

**COMMUNITY TRANSPORTATION
NEEDS ASSESSMENT VOUCHER
APPLICATION**

**FOR THE
CLEAN MOBILITY VOUCHER PILOT PROGRAM**



**Clean
Mobility
Options**



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COMMUNITY TRANSPORTATION NEEDS ASSESSMENT VOUCHER APPLICATION

To apply for a Community Transportation Needs Assessment Voucher (Needs Assessment Voucher), please complete this application by answering all required questions in the boxes, provide all relevant documentation and signatures, and submit the application to the Program Administrator in accordance with the eligibility terms and other requirements set forth in the CMO Implementation Manual. Answers to the application questions will be evaluated and determined to meet or not meet the minimum eligibility criteria set forth in the CMO Implementation Manual. Answers are not scored using a points-based system.

All fields with numbered questions are required. Questions lettered and in [blue](#) font are conditional questions that may be required based on certain previous responses. There is no minimum or maximum word count for individual questions or the application as a whole. This application includes the following attachment.

Attachment 1. Needs Assessment Voucher Budget Worksheet

In order to be evaluated, the entire application, including Attachment 1 must be completed; incomplete applications may not be considered. Applications submitted outside of the designated application submission window will also not be considered.

All information and data submitted in this application are the property of CARB and will become a public record under the Public Records Act (California Government Code Section 6254 et seq.) once the applicant has submitted the application. Do not include any personally identifiable information such as project staff home addresses, personal phone numbers, or personal email addresses. The Program Administrator may require additional documentation or clarification if needed.

If you need this document in an alternate format or language or to request other assistance with submitting the application, contact CALSTART at 626-744-5670 or by email at info@cleanmobilityoptions.org. **If additional space is needed in any section of the application, please attach a separate sheet.**

PROJECT TEAM PROFILE

This section collects information about the project team.

1. Lead applicant (“you” or “your”) general contact information: (write in)

Organization Name: Fresno County Rural Transit Agency	Authorized Officer Name: Moses Stites
Lead Contact Name and Title: Moses Stites, General Manager	California-Based Affiliate Contact (if different from the Lead Contact Name): Not applicable
Person with Contract Signing Authority (if different from above): Not applicable	
Street Address: 2035 Tulare Street, Suite 201	
City: Fresno	Zip Code: 93721
Phone: Phone (559) 233-6789	Email Address: mstites@fresnocog.org
Mailing Address (If different): Not applicable	
☒ I have read and understood the terms and conditions of the Sample Voucher Agreement.	

I hereby certify under penalty of perjury that all information provided in this application and any attachments are true and correct.

Printed Name of Responsible Party: Moses Stites	Title: General Manager
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Signature of Responsible Party: 	Date: 05/28/2020
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2. Please select your organization's type:

(select one)

- ☒ **Public agency.** For example, City, County, Metropolitan Planning Organization, Council of Government, local or regional transit agency, local air quality management district, air pollution control district, public school district
- ☐ **California Native American Tribe.** A Federally Recognized Tribe in California listed on the most recent notice of the Federal Register and other non-federally recognized California tribal governments, including those listed on the California Tribal Consultation List maintained by the California Native American Heritage Commission
- ☐ **Non-profit organization.** The non-profit organization that has been incorporated for at least one year prior to the time of voucher application submittal and with at least one full-time staff person based in California

3. Does your application include sub-applicants?

(select one)

- ☒ **Yes**
- ☐ **No**

Note: Sub-applicants are entities other than the lead applicant who enter into a partnership with other eligible organizations to apply for voucher funds. Sub-applicants may include but are not limited to organizations that provide community outreach services, transportation planning, technical assistance, and data analytics. Sub-applicants may be public, private, or non-profit organizations. A single entity may participate as sub-applicant in multiple applications.

Conditional:

- a. If your application includes sub-applicants, please list of each organization that is part of the team, with a summary of each organization's qualifications, and provide contact information for both decision-makers and day-to-day project leads from each organization.**

This proposal includes the Fresno County Rural Transit Agency as the lead applicant and Walker Consultants as the sub applicant.

The Fresno County Rural Transit Agency (FCRTA) provides general public transit service to rural communities throughout Fresno County, keeping the Valley connected and allowing passengers to conveniently travel within their community and throughout Fresno County. FCRTA provides both scheduled, fixed route services with designated bus stops along specific routes, as well as reservation-based, demand responsive service that offers curb-to-curb transportation.

- Moses Stites, General Manager: mstites@fresnocog.org
- Janelle Del Campo, Transit Planner: delcampo@fresnocog.org

Walker Consultants provides planning, design, policy, and engineering transportation consulting since 1965. Our goal is to provide work with the public sector to provide more transportation choices for people. We believe stakeholder and community engagement is a key factor to transportation planning and combine that input with our analysis and mapping expertise to make informed decisions about where and how to invest in transportation. We are a 100% employee-owned company with three California offices including San Francisco, Los Angeles, and Irvine. Walker is currently working in Fresno County with the Fresno County Rural Transit Agency on an electric vehicle rideshare/carshare plan.

- Chrissy Mancini Nichols, Mobility Consultant: cmancini@walkerconsultants.com
- Manuel Soto, TDM and Mobility Consultant: msoto@walkerconsultants.com

Note: If applicable, you must include a description of the team's qualifications, such as history of local engagement, key areas of expertise, or concrete examples of applicant representing or advocating in and for their community.

- 4. Do all partners included on your application team have full support and approval from decision-makers in their organization (e.g. Board of Directors, City Council, or other governing body, etc.) to participate in the project as proposed?**

(select one)

☒ **Yes**

☐ **No**

Note: Applications may be processed pending final approval from internal decision-makers; however, proof of approval is needed prior to signing the voucher agreement.

Conditional:

- a. If any application team members still require approvals to participate in the project, please state which member, who has the authority to approve, the process for approval, and anticipated approval timelines.**

FCRTA will receive formal board approval of resolution in June 2020. The resolution will authorize General Manager to participate in the project and execute grant agreements.

PROJECT NARRATIVE AND PROPOSED APPROACH

This section collects information about the project proposal and your transportation needs assessment approach. The project should aim to build capacity in the community by providing education to residents on clean transportation and mobility options, so that residents are fully informed and can play a meaningful role in identifying their community's transportation challenges, needs, and priority solutions. In this section, applicants must demonstrate an understanding of the community landscape in relation to transportation, and key activities that will be taken to conduct a comprehensive community transportation needs assessment.

- 5. Please explain in detail why a transportation needs assessment is needed for your community, including history of environmental and social/economic challenges, areas of investment/disinvestment, and populations that have historically been underrepresented in community or transportation planning.**

Why does the community need a transportation needs assessment?

This project will focus on the community of Biola in Fresno County, California. A transportation needs assessment is necessary for this project area to understand how people currently get around as well as obstacles faced by community members who do not have access to a vehicle to travel to destinations such as the grocery store, health care appointments, work, job interviews, and other necessary locations. There are no existing transit services in Biola and people face miles long walks in the sun and elements to get to the nearest bus stop (with no shaded areas or sidewalks). From there, riders must often make several bus connections to reach their final destination, making it a long and unreliable travel option. The only travel option is driving.

History of environmental and social economic challenges Given that there are no real transportation options to get around other than driving and vehicle ownership points to a community that has been left out and underrepresented in local planning. Biola has seen very few infrastructure investments. There are few sidewalks or parks. Residents must travel nearby cities or the City of Fresno to shop for essentials. There is only a small market for groceries. Many community members also face hurdles to advocate for their needs as they are limited English proficient and are agricultural workers with long hours and fluctuating work schedules. The traditional community meeting is not appropriate to reach people in Biola and gain their input on travel needs and planning. Given the lack of resources, there has been little investment.

Areas of investment/disinvestment

Biola needs more environmentally friendly transportation options that lower resident's travel costs and provide transportation options. According to data from the Calenviroscreen, Biola has some of the worst air quality in the nation. At the same time, rural public transit in Fresno County is stretched to provide any service. Traditional transit service is challenging to operate in places like Biola due to expense and because they are low-density areas and there are farebox recovery requirements. While new mobility has provided more transportation options for people in urban and some suburban areas, transportation network companies (TNCs such as Uber and Lyft,) as well as bike and scooter share are non-existent in Biola. If a resident rides a bike, there are no bike lanes or well-lit roads to safely ride at night.

The agency providing public transit in rural areas of the County, The Fresno County Rural Transit Agency (FCRTA), delivers both on-demand responsive intra-city service and fixed-route inter-city service along four service corridors between the most populated cities in the County. However, Biola does not have service because there are simply not enough resources. Currently FCRTA's traditional service must cover almost 6,000 square miles across the County to serve communities that are 60 miles away from the City of Fresno – the County seat and its main urban center. The agency also is required to meet the Transportation Development Act farebox recovery requirements that make it difficult to operate service in some areas. With limited budget, FCRTA must identify priorities and cost-effective ways to fill gaps in service, which can result in service gaps due to cost constraints compared to need.

Therefore the project area lacks high quality, affordable, environmentally friendly transportation options. People must either drive or carpool, or pay a taxi service up to or more than \$100 to get to their destinations. There is Dial-a-Ride service, but it is for pre-reserved in advance non-emergency medical services only. Trips to the grocery store, school, work, or other essential locations are virtually impossible without a vehicle.

Populations that have historically been underrepresented in community or transportation planning

We must find new ways to reach communities like Biola to understand their service needs to create innovative solutions to providing service outside of the FCRTA's current service model. According to Census data, no one in Biola uses transit to commute to work, there are no options under than driving. Further, work trips or other non-emergency medical trips are not permitted on rural Dial-a-Ride transit service.

As stated, many residents of Biola are limited English proficient or are agricultural workers who must work long days. They are unable to attend a traditional evening community meeting and are thus left out of the planning process. In Biola, 50% of residents did not graduate from high school. Many may lack the technical expertise required to understand engineers reports and other planning documents that are not designed for a non-technical audience. They also may simply not have time to dedicated to attending meetings or reading documents. Therefore, resources that are technical in nature do not adequately educate community members and as a result they are left out of the planning process.

6. Please summarize any existing regional or community-level transportation needs assessment efforts and identify gaps that this needs assessment proposal will fill.

Biola not been thoroughly analyzed in terms of their transportation needs. In 2015, a transportation gap analysis, The Fresno County Public Transportation Gap Analysis and Service Coordination Plan was conducted by the City of Fresno. The analysis found there is a significant supply of mobility services (transit, carpooling, transportation provided by social service organizations,) however based on resident input, public transit and human service agency transportation did not meet the needs of the population and limited frequency, lack of the ability to travel directly to their locations, particularly in rural areas like Biola make it difficult for some low-income residents to get to their destinations.

In 2019, Walker Consultants conducted a transportation gap analysis in rural Fresno County. Walker found major gaps in coverage county wide, especially Biola, CA. Walker's analysis did not include outreach to the general public, the outreach and engagement strategy was focused on social service organizations. This study would take that research further to gain input from the Biola community on where people need to travel, to inform service expansion to their destinations in the most efficient, cost-effective manner. This will allow any new service to be planned around actual needs and analyze how to combine passenger trips to maximize transit vehicle travel. Further, this needs assessment will fulfill a deeper data analysis to understand gaps in service specifically for the Biola community.

Once we understand the needs of the community, FCRTA can then plan for new, innovative service solutions in corridors where traditional service cannot be implemented due to cost-constraints and farebox recovery mandates.

- 7. Please describe potential transportation needs and solutions that your needs assessment proposal will address (such as certain types of trips residents may not be able to make, or certain types of mobility services residents may prefer or have already been using).**

This transportation assessment will address the following:

- **How residents currently travel** whether or not they own a vehicle including biking, walking, transit, car, carpool, electric vehicles, scooter or bikeshare, rideshare, taxi or another method.
 - **Residents with vehicles** - Can residents access all necessary locations with their vehicle, do they carpool or give others rides, what are their monthly transportation expenses, and how often do they use other modes of transportation? What is their willingness to more environmentally friendly, less expensive ways to get around like rideshare?
 - **Residents without vehicles** - How do residents without vehicles get around, do they have a driver's license, what are their monthly transportation expenses, have they missed appointments or job opportunities because of a lack of vehicle ownership, and would they be willing to use a rideshare service if it were available?
- **Where residents travel to** - The needs assessments will capture all origins and destinations.
- **Where residents cannot travel to** – The needs assessment seeks to understand the economic, social, or cultural implications of a lack of access.
- **Barriers to accessing transportation services** - To understand if walking or biking is feasible in their community (for example are there shaded walking areas, sidewalks, bike lanes) to identify areas of need.
- **Rideshare** - Interest in the community for a rideshare service for some or all trips, whether or not they own a vehicle.
- **Technology considerations** – We want to understand the types of technology people can access including smartphones, credit cards, and internet at home.
- **Demographic information** - including primary language, education, income, race and ethnicity, and work status information.
- **Social services used** – There is the potential to coordinate rides through existing social service organizations to lower travel costs. We want to understand what social service organizations are working with the community.

8. Please describe the people you will engage with, their basic demographics (e.g., income, household size, age, race, gender, languages spoken), and other important characteristics of the community and audience you are trying to reach.

The needs assessment will reach out to all residents of the project area.

Demographics of the project area include:

Biola, CA:

- Median age: 24.5
- 94% Hispanic
- 57% Female
- Poverty Rate: 32.7%
- 84% of adults 18+ language at home is Spanish

The needs assessment will make best efforts to reach and engage the following demographics including:

- Spanish speaking households
- Members of the community that may not have a driver's license
- Undocumented populations
- Residents without a high school degree
- Agricultural workers that have been historically excluded from the traditional planning process
- Persons living below the poverty line
- Residents that are unbanked and have difficulty paying for cashless transportation options
- Residents that do not have access to the internet
- People that do not own a vehicle or have regular access to a vehicle in their household
- Residents that have no way to travel other than by relying on someone else
- Seniors

We will work with community leaders to create an advisory council with Biola community leaders to engage residents so they feel safe taking the needs assessment as well as engage local stakeholders to provide feedback on the process. Advisory Council member will be compensated for their time and expertise (\$100 gift card).

- 9. Please summarize your planned approach and key activities including the timeline for conducting a community transportation needs assessment in accordance with project requirements.**

Activity	Months								
	1	2	3	4	5	6	7	8	9
Project Execution									
Transportation Access Data Analysis and Research Deep Dive									
Community Engagement Plan									
Stakeholder Meetings and Advisory Council									
Community Pop Up									
Resident Survey									
Focus Group									
Summary Report									
Presentation of the Summary Report									
CMO Project Preparation and Design									

We will have a three step approach to the needs assessment:

- a. **Transportation Access Data Analysis and Research Deep Dive (months 1 and 2)** – Walker will build on our expertise on regional planning efforts in Fresno County and review all potential existing transportation planning efforts, public and private in the study area. We will complement this review with a geospatial analysis to understand additional characteristics of the community including:
 - Vehicle ownership per household
 - Major origin and destinations
 - Employment and income
 - Commute to work
 - Household size
 - Access to the internet and computers
 - Senior population
 - Transit dependent population
 - EPA Walkability Index
- b. **Community Engagement Plan (months 3 through 7)** – Building on Walker’s prior engagement with community leaders, we will start with integrated community engagement and public outreach plan for stakeholders and residents. We will also use the community engagement plan to educate residents about transportation options and the importance of their involvement in the planning process.

We propose a community engagement plan that can be a primary source of information to understand mobility needs in Biola and develop solutions. The plan will reflect multiple

channels to gather input. We will start with a stakeholder partnership with existing community leaders who form an advisory council, followed by a focus group, and a resident survey. Due to potential social distancing and stay-at-home requirements, we will work to hold any meetings virtually and via telephone when necessary and will make all accommodations for people who do not have access to technology.

Each event will begin with an overview of the needs assessment, the importance of the assessment to providing more transportation options and thereby access to greater opportunities for community members. We will clearly explain the process in a non-technical format and discuss how the information will be used to create more transportation options. A member of our team (Manuel Soto) is a native Spanish speaker and we will ensure that people who speak Spanish are accommodated in all engagement activities. The plan includes the following process:

Stakeholder Meetings and Advisory Council (month 3) - A meeting with community leaders and stakeholders including elected officials, school district leaders, and other members of the community to form an Advisory Council (of approximately five to ten members). The purpose of the stakeholder meetings is to educate about and discuss the needs assessment process, explain the data and analysis from the research deep dive, present the community engagement and survey process and discuss any necessary adaptations, and gain input to inform the needs assessment. Stakeholders will also be a necessary path to fully engaging the community and gain their trust.

The Advisory Council will meet once in person or via video/telephone during month 3 and then we will update and continue to gain their input throughout the community engagement process.

In person events will potentially be held at the Biola Community Services District. Advisory Council members will be compensated with a \$100 gift card for their time.

Resident Survey (month 4-7) - Based on data and analysis from the research deep dive and Advisory Council meetings, Walker will develop a resident survey. This survey will be adapted from the Community Transportation Needs Assessment – Resident Survey available on the CMO website. Survey questions will be designed to gain input from residents about where and how they travel, transportation costs, barriers to transportation access, and their willingness to use electric vehicle ridesharing for travel.

The survey will be available online and in paper form. We will make best efforts to post about the survey and how to take it through flyerling local locations as well as distribute paper surveys through utility bills (with return postage paid and a call in number). We will

leverage stakeholder relationships with the Advisory Council, major workplace locations, and local social service organizations to inform people about the survey. We will also work with local community groups and stakeholders to hold a four hour pop-up at a local gathering place in Biola to encourage residents to participate. The pop ups will provide information about the needs assessment process and have the survey available for residents to take on the spot or mail in. We will also use the pop ups to market the focus group and generate attendance.

Focus group (month 6-7) - A focus group will be held to gather more detailed input on transportation needs. Focus group participants will be invited to participate through stakeholder identification and outreach, word of mouth, phone banking, sending out flyers with utility bills, community pop up, and placing flyers in areas where residents visit. We will also work with local social service organization to identify potential participants. Participants will be compensated for their time to encourage participation (up to 50 \$30 gift cards). The focus group will be held in the evening to accommodate work schedules.

We will first present easy to understand information on the background and purpose of the needs assessment.

Walker will run the focus group and document answers to the following questions:

- What transportation options are currently available to you for work trips, for non-work trips
- How do community members feel about available transportation? Does it fulfill your needs? Why or why not?
- Have you used rideshare services, taxi, transit, biking, walking? Why or why not
- About how much money do you spend each month on transportation?
- What are the top three destinations you travel by type of place (i.e. work, grocery) and location (i.e. City of Fresno, hospital?)
- Do you have regular access to a smart phone, computer, internet?
- If a low-cost rideshare service were available, would you be interested in using it to get around, for what types of trips (work, medical, grocery, etc.?)
- Would you pay \$6 per trip for this service? \$8 per trip?
- Are there any barriers or things we should know about that would prevent people from using a rideshare service?

Events will potentially be held at the Biola Community Services District or over video/telephone due to stay-at-home requirements.

- c. **Summary Report (month 8 and 9) -** We will develop a summary report that includes the following:

- Analysis of the research deep dive and geospatial data mapping including data sources and variables used.
- How the community engagement plan was conducted and findings and analysis from the stakeholder meetings, focus groups, and resident survey.
 - Special attention will be placed on how we conducted the process to ensure all members of the community had an opportunity to participate.
 - Needs assessment results:
 - i. Demographics of people that were engaged and participated.
 - ii. Description of current transportation behaviors, how and where people travel, lost opportunities related to lack of transportation access, attitudes on rideshare services.
 - iii. Findings on how people feel about how they get around, what options are available, how they want to travel, and any obstacles.
 - iv. Analysis of the transportation gaps and challenges in the project area and potential solutions.
- **Presentation of the Summary Report (month 9)** - The summary report will be presented to the Advisory Council s and to the FCRTA as well as be available to the public on the FCRTA's website at www.ruraltransit.org. We will also mail copies of the presentation as requested.
- **Clean Mobility Options Project Preparation and Design (months 8 and 9)** -
 - Based on the analysis, the project team will identify recommendations and short term steps to creating environmentally friendly transportation options for community members.
 - Two additional meeting with the Advisory Council to prioritize mobility solutions based on findings of the needs assessment.
 - Evaluation of cost projections, the planning required, potential partners, how to engage the community to attract riders, and how to track and monitor service. This will also include potential funding sources for the service.
 - Initial development of the CMO Clean Mobility Project Voucher application.

Note: The approach must include timeline and plan for the following elements:

- d. *Transportation Access Data Analysis: Description of proposed survey administration and accessibility data indicators approach.*
- e. *Community Engagement Plan to determine transportation gaps, needs, and preferences: Description of plans to engage with the community to conduct a needs assessment, including residents, businesses, or other stakeholders who may benefit or be affected by a new clean mobility service in the community. Detailed description of the two minimum required*

community engagement types (at minimum, description must include locations, intended audience, and plans for notifying residents about events, meetings, or gatherings).

- f. Summary Report: Description of timing and process for developing the Summary Report, and plans for how the information will be communicated to the community and local decision-makers.*
- g. Clean Mobility Options Project Preparation and Design (optional). See Section R.4 of the CMO Implementation Manual for more details.*

10. How will you ensure that your needs assessment activities are representative of and reach the whole community, including those who are not typically served well by existing transportation services or existing public feedback processes? Describe in detail.

To ensure the needs assessment activities are represented and reach the whole community, including those not typically serviced by existing transportation services and people not typically represented in the community planning process, to ensure public participation and feedback, Walker will:

- Conducting a multi-layered community engagement approach that incentivizes people to participate and works through a tiered system of stakeholders and Advisory Council, a focus group, local pop up, and a survey that offers multiple ways to participate that do not include attending a time consuming meeting.
- Working through existing community institutions and social service organizations to gain community trust and encourage feedback for both the focus groups and survey. These groups will form an Advisory Committee of approximately 10 people who will be compensated \$100 for their time.
- Outreach focused on places people travel through pop-ups and flyering in local places people frequent. These areas will be identified and verified through the Advisory Council.
- The draft report and presentation will be available to the public and presented to the advisory committee.
- A team that includes FCRTA, a trusted community partner and provider of existing transit services in the county.

PROJECT AREA

This section collects information about physical boundaries of the project area in relation to the requirement that project benefit disadvantage and low-income communities as defined.

11. Which of the following geographies is your Project Area located within?

(select at least one and all that apply)

- ☒ SB 535 Disadvantaged Communities: Census tracts in the top 25 percent of CalEnviroScreen 3.0 scores.
- ☐ Affordable housing facility consistent with the CMO requirements.
- ☐ Tribal lands, only when within AB 1550-designated low-income communities or SB 535 Disadvantaged Communities. For the purposes of this criterion, "tribal lands" includes any property owned by a California Native America tribal authority and is not limited to federally recognized reservations.

Note: For the purposes of CMO Voucher Pilot Program, the affordable housing facility must meet the following criteria:

- a. *The property must have at least five units.*
- b. *The property must be deed-restricted low-income residential housing, where at least 80 percent of property residents have incomes at or below 60 percent of the area median income.*

Conditional:

- **If your project area is within an affordable housing facility, please provide the address of the facility or facilities.**

(write in)

- b. **If your project area is within an affordable housing facility, please provide a copy of a recorded deed restriction, regulatory agreement or covenant that restricts the property to low-income residential housing as defined in the California Public Utilities Code Section 2852(a)(3)(A)(i) and has at least 10 years remaining on the term of the property's affordability restrictions. Properties with fewer than 10 years remaining that are willing to extend affordability requirements for a total of 10 years must provide proof of completed extension of affordability restrictions from a state or local agency. Write in "attached" along with any comments.**

(write in)

- c. **If your project area eligibility is based on location on tribal lands, please provide the name of the reservation, or if not part of a reservation, the address of the tribally owned facility.**

(write in)

- 12. Describe the boundaries of the Project Area in only one of the following ways: (a) If Project Area boundaries are the same as census tract boundaries, list the census tracts, (b) provide a map showing the geographic boundaries, or (c) describe the boundaries using street names and cross streets.**

(write in)

Biola, CA Census Tract - 6019004100

- 13. If applicable, identify the disadvantaged communities that the project intends to benefit, identified by census tract and ranking score in CalEnviroscreen 3.0.**

Biola, CA Tract 6019004100 - CalEnviroscreen 3.0 pollution burden is 71

- 14. What is the population size of the project area?**

Biola, CA Population is 3,306 (Source: Biola, CA Tract 6019004100 - from CalEnviroscreen)

- 15. Are you submitting application(s) for project area(s) that are located entirely inside unincorporated areas (i.e. no city government represent the area)?**

(select one)

☒ **Yes**

☐ **No**

Note: If the answer is yes, you may submit up to three applications. Multiple proposals are allowed only for cases where a lead applicant is applying for projects that are located entirely in unincorporated County jurisdictions and therefore are not represented by city governments. If the answer is no, you may only submit one application in the course of each application submission window.

Conditional:

- If you are submitting more than one application (up to three applications are allowed if the entire project area(s) are located in unincorporated communities), are the project areas located entirely within unincorporated county jurisdiction?

(write in)

- Please indicate the location(s).

(write in)

PROPOSED BUDGET

- 16. Please indicate the total voucher amount you are requesting in this application.**

\$48,802

- 17. Attach the Needs Assessment Voucher Budget Worksheet (Attachment 1) that quantifies the total requested voucher funding for all key project cost components during the voucher agreement. Write in "attached" along with any comments.**

(write in)

Attached

ATTESTATIONS AND SIGNATURE

- a. I, the authorized officer to represent and sign this application on behalf of my organization as the Lead Applicant, have read, understand and agree to abide by all of the requirements, terms, and conditions in the CMO Implementation Manual;
- b. I attest to all of the following:
 - i. Our team complies with all applicable State and/or federal conflict of interest laws; and
 - ii. All information provided in this application and any attachments are true and correct.

Signed by officer of organization:

Name: Moses Stites	Signature: 
Title: General Manager, Fresno County Rural Transit Agency	Date: 5/28/2020

Applications may be submitted by email at application@cleanmobilityoptions.org , or by mail and in-person delivery to the following address:

PLEASE RETURN SIGNED DOCUMENTS TO:**Attention: Clean Mobility Options****CALSTART****48 South Chester Avenue****Pasadena, CA 91106**www.cleanmobilityoptions.org

ATTACHMENT 1: COMMUNITY TRANSPORTATION NEEDS ASSESSMENT BUDGET WORKSHEET

Needs Assessment Voucher Budget Worksheet				
Instructions: Enter data in blue cells. Do not enter data in grey or white cells. Add rows as necessary. The entire sheet is "unlocked" and it is the applicant's responsibility to ensure that subtotals and calculations are accurate.				
Section 1: Project Components		Section 2: Description of Voucher Request		
(a) Expense Category	(b) Item description	(c) Voucher amount requested per unit or hour (\$)	(d) Number of units or hours requested	(e) Total voucher amount by item (\$)
Transportation Access Data Analysis	Mobility Specialist #1 time	\$193/hr	6	\$1,158
	Mobility Specialist #2 time	\$193/hr	22	\$4,246
Community Engagement to Determine Gaps, Needs, and Preferences	Mobility Specialist #1 time	\$193/hr	80	\$15,440
	Mobility Specialist #2 time	\$193/hr	60	\$11,580
	Focus Groups	\$500/focus group	1 focus group	\$500
	Pop Ups	\$300/pop up	1 pop up	\$300
	Advisory Council Meeting	\$200/meeting	1 meeting	\$200
Summary Report	Mobility Specialist #1 time	\$193/hr	20	\$3,860
	Mobility Specialist #2 time	\$193/hr	8	\$1,544
Project Preparation and Design	Mobility Specialist #1 time	\$193/hr	10	\$1,930
	Mobility Specialist #2 time	\$193/hr	8	\$1,544
Voucher Administration Costs	Travel	\$500/trip	2 trips	\$1,000
	Mail	\$2,000/mailing	1 mailing	\$2,000
	Gift Cards for Advisory Council	\$100/gift card	10 gift cards	\$1,000
	Gift Cards for Focus Group Participants	\$30/gift card	50 gift cards	\$1,500
	Printing (surveys and flyers)	\$1,000/per printing	1 printing	\$1,000
Grand Total				
Grand Total - Voucher Funding Term (Voucher Funds)		n/a	n/a	\$48,802
Notes:				



June 1, 2020

601 California Street, Suite 820
San Francisco, CA 94108

Moses Stites
General Manager
Fresno County Rural Transit Agency
2035 Tulare Street, Suite 201
Fresno, California 93721

415.644.0630
walkerconsultants.com

Subject: Letter of Commitment from Walker Consultants for Fresno County Rural Transit Agency's Clean Mobility Options Voucher Pilot Program Proposal

Dear Mr. Stites,

On behalf of Walker Consultants, I would like to express our commitment to serving as the sub-applicant for Fresno County Rural Transit Agency (FCRTA) in the California Air Resource Board's Clean Mobility Options Voucher Pilot Program (CMO). The CMO program will increase access to clean mobility options in disadvantaged communities, reduce greenhouse gas emissions (GHG) and criteria pollutants, increase the uptake of zero-emission vehicles, and improve air quality and public health in the State's most vulnerable communities. The Fresno County Rural Transit Agency will lead this program with our support in efforts to create cleaner, greener, more thriving communities.

Walker Consultants provides planning, design, policy, and engineering transportation consulting since 1965. Our goal is to work with the public sector to provide more transportation choices for people. We believe stakeholder and community engagement is a key factor to transportation planning and combine that input with our analysis and mapping expertise to make informed decisions about where and how to invest in transportation. We are a 100% employee-owned company with three California offices including San Francisco, Los Angeles, and Irvine. Walker is currently working in Fresno County with the FCRTA on an electric vehicle rideshare/carshare plan.

Walker Consultants will support the Fresno County Rural Transit Agency proposal by completing the transportation access data analysis including collecting transportation data and creating maps and other visualizations, facilitating the community engagement plan and analysis of the respondent surveys and focus group responses, and working with the FCRTA to produce the summary report and Clean Mobility Options project preparation and design. Walker will also translate materials in Spanish.

We are excited about the opportunity to work with the outstanding team to deliver a program that improves access to clean mobility. We greatly appreciate your consideration in reviewing this commitment letter that will contribute to the State's ambitious climate change goals. If you have any questions, feel free to contact me directly at cmancini@walkerconsultants.com

Sincerely,

A handwritten signature in cursive script that reads "Chrissy Mancini Nichols".

Chrissy Mancini Nichols
Walker Consultants
601 California Street, Suite 820
San Francisco, CA 9410