475,000	0.50	5.00	0.10	2.00	1,116,000.00				
						-				
						-				
						-				
						-				
						-				
						-				
						-				
						-				

	Old Service Vehicle or Displaced Fuel Details				Net GHG Benefits
Useful Life	Additional Project Type	Fuel Type	Engine MY	Annual VMI or Units of Fuel	Total GHG Emission Reductions (MTCO2e)
					1127.33



**California Air Resources Board (ARB)**  
**Greenhouse Gas Emission Reduction Calculator for the**  
**California Department of Transportation (Caltrans)**  
**Low Carbon Transit Operations Program (LCTOP)**  
**Greenhouse Gas Reduction Fund**  
**Fiscal Year 2015-16**

California Environmental Protection Agency  
**Air Resources Board**

<b>Project Name:</b>	FAX Wknd Incr Freq
<b>Project ID:</b>	0

Inputs in **RED** must be filled out

Results	GHG Emissions (MTCO <sub>2</sub> e)	Description
<b>Net GHG Benefits</b>	1,127.33	Total GHG Emission Reductions (MTCO <sub>2</sub> e)
<b>LCTOP Funds Requested (\$)</b>	813,173.00	Funds requested per State Controller's Office Eligible list for FY 2015-16
<b>Total LCTOP Funds Requested (\$)</b>	813,173.00	Includes all LCTOP allocations the applicant intends to utilize (up to three FY allocations including FY 2015-16) for the proposed project. Use the State Controller's Office Eligible list for FY 2015-16 allocation funding amounts to estimate the subsequent funding allocations.
<b>Total GGRF Funds Requested (\$)</b>	813,173.00	Includes the Total LCTOP fund requested and any other GGRF Program monies
<b>Total GHG Emission Reductions / Total GGRF Funds Requested (\$)</b>	0.0014	The metric to be reported in the application.



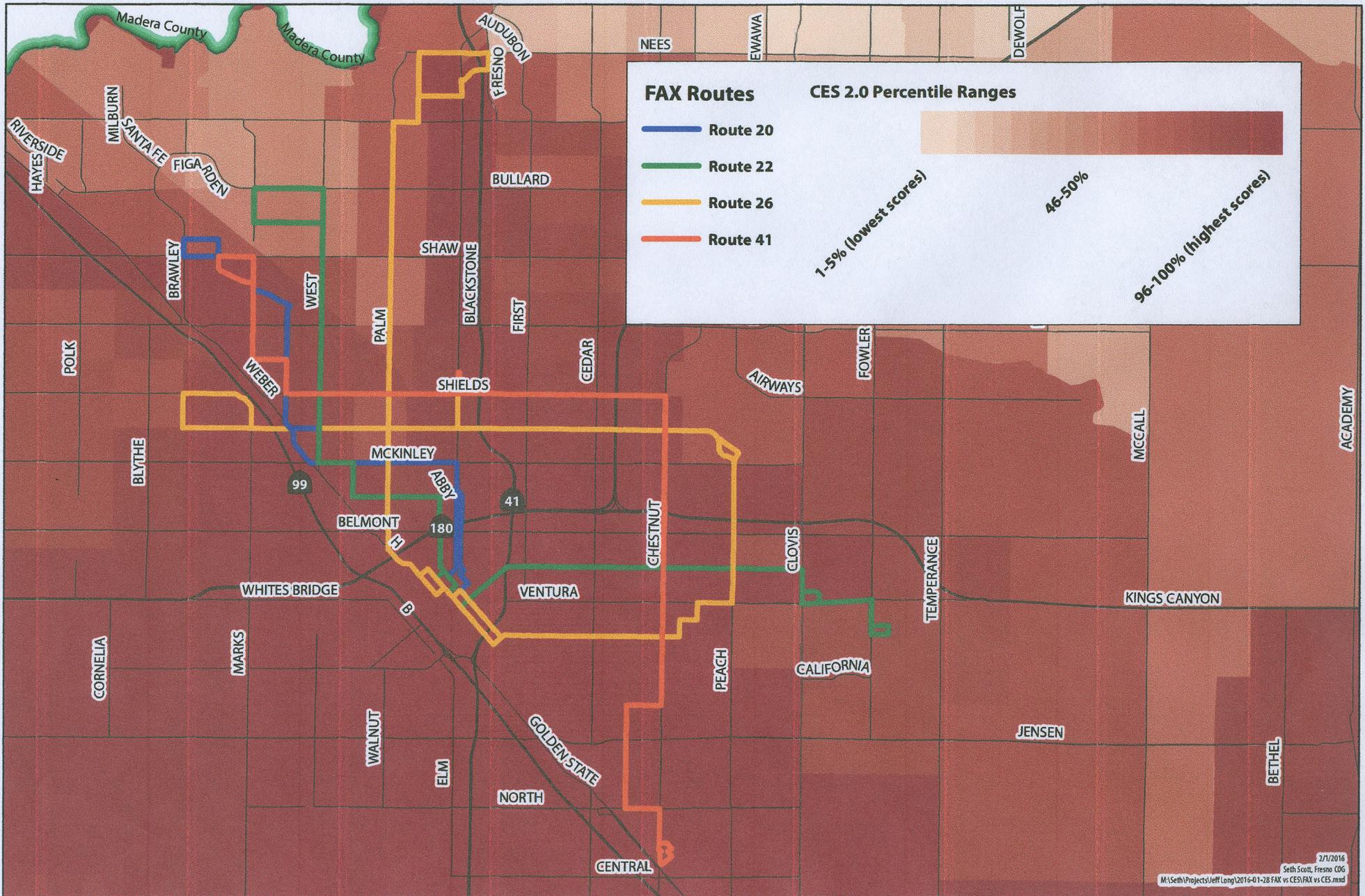
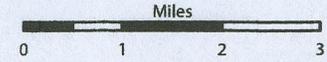
**California Air Resources Board (ARB)  
 Greenhouse Gas Emission Reduction Calculator for the  
 California Department of Transportation (Caltrans)  
 Low Carbon Transit Operations Program (LCTOP)  
 Greenhouse Gas Reduction Fund  
 Fiscal Year 2015-16**

Inputs		Description
Project Details	<b>Eligible Project Type</b>	Eligible projects fall into two Eligible Project types: "New/Expanded Service" and "Expanded Transit Facilities or Service Enhancements". See quantification methodology to select an eligible project and determine which project type to select.
	<b>Transit Type</b>	Select the transit type (e.g. bus (local bus), train, multi-modal facility) that the project will service. Select Train for expanded train station or Bus (local bus) for new bus stops.
	<b>County</b>	Select the county where the majority of the service occurs
	<b>Year 1 (Yr1)</b>	Select the first year of service, or year that facility construction will be completed.
	<b>Year F (YrF)</b>	Select the final year that the service is funded or of the facility useful life.
Displaced Auto Details	<b>Yr1 Annual Ridership</b>	The estimated annual ridership in Yr1
	<b>YrF Annual Ridership</b>	The estimated annual ridership in YrF
	<b>Adjustment (A)*</b>	Adjustment factor to account for transit dependency Use: documented project specific data or system average developed from a recent, statistically valid survey or default Default: 0.5 for local bus service or 0.83 for long distance commuter service
	<b>Length (L)*</b>	Length (miles) of average auto trip reduced Use: value based on specific project or system average reported to the National Transit Database (consult Caltrans for assistance)
	<b>Adjustment (AA)*</b>	Adjustment factor to account for auto trips used to access transit service Use: value based on project specific data or system average developed from a recent, statistically valid survey or default Default: 0.1 for local bus service or 0.8 for long distance commuter service
	<b>Length (LL)*</b>	Length (miles) of average trip for auto access to transit Use: value based on specific project data or default Default: 2 miles for local bus or 5 miles for long distance commuter service
	<b>Annual Average VMT Displaced</b>	The estimated annual average auto VMT displaced by the project
New/Expanded Vehicle Details	<b>Fuel Type</b>	Select the fuel type of the vehicle proposed for service (e.g. Electric/BEV or PHEV)
	<b>Engine MY</b>	Select the engine model year of the new/expanded vehicle proposed for service
	<b>Annual VMT or Units of Fuel</b>	Enter the annual vehicle miles traveled or units of fuel (e.g. gallons of diesel) of the proposed service. Units of fuel needed is only applicable for ferry service.
	<b>Useful life</b>	Input 10 years for advance technologies (i.e., electric, hydrogen fuel cell buses); for others, use Federal Transit Administration guidance available here <a href="http://www.fta.dot.gov/documents/C_5010_1D_Finalpub.pdf">www.fta.dot.gov/documents/C_5010_1D_Finalpub.pdf</a> . Documentation of useful life is required to be included with the application.
Old Service Vehicle or Displaced Fuel Details	<b>Additional Project</b>	Additional projects fall into two Additional Project types: "Vehicle Improvements" and "Fuel Savings". See quantification methodology to select an eligible project and determine which project type to select.
	<b>Fuel Type</b>	Select the fuel type of the old vehicle proposed for improvement, or of the "Fuel Savings" project (e.g. Diesel)
	<b>Engine MY</b>	Select the engine model year of the old vehicle proposed for improvement
	<b>Annual VMT or Units of Fuel</b>	Enter the annual VMT of the old service vehicle being replaced by a new vehicle (e.g., 1,000 miles) or for ferry service enter units of fuel (gallons of diesel) of the proposed service. For Fuel Savings projects enter the units of fuel displaced (e.g., 12,000 gallons of diesel).
Net GHG Benefits	<b>Total GHG Emission Reductions (MTCO2e)</b>	The estimated net GHG benefits from the proposed project.
Funds Requested	<b>FY 2015-16 LCTOP Funds Requested (\$)</b>	Funds requested per State Controller's Office Eligible list for FY 2015-16
	<b>Total LCTOP Funds Requested (\$)</b>	Includes all LCTOP allocations the applicant intends to utilize (up to three FY allocations including FY 2015-16) for the proposed project. Use the State Controller's Office Eligible list for FY 2015-16 allocation funding amount to estimate the subsequent funding allocations.
	<b>Total GGRF Funds Requested (\$)</b>	
		Includes the Total LCTOP fund requested and any other GGRF Program monies



# Fresno Area Express

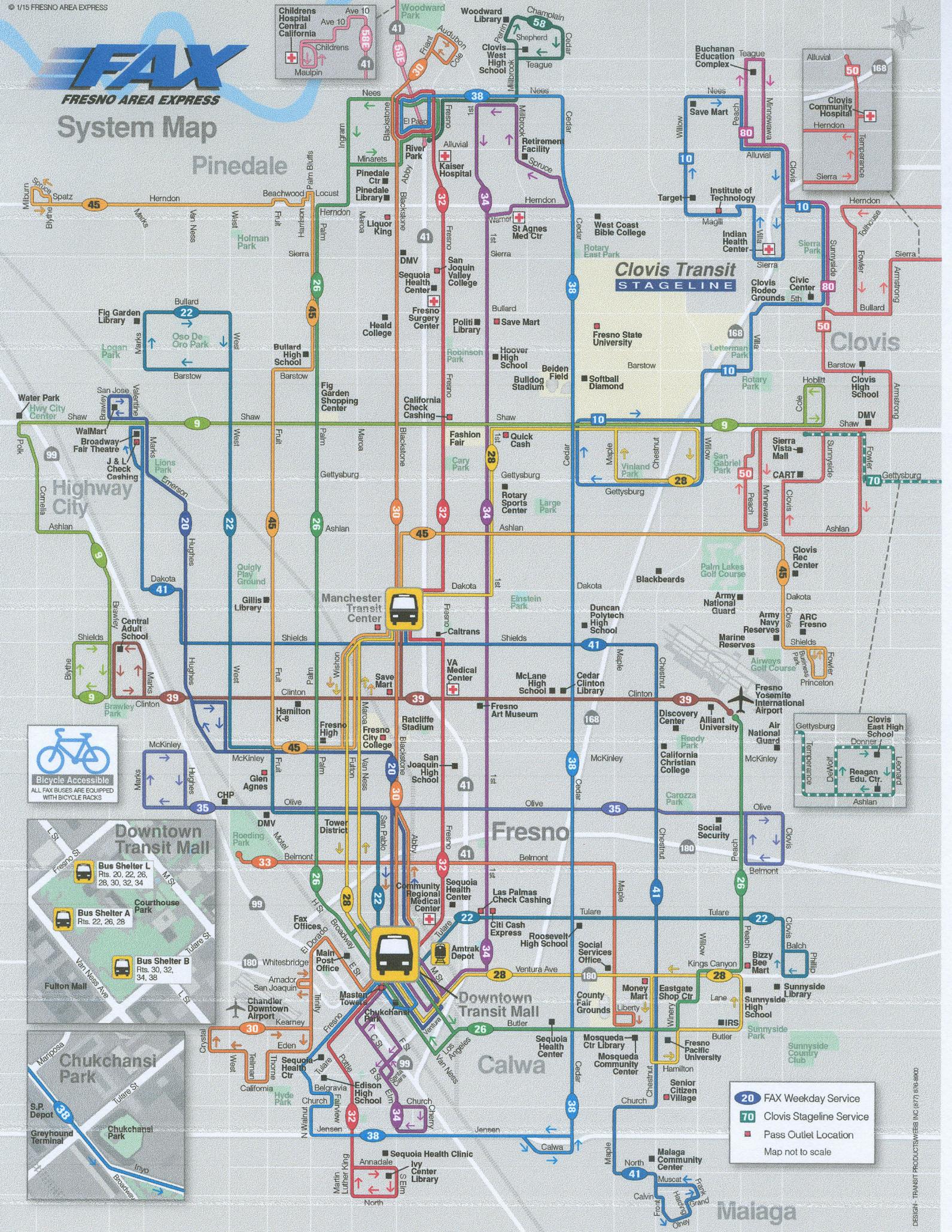
## Select Routes with CalEnviroScreen 2.0 Scores



# FAX

FRESNO AREA EXPRESS  
System Map

Childrens Hospital Central California  
Ave 10  
Maupin  
41  
588



**Downtown Transit Mall**

- Bus Shelter L**  
Rts. 20, 22, 26, 28, 30, 32, 34
- Bus Shelter A**  
Rts. 22, 26, 28
- Bus Shelter B**  
Rts. 30, 32, 34, 38

**Chukchansi Park**

S.P. Depot  
Greyhound Terminal

**20 FAX Weekday Service**  
**70 Clovis Stageline Service**  
Pass Outlet Location  
Map not to scale



RESOLUTION NO. 2015-53

**A RESOLUTION OF THE COUNCIL OF THE CITY OF FRESNO, CALIFORNIA, AUTHORIZING THE EXECUTION OF CERTIFICATIONS AND ASSURANCES, AND THE ANNUAL FILING OF APPLICATIONS FOR, ACCEPTANCE OF, AND EXECUTION OF ALL DOCUMENTS AND INSTRUMENTS RELATED TO THE STATE OF CALIFORNIA LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

**WHEREAS, the City of Fresno Department of Transportation/FAX is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and**

**WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and**

**WHEREAS, Senate Bill 862 (2014) named the State Department of Transportation (Department) as the administrative agency for the LCTOP; and**

**WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and**

**WHEREAS, the City of Fresno wishes to delegate authorization to execute these documents and any amendments thereto to the City Manager and/or Director of Transportation.**

**NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations, and guidelines for all LCTOP funded transit projects.**



NOW THEREFORE, BE IT FURTHER RESOLVED that the City Manager and/or Director of Transportation or designee are authorized to submit proposals for, and execute all required documents of, the LCTOP program and any Amendments thereto with the California Department of Transportation.

\*\*\*\*\*

STATE OF CALIFORNIA )  
COUNTY OF FRESNO ) ss.  
CITY OF FRESNO )

I, YVONNE SPENCE, City Clerk of the City of Fresno, certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the 9th day of April, 2015.

AYES : Brand, Brandau, Caprioglio, Olivier, Quintero, Soria, Baines  
NOES : None  
ABSENT : None  
ABSTAIN : None

YVONNE SPENCE, CMC  
City Clerk

BY: Yvonne Spence  
Deputy

APPROVED AS TO FORM:  
CITY ATTORNEY'S OFFICE

BY: Amanda B. Freeman 04/14/2015  
Amanda B. Freeman (Date)  
Deputy City Attorney

ABF:elb [67382elb/abf] Reso 3/18/15

**Low Carbon Transit Operations Program (LCTOP)  
AUTHORIZED AGENT**

AS THE Director of Transportation  
(Chief Executive Officer / Director / President / Secretary)

OF THE City of Fresno Department of Transportation / FAX  
(Name of County/City Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Rail and Mass Transportation. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Brian R. Marshall, Director OR  
(Name and Title of Authorized Agent)

Jim Schaad, Assistant Director OR  
(Name and Title of Authorized Agent)

Kathleen Healy, Administrative Manager  
(Name and Title of Authorized Agent)

Brian R. Marshall Director  
(Print Name) (Title)

Brian Marshall  
(Signature)

Approved this 29<sup>th</sup> day of January, 2016

Attachment: Board Resolution approving Authorized Agent

## Low Carbon Transit Operations Program (LCTOP) CERTIFICATIONS AND ASSURANCES

**Project Sponsor:** City of Fresno Department of Transportation

**Agency Name:** Fresno Area Express

**Effective Date of this Document:** January 29, 2016

The California Department of Transportation (Department) has adopted the following certifications and assurances for the Low Carbon Transit Operations Program. As a condition of the receipt of LCTOP funds, project lead must comply with these terms and conditions.

### A. General

- (1) The project lead agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
- (2) The project lead must submit to the Department a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

### B. Project Administration

- (1) The project lead certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The project lead assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
- (2) The project lead certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
- (3) The project lead certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
- (4) The project lead certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
- (5) The project lead certifies that they will notify the Department of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
- (6) The project lead must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
- (7) Any interest the project lead earns on LCTOP funds must be used only on approved LCTOP projects.
- (8) The project lead must notify the Department of any changes to the approved project with a Corrective Action Plan (CAP).
- (9) Under extraordinary circumstances, a project lead may terminate a project prior to completion. In the event the project lead terminates a project prior to completion, the project lead must (1) contact the Department in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to

verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

- (10) Funds must be encumbered and liquidated within the time allowed.

### C. Reporting

- (1) The project lead must submit the following LCTOP reports:
- a. Semi-Annual Progress Reports by May 15<sup>th</sup> and November 15<sup>th</sup> each year.
  - b. A Final Report within six months of project completion.
  - c. The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to the Department within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.
- (2) Other Reporting Requirements: ARB is developing funding guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with ARB's funding guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

### D. Cost Principles

- (1) The project lead agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (2) The project lead agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
- a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and
  - b. Those parties shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with Federal administrative procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
- (3) Any project cost for which the project lead has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 49 CFR, Part 18, are subject to repayment by the project lead to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs submit to repayment by the project lead to the State. Should the project lead fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the project lead from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

**E. Record Retention**

- (1) The project lead agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the project lead, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the project lead, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the “Project Closeout” report or final Phase 2 report is submitted (per ARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the project lead, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the project lead pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the project lead’s external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
- (2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of the project lead’s contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the project lead shall furnish copies thereof if requested.
- (3) The project lead, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

**F. Special Situations**

The Department may perform an audit and/or request detailed project information of the project sponsor’s LCTOP funded projects at the Department’s discretion at any time prior to the completion of the LCTOP.

I certify all of these conditions will be met.

BY: Brian Marshall  
AUTHORIZING OFFICER, Title  
Unit/Department/Agency

# **SHORT RANGE TRANSIT PLAN**

**2016-2020**

**Adopted  
June 25, 2015**

Prepared by:

**City of Fresno  
Fresno Area Express  
Planning Division  
2223 "G" Street  
Fresno, California 93706**

The preparation of this report has been financed in part through a grant from the U.S. Department of Transportation, Federal Transit Administration and in part through local funds from the Fresno Council of Governments.

## Table of Contents

	Page
<b>Table of Contents</b> .....	<b>3</b>
<b>List of Tables</b> .....	<b>6</b>
<b>List of Figures</b> .....	<b>7</b>
<b>Chapter 1: Introduction</b> .....	<b>9</b>
1.1.0 Purpose of SRTP .....	11
1.2.0 Summary of Existing Transit System .....	12
1.2.1 Mission Statements .....	14
1.2.2 Public Transportation Policy Directions .....	14
1.2.3 Strategic Plan.....	16
1.2.4 Organization .....	21
1.3.0 Overview of SRTP .....	25
<b>Chapter 2: System Description</b> .....	<b>27</b>
2.1.0 History of Fresno’s Transit Service .....	27
2.2.0 Bus Transit .....	28
2.2.1 Bus Services .....	28
2.2.2 Bus Fleet .....	35
2.3.0 Accessible Transit Service.....	36
2.3.1 Americans with Disabilities Act .....	37
2.3.2 Accessible Bus Service .....	37
2.3.3 ADA Paratransit Services .....	38
2.4.0 Transit Maintenance Program.....	38
2.5.0 Transit Passenger Facilities.....	41
2.5.1 Transit Improvements and Amenities .....	41
2.6.0 Fare Structure.....	43
2.7.0 Customer Services .....	44
2.7.2 Public Information Programs .....	44
2.7.3 Transit Security Program .....	45
2.7.4 Special Community Services.....	45
2.8.0 Integration of Transportation and Land Use.....	46
2.8.1 Development Review Program.....	47

<b>Chapter 3: Transit Service Improvement Program .....</b>	<b>49</b>
3.1.0 Introduction.....	49
3.2.0 Improvement Program for Current Service .....	55
3.2.0 Unfunded Transit Needs.....	59
3.2.1 Route Evaluation Process.....	60
3.2.2 Key Transit System Performance Indicators.....	60
3.3.0 Service Justification .....	86
3.3.1 Bus Service Expansion Program .....	86
3.4.0 Customer Services and Public Information Program .....	87
3.5.0 Recent Planning Activities .....	88
<b>Chapter 4: Financial Plan .....</b>	<b>93</b>
4.1.0 Introduction.....	93
4.2.0 Capital Program.....	93
4.2.1 Revenue Vehicles and Vehicle Equipment .....	95
4.2.2 Support Vehicles.....	96
4.2.3 Passenger Facilities Expansion and Rehabilitation.....	97
4.2.4 Total Capital Program.....	98
4.3.0 Transit Revenues .....	101
4.4.0 Financial Summary and Reserve Projections .....	120
<b>Chapter 5: City of Clovis SRTP .....</b>	<b>121</b>
5.1.0 Purpose of SRTP .....	121
5.1.1 Summary of Existing Transit System .....	121
5.1.2 Public Transportation Policy Directions .....	122
5.1.3 Strategic Plan.....	122
5.1.4 Organization of City of Clovis .....	126
5.2.0 Introduction to Clovis Transit System .....	127
5.2.1 Bus Service.....	128
5.2.2 Bus Transit.....	129
5.2.3 Bus Fleet .....	129
5.2.4 Accessible Bus Service .....	130
5.2.5 Transit Maintenance Program.....	130
5.2.6 Fare Structure.....	130

5.2.8	Development Review Program.....	134
5.3.0	Key Transit System Performance Indicators.....	134
5.4.0	Capital Financial Plan.....	144
<b>Appendices.....</b>		<b>147</b>
<b>Appendix A: Caltrans Public Transportation, Ridesharing, Park-and-Ride and Bicycle Policies.....</b>		<b>148</b>
<b>Appendix B: Elderly and Disabled Service Considerations .....</b>		<b>151</b>
<b>Appendix C: Title VI Compliance .....</b>		<b>153</b>
<b>Appendix D: Vehicle Fleet Replacement Schedules.....</b>		<b>174</b>
<b>Appendix E: Glossary.....</b>		<b>176</b>

---

and to clean up Fresno's air quality. FAX Administration questions the ability to expand service to meet the transit needs of an ever-outward expanding low density suburban population.

### 1.2.1 Mission Statements

In 1997, Fax and Handy Ride adopted the following Mission Statements which set a strategic direction and a framework for making policy, planning, and budgetary decisions:

#### ***FAX Mission Statement***

*The mission of Fresno Area Express is to provide a comprehensive transportation system that improves the quality of life in our community.*

#### ***Handy Ride Mission Statement***

*Handy Ride provides transportation comparable to the FAX City fixed-route bus system to meet the needs of American with Disabilities Act (ADA) eligible persons who cannot functionally use the FAX City fixed-route bus system.*

### 1.2.2 Public Transportation Policy Directions

The policies contained in the 2014 Regional Transportation Plan for Fresno County, (adopted by the Fresno Council of Governments, June 2014) provide general guidance to transit operations within the metropolitan area. The following Goals, Objectives, and Policies provide the framework for developing a sound public transportation system throughout Fresno County. They are specifically targeted toward the public and social service transportation systems.

The adopted FAX Policy Directions are compared with the adopted PTIS Policy Recommendations to illustrate how current policy can be integrated into an action plan for implementation.

#### **Policy Direction for FAX**

**Goal:** Provide public transportation mobility opportunities to the maximum number of people in the region.

**Objective:** Continue to pursue expanded federal, state and local funding for both public and social service transportation.

#### *Policies:*

- ✦ *Provide a transit system that meets the public transportation needs of the service area.*
- ✦ *Provide transit services that serve low income, elderly, and disabled communities.*
- ✦ *Support the coordination and consolidation of social service transportation.*

**Goal:** Provide quality, convenient and reliable public transportation service.

**Objective:** Encourage safety, appropriate frequency of bus service, reasonable fares and the provision of adequate service to satisfy the transit needs which are reasonable to meet.

*Policies:*

- ✦ *Provide reliable and convenient public transit service.*
- ✦ *Provide clean, attractive and comfortable vehicles and facilities.*
- ✦ *Provide a safe system.*

**Goal:** Provide an efficient and effective public transportation system.

**Objective:** Consider advantages and disadvantages of projects, including economic, environmental and social factors.

*Policies:*

- ✦ *Maximize public transportation patronage.*
- ✦ *Minimize operating and capital expenses.*
- ✦ *Encourage the private sector to provide service when economically feasible.*

**Objective:** Provide complete and accurate information that makes public transportation "user-friendly".

*Policies:*

- ✦ *Create and produce publications that promote the use of public transportation.*

**Goal:** Provide for an integrated multimodal transportation system which facilitates the movement of people and goods.

### 3.2.0

#### Unfunded Transit Needs

**Third Shift and Weekend Evening Service** - The SRTP does not provide for extended fixed-route evening service on weekends, nor does it provide for third shift service at any time. All weekend operations are completed by 7:45 P.M. The need for night service on weekends, and the potential need for third shift service to satisfy the needs of transit dependant populations to seek and maintain employment will be evaluated during the course of this SRTP and is contingent on future revenue.

**From the San Joaquin Valley Express Study** - For a majority of the region, investments in ridesharing are the most cost-effective strategy. The region's focus should be on expanding vanpool offerings in both the northern and southern parts of the Valley. The new Air District rule requiring trip reduction programs from large employers offers the opportunity for both a new funding stream, and an effective marketing strategy for expanded vanpool offerings.

Other projects that have been identified for implementation when funding levels to FAX are restored include:

- Extend evening service
- Increase frequency of service on key corridors
- Add 2<sup>nd</sup> and 3<sup>rd</sup> shift bus service
- Extend weekend service hours
- Extend bus service to northeast Fresno
- Extend bus service to northwest Fresno
- Extend bus service to southwest Fresno
- Extend bus service to southwest Fresno
- Add East-West service on Bullard Avenue
- Enhance on-street transfer locations
- Develop an on campus transit center at CSU Fresno

BEFORE THE  
FRESNO COUNCIL OF GOVERNMENTS  
RESOLUTION NO. 2015-17

In the Matter of: )  
 )  
2016-20 SHORT RANGE TRANSIT )  
PLAN FOR THE FRESNO-CLOVIS )  
URBANIZED AREA )  
\_\_\_\_\_ )

RESOLUTION ADOPTING THE  
FRESNO COUNCIL OF  
GOVERNMENTS' 2016-20 SHORT-  
RANGE TRANSIT PLAN FOR THE  
FRESNO-CLOVIS URBANIZED AREA

WHEREAS, the Fresno Council of Governments (Fresno COG) has been designated the Regional Transportation Planning Agency for Fresno County by the Secretary of Business and Transportation Agency pursuant to Section 29532 of the California Government Code (as amended by AB 402, 1977); and acting as the Metropolitan Planning Organization (MPO) (Federal Highways Act of 1974 and the Urban Mass Transportation Administration Act of 1964 as amended pursuant to joint regulations--Code of Federal Regulations, Title 23, Part: 450, Title 49, Part: 613) has developed a comprehensive coordinated, and continuing transportation planning process; and

WHEREAS, under the Urban Mass Transportation Administration Act of 1964 (49 U.S.C. 1604), as amended by Section 103 (a) of Publication L. 93-503 (88 Stat. 1565; November 26, 1974), the National Mass Transportation Assistance Act of 1974, the Metropolitan Planning Organization is required to annually adopt a Short Range transit plan to meet FTA requirements as part of the Regional Transportation Plan; and

**WHEREAS, the Short Range Transit Plan for the Fresno-Clovis Urbanized Area has been prepared to comply with FTA requirements for a five year program of transit improvements in the metropolitan transit service area; and**

WHEREAS, the Short Range Transit Plan has also been prepared to satisfy management planning requirements and is consistent with the adopted Regional Transportation Plan for Fresno County; and

WHEREAS, the Short Range Transit Plan was developed through a continuing, cooperative, and comprehensive transportation planning process; and

WHEREAS, Fresno COG is the recognized Clearinghouse for this area and formal review by committees, etc., as aforementioned shall constitute the official Clearinghouse process; and

WHEREAS, public commentary was received at the Fresno COG's monthly public Board meeting.

**NOW, THEREFORE, BE IT RESOLVED, that the Fresno Council of Governments adopts the report entitled, Short Range Transit Plan for the Fresno-Clovis Urbanized Area, 2016-20 as metropolitan planning policy; and**

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 25th day of June, 2015.

AYES: Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kerman, Kingsburg, Orange Cove, Reedley, San Joaquin, Selma and Fresno County

NOES: None

ABSTAIN:

ABSENT: Mendota, Parlier, Sanger

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting thereof held on the 25th day of June, 2015.

Signed: Tony Boren  
Tony Boren, Executive Director

Signed: Amarpreet Dhalwal  
Amarpreet Dhalwal, Chairman