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**FRESNO COUNTY RURAL TRANSIT AGENCY (FCRTA)  
MEETING AGENDA**

DATE: Thursday, September 24, 2020  
TIME: 5:30pm, **AFTER** the *Fresno Council of Governments (FCOG) Meeting*  
PLACE: FCOG / FCRTA Offices  
Ash Conference Room  
2035 Tulare Street, Suite 201  
Fresno, CA 93726  
(Corner of Tulare and Van Ness Ave. - above Club One  
Park in Underground Garage - Entrance off Tulare & Van Ness Ave.  
Exit Elevator on Tulare St., Turn Left, Enter Lobby Door,  
Up Elevator to Second Floor, Left to Sequoia Conference Room)

**Americans with Disabilities Act (ADA) Accommodation**

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

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

**OUT OF AN ABUNDANCE OF CAUTION REGARDING THE COVID-19 VIRUS THE  
SEPTEMBER 24, 2020, FCRTA BOARD MEETING WILL BE HELD VIA ZOOM.**

**Joining the meeting:**

Join Zoom Meeting

<https://zoom.us/j/95775016217?pwd=dEVYRGdEQWZLUHo4dTlxQUplZFpTd09>

Meeting ID: 957 7501 6217

Passcode: 930287

If you wish to address the FCRTA Board during the public comment portion of the agenda, click on the icon labeled "Participants" at the bottom center of your PC or Mac screen. At the bottom of the window on the right side of the screen, click the icon labeled "RaiseHand". Your digital hand will now be raised.

**Join by Phone**

+1 669 900 6833 US (San Jose)

Meeting ID: 957 7501 6217

Passcode: 930287

When on the phone, if you wish to address the FCRTA Board during the public comment portion of the agenda, Press \*9 to "RaiseHand" and we will select you from the meeting cue. Use \*6 to unmute yourself before speaking.

**Those addressing the FCRTA Board must state their first and last name and agency for the record.**  
To facilitate electronic access, no person shall speak until recognized by the Chair.

## 1. ROLL CALL

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

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

## 2. CONSENT ITEMS

### A. Approve Executive Minutes of July 30, 2020 [ATTACHMENT]

### B. Sustainable Transportation Equity Project (STEP) Grant [APPROVE]

**Summary:** FCRTA submitted a grant application through the California Air Resources Board (CARB) under the Sustainable Transportation Equity Project (STEP). FCRTA's project is the Equitable Mobility for Economic Investment Project (EMEIP) and is a multi-partner effort to bring advanced zero emission shared mobility services to both rural and urban underserved communities in Fresno County that have long suffered from systemic poverty and isolation from economic opportunity due to limited transportation options. The project focuses on providing services to cities and communities in both eastern and western Fresno County with connections into downtown Fresno through the Elm Ave. corridor in southwest Fresno. The project proposes to deploy thirteen (13) Chevy Bolt EVs or Kia Niro EVs, ten (10) new EV chargers, and two (2) EV ADA compliant shuttle vans to provide both ride-sharing and car-sharing services to residents for everything from trips to the doctor to shopping to employee transport to work. The project is a joint effort of Fresno County Rural Transit Agency, Inspiration Transportation, Fresno Metro Ministry, Walker Consultants, and the Fresno State Transportation Institute. The total project budget is \$8,206,836. The application is attached for your review (ATTACHMENT).

**Action:** Staff recommends Board approval of the STEP grant application in the amount of \$8,206,836.

### C. Coronavirus Aid Relief Economic Stimulus (CARES) 2 [APPROVE]

**Summary:** Through the Coronavirus Aid, Relief, and Economic Stimulus (CARES) Act, the U.S. Department of Transportation, Federal Transit Administration has made available \$25 billion in funding for public transportation operations, maintenance, capital, and administrative expenses and \$2.2 billion of the funding is focused on rural transit. FCRTA received \$3,355,334 in funding through the CARES Phase 2 and will purchase five (5) 30ft. K7M BYD electric buses to be deployed on the demand response and fixed routes. The application was submitted on August 14, 2020 through the Caltrans Blackcat system.

**Action:** Staff recommends Board approval of the CARES 2 application to Caltrans and adoption of Board Resolution No. 2020-16.

### D. Electrify America Agreement [APPROVE]

**Summary:** Electrify America intends to deploy eight (8) Solar EV Level 2 Arcs in the Central Valley in areas where they will do the most good. FCRTA was contacted by Electrify America to assist in deploying these eight (8) units as a result of FCRTA previously successfully deploying Solar EV Arcs in the 13 rural cities in Fresno County. FCRTA will be the host organization and Electrify America will be providing the units, the installation and the maintenance. The eight (8) Solar Arc units will be placed in the cities of Parlier, Selma, Mendota, Fowler, Reedley, Orange Cove, Sanger and Huron. There may be an opportunity for additional solar charging units in the future. Delivery of the units is expected by the end of September. The Electrify America agreement is attached for your review (ATTACHMENT).

**Action:** Staff recommends Board approval of the agreement and authorize General Manager to execute agreement with Electrify America.

**E. NEPA Approval Letter for the FCRTA Maintenance and Operations Facility in the City of Selma (INFORMATION)**

**Summary:** The City of Selma has been designated the preferred location for the FCRTA maintenance facility. The new FCRTA bus and operations and maintenance facility will be funded by The Federal Transit Administration (FTA) 5339 Grant, SB1 State of Good Repair and local Measure C funds totaling \$13 million. FCRTA has prepared National Environmental Policy Act (NEPA) documents for categorical exclusion as a requirement to be in compliance and receive FTA funding (\$5.1 million). The parcels have already been given a Categorical Exemption under CEQA. FCRTA is waiting on FTA for a Categorical Exclusion letter for NEPA. Once the letter is received, then FCRTA can issue a Design-Build Request for Proposals for the project.

**Action:** Information only. The Board may provide additional direction at its discretion.

**F. Creek Fire – Auberry Transit Update (INFORMATION)**

**Summary:** The Creek Fire started on Friday, September 4<sup>th</sup> and parts of the Sierras in both Fresno and Madera Counties have been issued wildfire warnings and evacuation orders. Due to road closures and safety precautions taken as a result of the Creek Fire, the Auberry Transit Route will be canceled until further notice. The Auberry Transit Route will resume once the service area is considered safe, the fire is contained, and roads reopen.

**Action:** Information only. The Board may provide additional direction at its discretion.

**G. Amendment IV to the Agreement for Contractor Services with MV Transportation [APPROVE]**

**Summary:** As a result of the 2018 Request for Proposals (RFP), MV Transportation was awarded a three (3) year agreement to operate FCRTA's demand response and fixed-route systems. FCRTA has re-negotiated the 3<sup>rd</sup> year of the contract for an hourly billable revenue service rate of \$46.00 per hour. During the remainder of the COVID-19 pandemic, the billable service rate will be \$40.00 per hour. Due to the improvement in safety and a significant reduction in incidents and accidents since the transition, staff is recommending continued contracted services with MV Transportation for an additional 4 years (2021-2025). The option to renew the contract for an additional 4 years was included as an option in the 2018 RFP. Amendment IV to the Agreement for Contractor Services with MV Transportation is attached for your review (ATTACHMENT).

**Action:** Staff recommends Board approval of the Amendment and authorize General Manager to execute Amendment IV to the Agreement for Contractor Services with MV Transportation.

**3. CLOSED SESSION**

- A. Public Employee Performance Evaluation Government Code Section 54957(b)(1) – Title: General Manager**

**4. OTHER BUSINESS**

- A. Items from staff.**

- B. Items from members.**

**5. ADJOURNMENT**

## Executive Minutes

Thursday, July 30, 2020 at 5:30 P.M after COG Policy Board Meeting  
COG Sequoia Conference Room  
2035 Tulare St., Suite 201, Fresno, CA

## Members Attending:

Mayor Ron Lander, City of Coalinga  
Mayor Elsa Lopez, City of Firebaugh  
Mayor David Cardenas, City of Fowler  
Mayor Rey Leon, City of Huron  
Mayor Michelle Roman, City of Kingsburg  
Mayor Alma Beltran, City of Parlier  
Mayor Pro Tem Mary Fast, City of Reedley  
Mayor Frank Gonzalez, City of Sanger  
Mayor Amarpreet Dhaliwal, City of San Joaquin  
Mayor Louis Franco, City of Selma

Moses Stites, General Manager  
Janelle Del Campo, Operations Manager  
Bryan Rome, County Counsel  
Jeaneen Cervantes, FCOG

## Absent:

Supervisor Sal Quintero, Fresno County  
Mayor Pro Tem Gary Yep, City of Kerman  
Mayor Rolando Castro, City of Mendota  
Mayor Victor Lopez, City of Orange Cove

1. **ROLL CALL** — Meeting called to order 7:08 p.m

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

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

2. **CONSENT ITEMS**

- A. Approve Executive Minutes of June 25, 2020 [ATTACHMENT]
- B. Free Rides for Veterans [APPROVE]
- C. Safety and Security Agreement for City of San Joaquin [APPROVE]
- D. National Interstate Insurance Renewal [INFORMATION]
- E. Inspiration Transportation Contractor Services Agreement [APPROVE]
- F. Measure C New Technology Application [APPROVE]
- G. NEPA Report for the FCRTA Maintenance and Operations Facility in the City of Selma [APPROVE]
- H. Amendment III fo the Agreement for Contractor Services with MV Transportation [APPROVE]
- I. Title VI of the Civil Rights Act of 1964 Program Updates [APPROVE]
- J. San Joaquin Transit Route Update [INFORMATION]

Consent Items A thru C except for **Item D that was pulled**; and Items E thru J except for **Item H that was pulled** by Mayor Pro Tem Fast (Reedley). A motion was made by Mayor Fast (Reedley) and second by Mayor Leon (Huron). A vote was called, and motion carried.

Pulled Items:

**D. National Interstate Insurance Renewal**

Mayor Pro Tem Fast (Reedley) questioned that on the insurance renewal there was no dollar amount?

Moses responded, that FCRTA had two insurance coverages one was National Insurance that covers the City of Coalinga and the other policy is for MV Transportation providers for the rest of the cities.

The reason we have National Insurance with the City of Coalinga is because MV cannot insurance those vehicles or drivers because the City of Coalinga runs the transit. The reason for the significant increase is because 2 years ago our previous provider had a significant safety issue and accidents and we had quite a few claims we had to pay out directly and thru litigations mediations so we were fortunate enough to still get this coverage for the 12 vehicles.

It's significant considering three are buses, a couple of service trucks and Chevy Bolts and a trailer. Mayor Pro Tem Fast (Reedley) asked what the difference is in the increase? Moses replied, probably \$2,500 to \$3,000.

**H. Amendment III for the Agreement for Contractor Services with MV Transportation**

Your billable revenue rate hours were change from \$46.00 to \$40.00 due to the pandemic? When will it change back to \$46.00?

Moses response it will change once the ridership gets back to the pre COVID numbers. We're fortunate to negotiate with MV to drop it to \$40 per hour.

**3. ACTION ITEMS**

**A. Rural CTSA Re-Designation 2021-2022 [APPROVE]**

Moses informed the board the FCOG designated 3 CTSA's in 1983. They designated the City of Clovis as a sole designee for social service transportation services in the City of Clovis and City of Fresno (FAX) co-designated Fresno EOC as the social service transportation agency for urban and FCRTA with Fresno EOC as the social service transportation agency for the rural and the intent was to provide social service transportation specifically from the TD/LTF monies up to 5% of the funding for each of those respective jurisdictions. While the intent and purpose was meaningful and well-intended in serving a multitude of numerous social agencies, over the past several years this has not been the case.

The designated social service agency in charge of coordination has stop short of the inclusion of outside agencies and essentially only served its own agency programs with transportation and meal delivery services with only a couple of outside agencies that they contract for like Central Valley Regional Center (CVRC) , Fresno Madera Area on Aging (FMAAA) and Head Start.

Over the years the percentage of the TDA/LTF subsidy to meal delivery service was minimal however, as of recently the subsidy is almost 100% it's really 88%. And this amount of money goes to the meal delivery service operated by EOC Transit for the Food Preparation Center which is also an EOC entity and both are enterprise programs so for 2020 to 2021.

There is approximately \$576,000 allocated for TDA/LTF Rural CTSA to provide Social Service Transportation of this allocated amount \$503,00 is being proposed for meal delivery service which EOC Transit provides this service that leaves \$63,000 to be used for other

transportation services taking individuals to senior centers and disabled programs.

Keep in mind that all the TDA/LTF funding is used by EOC with the exception of \$200,000 which comes back to FCRTA in pass through funding that FCRTA uses to offset our senior transportation to congregate sites and prior to the pandemic it was costing FCRTA close to \$400,00 to \$500,000 a year and were only getting \$173,000 to offset the cost which we still managed.

Since FEOC is not transporting routes since the COVID 19 as of latter part of March and only operating meal delivery routes its time to pursue this re-designation so FCRTA can use the TDA/LTF funding for its intended use of people transportation versus meal delivery.

FCRTA can put this rural TDA/LTF allocation to a more effective and efficient use by being the sole rural CTSA designee like the City of Clovis and operate the social service portion directly or releasing an RFP for like services and making assurance that other social service agencies like the Association for Retarded Children, United Cerebral Palsy and other social service agencies and transportation agencies can operate and apply and be awarded some of this funding as well as EOC it's not going to preclude them from applying it's just that they won't administer the funding for the operations which has been geared towards the meal deliveries primarily.

We really want to take a strong look at this. Also, City of Fresno FAX supports our effort. FCRTA would like to replicate the City of Clovis model because they are very efficient and effective and this won't be effective until July 2021.

Mayor Lopez (Firebaugh) asked Moses that she had received a letter from FMAAA notifying her that the funding for the senior coordinator was being eliminated. Mayor Lopez (Firebaugh) asked if there was any kind of funding for the position and if this would be affecting the drivers.

Moses replied, it would affect drivers because now they would have to pick up the meals and deliver to their homes.

Mayor Dhaliwal (San Joaquin) asked Moses if the FEOC Food Preparation was a private enterprise? Moses response was no it was not a private enterprise.

A motion was made by Mayor Roman (Kingsburg) and second by Mayor Pro Tem Fast (Reedley). A motion was made, and vote was called, and motion carried.

#### 4. **OTHER ITEMS**

##### A. Items from Staff

##### 1. CARES Act 2 Funding

Moses informed the Board that FCRTA had been notified a week ago that the Phase I Care Act Funding had allocated \$1.7 million in the Care Acts funding and Phase II allocation is \$3.3 million that FCRTA will be receiving.

##### 2. AHSC Grant Application Award

Moses informed the Board that FCRTA, the City of Coalinga, and a private developer applied for a proposal with the State Department of Housing for a housing project. Transit is a strong component of those housing proposals and we put in for a bus, a charging unit, bus shelter and other amenities and we received notice that we were funded.

B. Items from Members

Mayor Pro Tem Fast (Reedley) thanked Moses for attending their City Council meeting.

Mayor Roman (Kingsburg) informed everyone that the Zoo is now open except for indoor exhibits which remain close. Measure Z funds passed, and they will be working on the project Kingdom of Asia. The Orangutan exhibits will be opening next month.

Mayor Lopez (Firebaugh) informed the Board the reason for the absence of Gary Yep is he had received an eviction notice for his business and had to vacate the business right away.

5. **ADJOURNMENT 7:48 p.m**

A motion was made by Mayor Beltran (Parlier) and second by Mayor Lopez (Firebaugh). A vote was called, and motion carried.

Respectfully submitted,



Moses Stites  
General Manager

**STEP Implementation Grant Proposal Template**  
**GRANT FRAMEWORK tab**

Proposal name		Equitable Mobility for Economic Investment Project	
INSTRUCTIONS		RESPONSES	
VISION			
1	Describe the vision for the STEP Community.	<p>Mobility is a key component of a person's ability to access economic opportunity in our society today. For hundreds of years people of color have been denied equal access to mobility all across the United States due to the "disease" of systemic racism and economic bias; in Fresno County this "sickness" has resulted in cycles of poverty and economic isolation in many communities both urban and rural. The Equitable Mobility for Economic Investment Project is designed to start to correct this situation through the use of shared mobility services using advanced zero-emission vehicles and development of new cooperative businesses in these underserved communities that will multiply the economic power of residents by channeling resources back into the community.</p>	
2	Describe how residents and other key stakeholders were involved in the development of the vision statement identified above.	<p>The EMEIP vision statement articulates the reality that residents in the thirty-four (34) census tracts representing the STEP community have lived under for decades in Fresno County. Because the EMEIP team is locally based and deeply connected with residents and leaders in the STEP community, developing a vision statement that represents the desires of people in these communities was a natural outcome of work EMEIP team members have been doing in these communities for years. When the vision statement shown above was vetted with Community Partners as part of developing this proposal and gaining their support for the new services, no changes in the statement were requested; confirming that the EMEIP team understands the heart of the issues with transportation equity in Fresno County.</p>	
PROJECTS AND STRATEGIES			
	Project name (in order of priority for funding)	Associated strategy	Describe how residents and other key stakeholders were involved in the identification of each strategy and project.
Project #1	Equitable Mobility for Economic Investment Project Shared Mobility	Shared Mobility	<p>The STEP community-identified transportation needs are based multiple channels of community engagement starting with existing annual unmet transportation needs assessment documents that have been developed within the last year by a multitude of agencies; FCOG, FAX, FCRTA, and other regional agencies. Lack of flexible, low-cost, clean transportation services has been a consistent concern for residents in these annual studies for past two years at least. In addition, Fresno Metro Ministry completed a comprehensive county-wide health needs assessment in February 2020 where respondents consistently listed lack of low cost, flexible intercity transportation access as a key barrier to getting quality healthcare since all of the major health care facilities in Fresno County are concentrated in with city of Fresno. Specifically related to developing the proposed rideshare/carshare project scope for EMEIP, FCRTA and Walker Consultants engaged with local government and social service organizations to gain input from local stakeholders to understand the unmet transportation needs to inform the project design. Fifteen one-on-one and group discussions/workshops were held across the County to reach the diverse populations of the project area and stakeholders who are well versed in transportation issues and know their constituents best and could fully inform the transportation analysis. During these meetings, stakeholders were actively engaged in discussions about the transportation needs of the people they represent and serve in an open and honest manner.</p>
Project #2	Equitable Mobility for Economic Investment Project Active Transportation Planning	Active Transportation	<p>The City of Fresno and an expert consulting firm conducted community engagement for the Elm Avenue Revitalization Strategy. A Steering Committee made up of local community leaders was formed to guide the development of the Elm Avenue Revitalization Strategy. The Steering Committee met in January 2018, and received a presentation on the planning team's analysis of existing conditions; key points about brownfields development; outcomes from the first community workshop; and next steps. The Committee met again in May 2018 to hear the planning team's preliminary site reuse concepts and corridor vision, and to help guide the direction of these key elements of the Strategy. The Committee convened again in July 2019 to review the Draft Revitalization Strategy and make recommendations. The Steering Committee was supported by numerous community events and workshops over an 18-month period in which direct input into community needs and desirable development were received. The City Council approved the Elm Avenue Revitalization Strategy with strong and diverse community support in October 2019.</p>
Project #3	Equitable Mobility for Economic Investment Project Cooperative Business Development	Community Development	<p>The City of Fresno and an expert consulting firm conducted community engagement for the Elm Avenue Revitalization Strategy. A Steering Committee made up of local community leaders was formed to guide the development of the Elm Avenue Revitalization Strategy. The Steering Committee met in January 2018, and received a presentation on the planning team's analysis of existing conditions; key points about brownfields development; outcomes from the first community workshop; and next steps. The Committee met again in May 2018 to hear the planning team's preliminary site reuse concepts and corridor vision, and to help guide the direction of these key elements of the Strategy. The Committee convened again in July 2019 to review the Draft Revitalization Strategy and make recommendations. The Steering Committee was supported by numerous community events and workshops over an 18-month period in which direct input into community needs and desirable development were received. The City Council approved the Elm Avenue Revitalization Strategy with strong and diverse community support in October 2019. This STEP EMEIP proposal aims to address the provision of direct and meaningful community development benefits community residents elevated in the community inspired Southwest Fresno Specific Plan (2017) and Elm Avenue Revitalization Strategy (2019).</p>
Project #4	Equitable Mobility for Economic Investment Project Outreach and Education	Outreach and Education	<p>The City of Fresno and an expert consulting firm conducted community engagement for the Elm Avenue Revitalization Strategy. A Steering Committee made up of local community leaders was formed to guide the development of the Elm Avenue Revitalization Strategy. The Steering Committee met in January 2018, and received a presentation on the planning team's analysis of existing conditions; key points about brownfields development; outcomes from the first community workshop; and next steps. The Committee met again in May 2018 to hear the planning team's preliminary site reuse concepts and corridor vision, and to help guide the direction of these key elements of the Strategy. The Committee convened again in July 2019 to review the Draft Revitalization Strategy and make recommendations. The Steering Committee was supported by numerous community events and workshops over an 18-month period in which direct input into community needs and desirable development were received. The City Council approved the Elm Avenue Revitalization Strategy with strong and diverse community support in October 2019. This STEP EMEIP proposal aims to address the provision of direct and meaningful community benefits that area residents elevated in the community inspired Southwest Fresno Specific Plan (2017) and Elm Avenue Revitalization Strategy (2019).</p>
3, 4, 5	Project #5		
	Project #6		
	Project #7		
	Project #8		
	Project #9		
	Project #10		
6	Provide a summary of the proposal that includes a brief description of all proposed STEP-funded projects. Summaries from all Applicants will be posted publicly on CARB's website.	<p>The Equitable Mobility for Economic Investment Project (EMEIP) is multi-partner effort to bring advanced zero emission shared mobility services to both rural and urban underserved communities in Fresno County that have long suffered from systemic poverty and isolation from economic opportunity due to limited transportation options. The project focuses on providing services to cities and communities in both eastern and western Fresno County with connections into downtown Fresno through the Elm Ave. corridor in southwest Fresno. The project proposes to deploy thirteen (13) Chevy Bolt EVs or Kia Niro EVs, ten (10) new EV chargers, and two (2) EV ADA compliant shuttle vans to provide both ride-sharing and car-sharing services to residents for everything from trips to the doctor to shopping to employee transport to work. In addition, planning work to support revitalization, development of new cooperative businesses, and active transportation along the Elm Ave. corridor in southwest Fresno is a key supporting strategy for the project. The project is a joint effort of Fresno County Rural Transit Agency, Inspiration Transportation, Fresno Metro Ministry, Walker Consultants, and the Fresno State Transportation Institute. The total project budget is \$8,206,836.</p>	

**STEP Implementation Grant Proposal Template**  
**APPLICANTS tab**

APPLICANTS	1	1	2	3	4	9	10
	Name of entity	Type of entity	Roles and responsibilities	Letter of support (attachment)	Statement of qualifications	Organizational readiness to conduct equity work	Conflict of interest declaration
Lead Applicant	Fresno County Rural Transit Agency	Local government	Prime applicant, vehicle owner, grant administrator, vehicle maintenance provider	FCRTA_LOS-Resource Contribution_EMEIP.pdf	The Fresno County Rural Transit Agency (FCRTA) oversees the administration and operations of both fixed route and demand response services for the 13 incorporated and 29 unincorporated communities in Fresno County with a fleet of 124 vehicles and annual budget of \$9 million. FCRTA is the first transit agency in Fresno County to deploy electric buses and has a goal to achieve a 100% ZEV fleet by 2025; 15 years ahead of the CARB mandate for small rural transit fleets in 2040. FCRTA is an FTA 5311 operational assistance recipient. FCRTA serves over 500,000 passengers per year with over 1,000,000 trips covering over 900,000 miles (pre-COVID-19).	FCRTA has operated since 1979 and is organized as a Joint Powers Authority with a 14-member governing board made up of mayors from each rural city and a representative from the county. In recent months ridership and trips have dropped significantly due to COVID-19 impacts, but FCRTA has maintained as much service as possible since the majority of passengers are transit dependent and come from disadvantaged communities within Fresno County. Many passengers travel from the rural communities to the city of Fresno where the majority of health, social, and lifeline supporting services are located. FCRTA offers free fares to seniors, disabled, and veterans using local sales tax funds to subsidize the costs to meet state fare box recovery requirements.	Fresno County Rural Transit Agency has no conflict of interest for this project.
	5	5	6	7	8	9	10
	Name of entity	Type of entity	Roles and responsibilities	Letter of support (attachment)	Statement of qualifications	Organizational readiness to conduct equity work	Conflict of interest declaration
Sub-applicant #1	Fresno Metropolitan Ministry	Non-profit community based organization	Community engagement, outreach and marketing, community development strategy implementer, workforce development component implementer, cooperative business development implementer, southwest Fresno community liaison, lead planning entity for active transportation in southwest Fresno	Metro_LOS-Resource Contribution_EMEIP.pdf	Since 1970, Fresno Metro Ministry (Metro) has actively advocated for the health and well-being of Fresno communities. Serving as a community "convenor", Metro builds partnerships across all identities, traditions and boundaries. Metro's efforts are aimed at positively impacting conditions and opportunities for the diversity of people who live and work in Fresno and the San Joaquin Valley. Metro is a 501(c)(3) community-benefit organization founded by churches moving from downtown Fresno to address the social, economic, health and safety issues experienced by children and families in our neglected and disinvested neighborhoods. Metro has evolved to become a multi-faith and multicultural organization dedicated to improving the health, environmental quality, economic development and overall resiliency of the San Joaquin Valley. Metro operates with annual budgets of over \$1 million and a staff of 15 focused on creating place-based and food initiatives designed to improve the quality of life of residents in communities of color.	In August 2014, Metro completed a comprehensive strategic direction process, adopting a new mission-vision of "Learning, Connecting, and Engaging to Achieve Healthy People and Healthy Places." As a result, we have launched three new programs: <b>Cross-sector Community Leadership and Innovation</b> ; <b>Community Food Systems</b> ; <b>Resilient Communities</b> . These new programs were designed to build on the success of our previous Environmental Health, Hunger and Nutrition and Healthcare Access projects, and all work together to build and support a long-term vision for an active Healthy People and Healthy Places Network in Fresno and across the San Joaquin Valley. Using the various programs within these three initiatives, Metro is firmly positioned to lead the community engagement and outreach components of EMEIP within the STEP community.	Fresno Metropolitan Ministry has no conflict of interest for this project.
Sub-applicant #2	Inspiration Transportation	Non-profit corporation	Vehicle operator for ride-sharing and car-sharing service	Inspiration Transportation_LOS_EMEIP.pdf	Inspiration Transportation is a 501(c)(3) social service transportation provider focused on implementing sustainable transportation in underserved communities throughout the San Joaquin Valley. The vision of Inspiration Transportation is to provide equal access to mobility utilizing sustainable transportation technologies to meet the needs of under-served and underserved communities throughout the San Joaquin Valley - providing necessary transportation services to individuals and families. Our goal is to aid in diminishing the barriers towards self-sufficiency and upward mobility by providing equitable access to transportation services for employment, education, healthcare, and lifeline services. Stretching beyond transportation, our vision sees the education and empowerment of these communities with the prospect of positive change.	Since 2017, Inspiration Transportation has been engaged and working with local agencies in Fresno County and as a result, in the process of launching the following projects: DAWN Initiative, Transformative Climate Communities Program, FCRTA Ride-share project and Fresno Area Express mobility voucher project. With these new additional projects, Inspiration Transportation will be providing the vehicle operations for social-service ride-sourcing, transportation to maternal health services and micro-mobility transportation to medical appointments, employment centers and other destinations that will benefit disadvantaged communities. Based on these projects, Inspiration Transportation demonstrates the readiness and is well positioned to provide the operations for ride-sharing and car-sharing services of the EMEIP within the STEP service areas.	Inspiration Transportation has no conflict of interest for this project.
Sub-applicant #3	Walker Consultants	Private company	Data collection and vehicle performance reporting	Walker_LOS_EMEIP.pdf	Since 1965, Walker Consultants has been dedicated to a collaborative effort in transportation planning, policy, and implementation. 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 that provides more choices for people other than driving alone. Our focus is on context sensitive solutions to improve a community's experience and opportunities. We are a 100% employee-owned company with three California offices. Walker is currently working in Fresno County with the Fresno County Rural Transit Agency on expanding transit and transportation choices and service that are more cost efficient and reduce overall carbon emissions.	In 2019, Walker Consultants conducted a transportation gap analysis in rural Fresno County. Walker found major gaps in transit and non-auto oriented transportation coverage County wide. Walker then took that analysis to the local community and conducted an extensive outreach and engagement process across the County with stakeholders, including local social service organizations and governments to further understand transportation needs and gaps, especially for the diverse and hard to reach populations. This analysis and input was used to plan for an innovative new service as well as expansion of existing traditional service that provides more low-cost travel options in a more equitable way throughout the County for people to get to work and other essential and quality of life locations.	Walker Consultants has no conflict of interest for this project.

Sub-applicant #4	Fresno State Transportation Institute	Transportation education and research institute	Emission reduction analysis and active transportation planning support for Fresno Metro Ministry in southwest Fresno	FSTI_LOS_EMEIP.pdf	<p>Fresno State Transportation Institute (FSTI) was established in February 2018 with the vision to serve as a sustainable platform that acts as an innovation enabler between the university and the community. FSTI offers a dynamic interdisciplinary experience that explores development and implementation of advanced multimodal and transit projects in Fresno County and beyond. Building on a diverse set of activities, its mission includes education, research, technical service, and public outreach. A diverse set of faculty and students are affiliated with the Institute, covering many different areas of transportation focus. Over the past couple of years, FSTI has supported many local transportation grant proposals and helped secure more than \$7M in successful transportation grant funding, from different local, state and federal funding sources. Additionally, FSTI has served on similar large scale multi-partner projects, funded by CEC and CARB, as the data collection and analysis partner for the project.</p> <p>Fresno State has a reputation for its high standards for equity and inclusion, where it is also a federally recognized minority serving institution and with a very high 71% of first-generation college students. In addition to Fresno State's many programs that are focused on equity and inclusion, Fresno State Transportation Institute, FSTI, is also structured to be of particular service for disadvantaged and under-represented communities in Fresno County. FSTI has been involved in different proposals and projects that target disadvantaged communities. Examples of these projects include Developing a Feasible Business Model for Expanding the EV Market to Lower Income Californians, CEC's Bolt-to-College project, and other collaborations with many different local and regional partners for projects targeting local disadvantaged communities, DACs.</p>	Fresno State Transportation Institute has no conflict of interest for this project.
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COMMUNITY PARTNERS	11	11	12	13
	Name of entity	Type of entity	Roles and responsibilities	Letter of support (attachment)
Community Partner #1	African American Clergy Task Force	Community Advocates for Economic Inclusion for People of Color	Engaging residents in southwest Fresno for services supported by EMEIP. Providing feedback to EMEIP team and advice on services and implementation.	AACF_LOS_EMEIP.pdf
Community Partner #2	City of Fresno	Local government	Provide connection for EMEIP team with neighborhood revitalization work such as Southwest Fresno Specific Plan and Elm Ave Revitalization Strategy	COF_LOS_EMEIP.pdf
Community Partner #3	Westside Church of God	Community Advocates for Economic Inclusion for People of Color	Engaging residents in southwest Fresno for services supported by EMEIP. Providing feedback to EMEIP team and advice on services and implementation.	WSCG_LOS_EMEIP.pdf
Community Partner #4	City of Reedley	Local government	Provide connection for EMEIP team with eastern Fresno County community residents for new rideshare/carshare services	CORedley_LOS_EMEIP.pdf
Community Partner #5	Fresno City College	Community College	Provide EMEIP team with advice on services to support the community college students and a venue for outreach to the student population that could use the rideshare services.	FCC_LOS_EMEIP.pdf
Community Partner #6	Fresno County Transportation Authority	County transportation planning organization	Connection between EMEIP team and county RTP and SCS planning work.	FCTA_LOS_EMEIP.pdf
Community Partner #7	Central Valley Community Foundation	Regional foundation focused on economic prosperity	Connection between EMEIP team and regional economic development initiatives such as DRIVE and other work to promote inclusion for people of color in regional prosperity.	CVCF_LOS_EMEIP.pdf
Community Partner #8	Fresno Housing Authority	Affordable housing agency in Fresno County	Connection for EMEIP team with residents of affordable housing communities in Fresno County and feedback on how the services are helping to support residents of these communities.	Fresno Housing_LOS_EMEIP.pdf
Community Partner #9	Fresno Unified School District	Local school district	Provide EMEIP team with venues for community partner meetings and opportunity to engage parents and students regarding services through EMEIP.	FUSD_LOS_EMEIP.pdf
Community Partner #10	San Joaquin Valley Air Pollution Control District	Air District	Connection for EMEIP team with AB 617 community air quality mitigation work and additional funding for project development within the STEP community.	SVAPCD_LOS_EMEIP.pdf
Community Partner #11	St. Rest Baptist Church	Community Advocates for Economic Inclusion for People of Color	Engaging residents in southwest Fresno for services supported by EMEIP. Providing feedback to EMEIP team and advice on services and implementation.	SRBC_LOS_EMEIP.pdf

**STEP Implementation Grant Proposal Template**  
**PARTNERSHIP STRUCTURE tab**

INSTRUCTIONS		RESPONSES
<b>ROLES AND RESPONSIBILITIES</b>		
14	Describe how the Lead Applicant's and Sub-applicants' roles and responsibilities (identified in the APPLICANTS tab) complement each other.	As the rural transit operator, FCRTA as the lead applicant, has the existing resources to support the shared mobility services proposed in EMEIP so that these services enhance their existing fixed route and demand response transit services. Fresno Metro Ministry has on-going programs such as Food to Share and others that create opportunities for community engagement and demand for the new ride-sharing services of EMEIP. Inspiration Transportation is currently under contract to FCRTA to provide micro-transit services for two census tracts in the STEP community as a pilot effort that will be expanded under EMEIP. Walker Consultants completed a comprehensive Electric Vehicle Rideshare/Carshare Plan for FCRTA that is the blueprint for EMEIP and did extensive community engagement to develop that plan. Fresno State Transportation Institute was formed to provide the technical support for transportation projects in Fresno County through funding from Fresno County Transportation Authority and specializes in analysis of project environmental impacts.
<b>GOVERNANCE AND DECISION-MAKING</b>		
15	Describe the governance and decision-making structure of the partnership. Include the process for handling disputes and the process for changing, adding, or removing partners.	The partnership will be governed by the terms and conditions set forth in the contract between FCRTA as the prime applicant and CARB including dispute resolution and changes in partners and/or subcontractors.
16	Describe how the governance and decision-making structure centers the voices of Community Partners and other community residents and key stakeholders.	Community Partner representative will be invited to participate in an EMEIP operations advisory committee that will meet quarterly with FCRTA and sub-applicants for the project. Performance and progress of the various project components will be reviewed with the advisory committee members and feedback requested. Project component adjustments recommended by the Community Partner advisory committee will be reviewed by FCRTA and the sub-applicants with action taken to implement the adjustments if determined to be feasible based on budgetary and contractual limitations for the project through the California Air Resources Board.
17	Describe the role of online or in-person public meetings in the governance and decision-making structure. Include the frequency of meetings, the minimum number of public meetings that will be held, and how meeting agendas and notes will be posted for public access.	Only online meetings will be held for the EMEIP partner team until the current crisis with COVID-19 infection risk is eliminated or mitigated. Initial project team meetings will be at least bi-weekly with a monthly meeting to include a representative of CARB. At least 16 quarterly public meetings will be held either on-line or in-person depending on risk of COVID-19 infection over the course of the project. If in-person meetings are held, they will be at locations recommended by Community Partner organizations to gain the highest attendance. In person and online meetings for the public will be held after work hours to allow for more attendance and will be advertised through social media at least 30 days in advance.
18	Describe how Applicants will report back to and seek feedback from the community about how input is being incorporated into project development and implementation.	Lead applicant, FCRTA, will hold quarterly update meetings with Community Partner representatives. Sub-applicant representatives will be present at these meetings and any feedback on the project services recorded. If some corrections or adjustments are recommended by the Community Partners, FCRTA and the sub-applicant team will review the recommendations, determine if they are feasible within the budgetary and contractual limitations of the project, implement if determined to be feasible, or report back to the Community Partner as to why the recommendation could not be adopted. All feedback on the services and/or adjustments will be reported to CARB on a quarterly basis during the term of the project.
<b>LEGAL STRUCTURE</b>		
19	Describe the legal structure of the partnership. Include who is contracting with whom and confirmation that the Lead Applicant will assume liability for the proposed projects if selected.	FCRTA will act as Lead Applicant and assume all responsibility for implementation of the proposed EMEIP elements. Sub-applicants will contract directly with FCRTA to complete their respective elements of the project within the time-lines identified in this proposal.
<b>FINANCIAL STRUCTURE</b>		
20	Describe the financial structure of the partnership. Include the process the Lead Applicant will use to pay Sub-applicants and Community Partners and the subcontractor procurement process, if applicable.	FCRTA will act as the fiscal agent for the project and contract directly with sub-applicants to provide reimbursement payments for work completed on the various components of the overall project and submit reimbursement requests to CARB for project work completed. Reimbursements to sub-Applicants will be on a monthly basis for work that is on-going and on a milestone completion basis for those tasks that are milestone based such as delivery of vehicles. Community Partner will not receive any direct funding for collaboration with the project, but their constituents will benefit from the project services and their feedback will be solicited as part of the on-going refinement of the project during its term. Subcontractor procurement will be through a competitive bidding process as prescribed by FCRTA procurement policy.
<b>EQUITY</b>		
21	Describe how the partnership structure accounts for potential inequities between partners.	Each applicant has agreed to supply services and resources for EMEIP commensurate with their respective organization's capacity and expertise. These services are not equal in scope and none of the applicants have taken issue with the unequal nature of the roles and responsibilities of the project applicants. The project team has recognized that each organization is essential for the success of the overall project. The fact that the roles are not equal in scope is immaterial to the project team members.

**STEP Implementation Grant Proposal Template**  
**PROPOSAL THRESHOLDS & CRITERIA tab**

INSTRUCTIONS		RESPONSES
<b>STEP COMMUNITY</b>		
1 (attachment)	Submit a map shapefile that identifies the STEP Community boundary, tentative project locations, and benefiting disadvantaged community census tracts. Write the file name in the box to the right.	<i>EMEIP_STEP Community Map_FINAL.pdf</i>
2	Describe the residents of the STEP Community, including demographics such as gender, race/ethnicity, age, income level, languages spoken, vehicle ownership, travel patterns to key destinations, and transportation mode share. Focus on demographics that are relevant to the community vision and identified projects.	Within the 34 census tracts that define the STEP community for the EMEIP, the 166,113 residents have nearly an even distribution of male and female residents with the predominate race/ethnicity being Hispanic (up to 97%). The predominate age group is from 11-64 (70-75%) with about 50% of residents speaking Spanish as their first language, but having some level of fluency in English. Anywhere from 37% to 87% of residents are living at less than twice the federal poverty level within the EMEIP STEP community and vehicle ownership/availability is limited and/or unreliable. Key destinations are medical facilities, grocery stores and shopping, legal services, job sites, workforce training, day care, and college classes. 84% of trips are made with private automobiles, but transit is used where available. Shared rides account for 28.5% of trips.
3	Describe the clean transportation options that are currently available or soon to be available to community residents, in particular those in disadvantaged community census tracts. Describe the quality (e.g., frequency, affordability, reliability) of these clean transportation options.	Clean transportation options are currently limited to select routes on Fresno County Rural Transit Agency service where new all-electric transit buses are being deployed. Of the 34 census tracts in the STEP community, electric transit buses serve 11 or about 35% of the total residents in the STEP community. However, transit ridership is limited to about 0.6% of the total vehicle trips taken daily, so the number of residents actually using clean transportation is very limited currently. EMEIP is designed to add another layer of clean transportation service for the residents in the 30 census tracts within the STEP community.
4	For any project that is not located in the STEP Community, explain how the project is connected to and serves the STEP Community.	This project does not have any components that are not located or operating in the STEP community.
<b>EXISTING PROJECTS AND PLANS</b>		
5 (attachment)	Submit at least one letter from the city, county, or tribal government's Planning Department, Community Development Department, Environmental Director, or other similar department or body that has land use and housing authority. The letter must demonstrate how the proposed projects are aligned with the strategies, policies, and priorities identified in existing local and regional plans or that explains why the proposed strategies, policies, and plans in existing local and regional plans do not reflect the community's needs or priorities. If no local or regional plans exist, explain why. Write the file name in the box to the right.	<i>FCTA_LOS_EMEIP.pdf, COF_LOS_EMEIP.pdf</i>
6	Describe how proposed projects support and are supported by existing projects that are the types of projects that are eligible for STEP funding and the types of projects that are ineligible for STEP funding but are encouraged (lists in Appendix E). If the proposed STEP-funded projects do not connect to any existing transportation or land use projects, explain why.	The EMEIP supports the Fresno County RTP and SCS through deployment of enhanced public shared mobility services in the rural communities and disadvantaged urban neighborhoods. The project directly supports the City of Fresno General Plan, Southwest Fresno Specific Plan, and Elm Avenue Revitalization Strategy. The project will deploy added EVSE in key locations in both rural communities and urban southwest Fresno that supports the San Joaquin Valley Air Pollution Control District PM 2.5 Plan and the Transformative Climate Communities project investment in southwest Fresno to support more electric vehicles operations in shared mobility services.
<b>WORKFORCE DEVELOPMENT</b>		
7	Describe how the proposed projects will contribute to workforce development in the climate and clean transportation sectors, including how the projects will partner with workforce development and training programs with career pathways or provide economic opportunities through high-quality jobs for residents of the STEP Community. If not applicable, explain why.	EMEIP partner Fresno Metropolitan Ministry has a strong working relationship with Regenerate California Innovation, Inc. (RCI), a faith-based nonprofit specializing in workforce development. Through an 18 year partnership for fiscal, admin, staff development and community outreach work, the two organizations work with the Fresno, Madera, Tulare and Kings Counties Central Labor Council and ProPath, Inc., as part of U.S. Dept. of Labor workforce services contacts in Fresno and San Mateo Counties with total cumulative budgets of nearly \$72 million since 2002. RCI has an average annual staff count of over 50 employees and will be engaged with the EMEIP through the partnership with Fresno Metro Ministry helping to bring connection between EMEIP and current workforce development programs. EMEIP will create new jobs for vehicle drivers, maintenance technicians, dispatch staff, as well as new business opportunities as part of the economic development component of the project.

DISPLACEMENT AND HOUSING		
8	Describe the displacement vulnerabilities that currently exist in low-income households and small businesses within the STEP Community.	Climate change impacts to agriculture in the San Joaquin Valley threaten to eliminate many jobs that support residents of the STEP community. Workforce training programs to help re-train workers displaced by the impacts are often not located in the communities impacted which causes hardship on the displaced worker to find transportation to the training sites. Transit services have been reduced due to COVID-19 impacts which further constrains transportation options for residents within the STEP communities. COVID impacts on local businesses that employ residents of the STEP community have created increased unemployment levels and the existing transportation constraints makes getting new jobs and training more challenging and can lead to displacement in search of employment opportunities.
9	Describe the existing policies and plans that address displacement avoidance. If not applicable, explain why.	The City of Fresno 2035 General Plan, Southwest Fresno Specific Plan, and Elm Ave Revitalization Strategy are designed to promote in-fill and mixed-use development to help address displacement in southwest Fresno census tracts within the STEP community. However, there are no specific policies in the STEP community census tracts specifically designed to address displacement caused by climate change and COVID-19 impacts.
10	Describe any policies, programs, or coordination with existing policies or programs that are proposed to be funded through STEP to avoid the displacement of existing low-income households and small businesses within the STEP Community to counter displacement that may occur due to STEP-funded projects. If not applicable, explain why.	All of the STEP-funded projects are designed to assist existing low-income households and small businesses achieve greater levels of income and economic advancement. The projects are seeking to raise the standard of living in these communities among existing residents; not create displacement.
11	Describe how the proposed projects will advance local land use and housing goals as identified in the applicable Regional Transportation Plan, Sustainable Communities Strategy (where applicable), Regional Housing Needs Allocation (RHNA), local Housing Element implementation, or other local plans such as general plans or specific plans. If not applicable, explain why.	The recently approved Fresno COG RTP/SCS (2018), City of Fresno General Plan (2014), Southwest Fresno Specific Plan (2017), and Elm Ave Revitalization Strategy (2019) are aligned to support meeting housing needs in urban STEP communities. All encourage major contributions to achieving affordable housing production goals through new mixed-use transit-oriented development along BRT and key transit corridors.
12	Describe how local land use policies, plans, or processes will support the use and benefits of the proposed projects over their lifetime. Describe how the policy, plan, or process promotes the development of affordable housing within a half-mile of a transit station, transit stop, or access to an active transportation facility that will be improved by the proposed projects. If not applicable, explain why.	As noted above, recently approved Fresno COG RTP/SCS (2018), City of Fresno General Plan (2014), Southwest Fresno Specific Plan (2017), and Elm Ave Revitalization Strategy (2019) are aligned to support meeting housing needs in urban STEP communities. All encourage major contributions to achieving affordable housing production goals through new mixed-use transit-oriented development along BRT and key transit corridors. How these plans and policies will support the use and benefits of the proposed projects over their lifetime is illustrated scenario planning and impact assessment. Recent UrbanFootPrint software analyses of similar new mixed-use transit-oriented development, that include affordable housing, proposed along comparable arterial transit corridors in Southern California suggest very positive climate, resource and community benefits: 42% less energy consumption, 66% less water consumption, 32% less miles driven, 37% less GHG emissions, and 33% lower household costs (utilities & transportation).

**STEP Implementation Grant Proposal Template**  
**PROJECT #1 THRESHOLDS & CRITERIA tab**

INSTRUCTIONS		RESPONSES
<b>PROJECT SCOPE</b>		
1	Project Name Lead Implementer	Equitable Mobility for Economic Investment Project Shared Mobility Fresno County Rural Transit Agency
2	Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	Ride-sharing project with ten (10) Chevy Bolt or Kia Niro EVs plus two (2) EV shuttle vans serving western and eastern Fresno County connecting through the Elm Ave. corridor in southwest Fresno. EVs can include goods movement and food delivery service as well as people movement when ridership is low or need arises. EVs owned and insured by FCRTA; operated by Inspiration Transportation. Five (5) vehicles serving eastern Fresno County from Reedley west through Parlier, Kingsburg, Selma, Fowler, and into southwest Fresno. Five (5) vehicles serving western Fresno County including Biola, Kerman, Mendota, West Park, and into southwest Fresno. Reservations for service provided by "Fresno Made" branded reservation application. Services provided by Inspiration Transportation will include providing transport for residents for: Shopping including food, clothing, home goods, hardware, etc.; Pharmacy visits; Doctor appointments, <i>excluding out-patient treatments or emergency medical transport</i> ; Professional services such as legal consultations, court appointments, accounting and tax services, cosmological services, etc.; Community meetings and/or after-school gatherings at schools or churches or local government offices; Workforce training; College classes; Employee transport to job sites. Car-sharing project at Reedley Airport, Fresno Chandler Airport, and Mendota Airport using new "Fresno Made" branded reservation application.
3 (attachment)	Include any applicable readiness documentation, including CEQA documentation (see Appendix E for details). Write the file names of all readiness documentation in the box to the right.	N/A
4	If readiness requirements are not met by the time the proposal is submitted, identify the process and anticipated timeline for completing these actions within six months after grant execution or (for CEQA requirements only) at the time of grant execution.	FCRTA has already has a contract in place with Inspiration Transportation to operate a pilot rideshare service in two unincorporated communities within the STEP community boundaries, Biola and West Park using Bolt EVs. This pilot project will start in September 2020 and act as a beta test for the larger STEP community level activity proposed under EMEIP. Charger installations are CEQA exempt and the locations for the chargers are being identified as this proposal is being written. Once under contract with CARB, the installation of chargers will be completed within six months to contract execution and the new rideshare service launched across the STEP community boundaries. The carshare component of EMEIP will also launch six months after contract execution and the chargers are already in place or will be in place at two of the three locations to support this component of EMEIP.
<b>TRANSPORTATION EQUITY</b>		
5	Describe how each project considers the needs of different groups of residents within the STEP Community. In particular, describe how each project incorporates different facets of transportation equity (including accessibility to key destinations, accessibility of transportation options, affordability, environmental sustainability, reliability, and safety) as they are defined by community residents.	EMEIP will leverage existing fixed route transit and demand response services available from both FCRTA and Fresno Area Express within the STEP community boundaries and add a new on-demand micro-transit service using zero emission EVs operated under FCRTA by Inspiration Transportation. The new service will connect the rural and urban parts of the STEP community to the center of Fresno through the Elm Ave. corridor in southwest Fresno. This added layer of zero emission micro-transit will provide more clean transportation options for residents of the STEP community, both rural and urban, than exist today and support vital new EMEIP economic development resources along the Elm Ave. corridor that are designed to catalyze the revitalization planned by the City of Fresno in that community. EMEIP micro-transit fares will be higher than current fixed route costs, but the service will be more nimble than current demand response and provide the flexibility of service being asked for by residents of the STEP community in numerous public forums. Primary destinations that have been identified through community engagement are medical appointments, legal services, grocery shopping, job sites not served by fixed route transit, workforce training locations, and college campuses. Use of zero-emission electric Chevrolet Bolt or Kia Niro EVs will make the new service environmentally sustainable and reliable due to the lower cost of operation for the electric vehicles. The project will also be adding ten (10) new EV charging sites in communities of color which are currently lagging behind more affluent areas in Fresno County.
6	Describe the direct, meaningful, and assured benefit(s) provided to residents of disadvantaged communities in the STEP Community.	The most meaningful benefit to the STEP community from the new EMEIP clean rideshare and carshare service will be the availability and flexibility of a low-cost clean transportation option that does not exist today. All but one of the 34 census tracts in the EMEIP STEP community are ranked as disadvantaged communities by CalEnviroScreen 3.0 and severely impacted by poor air quality and poverty. Short-term rider benefits of this new clean transportation service include but are not limited to improved accessibility, greater reliability and predictability, and reduction in transit time to access essential life services. Long-term benefits of replacing use of unreliable and older internal combustion vehicles that residents within the STEP community have access to with electric vehicles on flexible routes include improved air quality, as well as a myriad of health and social/emotional benefits achieved when families in rural and impoverished communities are able to efficiently and affordably travel to work, school, healthcare appointments, and grocery stores.

COMMUNITY INCLUSION		
7	Describe the community-identified transportation needs and how each project addresses those needs in a way that community residents want.	Based on extensive community engagement by multiple local agencies including Fresno Council of Governments, FCRTA, Fresno Area Express, and others, the greatest need for residents in the STEP community is reliable, low-cost, flexible, clean transportation to essential services such as employment, health, educational and social services. EMEIP will address those needs with the proposed zero-emission rideshare and carshare services designed to supplement existing fixed route and demand response services offered by FCRTA and Fresno Area Express (FAX).
8	Describe the community engagement process that was used to identify the community's transportation needs prior to submitting the proposal. If community engagement activities used to identify these needs were conducted over two years prior to submitting the proposal, describe the process for confirming with community residents that the needs identified are still relevant.	The STEP community-identified transportation needs are based multiple channels of community engagement starting with existing annual unmet transportation needs assessment documents that have been developed within the last year by a multitude of agencies; FCOG, FAX, FCRTA, and other regional agencies. Lack of flexible, low-cost, clean transportation services has been a consistent concern for residents in these annual studies for past two years at least. In addition, Fresno Metro Ministry completed a comprehensive county-wide health needs assessment in February 2020 where respondents consistently listed lack of low cost, flexible intercity transportation access as a key barrier to getting quality healthcare since all of the major health care facilities in Fresno County are concentrated in with city of Fresno. Specifically related to developing the proposed rideshare/carshare project scope for EMEIP, FCRTA and Walker Consultants engaged with local government and social service organizations to gain input from local stakeholders to understand the unmet transportation needs to inform the project design. Fifteen one-on-one and group discussions/workshops were held across the County to reach the diverse populations of the project area and stakeholders who are well versed in transportation issues and know their constituents best and could fully inform the transportation analysis. During these meetings, stakeholders were actively engaged in discussions about the transportation needs of the people they represent and serve in an open and honest manner.
9	Describe the community engagement activities planned to ensure that community residents have the opportunities and resources to actively participate in the decision-making process during grant implementation.	EMEIP plans to hold quarterly virtual and in-person community engagement meetings with Community Partners and interested stakeholders to get feedback and input on the rideshare and carshare services being offered to the STEP community residents. Meetings will be held via telephone and zoom when necessary due to potential social distancing and other requirements as a result of the pandemic and will work to make accommodations for people who do not have access to technology. Rider and user satisfaction surveys will also be collected on a quarterly basis as part of the data collection activities planned for the project. A special web page on the FCRTA website will be developed to house survey reports and feedback from the quarterly meetings and engagement.
10	Identify any hard-to-reach residents.	EMEIP anticipates the hardest to reach residents will be those in the rural cities and communities that lack good internet access. Language issues are not anticipated to be as challenging as internet access since FCRTA has extensive experience working with the Spanish speaking public in Fresno County.
11	Describe how the planned community engagement activities focus on the hard-to-reach residents identified above.	FCRTA and the EMEIP team will leverage the support of the Community Partners to get the word out about the new services as well as involve members of the hard to reach group in planning and carrying out the community engagement. Past experience with adding new services has taught FCRTA and Fresno Metro Ministry that word-of-mouth within the tightly connected rural communities is the best method for advertising and gets the greatest response. FCRTA and Metro will coordinate to make sure that residents in both the rural and urban census tracts get information on the new services initially through flyers and brochures at community centers, presentations to city councils, brochures at churches, and flyers on buses currently operating on the fixed routes between the cities. Key destinations such as health care clinics and libraries will also have information about the new services.
12	Describe how the planned community engagement activities will be evaluated for success and updated accordingly.	Specific data will be collected during each community engagement activities to ensure the engagement process is meeting the goals for engagement and determine if adjustments are appropriate. Basic informational data will be collected during each activities to gauge response. For example, location, engagement activity type, number of people in attendance data will be collected to measure what type of engagement activities generate the most response. That evaluation will inform necessary adjustments. The goal of engagement is to both educate the community and stakeholders, riders, and potential riders, and gain input on areas of greatest need. Each activity will include a follow up survey for participants. Survey questions will be structured to learn if we are meeting the goals for the engagement strategy and feedback from participants on the engagement experience and recommendations for making engagement more effective. Based on this feedback, we will make any necessary adjustments to the engagement strategy to ensure it is purposeful, effective, and we are meeting goals.
13	Identify the expected end users.	EMEIP anticipates the end users for the new rideshare and carshare services will be primarily from low income families that have multiple wage earners and/or college students in the household, but who have only one or no vehicle available to conduct essential service trips or to commute to work and school. Daily Trip Data from Fresno Council of Governments shows that while 56% of trips made in the STEP community census tracts are SOV, 28.5% of trips are shared trips with 2 or more people in the car. This level of shared trips offers a good potential pool of riders for the new services.
14	Describe the outreach and education activities planned to ensure that identified end users in the community have knowledge that will help them use new transportation services and actively participate in decision-making processes during grant implementation.	FCRTA and Metro will coordinate to make sure that residents in both the rural and urban census tracts get information on the new services initially and how to use then through flyers and brochures at community centers, presentations to city councils, brochures at churches, and flyers on buses currently operating on the fixed routes between the cities. Key destinations such as health care clinics and libraries will also have information about the new services. Notices will be provided through the Community Partners and flyers at the key destinations about the quarterly engagement meetings. Decision making for the project implementation will be made in accordance with the terms and conditions contained in the contract between CARB and FCRTA. Community Partners and interested stakeholders will be able to provide advice and input on the project performance and implementation, but direct decision making will be limited to FCRTA management and the sub-applicant partners in consultation with CARB.
15	Describe how the planned outreach and education activities focus on the hard-to-reach residents identified above.	The approach for outreach and engagement outlined in question 14 uses methods of engaging residents without adequate internet service that have been successful for decades in the small, rural, close-knit, family-oriented Hispanic communities in the San Joaquin Valley. Leveraging connections with Community Partner organizations, community centers, and health care clinics, FCRTA and Fresno Metro Ministry are confident hard-to-reach residents of the STEP community will get information about the new project services.
16	Describe how the planned outreach and education activities will be evaluated for success and updated accordingly.	Using the quarterly Community Partner meetings and rider surveys, FCRTA, Walker Consultants, and Fresno Metro Ministry will take the pulse of the STEP community each quarter related to acceptance of the service and any recommendations for change or enhancement.
17	Describe the plan for educating community residents and local businesses about other applicable CARB funding opportunities and supporting California Energy Commission funding opportunities.	FCRTA, Fresno Metro Ministry, and Walker Consultants are on listserves for announcements from CARB and CEC about new funding opportunities. Through the quarterly Community Partner meetings and on-going work with these partners related to implementation of EMEIP, FCRTA and sub-applicant partners will keep STEP community residents informed of new project funding opportunities and seek to build new project proposals as appropriate for funding from both local, State, and Federal sources.
DATA TRACKING AND REPORTING		
18	Identify the Applicant(s) who will lead data tracking and reporting.	Walker Consultants will lead data tracking and reporting activities. Walker Consultants provides transportation planning, analysis, design, policy through a team of experts. Walker's goal is to work with the public sector to provide more transportation choices for people. Walker believes 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. Walker is 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 to plan for an electric vehicle rideshare/carshare service. As part of this study, Walker conducted a transportation gap analysis for rural Fresno County and has done extensive outreach and engagement with local stakeholders to understand transportation needs and gaps.

19	Describe the plan for tracking and collecting project-related data to report to CARB.	FCRTA, Inspiration Transportation, Fresno Metro Ministry, and Walker will work to track and collect all data necessary for project evaluation. Data will be tracked and collected through a combination of traditional key performance indicators and industry practices, direct customer feedback and surveys throughout the project and reports available through the existing FCRTA dispatching software Syncromatics. Vehicle and charging infrastructure data will be tracked through reporting from FCRTA when a vehicle is purchased or infrastructure constructed. Vehicle operations and trip data (including fare data, service delays, and no shows) will be reported on daily through required manual driver reporting. Drivers will be given daily vehicle/trip logs that they must complete. Vehicle/trip log information will be verified by the operator, Inspiration Transportation management, through their ride scheduling system. This data will be entered into an Excel/GIS database for analysis. Rider demographic and transportation survey data (for example vehicle ownership, unmet needs, main purpose of using the service) will be collected through a rider survey prior to them using the service. This data will be collected via several options including an online survey, mail in survey, or phone survey. Community engagement data will be collected during each engagement event and input into an Excel database. Jobs data will be collected through employment verifications with Inspiration Transportation.
20 (attachment)	Submit a completed STEP Benefits Calculator (see Appendix C) that includes all of the projects counted under a Clean Transportation Strategy. Write the file name in the box to the right.	EMEIP_carb_step_tool_082620_Project 1

CLIMATE ADAPTATION AND RESILIENCY		
21	Identify the impacts of climate change (on public health, the economy, the built environment, etc.) in the STEP Community. If not applicable, explain why.	The primary climate change impacts being felt and forecast for the San Joaquin Valley are increased and more intense drought periods along with more days about 95 degrees F each year. More intense and increasing number of drought years threaten the agricultural economy so dependent on rainfall and snowpack in the Sierra Nevada that supports many of the people living in the STEP community census tracts. Increased number of high heat days above 95 degrees F threaten the health and safety of people that have to work outdoors in agriculture, or have to walk or ride bicycles to work, or live in housing without adequate air conditioning and insulation. High heat days and the stagnant air associated with them, also leads to high levels of toxic air contaminant build up in the San Joaquin Valley air basin which impacts lung health of residents.
22	Describe how the project will incorporate adaptation measures that will lead to increased resiliency to climate impacts. Describe how the project will increase community resilience to the direct and indirect impacts of climate change. If not applicable, explain why.	The additional rideshare/carshare services provided by EMEIP using zero emission electric vehicles will offer a new clean transportation option for residents of the STEP community that will help reduce high heat exposure for people needing transportation, but lack a personal car or have a car without working A/C. The low cost for the service (comparable with current fixed route intercity bus fares) will offer access to on-demand transportation for workers looking for new jobs or getting retrained for non-ag work during drought periods. Having a new, low cost, clean transportation service that offers flexible operations to match the needs of riders needing the transportation will add significant resilience to communities in the San Joaquin Valley as they address climate change impacts.

**STEP Implementation Grant Proposal Template**  
**PROJECT #2 THRESHOLDS & CRITERIA tab**

INSTRUCTIONS		RESPONSES
<b>PROJECT SCOPE</b>		
1	Project Name Lead Implementer	Equitable Mobility for Economic Investment Project Active Transportation Planning Fresno Metropolitan Ministry
2	Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	Key tasks for active transportation implementation planning for this STEP Clean Transportation Strategy component includes: Initial and ongoing community outreach and engagement to establish an Elm Avenue Active Transportation Community Implementation Committee led by Southwest area churches, nonprofits, commercial property owners, businesses, and neighborhood residents; Documentation of complete corridor and local community context, city plans and policies, smart mobility goals and objectives, support from SB 743; Refreshed mobility related community issues and goals; Complete Streets Design Framework including recommendations for corridor-wide improvements, feasibility assessment of various lane configurations and reductions, design concept options for discreet corridor segments; Implementation Strategy including overall approach to implementation phasing and funding, level of magnitude of construction costs, locally feasible financing strategies, high level estimates of probable costs, matrix of funding mechanisms; Final Elm Avenue Smart Mobility Strategy approval by Elm Avenue Active Transportation Community Implementation Advisory Committee and the City of Fresno Planning Commission and Fresno City Council; Ongoing work by Fresno Metro Ministry with the City, Fresno County Transportation Authority, Fresno COG, Caltrans and others to elevate funding priorities and coordinate community engagement in support of major capital projects required to implement the recommended active transportation streetscape improvements along Elm Avenue.
3 (attachment)	Include any applicable readiness documentation, including CEQA documentation (see Appendix E for details). Write the file names of all readiness documentation in the box to the right.	N/A
4	If readiness requirements are not met by the time the proposal is submitted, identify the process and anticipated timeline for completing these actions within six months after grant execution or (for CEQA requirements only) at the time of grant execution.	All active transportation planning and complete street design framework activities proposed to be completed using STEP funds will be Categorical Exempt under CEQA. If independent and separately funded projects develop as a result of STEP planning and design work, and these projects eventually move forward through City permitting processes, Environmental Assessments will be conducted at that time to determine CEQA compliance requirements. All active transportation planning will be targeted within current public rights-of-way along Elm Avenue and intersecting streets. In any case, we will thoroughly assess CEQA, site control, permitting, and other readiness requirements related to the proposed STEP-funded EMEIP active transportation planning activities, and any other projects that can be anticipated, and demonstrate that these other readiness requirements have been met or will have been met within six months after grant execution.
<b>TRANSPORTATION EQUITY</b>		
5	Describe how each project considers the needs of different groups of residents within the STEP Community. In particular, describe how each project incorporates different facets of transportation equity (including accessibility to key destinations, accessibility of transportation options, affordability, environmental sustainability, reliability, and safety) as they are defined by community residents.	The EMEIP Active Transportation project is mindful of the needs of different groups of residents and the community's many definitions of needs as captured in the Southwest Fresno Specific Plan and Elm Avenue Revitalization Strategy, upon which this project is directly based. We are committed to contributing to transportation, land use, community and economic systems that provide accessible, affordable, environmentally sustainable, reliable, and safe options, opportunities, and access to all residents. Our STEP project team believes this Active Transportation STEP project can demonstrate a shift from current harsh disparities in urban Southwest Fresno in favor of greater racial, gender, age, and environmental equity and justice. We abide by an encompassing definition of racial equity which serves all these broader equity goals: We achieve racial equity when race no longer determines one's health, wellness or socioeconomic outcomes; When Non-white are valued consumers, business owners, etc. and are actively represented in decision-making and leadership roles equal to that of their white counterparts; and When the systems, structures, and cultural narratives in society offer real and fair opportunities for all!
6	Describe the direct, meaningful, and assured benefit(s) provided to residents of disadvantaged communities in the STEP Community.	The specific active transportation planning, complete street design framework, and implementation strategies of the Elm Avenue Smart Mobility Strategy proposed as part of EMEIP to be completed using STEP funds are aimed at achieving the safe and attractive bike facilities, widened sidewalks, corner bulb-outs, street parking, lighting, landscaping, and related improvements that Southwest Fresno community residents have stated they want to see built and made available for their use along Elm Avenue, as captured in the community inspired Southwest Fresno Specific Plan (2017) and Elm Avenue Revitalization Strategy (2019).

COMMUNITY INCLUSION		
7	Describe the community-identified transportation needs and how each project addresses those needs in a way that community residents want.	Inclusive community engagement strongly informed the Elm Avenue Revitalization Strategy approved by the City of Fresno in 2019. This community inspired strategy conceptually envisions the future Street Environment along Elm Avenue as transforming to a boulevard streetscape to be built with Class II bike lanes, widened sidewalks, corner bulb-outs, street parking, lighting, landscaping, and related improvements, that work together to support the new mixed-use and equitable transit-oriented development and high frequency public transit services desired by the community. Fresno Metro Ministry (Metro) will work with community organizational partners, churches, neighborhood residents, City of Fresno, Fresno COG, Caltrans and consultants to develop the 'complete streets framework, design concepts, and implementation strategies' required to move all these aligned plans and policies into an implementation phase. This is complementary work that links STEP goals with citywide, community, and neighborhood level priorities for Elm Avenue Active Transportation improvements.
8	Describe the community engagement process that was used to identify the community's transportation needs prior to submitting the proposal. If community engagement activities used to identify these needs were conducted over two years prior to submitting the proposal, describe the process for confirming with community residents that the needs identified are still relevant.	The City of Fresno and an expert consulting firm conducted community engagement for the Elm Avenue Revitalization Strategy. A Steering Committee made up of local community leaders was formed to guide the development of the Elm Avenue Revitalization Strategy. The Steering Committee met in January 2018, and received a presentation on the planning team's analysis of existing conditions; key points about brownfields development; outcomes from the first community workshop; and next steps. The Committee met again in May 2018 to hear the planning team's preliminary site reuse concepts and corridor vision, and to help guide the direction of these key elements of the Strategy. The Committee convened again in July 2019 to review the Draft Revitalization Strategy and make recommendations. The Steering Committee was supported by numerous community events and workshops over an 18-month period in which direct input into community needs and desirable development were received. The City Council approved the Elm Avenue Revitalization Strategy with strong and diverse community support in October 2019.
9	Describe the community engagement activities planned to ensure that community residents have the opportunities and resources to actively participate in the decision-making process during grant implementation.	The EMEIP Active Transportation project team will establish and manage the following community engagement activities. A diverse community advisory body will be convened to inclusively outreach throughout the southwest Fresno community that is the focal area for the EMEIP Active Transportation component to form the Elm Avenue Active Transportation Community Implementation Advisory Committee; a representative community-based project area stakeholder advisory group. A community engagement and participation plan will be developed to correspond with the history, needs, preferences, issues and languages of the respective communities in the project area. We will take special consideration of the hard to reach and specific communities that will be affected by this project. Communication materials will be developed for meeting notices, PowerPoint presentations, e-blasts, press releases, graphics, photography, and other related services that respect the project area diversity, culture, and languages. Communication tools will be developed and a website established as a two-way project information portal providing information and capturing community input with an interactive StoryMap, a GIS based tool for better adapting project information materials into easier to consume methods for the community. Community engagement strategies will use all mediums and conduct periodic door-to-door flyer distributions, community presentations, briefings and information booths at community centers, and community workshops and events to inform, engage and received community feedback and recommendations.
10	Identify any hard-to-reach residents.	We know that some hard-to-reach residents will include Immigrant community members who live in fear, families of gang members, youth out-of-school, some shut-in seniors living alone, busy parents of young children, and those sheltering-in-place and hard-to-reach during COVID-19 pandemic.
11	Describe how the planned community engagement activities focus on the hard-to-reach residents identified above.	We are fortunate in Fresno to have a number of CBOs and public agencies who can help us reach out to our hard-to-reach residents. We will work closely with immigrant advocacy groups to find ways to reach fearful immigrants; gang prevention and intervention groups to find ways to reach families of gang members; youth leadership and youth services groups to find ways to reach youth out-of-school; senior programs and churches to find ways to reach shut-in seniors living alone; schools, churches and neighborhood groups to find ways to reach busy parents of young children; and research best practices for community engagement during COVID-19 pandemic.
12	Describe how the planned community engagement activities will be evaluated for success and updated accordingly.	Specific data will be collected during each community engagement activities to ensure the engagement process is meeting the goals for engagement and determine if adjustments are appropriate. Basic informational data will be collected during each activity to gauge response. For example, location, engagement activity type, number of people in attendance data will be collected to measure what type of engagement activities generate the most response. That evaluation will inform necessary adjustments. The goal of engagement is to both educate the community and stakeholders and gain input on areas of greatest need. Each activity will include a follow up survey for participants. Survey questions will be structured to learn if we are meeting the goals for the engagement strategy and feedback from participants on the engagement experience and recommendations for making engagement more effective. Based on this feedback, we will make any necessary adjustments to the engagement strategy to ensure it is purposeful, effective, and we are meeting goals.
13	Identify the expected end users.	The end users of the specific active transportation planning efforts, complete street design framework, and implementation strategies of an Elm Avenue Smart Mobility Strategy are the people of Southwest Fresno and the residents, businesses, and institutions along the Elm Avenue corridor. This community area is home to a diverse and engaged community. As of 2010, the community had a population of 11,128, representing about two percent of the city's population. More than half of the community (59 percent) is Hispanic or Latino, and one quarter is black or African American. Twelve percent of the population is Asian, while non-Hispanic whites make up 2 percent of community residents. Most households in the Elm Avenue corridor area - 83 percent— are families with children, compared to 38 percent in Fresno as a whole. The average household in the community has four people, compared to three citywide. About two out of three of the Elm Avenue corridor area households rent and one in three own (the ratio citywide is approximately 50-50). The community generally has lower incomes and education levels compared to the city overall. Recent planning studies for overlapping areas that include Elm Avenue corridor, report that over 40 percent of families live below the poverty line, as do 34 percent of adults and 54 percent of children in Southwest Fresno.
14	Describe the outreach and education activities planned to ensure that identified end users in the community have knowledge that will help them use new transportation services and actively participate in decision-making processes during grant implementation.	Our EMEIP Active Transportation project team's community outreach and education processes are designed to engage the hard-to-reach residents of southwest Fresno using the methods described in question 9 above. These methods have been tried and demonstrated as successful through previous engagement efforts around building the Southwest Fresno Specific Plan and Elm Avenue Revitalization Strategy.
15	Describe how the planned outreach and education activities focus on the hard-to-reach residents identified above.	We are adapting all our plans and materials for outreach leveraging the Community Partner CBOs in the southwest Fresno community to engage the hard-to-reach residents identified previously. These include, but are not limited to immigrant advocacy groups, churches, youth gang prevention groups, and schools. These community groups already have been working with EMEIP project team members on various community building and revitalization projects in the southwest Fresno Active Transportation planning area, so engaging their constituents for the STEP funded effort will be additive to the other engagement work that is on-going.
16	Describe how the planned outreach and education activities will be evaluated for success and updated accordingly.	Using the quarterly Community Partner meetings and participant surveys, Walker Consultants, Fresno State Transportation Institute, and Fresno Metro Ministry will take the pulse of the southwest Fresno portion of the STEP community each quarter related to the Active Transportation Planning component of EMEIP and any recommendations for change or enhancement.

17	Describe the plan for educating community residents and local businesses about other applicable CARB funding opportunities and supporting California Energy Commission funding opportunities.	FCRTA, Fresno Metro Ministry, and Walker Consultants are on listserves for announcements from CARB and CEC about new funding opportunities. Through the quarterly Community Partner meetings and on-going work with these partners related to implementation of EMEIP, FCRTA and sub-applicant partners will keep STEP community residents informed of new project funding opportunities and seek to build new project proposals as appropriate for funding from both local, State, and Federal sources.
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DATA TRACKING AND REPORTING		
18	Identify the Applicant(s) who will lead data tracking and reporting.	Walker Consultants will lead data tracking and reporting activities. Walker Consultants provides transportation planning, analysis, design, policy through our team of experts. Walker is currently working in Fresno County with the Fresno County Rural Transit Agency to plan for an electric vehicle rideshare/carshare service. As part of this study, Walker conducted a transportation gap analysis for rural Fresno County and has done extensive outreach and engagement with local stakeholders to understand transportation needs and gaps. Fresno Metro Ministry and Fresno State Transportation Institute (FSTI) will lead the Active Transportation Planning work in the southwest Fresno neighborhoods within the STEP Community for EMEIP. Walker Consultants will coordinate with Metro and FSTI on data tracking for the Active Transportation component and incorporate that data into the CARB quarterly reports developed for the project and the Final Report.
19	Describe the plan for tracking and collecting project-related data to report to CARB.	Applicant and team partners Walker Consultants and the Fresno State Transportation Institute will design tracking and reporting forms, Fresno Metro Ministry will collect the data working with the Community Partner CBOs and then Walker Consultants and the Fresno State Transportation Institute will analyze, evaluate, and report out.
20 (attachment)	Submit a completed STEP Benefits Calculator (see Appendix C) that includes all of the projects counted under a Clean Transportation Strategy. Write the file name in the box to the right.	EMEIP_carb_step_tool_082620_Project 2

CLIMATE ADAPTATION AND RESILIENCY		
21	Identify the impacts of climate change (on public health, the economy, the built environment, etc.) in the STEP Community. If not applicable, explain why.	The primary climate change impacts being felt and forecast for the San Joaquin Valley are increased and more intense drought periods along with more days about 95 degrees F each year. More intense and increasing number of drought years threaten the agricultural economy so dependent on rainfall and snowpack in the Sierra Nevada that supports many of the people living in the STEP community census tracts. Increased number of high heat days above 95 degrees F threaten the health and safety of people that have to work outdoors in agriculture, or have to walk or ride bicycles to work, or live in housing without adequate air conditioning and insulation. High heat days and the stagnant air associated with them, also leads to high levels of toxic air contaminant build up in the San Joaquin Valley air basin which impacts lung health of residents.
22	Describe how the project will incorporate adaptation measures that will lead to increased resiliency to climate impacts. Describe how the project will increase community resilience to the direct and indirect impacts of climate change. If not applicable, explain why.	Implementing the recently approved Fresno COG RTP/SCS (2018), City of Fresno General Plan (2014), Southwest Fresno Specific Plan (2017), and Elm Ave Revitalization Strategy (2019) through this STEP project will produce measurable adaptation measures that will lead to increased resiliency to climate impacts. All plans noted encourage major contributions to achieving affordable housing and economic development through new mixed-use transit-oriented development along BRT and key transit corridors. How these plans and policies implemented in this STEP community project will increase community resilience to the direct and indirect impacts of climate change is best illustrated by scenario planning and impact assessment. Recent UrbanFootPrint software analyses of similar new mixed-use transit-oriented development, that include affordable housing and economic development proposed along comparable arterial transit corridors in Southern California suggest very positive climate, resource and community benefits: 42% less energy consumption, 66% less water consumption, 32% less miles driven, 37% less GHG emissions, and 33% lower household costs (utilities & transportation).

**STEP Implementation Grant Proposal Template**  
**PROJECT #3 THRESHOLDS & CRITERIA tab**

INSTRUCTIONS		RESPONSES
<b>PROJECT SCOPE</b>		
	Project Name	Equitable Mobility for Economic Investment Project Cooperative Business Development
1	Lead Implementer	Fresno Metropolitan Ministry
2	Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	The sub-tasks of the Elm Avenue Community Development Strategy of this EMEIP include the Elm Avenue Mixed-Use TOD Design Challenge, Wealth Creation for Communities of Color, and the FresnoMade Healthy Food Co-op. For the Design Challenge a diverse and inclusive community advisory group will be established; comprehensive parcel and community existing conditions information; outreach to land owners and developers; mixed-use TOD optimization design scenarios for all designated parcels for community review; real estate development costs and revenue production analyses; UrbanFootPrint development impact analyses; Conduct community workshops to finalize scenarios and analyses, post all design scenarios and analyses on a public website – and market the community for investment nationally. For Wealth Creation, recommendations for new Elm Ave. development will become a source of new business launches and investment vehicles for wealth creation for local residents, as customized Community Investment Trust and Real Estate Investment Trust candidates. For the Elm Ave. FresnoMade Food COOP, which will multiply the economic power of residents by channeling resources back into the community, we will fully engage the community in finalizing a market feasibility & partner study, co-op corporate documents, business plan, financing plan, land option, & development of building, site design and construction drawings. As part of the FresnoMade Food COOP, two (2) NEV food delivery vans will be provide an on-demand food delivery service to residents of southwest Fresno that is currently not available.
3 (attachment)	Include any applicable readiness documentation, including CEQA documentation (see Appendix E for details). Write the file names of all readiness documentation in the box to the right.	N/A
4	If readiness requirements are not met by the time the proposal is submitted, identify the process and anticipated timeline for completing these actions within six months after grant execution or (for CEQA requirements only) at the time of grant execution.	All community development sub-tasks of the Elm Avenue Community Development Strategy in this STEP EMEIP proposal: The Elm Avenue Mixed-Use TOD Design Challenge, Wealth Creation for Communities of Color, and the FresnoMade Healthy Food Co-op, should be Categorically Exempt under CEQA. If independent and separately funded projects develop as a result of STEP planning, design and cooperative organizational development work, and these construction projects eventually move forward through City permitting processes, Environmental Assessments will be conducted at that time to determine CEQA compliance requirements. In any case, we will thoroughly assess CEQA, site control, permitting, and other readiness requirements related to the proposed STEP-funded EMEIP active transportation planning activities, and any other projects that can be anticipated, and demonstrate that these other readiness requirements have been met or will have been met within six months after grant execution.
<b>TRANSPORTATION EQUITY</b>		
5	Describe how each project considers the needs of different groups of residents within the STEP Community. In particular, describe how each project incorporates different facets of transportation equity (including accessibility to key destinations, accessibility of transportation options, affordability, environmental sustainability, reliability, and safety) as they are defined by community residents.	This STEP EMEIP proposal is mindful of the needs of different groups of residents and the community's many definitions of needs as captured in the Southwest Fresno Specific Plan and Elm Avenue Revitalization Strategy, upon which this project is directly based. We are committed to contributing to transportation, land use, community and economic systems that provide accessible, affordable, environmentally sustainable, reliable, and safe options, opportunities, and access to all residents. Our STEP EMEIP project team believes all the community development sub-tasks of the Elm Avenue Community Development Strategy can demonstrate a shift from current harsh disparities in urban Southwest Fresno in favor of greater racial, gender, age, and environmental equity and justice. We abide by an encompassing definition of racial equity which serves all these broader equity goals: We achieve racial equity when race no longer determines one's health, wellness or socioeconomic outcomes; When Non-white are valued consumers, business owners, etc. and are actively represented in decision-making and leadership roles equal to that of their white counterparts; and When the systems, structures, and cultural narratives in society offer real and fair opportunities for all!
6	Describe the direct, meaningful, and assured benefit(s) provided to residents of disadvantaged communities in the STEP Community.	This STEP EMEIP proposal aims to address the provision of direct and meaningful community development benefits as intended by the sub-tasks of the Elm Avenue Community Development Strategy. These benefits align with mixed use development, affordable housing, open space, shopping, employment and economic development activities and results that Southwest Fresno community residents have stated they want to see made available along Elm Avenue and in Southwest Fresno generally, as captured in the community inspired Southwest Fresno Specific Plan (2017) and Elm Avenue Revitalization Strategy (2019).

COMMUNITY INCLUSION		
7	Describe the community-identified transportation needs and how each project addresses those needs in a way that community residents want.	Inclusive community engagement strongly informed the Elm Avenue Revitalization Strategy approved by the City of Fresno in 2019. This community inspired strategy conceptually envisions the future Street Environment along Elm Avenue as transforming to a boulevard streetscape to be built with Class II bike lanes, widened sidewalks, corner bulb-outs, street parking, lighting, landscaping, and related improvements, that work together to support the new mixed-use and equitable transit-oriented development and high frequency public transit services desired by the community. Fresno Metro Ministry (Metro) will work with community organizational partners, churches, neighborhood residents, City of Fresno, Fresno COG, Caltrans and consultants to develop the 'complete streets framework, design concepts, and implementation strategies' required to move all these aligned plans and policies into an implementation phase. This is complementary work that links STEP goals with citywide, community, and neighborhood level priorities for Elm Avenue Active Transportation improvements. This STEP EMEIP proposal aims to address the provision of direct and meaningful community development benefits as intended by the sub-tasks of the Elm Avenue Community Development Strategy.
8	Describe the community engagement process that was used to identify the community's transportation needs prior to submitting the proposal. If community engagement activities used to identify these needs were conducted over two years prior to submitting the proposal, describe the process for confirming with community residents that the needs identified are still relevant.	The City of Fresno and an expert consulting firm conducted community engagement for the Elm Avenue Revitalization Strategy. A Steering Committee made up of local community leaders was formed to guide the development of the Elm Avenue Revitalization Strategy. The Steering Committee met in January 2018, and received a presentation on the planning team's analysis of existing conditions; key points about brownfields development; outcomes from the first community workshop; and next steps. The Committee met again in May 2018 to hear the planning team's preliminary site reuse concepts and corridor vision, and to help guide the direction of these key elements of the Strategy. The Committee convened again in July 2019 to review the Draft Revitalization Strategy and make recommendations. The Steering Committee was supported by numerous community events and workshops over an 18-month period in which direct input into community needs and desirable development were received. The City Council approved the Elm Avenue Revitalization Strategy with strong and diverse community support in October 2019. This STEP EMEIP proposal aims to address the provision of direct and meaningful community development benefits community residents elevated in the community inspired Southwest Fresno Specific Plan (2017) and Elm Avenue Revitalization Strategy (2019).
9	Describe the community engagement activities planned to ensure that community residents have the opportunities and resources to actively participate in the decision-making process during grant implementation.	The EMEIP Community Development team will integrate community engagement work to build on Active Transportation community relationships, and supply continuous community engagement activities. A diverse community advisory body will be convened to inclusively outreach throughout the southwest Fresno community that is the focal area for the EMEIP Community Development component to form the Elm Avenue Community Development Advisory Committee; a representative community-based project area stakeholder advisory group. A community engagement and participation plan will be developed to correspond with the history, needs, preferences, issues and languages of the respective communities in the project area. We will take special consideration of the hard to reach and specific communities that will be affected by this project. Communication materials will be developed for meeting notices, PowerPoint presentations, e-blasts, press releases, graphics, photography, and other related services that respect the project area diversity, culture, and languages. Communication tools will be developed and a website established as a two-way project information portal providing information and capturing community input. Community engagement strategies will use all mediums and conduct periodic door-to-door flyer distributions, community presentations, briefings and information booths at community centers, and community workshops and events to inform, engage and received community feedback and recommendations.
10	Identify any hard-to-reach residents.	We know that some hard-to-reach residents will include Immigrant community members who live in fear, families of gang members, youth out-of-school, some shut-in seniors living alone, busy parents of young children, and those sheltering-in-place and hard-to-reach during COVID-19 pandemic.
11	Describe how the planned community engagement activities focus on the hard-to-reach residents identified above.	We are fortunate in Fresno to have a number of CBOs and public agencies who can help us reach out to our hard-to-reach residents. We will work closely with immigrant advocacy groups to find ways to reach fearful immigrants; gang prevention and intervention groups to find ways to reach families of gang members; youth leadership and youth services groups to find ways to reach youth out-of-school; senior programs and churches to find ways to reach shut-in seniors living alone; schools, churches and neighborhood groups to find ways to reach busy parents of young children; and research best practices for community engagement during COVID-19 pandemic.
12	Describe how the planned community engagement activities will be evaluated for success and updated accordingly.	Specific data will be collected during each community engagement to ensure the engagement process is meeting the goals for engagement and determine if adjustments are appropriate. Basic informational data will be collected during each activity to gauge response. For example, location, engagement activity type, number of people in attendance data will be collected to measure what type of engagement activities generate the most response. That evaluation will inform necessary adjustments. The goal of engagement is to both educate the community and stakeholders and gain input on areas of greatest need. Each activity will include a follow up survey for participants. Survey questions will be structured to learn if we are meeting the goals for the engagement strategy and feedback from participants on the engagement experience and recommendations for making engagement more effective. Based on this feedback, we will make any necessary adjustments to the engagement strategy to ensure it is purposeful, effective, and we are meeting goals.
13	Identify the expected end users.	The end users of the specific EMEIP community development efforts, complete street design framework, and implementation strategies of an Elm Avenue Smart Mobility Strategy are the people of Southwest Fresno and the residents, businesses, and institutions along the Elm Avenue corridor. This community area is home to a diverse and engaged community. As of 2010, the community had a population of 11,128, representing about two percent of the city's population. More than half of the community (59 percent) is Hispanic or Latino, and one quarter is black or African American. Twelve percent of the population is Asian, while non-Hispanic whites make up 2 percent of community residents. Most households in the Elm Avenue corridor area - 83 percent— are families with children, compared to 38 percent in Fresno as a whole. The average household in the community has four people, compared to three citywide. About two out of three of the Elm Avenue corridor area households rent and one in three own (the ratio citywide is approximately 50-50). The community generally has lower incomes and education levels compared to the city overall. Recent planning studies for overlapping areas that include Elm Avenue corridor, report that over 40 percent of families live below the poverty line, as do 34 percent of adults and 54 percent of children in Southwest Fresno.
14	Describe the outreach and education activities planned to ensure that identified end users in the community have knowledge that will help them use new transportation services and actively participate in decision-making processes during grant implementation.	Our EMEIP Community Development project team's community outreach and education processes are designed to engage the hard-to-reach residents of southwest Fresno using the methods described in question 9 above. These methods have been tried and demonstrated as successful through previous engagement efforts around building the Southwest Fresno Specific Plan and Elm Avenue Revitalization Strategy.
15	Describe how the planned outreach and education activities focus on the hard-to-reach residents identified above.	We are adapting all our plans and materials for outreach leveraging the Community Partner CBOs in the southwest Fresno community to engage the hard-to-reach residents identified previously. These include, but are not limited to immigrant advocacy groups, churches, youth gang prevention groups, and schools. These community groups already have been working with EMEIP project team members on various community building and revitalization projects in the southwest Fresno Active Transportation planning area, so engaging their constituents for the STEP funded effort will be additive to the other engagement work that is on-going.
16	Describe how the planned outreach and education activities will be evaluated for success and updated accordingly.	The EMEIP Community Development team will develop participant surveys related to all outreach and engagement activities, workshops and meetings held for all community development sub-tasks of the Elm Avenue Community Development Strategy in this STEP EMEIP proposal: The Elm Avenue Mixed-Use TOD Design Challenge, Wealth Creation for Communities of Color, and the FresnoMade Healthy Food Co-op. Resident have stated previous community planning efforts that they want to see new mixed use development, affordable housing, open space, shopping, employment and economic development along Elm Avenue. The surveys will continue capture and amplify the community's voice and take various forms from paper surveys collected at meetings to on-line surveys sent out through email blasts. Phone surveys may be conducted depending on the responsiveness of participants through other channels of engagement. Feedback will be sought on the effectiveness of the workshops and clarity of the material presented. Adjustments to the presentations and materials will consider the feedback and the project team will make changes as appropriate and feasible.

17	Describe the plan for educating community residents and local businesses about other applicable CARB funding opportunities and supporting California Energy Commission funding opportunities.	FCRTA, Fresno Metro Ministry, and Walker Consultants are on listserves for announcements from CARB and CEC about new funding opportunities. Through the quarterly Community Partner meetings and on-going work with these partners related to implementation of EMEIP, FCRTA and sub-applicant partners will keep STEP community residents informed of new project funding opportunities and seek to build new project proposals as appropriate for funding from both local, State, and Federal sources.
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DATA TRACKING AND REPORTING		
18	Identify the Applicant(s) who will lead data tracking and reporting.	Walker Consultants will lead data tracking and reporting activities. Walker Consultants provides transportation planning, analysis, design, policy through our team of experts. Walker is currently working in Fresno County with the Fresno County Rural Transit Agency to plan for an electric vehicle rideshare/carshare service. As part of this study, Walker conducted a transportation gap analysis for rural Fresno County and has done extensive outreach and engagement with local stakeholders to understand transportation needs and gaps. Fresno Metro Ministry Metro) will lead the Community Development Planning work in the southwest Fresno neighborhoods within the STEP Community for EMEIP. Walker Consultants will coordinate with Metro on data tracking for the Community Development component and incorporate that data into the CARB quarterly reports developed for the project and the Final Report.
19	Describe the plan for tracking and collecting project-related data to report to CARB.	Applicant and team partner Walker Consultants will design tracking and reporting forms, Fresno Metro Ministry will collect the Community Development data working with the Community Partner CBOs and then Walker Consultants Community Development will analyze, evaluate, and report out.
20 (attachment)	Submit a completed STEP Benefits Calculator (see Appendix C) that includes all of the projects counted under a Clean Transportation Strategy. Write the file name in the box to the right.	N/A This Project is a Supporting Strategy

CLIMATE ADAPTATION AND RESILIENCY		
21	Identify the impacts of climate change (on public health, the economy, the built environment, etc.) in the STEP Community. If not applicable, explain why.	The primary climate change impacts being felt and forecast for the San Joaquin Valley are increased and more intense drought periods along with more days about 95 degrees F each year. More intense and increasing number of drought years threaten the agricultural economy so dependent on rainfall and snowpack in the Sierra Nevada that supports many of the people living in the STEP community census tracts. Increased number of high heat days above 95 degrees F threaten the health and safety of people that have to work outdoors in agriculture, or have to walk or ride bicycles to work, or live in housing without adequate air conditioning and insulation. High heat days and the stagnant air associated with them, also leads to high levels of toxic air contaminant build up in the San Joaquin Valley air basin which impacts lung health of residents.
22	Describe how the project will incorporate adaptation measures that will lead to increased resiliency to climate impacts. Describe how the project will increase community resilience to the direct and indirect impacts of climate change. If not applicable, explain why.	Implementing the recently approved Fresno COG RTP/SCS (2018), City of Fresno General Plan (2014), Southwest Fresno Specific Plan (2017), and Elm Ave Revitalization Strategy (2019) through this STEP project will produce measurable adaptation measures that will lead to increased resiliency to climate impacts. All plans noted encourage major contributions to achieving affordable housing and economic development through new mixed-use transit-oriented development along BRT and key transit corridors. How these plans and policies implemented in this STEP community project will increase community resilience to the direct and indirect impacts of climate change is best illustrated by scenario planning and impact assessment. Recent UrbanFootPrint software analyses of similar new mixed-use transit-oriented development, that include affordable housing and economic development proposed along comparable arterial transit corridors in Southern California suggest very positive climate, resource and community benefits: 42% less energy consumption, 66% less water consumption, 32% less miles driven, 37% less GHG emissions, and 33% lower household costs (utilities & transportation).

**STEP Implementation Grant Proposal Template**  
**PROJECT #4 THRESHOLDS & CRITERIA tab**

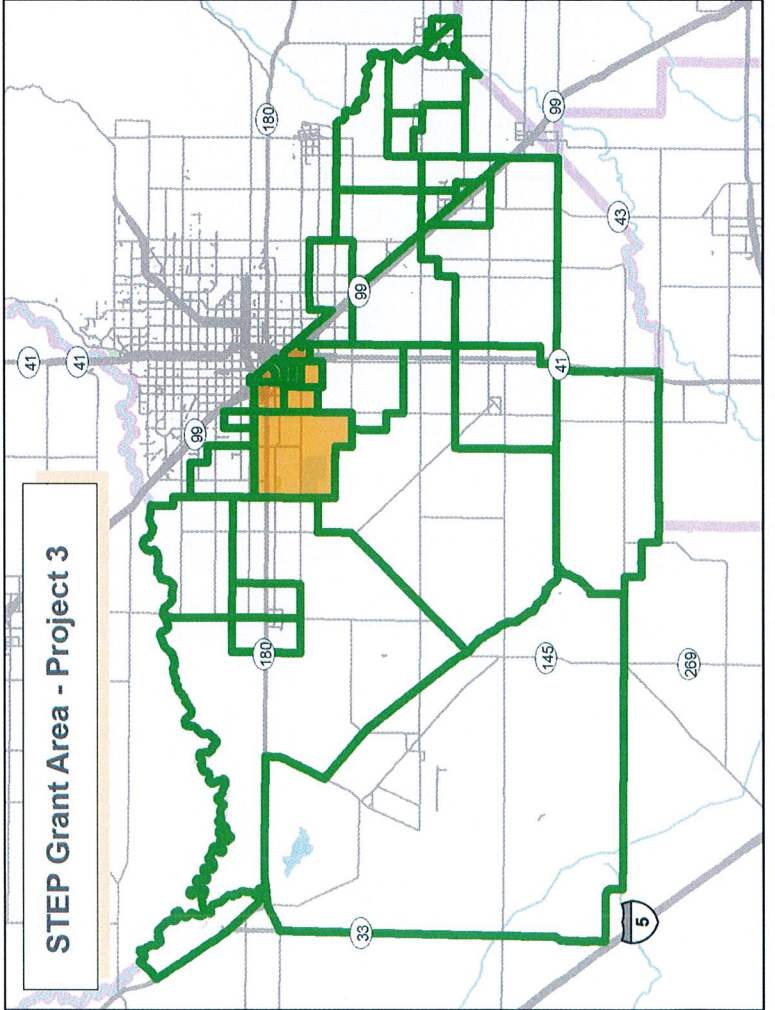
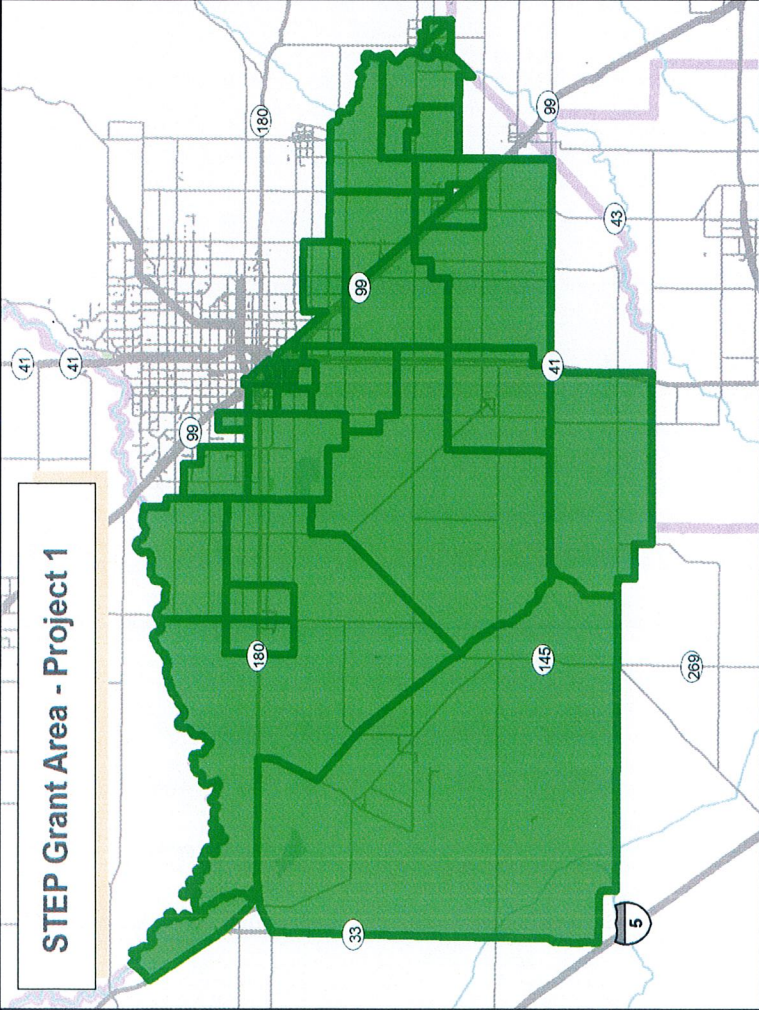
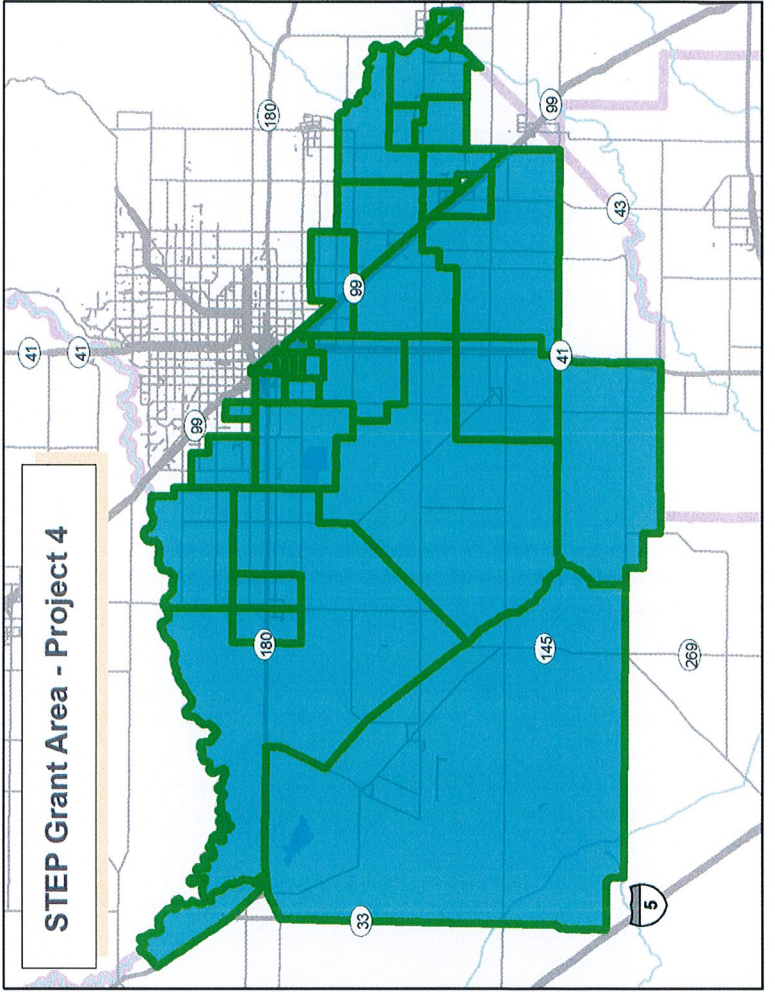
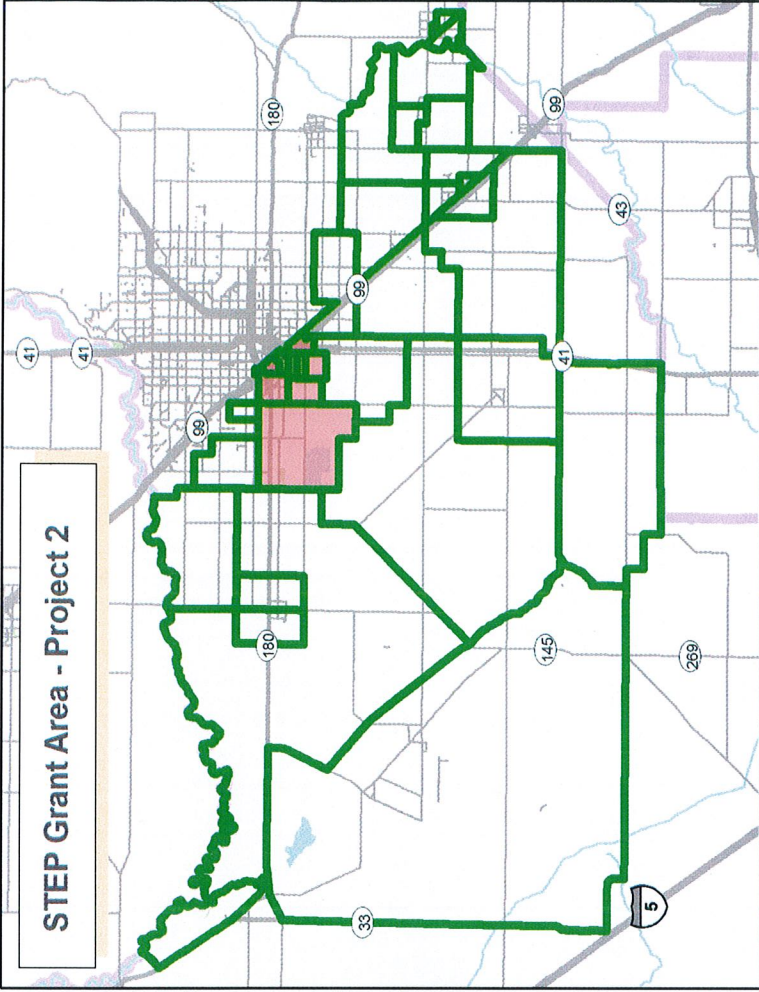
INSTRUCTIONS		RESPONSES
<b>PROJECT SCOPE</b>		
	Project Name	Equitable Mobility for Economic Investment Project Outreach and Education
1	Lead Implementer	Fresno Metropolitan Ministry
2	Describe each project scope and deliverables. Include information about all project elements as defined in Appendix E. Include what project details (if any) still need to be determined and how community residents will be involved in that process.	Fresno Metro Ministry will lead outreach and education events in various communities served by the project. These will include both virtual and in-person meetings and events designed to generate ridership for the services. Initial outreach will include presentations describing the services and ridership requirements to community groups such as churches, city councils, chambers of commerce, and health care services. Metro will also conduct regular user surveys with results collated and reported by Walker Consulting.
3 (attachment)	Include any applicable readiness documentation, including CEQA documentation (see Appendix E for details). Write the file names of all readiness documentation in the box to the right.	N/A
4	If readiness requirements are not met by the time the proposal is submitted, identify the process and anticipated timeline for completing these actions within six months after grant execution or (for CEQA requirements only) at the time of grant execution.	All outreach and education activities for this STEP EMEIP proposal should be Categorically Exempt under CEQA. If independent and separately funded projects develop as a result of STEP outreach and education activities, and these construction projects eventually move forward through City permitting processes, Environmental Assessments will be conducted at that time to determine CEQA compliance requirements. In any case, we will thoroughly assess CEQA, site control, permitting, and other readiness requirements related all proposed STEP-funded EMEIP activities, and any other projects that can be anticipated, and demonstrate that these other readiness requirements have been met or will have been met within six months after grant execution.
<b>TRANSPORTATION EQUITY</b>		
5	Describe how each project considers the needs of different groups of residents within the STEP Community. In particular, describe how each project incorporates different facets of transportation equity (including accessibility to key destinations, accessibility of transportation options, affordability, environmental sustainability, reliability, and safety) as they are defined by community residents.	Our proposed STEP EMEIP outreach and education activities are mindful of the needs of different groups of residents and the community's many definitions of needs as captured in the Southwest Fresno Specific Plan and Elm Avenue Revitalization Strategy, upon which this project is directly based. We are committed to contributing to transportation, land use, community and economic systems that provide accessible, affordable, environmentally sustainable, reliable, and safe options, opportunities, and access to all residents. Our STEP EMEIP project team believes all the outreach and education activities with which we will engage diverse groups of community residents, will be sensitive, culturally competent, and encourage actions to shift from current harsh disparities and neglect in urban Southwest Fresno in favor of greater racial, gender, age, and environmental equity and justice. We abide by an encompassing definition of racial equity which serves all these broader equity goals: We achieve racial equity when race no longer determines one's health, wellness or socioeconomic outcomes; When Non-white are valued consumers, business owners, etc. and are actively represented in decision-making and leadership roles equal to that of their white counterparts; and When the systems, structures, and cultural narratives in society offer real and fair opportunities for all!
6	Describe the direct, meaningful, and assured benefit(s) provided to residents of disadvantaged communities in the STEP Community.	This STEP EMEIP proposal aims to address the provision of an array of direct and meaningful benefits for shared mobility, active transportation, and community development. These benefits align with the diverse activities and results that Southwest Fresno community residents have stated they want to see made available along Elm Avenue and in Southwest Fresno generally, as captured in the community inspired Southwest Fresno Specific Plan (2017) and Elm Avenue Revitalization Strategy (2019).

COMMUNITY INCLUSION		
7	Describe the community-identified transportation needs and how each project addresses those needs in a way that community residents want.	Inclusive community engagement strongly informed the Elm Avenue Revitalization Strategy approved by the City of Fresno in 2019. This community inspired strategy conceptually envisions the future Street Environment along Elm Avenue as transforming to a boulevard streetscape to be built with Class II bike lanes, widened sidewalks, corner bulb-outs, street parking, lighting, landscaping, and related improvements, that work together to support the new mixed-use and equitable transit-oriented development and high frequency public transit services desired by the community. Fresno Metro Ministry (Metro) will work with community organizational partners, churches, neighborhood residents, City of Fresno, Fresno COG, Caltrans and consultants to develop the 'complete streets framework, design concepts, and implementation strategies' required to move all these aligned plans and policies into an implementation phase. This is complementary work that links STEP goals with citywide, community, and neighborhood level priorities for Elm Avenue Active Transportation improvements.
8	Describe the community engagement process that was used to identify the community's transportation needs prior to submitting the proposal. If community engagement activities used to identify these needs were conducted over two years prior to submitting the proposal, describe the process for confirming with community residents that the needs identified are still relevant.	The City of Fresno and an expert consulting firm conducted community engagement for the Elm Avenue Revitalization Strategy. A Steering Committee made up of local community leaders was formed to guide the development of the Elm Avenue Revitalization Strategy. The Steering Committee met in January 2018, and received a presentation on the planning team's analysis of existing conditions; key points about brownfields development; outcomes from the first community workshop; and next steps. The Committee met again in May 2018 to hear the planning team's preliminary site reuse concepts and corridor vision, and to help guide the direction of these key elements of the Strategy. The Committee convened again in July 2019 to review the Draft Revitalization Strategy and make recommendations. The Steering Committee was supported by numerous community events and workshops over an 18-month period in which direct input into community needs and desirable development were received. The City Council approved the Elm Avenue Revitalization Strategy with strong and diverse community support in October 2019. This STEP EMEIP proposal aims to address the provision of direct and meaningful community benefits that area residents elevated in the community inspired Southwest Fresno Specific Plan (2017) and Elm Avenue Revitalization Strategy (2019).
9	Describe the community engagement activities planned to ensure that community residents have the opportunities and resources to actively participate in the decision-making process during grant implementation.	Our EMEIP team will integrate community engagement work across all STEP projects and tasks to build relevant relationships, leverage overlapping resident groups and networks, and to further supply continuous ongoing community engagement activities through involvement and outreach by residents themselves. A community advisory body will be established that is representative of the diversity of the STEP community to oversee and better sustain area stakeholder's participation in the project. A community engagement and participation plan will be developed to correspond with the history, needs, preferences, issues and languages of the respective communities in the project area. We will take special consideration of the hard to reach and specific communities that will be affected by this project. Communication materials will be developed for meeting notices, PowerPoint presentations, e-blasts, press releases, graphics, photography, and other related services that respect the project area diversity, culture, and languages. Communication tools will be developed and a website established as a two-way project information portal providing information and capturing community input. Community engagement strategies will use all mediums and conduct periodic door-to-door flyer distributions, community presentations, briefings and information booths at community centers, and community workshops and events to inform, engage and received community feedback and recommendations.
10	Identify any hard-to-reach residents.	We know that some hard-to-reach residents will include immigrant community members who live in fear, families of gang members, youth out-of-school, some shut-in seniors living alone, busy parents of young children, and those sheltering-in-place and hard-to-reach during COVID-19 pandemic.
11	Describe how the planned community engagement activities focus on the hard-to-reach residents identified above.	We are fortunate in Fresno to have a number of CBOs and public agencies who can help us reach out to our hard-to-reach residents. We will work closely with immigrant advocacy groups to find ways to reach fearful immigrants; gang prevention and intervention groups to find ways to reach families of gang members; youth leadership and youth services groups to find ways to reach youth out-of-school; senior programs and churches to find ways to reach shut-in seniors living alone; schools, churches and neighborhood groups to find ways to reach busy parents of young children; and research best practices for community engagement during COVID-19 pandemic.
12	Describe how the planned community engagement activities will be evaluated for success and updated accordingly.	Specific data will be collected during each community engagement to ensure the engagement process is meeting the goals for engagement and determine if adjustments are appropriate. Basic informational data will be collected during each activity to gauge response. For example, location, engagement activity type, number of people in attendance data will be collected to measure what type of engagement activities generate the most response. That evaluation will inform necessary adjustments. The goal of engagement is to both educate the community and stakeholders and gain input on areas of greatest need. Each activity will include a follow up survey for participants. Survey questions will be structured to learn if we are meeting the goals for the engagement strategy and feedback from participants on the engagement experience and recommendations for making engagement more effective. Based on this feedback, we will make any necessary adjustments to the engagement strategy to ensure it is purposeful, effective, and we are meeting goals.
13	Identify the expected end users.	The end users of all EMEIP project efforts and results are the people of Southwest Fresno and the residents, businesses, and institutions along the Elm Avenue corridor. This community area is home to a diverse and engaged community. As of 2010, the community had a population of 11,128, representing about two percent of the city's population. More than half of the community (59 percent) is Hispanic or Latino, and one quarter is black or African American. Twelve percent of the population is Asian, while non-Hispanic whites make up 2 percent of community residents. Most households in the Elm Avenue corridor area - 83 percent— are families with children, compared to 38 percent in Fresno as a whole. The average household in the community has four people, compared to three citywide. About two out of three of the Elm Avenue corridor area households rent and one in three own (the ratio citywide is approximately 50-50). The community generally has lower incomes and education levels compared to the city overall. Recent planning studies for overlapping areas that include Elm Avenue corridor, report that over 40 percent of families live below the poverty line, as do 34 percent of adults and 54 percent of children in Southwest Fresno.
14	Describe the outreach and education activities planned to ensure that identified end users in the community have knowledge that will help them use new transportation services and actively participate in decision-making processes during grant implementation.	Our EMEIP project team's community outreach and education processes are designed to engage the hard-to-reach residents of southwest Fresno using the methods described in question 9 above. These methods have been tried and demonstrated as successful through previous engagement efforts around building the Southwest Fresno Specific Plan and Elm Avenue Revitalization Strategy.
15	Describe how the planned outreach and education activities focus on the hard-to-reach residents identified above.	We are adapting all our plans and materials for outreach leveraging the Community Partner CBOs in the southwest Fresno community to engage the hard-to-reach residents identified previously. These include, but are not limited to immigrant advocacy groups, churches, youth gang prevention groups, and schools. These community groups already have been working with EMEIP project team members on various community building and revitalization projects in the southwest Fresno Active Transportation planning area, so engaging their constituents for the STEP funded effort will be additive to the other engagement work that is on-going.
16	Describe how the planned outreach and education activities will be evaluated for success and updated accordingly.	Our EMEIP team will develop participant surveys related to all outreach and engagement activities, workshops and meetings held for all projects and tasks. Resident have stated through previous community planning efforts that they want to see a broad range of shared mobility, active transportation, and community development outcomes along Elm Avenue and in Southwest Fresno generally. The surveys will continue to capture and amplify the community's voice and take various forms from paper surveys collected at meetings to on-line surveys sent out through email blasts. Phone surveys may be conducted depending on the responsiveness of participants through other channels of engagement. Feedback will be sought on the effectiveness of the workshops and clarity of the material presented. Adjustments to the presentations and materials will consider the feedback and the project team will make changes as appropriate and feasible.

17	Describe the plan for educating community residents and local businesses about other applicable CARB funding opportunities and supporting California Energy Commission funding opportunities.	FCRTA, Fresno Metro Ministry, and Walker Consultants are on listserves for announcements from CARB and CEC about new funding opportunities. Through the quarterly Community Partner meetings and on-going work with these partners related to implementation of EMEIP, FCRTA and sub-applicant partners will keep STEP community residents informed of new project funding opportunities and seek to build new project proposals as appropriate for funding from both local, State, and Federal sources.
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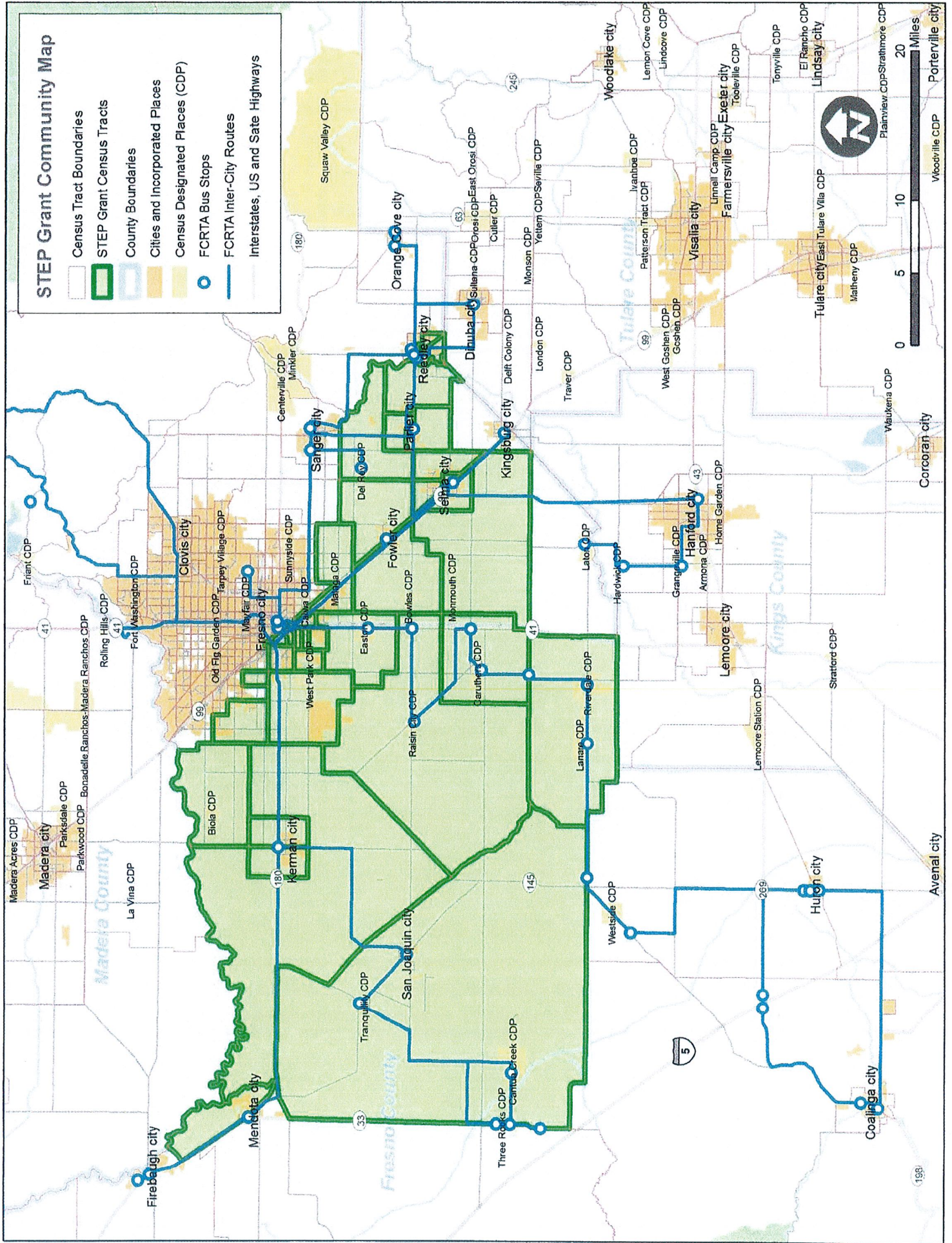
DATA TRACKING AND REPORTING		
18	Identify the Applicant(s) who will lead data tracking and reporting.	Walker Consultants will lead data tracking and reporting activities. Walker Consultants provides transportation planning, analysis, design, policy through our team of experts. Walker is currently working in Fresno County with the Fresno County Rural Transit Agency to plan for an electric vehicle rideshare/carshare service. As part of this study, Walker conducted a transportation gap analysis for rural Fresno County and has done extensive outreach and engagement with local stakeholders to understand transportation needs and gaps. Fresno Metro Ministry Metro) will lead the outreach and education work in the southwest Fresno neighborhoods within the STEP Community for EMEIP. Walker Consultants will coordinate with Metro on data tracking for the outreach and education component and incorporate that data into the CARB quarterly reports developed for the project and the Final Report.
19	Describe the plan for tracking and collecting project-related data to report to CARB.	Applicant and team partner Walker Consultants will design tracking and reporting forms, Fresno Metro Ministry will collect the outreach and education data working with the Community Partner CBOs and then Walker Consultants will analyze, evaluate, and report out.
20 (attachment)	Submit a completed STEP Benefits Calculator (see Appendix C) that includes all of the projects counted under a Clean Transportation Strategy. Write the file name in the box to the right.	N/A This Project is a Supporting Strategy

CLIMATE ADAPTATION AND RESILIENCY		
21	Identify the impacts of climate change (on public health, the economy, the built environment, etc.) in the STEP Community. If not applicable, explain why.	The primary climate change impacts being felt and forecast for the San Joaquin Valley are increased and more intense drought periods along with more days about 95 degrees F each year. More intense and increasing number of drought years threaten the agricultural economy so dependent on rainfall and snowpack in the Sierra Nevada that supports many of the people living in the STEP community census tracts. Increased number of high heat days above 95 degrees F threaten the health and safety of people that have to work outdoors in agriculture, or have to walk or ride bicycles to work, or live in housing without adequate air conditioning and insulation. High heat days and the stagnant air associated with them, also leads to high levels of toxic air contaminant build up in the San Joaquin Valley air basin which impacts lung health of residents.
22	Describe how the project will incorporate adaptation measures that will lead to increased resiliency to climate impacts. Describe how the project will increase community resilience to the direct and indirect impacts of climate change. If not applicable, explain why.	Implementing the recently approved Fresno COG RTP/SCS (2018), City of Fresno General Plan (2014), Southwest Fresno Specific Plan (2017), and Elm Ave Revitalization Strategy (2019) through this STEP project will produce measurable adaptation measures that will lead to increased resiliency to climate impacts. All plans noted encourage major contributions to achieving affordable housing and economic development through new mixed-use transit-oriented development along BRT and key transit corridors. How these plans and policies implemented in this STEP community project will increase community resilience to the direct and indirect impacts of climate change is best illustrated by scenario planning and impact assessment. Recent UrbanFootPrint software analyses of similar new mixed-use transit-oriented development, that include affordable housing and economic development proposed along comparable arterial transit corridors in Southern California suggest very positive climate, resource and community benefits: 42% less energy consumption, 66% less water consumption, 32% less miles driven, 37% less GHG emissions, and 33% lower household costs (utilities & transportation).



# STEP Grant Community Map

- Census Tract Boundaries
- STEP Grant Census Tracts
- County Boundaries
- Cities and Incorporated Places (CDP)
- Census Designated Places (CDP)
- FCRTA Bus Stops
- FCRTA Inter-City Routes
- Interstates, US and State Highways



**STEP Implementation Grant Proposal Template**  
**BUDGET tab**

		Hourly rate	Hours	Request for STEP funds	Resource contribution	Total	Notes
GRANT IMPLEMENTATION							
Direct Labor plus Expenses							
							All labor rates for all components of the project from all partners reflect anticipated annual wage increases over the four-year term of the project.
	Transit General Manager (FCRTA)	\$ 132.60	240	\$ 31,824.00	\$ -	\$ 31,824.00	
	Transit Operations Manager (FCRTA)	\$ 66.20	240	\$ 15,888.00	\$ -	\$ 15,888.00	
	Senior Transit Planner (FCRTA)	\$ 59.69	360	\$ 21,488.40	\$ -	\$ 21,488.40	
	Transit Accountant (FCRTA)	\$ 50.60	560	\$ 28,336.00	\$ -	\$ 28,336.00	
Direct Costs (non-labor)							
	Travel costs	N/A	N/A	\$ -	\$ -	\$ -	
	Equipment and supplies	N/A	N/A	\$ 2,400.00	\$ -	\$ 2,400.00	Office supplies for 48 months
	Other direct costs	N/A	N/A	\$ -	\$ -	\$ -	
Indirect Costs (non-labor)							
	Indirect costs	N/A	N/A	\$ -	N/A	\$ -	
Grant Implementation Costs				\$ 99,936.40	\$ -	\$ 99,936.40	
PROJECT #1							
Equitable Mobility for Economic Investment Project Shared Mobility							
Direct Labor							
	Mobility Specialist (Walker)	\$ 193.00	225	\$ 43,425.00	\$ -	\$ 43,425.00	Task 1.1
	Mobility Analyst (Walker)	\$ 130.00	40	\$ 5,200.00	\$ -	\$ 5,200.00	Task 1.1
	Operations General Manager (IT)	\$ 80.00	1039	\$ 83,120.00	\$ -	\$ 83,120.00	Task 1.1
	Operations General Manager (IT)	\$ 80.00	7278	\$ 582,240.00		\$ 582,240.00	Task 1.2
	Dispatcher (IT)	\$ 45.00	7278	\$ 327,510.00		\$ 327,510.00	Task 1.2
	Drivers (IT)	\$ 20.00	25280	\$ 505,600.00		\$ 505,600.00	Task 1.2, (5) drivers working 28 hours per week for 180 weeks
	Mobility Specialist (Walker)	\$ 193.00	1315	\$ 253,795.00		\$ 253,795.00	Task 1.3
	Mobility Analyst (Walker)	\$ 130.00	600	\$ 78,000.00		\$ 78,000.00	Task 1.3
	Senior Research Engineer (FSTI)	\$ 89.67	806	\$ 72,274.02		\$ 72,274.02	Task 1.3
	Research Engineer (FSTI)	\$ 78.65	926	\$ 72,829.90		\$ 72,829.90	Task 1.3
	Research Assistant (FSTI)	\$ 18.43	263	\$ 4,847.09		\$ 4,847.09	Task 1.3
	Transit General Manager (FCRTA)	\$ 132.60	1904		\$ 252,470.40	\$ 252,470.40	Task 1.2 FCRTA Transit Team Support for Rideshare/Carshare Service
	Transit Operations Manager (FCRTA)	\$ 66.20	2380		\$ 157,556.00	\$ 157,556.00	Task 1.2 FCRTA Transit Team Support for Rideshare/Carshare Service
	Senior Transit Planner (FCRTA)	\$ 59.69	2380		\$ 142,062.20	\$ 142,062.20	Task 1.2 FCRTA Transit Team Support for Rideshare/Carshare Service
	Transit Accountant (FCRTA)	\$ 50.60	3174		\$ 160,604.40	\$ 160,604.40	Task 1.2 FCRTA Transit Team Support for Rideshare/Carshare Service
	Transit Admin Assistant (FCRTA)	\$ 51.93	793		\$ 41,180.49	\$ 41,180.49	Task 1.2 FCRTA Transit Team Support for Rideshare/Carshare Service
	Maintenance Manager (FCRTA)	\$ 106.93	793		\$ 84,795.49	\$ 84,795.49	Task 1.2 FCRTA Transit Team Support for Rideshare/Carshare Service
	Fleet Service Coordinator (FCRTA)	\$ 106.93	793		\$ 84,795.49	\$ 84,795.49	Task 1.2 FCRTA Transit Team Support for Rideshare/Carshare Service
Direct Costs	Technology for vehicles	N/A	N/A	\$ 101,500.00	\$ -	\$ 101,500.00	Task 1.2, includes WiFi, data loggers, camera systems, and fare collection equipment.
	Maintenance			\$ 87,500.00		\$ 87,500.00	Task 1.2
	Service Marketing/Branding			\$ 160,000.00		\$ 160,000.00	Task 1.2, includes advertising materials in English and Spanish, TV and radio ads in local Spanish and English stations and social media.
	Washing and detailing			\$ 122,500.00		\$ 122,500.00	Task 1.2
	Reservation software			\$ 250,000.00		\$ 250,000.00	Task 1.2
	Insurance			\$ 420,000.00		\$ 420,000.00	Task 1.2
	Vehicles and EVSE			\$ 975,000.00		\$ 975,000.00	Task 1.2
Project Costs							
Task 1.1	Start Rideshare/carshare service	N/A	N/A	\$ 131,745.00	\$ -	\$ 131,745.00	Estimated to require a six month period after initial contract execution with CARB
Task 1.2	Operate Rideshare/carshare	N/A	N/A	\$ 3,531,850.00	\$ 923,464.47	\$ 4,455,314.47	
Task 1.3	Data Collection/Analysis	N/A	N/A	\$ 481,746.01	\$ -	\$ 481,746.01	
Project #1 Costs				\$ 4,145,341.01	\$ 923,464.47	\$ 5,068,805.48	
PROJECT #2							
Equitable Mobility for Economic Investment Project Active Transportation Planning							
Direct Labor							
	Mobility Specialist (Walker)	\$ 193.00	300	\$ 57,900.00	\$ -	\$ 57,900.00	Task 2.2
	Mobility Analyst (Walker)	\$ 130.00	75	\$ 9,750.00		\$ 9,750.00	Task 2.2
	Senior Research Engineer (FSTI)	\$ 89.67	269	\$ 24,121.23		\$ 24,121.23	Task 2.2
	Research Engineer (FSTI)	\$ 78.65	309	\$ 24,302.85		\$ 24,302.85	Task 2.2
	Research Assistant (FSTI)	\$ 18.43	88	\$ 1,621.84		\$ 1,621.84	Task 2.2
	Program Director (Metro)	\$ 75.00	792	\$ 59,400.00		\$ 59,400.00	Task 2.1
	Program HR/Comm. Director (Metro)	\$ 70.00	288	\$ 20,160.00		\$ 20,160.00	Task 2.1
	Program Manager (Metro)	\$ 66.00	1494	\$ 98,604.00		\$ 98,604.00	Task 2.1
	Program Fiscal Director (Metro)	\$ 48.00	414	\$ 19,872.00		\$ 19,872.00	Task 2.1
	Project Coordinator (Metro)	\$ 38.00	2124	\$ 80,712.00		\$ 80,712.00	Task 2.1
	Community Builder (Metro)	\$ 28.00	1440	\$ 40,320.00		\$ 40,320.00	Task 2.1
Direct Costs	Travel/supplies	N/A	N/A	\$ 36,000.00	\$ -	\$ 36,000.00	Task 2.1
	CEQA consultants			\$ 10,000.00		\$ 10,000.00	Task 2.1
	Procurement and contracting consultant			\$ 10,000.00		\$ 10,000.00	Task 2.1
	Design and Civil Engineering Consultant			\$ 220,000.00		\$ 220,000.00	Task 2.1
Project Costs							
Task 2.1	Elm Ave. Smart Mobility Strategy	N/A	N/A	\$ 595,068.00	\$ -	\$ 595,068.00	
Task 2.2	Data Collection	N/A	N/A	\$ 117,695.92	\$ -	\$ 117,695.92	
Project #2 Costs				\$ 712,763.92	\$ -	\$ 712,763.92	
PROJECT #3							
Equitable Mobility for Economic Investment Project Cooperative Business Development							
Direct Labor							
	Mobility Specialist (Walker)	\$ 193.00	300	\$ 57,900.00	\$ -	\$ 57,900.00	Task 3.4
	Mobility Analyst (Walker)	\$ 130.00	75	\$ 9,750.00	\$ -	\$ 9,750.00	Task 3.4
	Program Director (Metro)	\$ 75.00	792	\$ 59,400.00		\$ 59,400.00	Task 3.1, 3.2, 3.3
	Program HR/Comm. Director (Metro)	\$ 70.00	288	\$ 20,160.00		\$ 20,160.00	Task 3.1, 3.2, 3.3
	Program Manager (Metro)	\$ 66.00	1494	\$ 98,604.00		\$ 98,604.00	Task 3.1, 3.2, 3.3
	Program Fiscal Director (Metro)	\$ 48.00	414	\$ 19,872.00		\$ 19,872.00	Task 3.1, 3.2, 3.3
	Project Coordinator (Metro)	\$ 38.00	2124	\$ 80,712.00		\$ 80,712.00	Task 3.1, 3.2, 3.3
	Community Builder (Metro)	\$ 28.00	1440	\$ 40,320.00	\$ -	\$ 40,320.00	Task 3.1, 3.2, 3.3
Direct Costs	Travel/supplies/printing/advisory committee/workshops/focus groups	N/A	N/A	\$ 62,578.00	\$ -	\$ 62,578.00	Task 3.1, 3.2, 3.3

	(2) Electric food delivery vans			\$ 100,000.00		\$ 100,000.00	Task 3.3. Provide on-demand food delivery service as part of FresnoMade Food COOP service.
	CEQA consultants			\$ 20,000.00		\$ 20,000.00	Task 3.1, 3.2, 3.3
	Procurement and contracting consultant			\$ 15,000.00		\$ 15,000.00	Task 3.1, 3.2, 3.3
	Design and Civil Engineering Consultant			\$ 190,000.00		\$ 190,000.00	Task 3.1
	Market Feasibility Study Consultant			\$ 15,000.00		\$ 15,000.00	Task 3.3
	Co-op Corporate Document Fees			\$ 5,000.00		\$ 5,000.00	Task 3.3
	Final Business Plan Development Consultant			\$ 20,000.00		\$ 20,000.00	Task 3.3
	Building and Site Design Consultant			\$ 60,000.00		\$ 60,000.00	Task 3.3
<b>Project Costs</b>							
Task 3.1	Elm Ave. Mixed Use TOD Design and Implementation	N/A	N/A	\$ 322,658.40	\$ -	\$ 322,658.40	
Task 3.2	Wealth Creation for Communities of Color	N/A	N/A	\$ 88,731.06	\$ -	\$ 88,731.06	
Task 3.3	Elm Ave. FresnoMade Food COOP	N/A	N/A	\$ 395,256.54	\$ -	\$ 395,256.54	
Task 3.4	Data Collection			\$ 67,650.00		\$ 67,650.00	
<b>Project #3 Costs</b>				<b>\$ 874,296.00</b>	<b>\$ -</b>	<b>\$ 874,296.00</b>	
<b>PROJECT #4</b>							
<b>Equitable Mobility for Economic Investment Project Outreach and Education</b>							
<b>Direct Labor</b>							
	Program Director (Metro)	\$ 75.00	294	\$ 22,050.00	\$ -	\$ 22,050.00	Task 4.1
	Program HR/Comm. Director (Metro)	\$ 70.00	400	\$ 28,000.00	\$ -	\$ 28,000.00	Task 4.1
	Program Manager (Metro)	\$ 66.00	1667	\$ 110,022.00	\$ -	\$ 110,022.00	Task 4.1
	Program Fiscal Director (Metro)	\$ 48.00	572	\$ 27,456.00	\$ -	\$ 27,456.00	Task 4.1
	Project Coordinator (Metro)	\$ 38.00	3210	\$ 121,980.00	\$ -	\$ 121,980.00	Task 4.1
	Community Builder (Metro)	\$ 28.00	4800	\$ 134,400.00	\$ -	\$ 134,400.00	Task 4.1
	Program Director (Metro)	\$ 75.00	832	\$ 62,400.00	\$ 62,400.00	\$ 62,400.00	.1 FTE per year for 4 years marketing EMEIP services through Food to Share all within DACs.
	Program Communications & Community Engagement Director (Metro)	\$ 70.00	832	\$ 58,240.00	\$ 58,240.00	\$ 58,240.00	.1 FTE per year for 4 years marketing EMEIP services through Food to Share all within DACs.
	Program Fiscal Director (Metro)	\$ 48.00	832	\$ 39,936.00	\$ 39,936.00	\$ 39,936.00	.1 FTE per year for 4 years marketing EMEIP services through Food to Share all within DACs.
	Food to Share Community Builder (Metro)	\$ 32.00	3228	\$ 103,296.00	\$ 103,296.00	\$ 103,296.00	~ .39 FTE per year for 4 years marketing EMEIP services through Food to Share all within DACs
	Food to Share Lead Driver (Metro)	\$ 27.00	1664	\$ 44,928.00	\$ 44,928.00	\$ 44,928.00	.2 FTE per year for 4 years marketing EMEIP services through Food to Share all within DACs
	Food to Share Driver (Metro)	\$ 25.00	1664	\$ 41,600.00	\$ 41,600.00	\$ 41,600.00	.2 FTE per year for 4 years marketing EMEIP services through Food to Share all within DACs
	Food to Share Driver (Metro)	\$ 25.00	1664	\$ 41,600.00	\$ 41,600.00	\$ 41,600.00	.2 FTE per year for 4 years marketing EMEIP services through Food to Share all within DACs
	Mobility Specialist (Walker)	\$ 193.00	235	\$ 45,355.00	\$ -	\$ 45,355.00	Task 4.2
	Mobility Analyst (Walker)	\$ 130.00	70	\$ 9,100.00	\$ -	\$ 9,100.00	Task 4.2
	Travel/supplies/printing/advisory committee meetings, workshops, etc.	N/A	N/A	\$ 50,046.00	\$ -	\$ 50,046.00	Task 4.1
<b>Direct Costs</b>							
<b>Project Costs</b>							
Task 4.1	Continuous Rural and Urban Community Engagement	N/A	N/A	\$ 493,954.00	\$ 392,000.00	\$ 885,954.00	
Task 4.2	Data Collection	N/A	N/A	\$ 54,455.00	\$ -	\$ 54,455.00	
<b>Project #4 Costs</b>				<b>\$ 548,409.00</b>	<b>\$ 392,000.00</b>	<b>\$ 940,409.00</b>	
<b>PROJECT #5</b>							
<b>Direct Labor</b>							
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
<b>Direct Costs</b>							
	Travel/supplies	N/A	N/A	\$ -	\$ -	\$ -	
<b>Project Costs</b>							
Task 5.1	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 5.2	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 5.3	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 5.4	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
[Etc.]	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	

Project #5 Costs				\$ -	\$ -	\$ -	
PROJECT #6	0						
Direct Labor							
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
Direct Costs	Travel/supplies	N/A	N/A	\$ -	\$ -	\$ -	
Project Costs							
Task 6.1	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 6.2	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 6.3	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 6.4	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
[Etc.]	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Project #6 Costs				\$ -	\$ -	\$ -	
PROJECT #7	0						
Direct Labor							
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
Direct Costs	Travel/supplies	N/A	N/A	\$ -	\$ -	\$ -	
Project Costs							
Task 7.1	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 7.2	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 7.3	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 7.4	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
[Etc.]	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Project #7 Costs				\$ -	\$ -	\$ -	
PROJECT #8	0						
Direct Labor							
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
Direct Costs	Travel/supplies	N/A	N/A	\$ -	\$ -	\$ -	
Project Costs							
Task 8.1	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 8.2	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 8.3	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 8.4	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
[Etc.]	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Project #8 Costs				\$ -	\$ -	\$ -	
PROJECT #9	0						
Direct Labor							
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
Direct Costs	Travel/supplies	N/A	N/A	\$ -	\$ -	\$ -	
Project Costs							
Task 9.1	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 9.2	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 9.3	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 9.4	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
[Etc.]	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Project #9 Costs				\$ -	\$ -	\$ -	
PROJECT #10	0						
Direct Labor							
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
	[Enter position/classification here]	\$ -		\$ -	\$ -	\$ -	
Direct Costs	Travel/supplies	N/A	N/A	\$ -	\$ -	\$ -	
Project Costs							
Task 10.1	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 10.2	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 10.3	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Task 10.4	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
[Etc.]	[Enter name of task here]	N/A	N/A	\$ -	\$ -	\$ -	
Project #10 Costs				\$ -	\$ -	\$ -	
Total Costs		Equitable Mobility for Economic Investment Project		Total Request for STEP Funds	Total Resource Contribution	Total Proposal Budget	
				\$ 6,380,746.33	\$ 1,315,464.47	\$ 7,696,210.80	

**STEP Implementation Grant Proposal Template**  
**TIMELINE tab**

	Description	Start date	Completion date	Roles	Deliverables (if applicable)	Request for STEP funds
Task 1.1	Start Rideshare/Carshare Service	7/1/2021	12/31/2021	FCRTA will lead development of contracts with sub-applicants, ordering and taking delivery of vehicles and EVSE installation. Inspiration Transportation will hire and train drivers and start marketing the rideshare/carshare service.	Copies of contracts with subapplicants, invoices for vehicles, invoices for EVSE installation, invoices for reservation software, and data collected from Community Partner meetings	\$ 131,745.00
Task 1.2	Operate Rideshare/Carshare Service	1/1/2022	6/30/2025	Inspiration Transportation will operate the rideshare/carshare service for 42 months with FCRTA providing admin and maintenance support.	Quarterly reports showing ridership data, rider survey results, EVSE charging data, criteria and GHG emission reduction calculations, and feedback from Community Partner meetings.	\$ 3,531,850.00
Task 1.3	Data Collection	1/1/2022	3/31/2025	Walker Consultants will lead data collection with support from Fresno State Transportation Institute for criteria emission and GHG emission reduction analysis.	Ridership data, rider surveys, vehicle performance data, EVSE charging data, emission reduction analysis, and community meetingsurvey feedback.	\$ 481,746.01
	Disbursement request #1		10/1/2021		FCRTA intends to bill quarterly for expenses incurred with the rideshare/carshare service	\$ 4,145,341.01
	Disbursement request #2		1/1/2022			
	Disbursement request #3		4/1/2022			
	Disbursement request #4		7/1/2022			
	Disbursement request #5		10/1/2022			
	Disbursement request #6		1/1/2023			
	Disbursement request #7		4/1/2023			
	Disbursement request #8		7/1/2023			
	Disbursement request #9		10/1/2023			
	Disbursement request #10		1/1/2024			
	Disbursement request #11		4/1/2024			
	Disbursement request #12		7/1/2024			
	Disbursement request #13		10/1/2024			
	Disbursement request #14		1/1/2025			
	Disbursement request #15		4/1/2025			
	Disbursement request #16		7/1/2025			
	Final Invoice		9/1/2025			
	Description	Start date	Completion date	Roles	Deliverables (if applicable)	Request for STEP funds
Task 2.1	Elm Ave. Smart Mobility Strategy	7/1/2021	12/31/2022	Fresno Metro Ministry will lead the Active Transportation planning work supported by Fresno State Transportation Institute and some specialized consultants that will be subcontracted to Fresno Metro Ministry. Establish the Elm Avenue Active Transportation Community Implementation Advisory Committee & begin inclusive Community Engagement work for 18 months of Active Transportation project/tasks.	Complete Streets Design Framework, Recommendations for Corridor-wide Improvements, Feasibility Assessment of Various Lane Configurations and Reductions, and Design Concept Options for Discreet Corridor Segments – and – Complete all Implementation Strategy components including Implementation Strategy including: Overall Approach to Implementation Phasing and Funding, Level of Magnitude Construction Costs, Locally Feasible Financing Strategies, High Level Estimates of Probable Costs, and Matrix of Funding Mechanisms. Final draft documents for approval by Elm Avenue Active Transportation Community Implementation Advisory Committee and the City of Fresno Planning Commission and Fresno City Council. Project expenses incurred.	\$ 595,068.00
Task 2.2	Data Collection	10/1/2021	3/31/2023	Walker Consultants will lead data collection with support from Fresno State Transportation Institute for criteria emission and GHG emission reduction analysis.	Community surveys from workshops, documented feedback from workshop attendees, analysis of emission reduction potential from planned Active Transportation improvements. Project expenses incurred.	\$ 117,695.92
	Disbursement request #1		10/1/2021		FCRTA intends to request advance payment for this task due to the limited cash-flow capacity of sub-applicants and the need to pay sub-applicants on a monthly basis.	\$ 712,763.92
	Description	Start date	Completion date	Roles	Deliverables (if applicable)	Request for STEP funds
Task 3.1	Elm Ave.Mixed Use TOD Design and Implementation	7/1/2021	6/30/2025	Fresno Metro Ministry will lead this effort for mixed use TOD design and implementation along Elm Ave. in southwest Fresno with support of specialized consultants. Metro will expand the role of the Elm Avenue Active Transportation Community Implementation Advisory Committee to also function as community oversight body for the Elm Avenue Mixed-Use TOD Design Challenge.	List of members of Elm Avenue Active Transportation Community Implementation Advisory Committee. Meeting minutes and agendas. Feedback from meetings, existing conditions data, ownership, mapping, parcel folders for targeted mixed-use zoned parcels along Elm, preliminary mixed-use TOD development optimization design scenarios all designated parcels and clusters of parcels for community review, input and adjustment, UrbanFootPrint multi-variate development impact software analyse. Project expenses incurred.	\$ 322,658.40
Task 3.2	Wealth Creation for Communities of Color	7/1/2021	6/30/2025	Fresno Metro Ministry will lead this effort and establish the EMEIP STEP Communities Wealth Creation for Communities of Color Advisory Committee to be a catalyst for helping small businesses and existing residents in Southwest Fresno that are vulnerable to climate caused displacement build and invest in wealth creation vehicles that not only help them individually, but have a positive and sustainable economic impact for the whole community. These are asset building opportunities for low-income residents - Fresno Metro Ministry will connect Southwest Fresno residents through our outreach and engagement with investment opportunities developed by the DRIVE Wealth Creation for Communities of Color Initiative through the Central Valley Community Foundation.	Recommendations for new mixed use TOD development along Elm Avenue from the Elm Avenue Mixed-Use TOD Design Challenge that will become a source of new business launches and investment vehicles for wealth creation for local residents. Elm Avenue real estate development recommendations from the Elm Avenue Mixed-Use TOD Design Challenge will be suggested as Community Investment Trust and Real Estate Investment Trust candidates. List of members of the Fresno DRIVE Investment Plan Workgroup for Wealth Creation for Communities of Color. Project expenses incurred.	\$ 88,731.06

Task 3.3	Elm Ave. FresnoMade Food COOP	7/1/2021	6/30/2025	Fresno Metro Ministry will establish the EMEIP STEP Communities Elm Avenue FresnoMade Food COOP Community Advisory Committee & begin continuous community engagement to develop a Food COOP project in southwest Fresno in collaboration with St. Rest Baptist Church and the African American Clergy Task Force. The Food COOP will use two (2) NEV vans to provide currently unavailable on-demand food delivery service to residents in southwest Fresno.	Final Market Feasibility & Partner Study, Co-op Corporate Documents, Final Business Plan, Financing Plan, Land Option Lists, Building & Site Design and Construction Drawings. Project expenses incurred.	\$ 395,256.54
Task 3.4	Data Collection	10/1/2021	3/31/2025	Walker Consultants will lead data collection with support from Fresno Metro Ministry.	Copies of attendance lists at meetings, feedback surveys, and recommendations made at meetings. Vehicle performance data for NEV food delivery vans. Project expenses incurred.	\$ 67,650.00
	Disbursement request #1		10/1/2021		FCRTA intends to request advance payment for this task due to the limited cash-flow capacity of sub-applicants and the need to pay sub-applicants on a monthly basis.	\$ 874,296.00
	Description	Start date	Completion date	Roles	Deliverables (if applicable)	Request for STEP funds
Task 4.1	Continuous Rural and Urban Community Engagement	7/1/2021	3/31/2025	Fresno Metro Ministry will lead all outreach and engagement activities with Walker Consultants supporting.	Marketing materials, meeting agendas, social media posts, invoices for venue rental, invoices for printed materials, and feedback documentation from meetings. Project expenses incurred.	\$ 493,954.00
Task 4.2	Data Collection	10/1/2021	3/31/2025	Walker Consultants will lead data collection working closely with Fresno Metro Ministry and Community Partners.	Copies of attendance lists at meetings, feedback surveys, and recommendations made at meetings. Project expenses incurred.	\$ 54,455.00
	Disbursement request #1		10/1/2021		FCRTA intends to request advance payment for this task due to the limited cash-flow capacity of sub-applicants and the need to pay sub-applicants on a monthly basis.	\$ 548,409.00

**BEFORE THE FRESNO COUNTY RURAL TRANSIT AGENCY  
RESOLUTION NO. 2020-16**

In the matter of:  
Federal Transit  
Administration Grant

RESOLUTION SUPPORTING CLAIM AND  
SUBSEQUENT ACTIONS TO RECEIVE  
FTA SECTION 5311 CARES ACT PHASE 2 FUNDS

RESOLUTION AUTHORIZING THE FEDERAL FUNDING UNDER FTA SECTION 5311 (49 U.S.C. SECTION 5311) WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION

WHEREAS, the U. S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital/operating assistance projects for non-urbanized public transportation systems under Section 5311 of the Federal Transit Act (FTA C 9040.1G); and

WHEREAS, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 grants for transportation projects for the general public for the rural transit and intercity bus; and

WHEREAS, the Federal Transit Administration apportioned \$3,355,334, to FCRTA in CARES Act Phase 2 funding through the Section 5311 Rural formula which is available to the Department for allocation to eligible transit agencies; and

WHEREAS, FCRTA desires to apply for said financial assistance to permit operation of service/purchase of capital equipment in Fresno County; and

WHEREAS, the FCRTA has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social service agencies).

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the FCRTA Board of Directors does hereby Authorize the General Manager, to file and execute applications on behalf of with the Department to aid in the financing of capital/operating assistance projects pursuant to Section 5311 of the Federal Transit Act (FTA C 9040.1G), as amended.

That the General Manager is authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the Department.

That the General Manager is authorized to provide additional information as the Department may require in connection with the application for the Section 5311 projects.

That the General Manager is authorized to submit and approve request for reimbursement of funds from the Department for the Section 5311 project(s).

THE FOREGOING RESOLUTION was passed and adopted by the Fresno County Rural Transit Agency this 24<sup>th</sup> day of September, 2020.

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

Signed \_\_\_\_\_  
David Cardenas, Chairman

I hereby certify that the foregoing is a true copy of a resolution of the Fresno County Rural Transit Agency duly adopted at a meeting thereof held on the 24<sup>th</sup> day of September, 2020.

Signed \_\_\_\_\_  
Moses Stites, General Manager

# Electrify America Public Solar-Level 2 Site Host Agreement

## Host Organization

FRESNO COUNTY RURAL TRANSIT  
AGENCY,  
a California Joint Powers Public Agency

## **Agreement Date:**

July 30, 2020

This Electrify America Public Solar-Level 2 Site Host Agreement (“Agreement”) is entered into as of the Agreement Date by the undersigned Host Organization and Electrify America, LLC (“Electrify America”).

## Host Property & Address

Host Property:

located at:

## RECITALS

- A. Electrify America wishes to deploy solar-powered Level 2 (“L2”) electric vehicle (“EV”) charging stations (collectively, the “Charging Station”) at various locations in California;
- B. Host Organization desires to participate in Electrify America’s deployment of Charging Stations; and
- C. This Agreement sets forth the parties’ agreement with respect to Charging Station deployment at a Host Property.

## AGREEMENT

**1. Basic Provisions.** Your organization (“You”, “Host Organization”) will receive a solar-powered Level 2 (“L2”) electric vehicle (“EV”) charging station(s) (collectively, the “Charging Station”) as described below, in consideration of the covenants and obligations contained in this Agreement.

- a. Charging Station Specifications. Your Charging Station consists of EV ARC™ 2020 solar charging station(s) which includes an Envision Solar array with 4.3 kW, 32 kWh of on-board battery storage, integrating two (2) L2 chargers capable of a charging rate of up to 3.6 kW each. The Charging Stations are not permanent fixtures and require no ancillary utility support to operate.
- b. Basic Services. The Charging Station will be delivered, tested, networked, and maintained, as detailed below.

- c. Operations. Host Organization will keep the Charging Station(s) available for public use during the Term of this Agreement.
- d. Term. The Term of this Agreement is for seven (7) years, starting on the Agreement Date.

## **2. Delivery and Deployment.**

- a. Permits and Approvals. Electrify America will be responsible for any required permits or governmental approvals, if any, for the installation of the Charging Station.
- b. Charging Station Deployment. Electrify America will deploy the Charging Station(s) at a mutually-agreed upon location on the Host Property, in accordance with Site Selection Guidelines in the attached Exhibit A. Host Organization will provide reasonable staffing support to meet with Electrify America as needed on reasonable days and times for the coordination of any necessary activities at the Host Property, including securing the placement location for the appointed delivery time, and other activities as Electrify America may reasonably request.
  - i. Electrify America will confirm delivery date/time and location with Host Organization no less than two (2) business days before date of deployment.
  - ii. Host Organization may be liable for reasonable, actual costs incurred in the event Host Organization makes changes to the confirmed deployment appointment less than twenty-four (24) hours before the deployment.
  - iii. If Host Organization causes a delay of the deployment, which is greater than two (2) hours, except due to circumstances beyond the Host Organization's reasonable control, Electrify America will charge two-hundred fifty dollars (\$250.00) for each hour of delay.
- c. Signage. Electrify America, with Host Organization's consent, may paint, place, erect, or construct signage, marks, or advertising devices in, on, or about the Host Property, proximate to the Charging Station. Electrify America shall be responsible at its own cost and expense to obtain any and all permits necessary for the installation of any signs. All signage shall be in accordance with all laws, rules and ordinances.
- d. Charging Station Relocation.
  - i. By Host Organization. In the event Host Organization desires to relocate the Charging Station(s) on the Host Property, Host Organization will submit a written request to Electrify America, with sufficient detail to explain the reason for such relocation, the proposed new location, time constraints (if any), and any other information as Electrify America may reasonably request in order to evaluate the relocation request. Within thirty (30) days, Electrify America will respond to the Host Organization with regard to the relocation request. Approval of Host Organization's request to relocate the Charging Station(s) shall not be unreasonably withheld. If approved, Host Organization will be responsible for the actual costs of the relocation.
  - ii. By Electrify America. In the event Electrify America desires to relocate the Charging Station(s) on the Host Property, Electrify America will submit a written request to Host Organization, with sufficient detail to explain the reason

for such relocation, the proposed new location, time constraints (if any), and any other information as Host Organization may reasonably request in order to evaluate the relocation request. Within thirty (30) days, Host Organization will respond to Electrify America with regard to the relocation request. Electrify America will be responsible for costs associated with a relocation based on Electrify America's request.

3. **Network Services.** Electrify America will provide network services for the Charging Station throughout the Term. Network services include data communications and 24/7 1-800 Customer Care call center support. You may not access or use (or attempt to access or use) the Electrify America Network for any purpose. You agree to keep the Charging Stations connected to the Electrify America Network through the Term and to not otherwise interfere with the network services to the Charging Stations.
4. **Maintainence; Electrify America Access.** Electrify America will keep and maintain the Charging Station in good, working order, subject to reasonable maintenance and repair timelines. Electrify America and its employees and vendors may, at any time during the Term, access the Host Property to maintain, inspect, repair, replace, or attend to any portion of the Charging Station pursuant to its obligations under this Agreement. In the event Host Organization is or becomes aware of needed maintenance or repair, Host Organization will promptly contact Electrify America at **1-833-632-2778** to report the maintenance or repair need. Host Organization is responsible for keeping the common area of the Host Property on which the Charging Stations are located clean and in good repair.
5. **Station Visibility; Driver Access.** The Charging Station will be deployed in a manner and location that makes it highly visible and available for access and use for the general public.
6. **Driver Pricing Guidelines.** As part of this program, You agree that EV drivers may charge at these Charging Stations for free and they will not incur any transaction charges, whatsoever, to charge their vehicles.
7. **Ownership, Data, and Environmental Attributes.** At all times throughout the Term of this Agreement, Electrify America will own the Charging Station(s). Electrify America also owns all data generated prior to the termination or expiration of this Agreement as a result of the deployment or use of the Charging Station(s) and may, at any time prior to the termination or expiration of this Agreement, access or collect the electric vehicle charging station data generated as a result of operational use of the Charging Station. All environmental attributes, including but not limited to rebates, offsets, and Low Carbon Fuel Standard credits, will accrue to Electrify America and Host Organization will provide reasonable cooperation to Electrify America for the application and/or assignment of the same.
8. **Publicity and Branding.** You agree to allow Electrify America to use publically available information available on your electric vehicle charging program for the purposes of specifically publicizing this deployment and more generally publicizing the Electrify America electric vehicle infrastructure program. You also agree to allow reasonable Electrify America branding and signage at the installation location of your Charging Station.
9. **Termination.**

- a. By Electrify America. Electrify America may terminate this Agreement at any time upon thirty (30) days' prior written notice to Host Organization.
  - b. By Host Organization. Host Organization may terminate this Agreement if Electrify America breaches or fails to perform any of its obligations in any material respect, and such breach or failure continues uncured for thirty (30) days after receipt of written notice.
  - c. Surrender. Upon the termination or expiration of this Agreement, Electrify America will remove the Charging Station(s) no later than thirty (30) days from the date of termination or expiration. At any point prior to such removal, Host Organization has the option to keep the Charging Station(s), and Electrify America will issue a Bill of Sale, upon a mutually-agreeable form, transferring all right, title, and interest in the Charging Station(s) to Host Organization. Upon the completed transfer, Electrify America will have no further obligations as it relates to the Charging Station(s).
10. **Public Record.** The Parties agree that this Agreement, including its contents, is a publicly disclosable public record under the California Public Records Act (Government Code Section 6250, *et seq.*), the Ralph M. Brown Act (Government Code Section 54950, *et seq.*), and all other applicable laws pertaining to disclosure by public entities. Host Organization is not limited in any manner whatsoever with respect to public disclosure of this Agreement, in whole or in part.
11. **Responsibilities, Representations and Warranties.** You represent that you have the power and authority to enter into and be bound by this Agreement. You further represent and warrant that you have received all consents from third parties, such as landlord(s), if any, that are necessary for the installation of the Charging Station. You will be responsible for and will promptly reimburse Electrify America for any costs it incurs, including reasonable attorneys' fees, as a result of any misrepresentation or failure to comply with the terms of this Agreement.
12. **Disclaimer.** EXCEPT AS EXPRESSLY STATED IN THIS AGREEMENT, THERE ARE NO WARRANTIES, EXPRESS OR IMPLIED, BY OPERATION OF LAW OR OTHERWISE. ELECTRIFY AMERICA DISCLAIMS THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE AS TO PRODUCT AND INSTALLATION SITE. NEITHER ELECTRIFY AMERICA NOR ITS SUPPLIERS WILL BE LIABLE TO HOST ORGANIZATION OR ANY OTHER PARTY FOR PUNITIVE, SPECIAL, INCIDENTAL, CONSEQUENTIAL, INDIRECT, OR OTHER SIMILAR DAMAGES, INCLUDING, BUT NOT LIMITED TO, DAMAGES OR COSTS INCURRED AS A RESULT OF LOSS OF TIME, LOSS OF DATA, LOSS OF PROFITS OR REVENUE, OR LOSS OF USE OF THE EQUIPMENT OR SOFTWARE.
13. **Notices.** All notices required under this Agreement shall be in writing and shall be given by personal delivery, international courier service of recognized reputation (e.g., DHL), or by airmail, certified or registered, postage prepaid, return receipt requested, or by email so long as documented as to date and time of delivery and a courtesy hardcopy follows by mail or courier service, to the parties at their respective addresses set forth below. All notices shall be deemed effective (i) upon personal delivery; (ii) seven (7) days following deposit in the mail; (iii) three (3) business days following deposit with any international courier service of recognized reputation (e.g., DHL); or, (iv) in the case of email, provided no delivery error or out-of-office

message is received by the sender, on the date of delivery so long as such delivery is effected during recipient's business hours, and outside of recipient's business hours, the next following business hours. Either party may change its address for written notice by submission of written notice to the other party. This section shall not be construed as a waiver by either party of that party's right to the service of court process or the presentation of legal claims, including claims arising from this Agreement, as provided by law or court rule.

**Host Property Contact**

General Manager  
Fresno County Rural Transit Agency  
2035 Tulare Street, Suite 201  
Fresno, CA 93721  
Email: mstites@fresnocog.org

**Electrify America Contact:**

Rachel Moses  
2003 Edmund Halley Drive  
Suite 200  
Reston, VA 20191  
Email: Rachel.moses@electrifyamerica.com

with a copy to (which shall not constitute notice):

Emily Durham, Esq.  
2003 Edmund Halley Drive  
Suite 200  
Reston, VA 20191  
Email: Emily.Durham@electrifyamerica.com

**14. General Provisions.**

- a. This Agreement shall be construed and enforced in accordance with the laws of the State of California.
- b. Neither party shall assign this Agreement or any interest herein or right hereunder without the prior written consent of the other party.
- c. This Agreement shall be binding upon and inure to the benefit of the successors and assigns of each party as permitted herein.
- d. No waiver of any provision of this Agreement shall be effective unless made in writing.
- e. No waiver of any breach of any provision of this Agreement shall constitute a waiver of any subsequent breach of the same or of any other provision of this Agreement.
- f. In the event that any provision hereof is found invalid or unenforceable pursuant to judicial decree or decision, the remainder of this Agreement shall remain valid and enforceable according to its terms.
- g. This Agreement shall not be modified, amended or in any way altered, except by an instrument in writing signed by authorized representatives of Electrify America and Host Organization.
- h. This Agreement may be executed in any number of counterparts with the same effect as if all the parties had signed the same document; all counterparts shall be construed together and shall constitute one and the same instrument. The delivery of an executed

counterpart to this Agreement by electronic means (including via email) shall be as effective as the delivery of a manually executed counterpart.

- i. Each party represents and warrants that the individual signing this Agreement is duly authorized to do so and their signature on this Agreement legally binds that party to the terms of this Agreement.

*Signatures follow on the next page.*

**Agreed and Accepted:**

**Host Organization:**

By: \_\_\_\_\_

Print: MOSES STITES \_\_\_\_\_

Title: General Manager \_\_\_\_\_

Date: July 30, 2020 \_\_\_\_\_

**Electrify America, LLC**

By: \_\_\_\_\_

Print: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

By: \_\_\_\_\_

Print: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

## **Exhibit A**

# **EV ARC TM 2020 Site Selection & Prep Guide**



## **EV ARC™ SITE SELECTION AND PREP GUIDE**

## OVERVIEW

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An EV ARC™ station complete with EnvisionTrak® will follow the sun throughout the day. This means the solar array will move to maintain the best incidence angle with the sun. As a result, there are spatial requirements around a parking space that must be met to guarantee uninterrupted operation and peak performance. Additionally the delivery truck and ARC Mobility trailer require space to maneuver during deployment. Therefore it is important to ensure the surrounding area also provides enough space for delivery.

This document is meant to confirm the final location is compatible with the EV ARC™ station's operation and deployment. Google Maps does not always provide the most up to date imaging of a location so we rely on an in person survey of the parking space and surrounding area. Please complete Sections 1 and 2 below and email all required information and a copy of this sheet to [support@envisionsolar.com](mailto:support@envisionsolar.com) or your Envision Solar contact by the noted timeframe. Envision Solar will review the location and get back to you with any concerns.

### SECTION 1 – PARKING SPACE INITIAL EVALUATION (To Be Completed by CUSTOMER At Least 30 DAYS Prior to Delivery)

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Potential parking spaces must pass all of the following requirements. Initial in each blank to confirm item is met or completed.

1. Use **Figures 1 through 3** to confirm there are no PERMANENT stationary objects (i.e. trees, walls, fences, light posts) within the required **KEEP OUT ZONES** at each potential parking space. \_\_\_\_\_
2. Provide photos of each potential parking space and the immediate surrounding area. \_\_\_\_\_
3. Provide descriptions and photos of any nearby permanent stationary objects above 13ft that are outside of the **KEEP OUT ZONES**. If area is clear please write NONE. If more space is required please detail in your email. \_\_\_\_\_
4. Provide **NORTH ORIENTED GOOGLE MAPS** image(s) of parking area(s) and label the exact space position(s). \_\_\_\_\_
5. Note any clearance issues at parking lot entrances. Minimum required clearance is 10ft. \_\_\_\_\_
6. Ensure wheel stops are removed from the potential parking space. \_\_\_\_\_
7. Provide a name for the site where the ARC will be placed (e.g. building name, lot name, company location name, etc.). \_\_\_\_\_
8. Provide a point of contact for the site and sign below to confirm all requirements and tasks have been met or completed.

Name \_\_\_\_\_

Title \_\_\_\_\_

Address \_\_\_\_\_

Email \_\_\_\_\_

Phone \_\_\_\_\_

---

Signature

Date

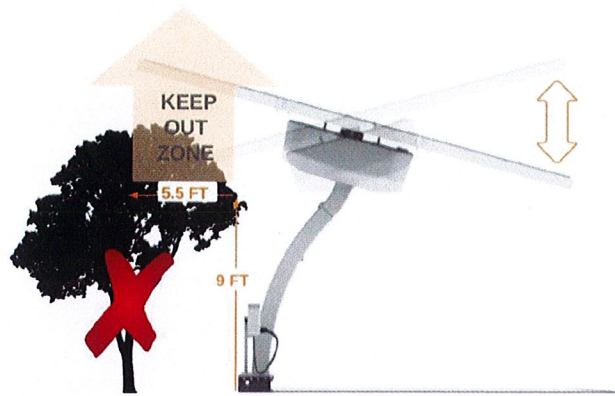


Figure 1 (Side View) - Aft Keep Out Detail (Fore and Aft Tracking Range)

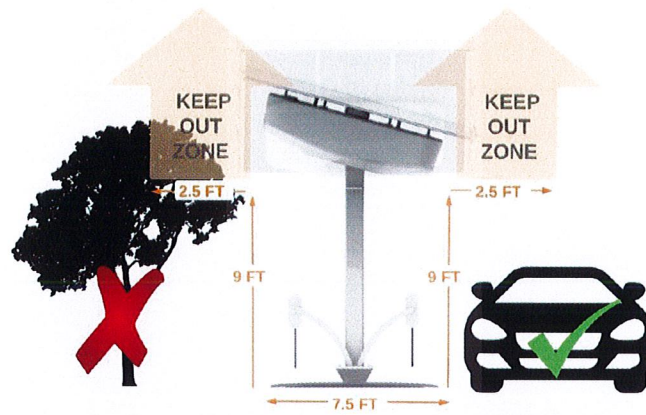


Figure 2 (Back View) - Side Keep Out Detail (Fore and Side Tracking Range)

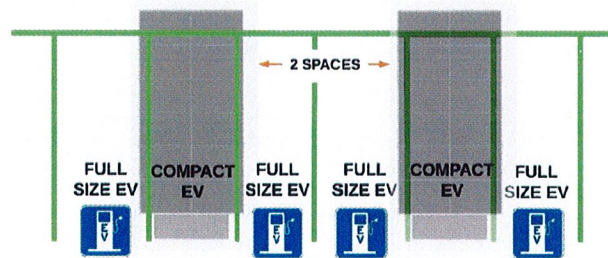


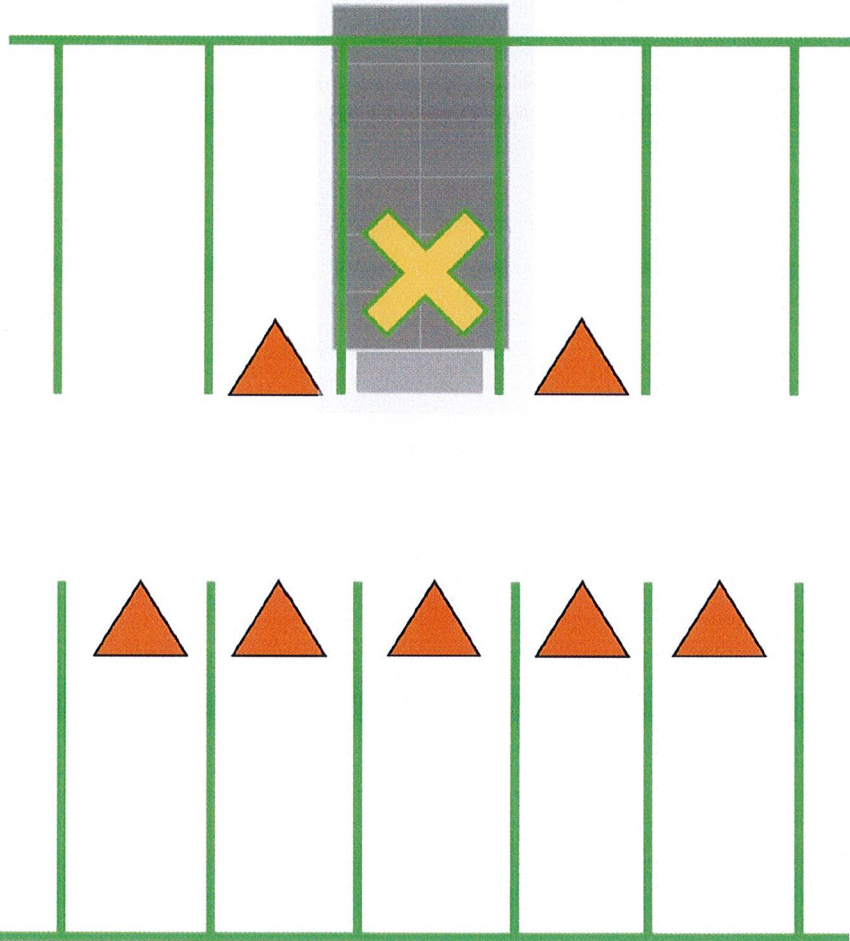
Figure 3 (Top View) - Multi-Unit Positioning and Suggested Space Designation

**SECTION 2 – PARKING AREA PREP (To Be Completed by CUSTOMER At Least 24 HOURS Prior to Delivery)**

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Initial each blank to confirm item is complete and provide a photo of the prepped location.

1. Mark the chosen parking space with an X. Please use a light or fluorescent colored construction paint. Cones have a tendency to move on their own, so please use a semi-permanent alternative if paint is not an option. \_\_\_\_\_
2. Block off the surrounding parking spaces according to cones (triangles) shown in *Figure 4*. \_\_\_\_\_



*Figure 4 - Top View Parking Area Preparation Detail*

AMENDMENT IV TO THE AGREEMENT FOR CONTRACTED SERVICES BETWEEN  
THE FRESNO COUNTY RURAL TRANSIT AGENCY  
AND  
MV TRANSPORTATION

This Amendment IV to Agreement ("Amendment IV") amends that certain agreement entered into on July 31, 2018, between the FRESNO COUNTY RURAL TRANSIT AGENCY (herein after referred to as "FCRTA") and MV PUBLIC TRANSPORTATION INC., a transportation services firm formed under the laws in the State of California (herein after referred to as "CONTRACTOR"), whereby CONTRACTOR agreed to provide contractor services to FCRTA, (hereinafter referred to collectively as the "Agreement"); and

**Recitals:**

A. The Agreement between FCRTA and CONTRACTOR has a three-year term and is set to expire on September 1, 2021.

B. A four-year extension to the Agreement, beyond the original three-year term, was contemplated by FCRTA's request for proposal, dated April 10, 2018 and approved by the California Department of Transportation.

C. The Parties agree that an amendment to the Agreement is necessary and desirable to extend the contracted services through 2025.

NOW THEREFORE, in consideration for their mutual promises, FCRTA and CONTRACTOR agree to amend the Agreement as follows:

1. That existing ARTICLE I, "AWARD OF A CONTRACT FOR TRANSIT SERVICE TO THE MV TRANSPORTATION," shall be deleted entirely and replaced with the following:

"The FCRTA hereby agrees to engage the MV Public Transportation, Inc., (Contractor) to provide public transportation service to the referenced subsystems, from September 1, 2018 through August 31, 2025. The maximum amount of compensation to the Contractor, under this Agreement is not to exceed: \$2,727,689.76 for FY 2018-19; \$3,164,105.59 for FY 2019-20; \$3,264,675.20 for FY 2020-21; \$3,477,588.00 for FY 2021-22; \$3,619,531.20 for FY 2022-23; \$3,761,473.00 for FY 2023-24; and \$3,974,387.20 for FY 2024-25 provided no penalties or awards are assessed. **Exhibit - 1** to Amendment IV displays Contractor's proposal pricing for each fiscal year of this Agreement from 2021 through 2025.

This Agreement, including FCRTA 2018 Operations and Maintenance Request for Proposals, the Proposal from the successful Contractor, and the exhibits attached hereto and incorporated herein by reference, constitutes the entire agreement between the Parties with respect to the Services, and supersedes all prior agreements or understandings, oral or written, between the Parties in this regard."

2. That existing Article IV, "BILLING AND PAYMENT FOR SERVICE," shall be deleted in its entirety and replaced with the following:

A. 2020-21 Service Year

For services rendered between September 1, 2020 through August 31, 2021, and subject to Article I and Exhibit – 1 to Amendment IV, "Summary of FCRTA's Subsystem Individual and Total Contract Budgets for 2018-25 by Number of Vehicles, Total Service Hours, Hourly Contract rate and Calculated Contract Budgets", the Contractor shall submit an itemized (accounting of the actual number of service hours multiplied by \$46.00 - the rate per vehicle service hour) monthly service bill to FCRTA within thirty (30) days, following the given month in which services were rendered. Failure to do so will result in a 3% penalty to the Contractor per monthly occurrence and shall be deducted from a subsequent reimbursement billing payment. FCRTA shall make payment on the billing within thirty (30) days from receipt of said bill. Failure by FCRTA to do so will result in a 3% increase award to a subsequent reimbursement billing payment to the Contractor.

The maximum amount of compensation to the Contractor for the service year beginning on September 1, 2020 and ending on August 31, 2021, under this Agreement is not exceed \$3,264,675.20, provided no penalties or awards are assessed.

Additionally, Contractor will be providing insurance as defined in Article II Section J. and per Exhibit 1 to Amendment IV, at a cost of \$106,434.15 for the service year beginning on September 1, 2020 and ending on August 31, 2021 subject to vehicle miles traveled. FCRTA agrees to pay Contractor the above-referenced 2020-21 service year insurance costs prior to September 1, 2020.

**B. 2021-22 Service Year**

For services rendered between September 1, 2021 through August 31, 2022, and subject to Article I and Exhibit – 1 to Amendment IV, "Summary of FCRTA's Subsystem Individual and Total Contract Budgets for 2018-25 by Number of Vehicles, Total Service Hours, Hourly Contract rate and Calculated Contract Budgets", the Contractor shall submit an itemized (accounting of the actual number of service hours multiplied by \$49.00 - the rate per vehicle service hour) monthly service bill to FCRTA within thirty (30) days, following the given month in which services were rendered. Failure to do so will result in a 3% penalty to the Contractor per monthly occurrence and shall be deducted from a subsequent reimbursement billing payment. FCRTA shall make payment on the billing within thirty (30) days from receipt of said bill. Failure by FCRTA to do so will result in a 3% increase award to a subsequent reimbursement billing payment to the Contractor.

The maximum amount of compensation to the Contractor for the service year beginning on September 1, 2021 and ending on August 31, 2022, under this Agreement is not exceed \$3,477,588.80, provided no penalties or awards are assessed.

Additionally, Contractor will be providing insurance as defined in Article II Section J. and per Exhibit 1 to Amendment IV, at a cost of \$107,311.52 for the service year beginning on September 1, 2021 and ending on August 31, 2022 subject to vehicle miles traveled. FCRTA agrees to pay Contractor the above-referenced 2021-22 service year insurance costs prior to September 1, 2021."

**C. 2022-23 Service Year**

For services rendered between September 1, 2022 through August 31, 2023, and subject to Article I and Exhibit - 1 to Amendment IV, "Summary of

FCRTA's Subsystem Individual and Total Contract Budgets for 2018-25 by Number of Vehicles, Total Service Hours, Hourly Contract rate and Calculated Contract Budgets", the Contractor shall submit an itemized (accounting of the actual number of service hours multiplied by \$51.00 - the rate per vehicle service hour) monthly service bill to FCRTA within thirty (30) days, following the given month in which services were rendered. Failure to do so will result in a 3% penalty to the Contractor per monthly occurrence and shall be deducted from a subsequent reimbursement billing payment. FCRTA shall make payment on the billing within thirty (30) days from receipt of said bill. Failure by FCRTA to do so will result in a 3% increase award to a subsequent reimbursement billing payment to the Contractor.

The maximum amount of compensation to the Contractor for the service year beginning on September 1, 2022 and ending on August 31, 2023, under this Agreement is not exceed \$3,619,531.20, provided no penalties or awards are assessed.

Additionally, Contractor will be providing insurance as defined in Article II Section J. and per Exhibit 1 to Amendment IV, at a cost of \$108,197.66 for the service year beginning on September 1, 2022 and ending on August 31, 2023 subject to vehicle miles traveled. FCRTA agrees to pay Contractor the above-referenced 2022-23 service year insurance costs prior to September 1, 2022."

D. 2023-24 Service Year

For services rendered between September 1, 2023 through August 31, 2024, and subject to Article I and Exhibit - 1 to Amendment IV, "Summary of FCRTA's Subsystem Individual and Total Contract Budgets for 2018-25 by Number of Vehicles, Total Service Hours, Hourly Contract rate and Calculated Contract Budgets", the Contractor shall submit an itemized (accounting of the actual number of service hours multiplied by \$53.00 - the rate per vehicle service hour) monthly service bill to FCRTA within thirty (30) days, following the given month in which services were rendered. Failure to do so will result in a 3% penalty to the Contractor per monthly occurrence and shall be deducted from a subsequent reimbursement billing payment. FCRTA shall make payment on the billing within thirty (30) days from receipt of said bill. Failure by FCRTA to do so will result in a 3% increase award to a subsequent reimbursement billing payment to the Contractor.

The maximum amount of compensation to the Contractor for the service year beginning on September 1, 2023 and ending on August 31, 2024, under this Agreement is not exceed \$3761,473.60, provided no penalties or awards are assessed.

Additionally, Contractor will be providing insurance as defined in Article II Section J. and per Exhibit 1 to Amendment IV, at a cost of \$109,092.66 for the service year beginning on September 1, 2023 and ending on August 31, 2024 subject to vehicle miles traveled. FCRTA agrees to pay Contractor the above-referenced 2023-24 service year insurance costs prior to September 1, 2023."

E. 2024-25 Service Year

For services rendered between September 1, 2024 through August 31, 2025, and subject to Article I and Exhibit - 1 to Amendment IV, "Summary of FCRTA's Subsystem Individual and Total Contract Budgets for 2018-25 by Number of Vehicles, Total Service Hours, Hourly Contract rate and Calculated

Contract Budgets", the Contractor shall submit an itemized (accounting of the actual number of service hours multiplied by \$56.00 - the rate per vehicle service hour) monthly service bill to FCRTA within thirty (30) days, following the given month in which services were rendered. Failure to do so will result in a 3% penalty to the Contractor per monthly occurrence and shall be deducted from a subsequent reimbursement billing payment. FCRTA shall make payment on the billing within thirty (30) days from receipt of said bill. Failure by FCRTA to do so will result in a 3% increase award to a subsequent reimbursement billing payment to the Contractor.

The maximum amount of compensation to the Contractor for the service year beginning on September 1, 2024 and ending on August 31, 2025, under this Agreement is not exceed \$3,974,387.20, provided no penalties or awards are assessed.

Additionally, Contractor will be providing insurance as defined in Article II Section J. and per Exhibit 1 to Amendment IV, at a cost of \$109,996.62 for the service year beginning on September 1, 2024 and ending on August 31, 2025 subject to vehicle miles traveled. FCRTA agrees to pay Contract the above-referenced 2024-25 service year insurance costs prior to September 1, 2024."

3. All other terms and conditions of the Agreement remain unchanged.

Except as amended herein, all other provisions of the Agreement remain in full force and effect. This Amendment IV to Agreement shall become effective on October 1, 2020.

(Signature page follows.)

IN WITNESS WHEREOF, the parties hereto have executed this document the \_\_\_\_\_ day of \_\_\_\_\_, 2020.

FRESNO COUNTY RURAL TRANSIT AGENCY

By \_\_\_\_\_  
MOSES STITES, General Manager

CONTRACTOR

By \_\_\_\_\_  
Marie Meisenbach Gaul, EVP & CFO

APPROVED AS TO LEGAL FORM ON BEHALF OF FCRTA:  
DANIEL C. CEDERBORG, County Counsel

E-Signed on  
By Bryan D. Rome Sept. 14, 2020  
BRYAN ROME, Deputy County Counsel

# Exhibit 1

## Proposed Pricing Form (All)

Summary of FCRTA's Subsystem Individual and Total Contract Budgets for 2018-25  
By Number of Vehicles, Total Service Hours, Proposed Hourly Rate and Calculated Contract Budgets

FCRTA Subsystems	Service Type	# of Vehicles	Total Annual Vehicle Revenue Hours	FY 20-21 Contract Billable Service Rate	Annual FY Total of Service Contracts	FY 21-22 Contract Billable Service Rate	Annual FY Total of Service Contracts	FY 22-23 Contract Billable Service Rate	Annual FY Total of Service Contracts	FY 23-24 Contract Billable Service Rate	Annual FY Total of Service Contracts	FY 24-25 Contract Billable Service Rate	Annual FY Total of Service Contracts	Cumulative 7-Year Contract Totals
Aubrey Transit	Intra-City (Mountain)	1	1,736.00	\$46.00	\$79,656.00	\$49.00	\$85,064.00	\$51.00	\$88,536.00	\$53.00	\$92,008.00	\$56.00	\$97,216.00	\$597,185.66
Dell Ray Transit	Inter-City (to Fresno)	1	390.00	\$46.00	\$17,940.00	\$49.00	\$19,892.00	\$51.00	\$19,892.00	\$53.00	\$20,670.00	\$56.00	\$21,840.00	\$134,160.37
Fishbaugh Transit	Intra-City (to Sanger)	1	1,736.00	\$46.00	\$79,656.00	\$49.00	\$85,064.00	\$51.00	\$88,536.00	\$53.00	\$92,008.00	\$56.00	\$97,216.00	\$597,185.66
Fowler Transit	Inter-City (to Mendota)	1	2,232.00	\$46.00	\$102,672.00	\$49.00	\$109,368.00	\$51.00	\$113,832.00	\$53.00	\$118,592.00	\$56.00	\$124,592.00	\$767,810.14
Huron Transit	Intra-City	1	2,418.00	\$46.00	\$111,228.00	\$49.00	\$118,482.00	\$51.00	\$123,318.00	\$53.00	\$128,154.00	\$56.00	\$133,408.00	\$831,794.32
Kerman Transit	Intra-City	2	1,984.00	\$46.00	\$91,264.00	\$49.00	\$97,216.00	\$51.00	\$101,184.00	\$53.00	\$105,152.00	\$56.00	\$111,104.00	\$682,497.90
Kingsburg Transit	Inter-City (to Coalinga)	1	4,216.00	\$46.00	\$193,636.00	\$49.00	\$206,584.00	\$51.00	\$215,016.00	\$53.00	\$223,448.00	\$56.00	\$236,096.00	\$1,450,308.04
Kingsburg Transit	Intra-City	1	1,984.00	\$46.00	\$91,264.00	\$49.00	\$97,216.00	\$51.00	\$101,184.00	\$53.00	\$105,152.00	\$56.00	\$111,104.00	\$682,497.90
Kingsburg Transit	Saturday	2	4,834.00	\$46.00	\$222,364.00	\$49.00	\$238,896.00	\$51.00	\$246,528.00	\$53.00	\$254,160.00	\$56.00	\$270,792.00	\$1,662,900.63
Kingsburg Transit	Saturday	1	418.00	\$46.00	\$19,186.00	\$49.00	\$20,384.00	\$51.00	\$21,216.00	\$53.00	\$22,048.00	\$56.00	\$23,296.00	\$143,104.40
Kingsburg Transit	Inter-City (to Reedley)	1	2,294.00	\$46.00	\$105,624.00	\$49.00	\$112,406.00	\$51.00	\$116,536.00	\$53.00	\$121,582.00	\$56.00	\$128,464.00	\$799,138.20
Maricopa Transit	Intra-City	1	1,984.00	\$46.00	\$91,264.00	\$49.00	\$97,216.00	\$51.00	\$101,184.00	\$53.00	\$105,152.00	\$56.00	\$111,104.00	\$682,497.90
Orange Cove Transit	Inter-City (to Fresno)	1	2,542.00	\$46.00	\$116,932.00	\$49.00	\$124,558.00	\$51.00	\$129,642.00	\$53.00	\$134,726.00	\$56.00	\$142,352.00	\$874,450.43
Parlier Transit	Intra-City	1	1,984.00	\$46.00	\$91,264.00	\$49.00	\$97,216.00	\$51.00	\$101,184.00	\$53.00	\$105,152.00	\$56.00	\$111,104.00	\$682,497.90
Reedley Transit	Saturday	4	7,936.00	\$46.00	\$365,056.00	\$49.00	\$388,864.00	\$51.00	\$404,736.00	\$53.00	\$420,608.00	\$56.00	\$444,416.00	\$2,621,578.24
Rural Transit	County	3	416.00	\$46.00	\$19,136.00	\$49.00	\$20,384.00	\$51.00	\$21,216.00	\$53.00	\$22,048.00	\$56.00	\$23,296.00	\$137,421.44
Sanger Transit	Intra-City	4	2,008.00	\$46.00	\$92,408.00	\$49.00	\$98,431.20	\$51.00	\$102,448.80	\$53.00	\$106,466.40	\$56.00	\$112,482.80	\$691,029.12
Sanger Transit	Saturday	1	416.00	\$46.00	\$19,136.00	\$49.00	\$20,384.00	\$51.00	\$21,216.00	\$53.00	\$22,048.00	\$56.00	\$23,296.00	\$143,104.40
San Joaquin Transit	Inter-City (to Reedley)	1	1,984.00	\$46.00	\$91,264.00	\$49.00	\$97,216.00	\$51.00	\$101,184.00	\$53.00	\$105,152.00	\$56.00	\$111,104.00	\$682,497.90
Santa Transit	Intra-City	4	7,936.00	\$46.00	\$365,056.00	\$49.00	\$388,864.00	\$51.00	\$404,736.00	\$53.00	\$420,608.00	\$56.00	\$444,416.00	\$2,621,578.24
Shuttle Transit	Saturday	1	416.00	\$46.00	\$19,136.00	\$49.00	\$20,384.00	\$51.00	\$21,216.00	\$53.00	\$22,048.00	\$56.00	\$23,296.00	\$137,421.44
Southwest Transit	Fresno	1	508.00	\$46.00	\$23,368.00	\$49.00	\$24,911.60	\$51.00	\$25,928.40	\$53.00	\$26,945.20	\$56.00	\$28,470.40	\$174,104.40
Westside Transit	Inter-City	1	2,170.00	\$46.00	\$99,820.00	\$49.00	\$106,300.00	\$51.00	\$110,570.00	\$53.00	\$115,010.00	\$56.00	\$121,520.00	\$746,482.08
Westside Transit	Inter-City	1	2,294.00	\$46.00	\$105,624.00	\$49.00	\$112,406.00	\$51.00	\$116,536.00	\$53.00	\$121,582.00	\$56.00	\$128,464.00	\$799,138.20
TOTALS		41	70,971.20	--	\$3,284,675.20	--	\$3,477,588.80	--	\$3,619,531.20	--	\$3,761,473.60	--	\$3,974,387.20	\$24,190,942.56
Fleet Insurance Costs by Fiscal Year (page 13 of RFP)					\$106,434.15		\$107,311.52		\$108,197.66		\$109,082.66		\$109,966.62	\$751,303.48
Annual Totals WITH Contractor-Provided Insurance					\$3,371,109.35		\$3,584,900.32		\$3,727,728.86		\$3,870,556.26		\$4,084,383.82	\$24,942,246.04

Client savings from 21-25 is \$400k.  
Baseline scenario assumes that Kerman and Reedley continue through 24-25 at an annual hourly increase of \$4/hr

Assumptions: