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

DATE: Thursday, February 25, 2021
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 93721
*(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
FEBRUARY 25, 2021, FCRTA BOARD MEETING WILL BE HELD VIA ZOOM.**

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 Zoom Meeting

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Meeting ID: 913 6598 7774

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Passcode: 676370

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

A JOINT POWERS AGENCY TO PROVIDE A COORDINATED TRANSIT SYSTEM FOR RURAL FRESNO COUNTY

The Cities of: Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Partier, Reedley, Sanger, San Joaquin, Selma & Fresno County

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 January 28, 2021 [ATTACHMENT]

B. Caltrans Sustainable Communities Planning Grant [APPROVE]

Summary: FCRTA is proposing a project submittal for \$455,500 in funding through the Caltrans Sustainable Communities Transportation Planning Grant Program. The proposed project includes a microgrid feasibility study for rural Fresno County. The goals of the microgrid system are to expand transportation options that lower carbon emissions and save on agency fuel costs that can then be used to provide more transit service to disadvantaged areas. Additionally, a microgrid system can provide residents in disadvantaged, rural communities of Fresno County with access to public charging stations to encourage higher usage of personal electric vehicles. The microgrid would also serve as an economic development catalyst for local communities through job creation and energy cost savings. If this grant is awarded, FCRTA would then prepare an RFP to procure the feasibility study. The Sustainable Communities Grant Application is attached for your review (ATTACHMENT).

Action: Staff recommends Board approval of the Caltrans Sustainable Communities Planning Grant Application in the amount of \$455,500.

C. Public Transportation Agency Safety Plan [APPROVE]

Summary: On July 19, 2019, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The purpose of this plan is to establish a structured safety management approach. This Public Transportation Agency Safety Plan (PTASP) addresses all applicable requirements and standards as set forth in FTA's Public Transportation Safety Program and the National Public Transportation Safety Plan. This plan will effectively control operational safety risks and will allow the Agency to improve its safety performance. This document will be reviewed on an annual basis to determine if revisions or updates need to be made. The FCRTA Public Transportation Agency Safety Plan (PTASP) is available on the website at www.ruraltransit.org

Action: Staff recommends Board approval of the FCRTA Public Transportation Agency Safety Plan and Resolution No. 2021-01.

D. Federal Transit Administration (FTA) Section 5311 Certifications & Assurances FY 2021 [APPROVE]

Summary: As an applicant for Federal Transit Administration (FTA) 55311 funding, FCRTA must submit the Certifications and Assurances to Caltrans before the FTA may award funding. FTA normally issues a new version of its Certifications and Assurances for each federal fiscal year at the time FTA publishes its notice of funding apportionment in the Federal Register for that fiscal year. The Certification and Assurances is attached for your review (ATTACHMENT).

Action: Staff recommends Board approval for General Manager to sign and submit the FY 2021 Certification and Assurances to Caltrans.

3. OTHER BUSINESS

A. Items from staff.

B. Items from members.

4. ADJOURNMENT

Executive Minutes

Thursday, January 28, 2021 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 Ramsey, City of Coalinga
Mayor Brady Jenkins, City of Firebaugh
Mayor David Cardenas, City of Fowler
Mayor Rey Leon, City of Huron
Mayor Gary Yep, City of Kerman
Council Member Michelle Roman, City of Kingsburg
Mayor Victor Lopez, City of Orange Cove
Mayor Alma Beltran, City of Parlier
Mayor Mary Fast, City of Reedley
Mayor Eli Ontiveros, City of Sanger
Mayor Julia Hernandez, City of San Joaquin
Mayor Scott Robertson, 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 Rolando Castro, City of Mendota

1. **ROLL CALL** — Meeting called to order 7:44 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 November 19, 2020 [ATTACHMENT]****B. FCRTA Electric Vehicle/Rideshare/Carshare/Rural Transit Expansion Plan [ACCEPT]**

A motion was made by Mayor Leon (Huron) and second by Mayor Lopez (Orange Cove). A vote was called, and motion carried.

3. **ACTION ITEMS****A. Fiscal Year 2019-20 Audit [ACCEPT]**

Moses welcomed all Mayors and new members. You have before you the Fiscal Year 2019-2020 Audit.

Moses stated were three important items he would like to let board members know about.

- 1) The net position of FCRTA Fiscal Year 2019-20 was \$13 million dollars, which FCRTA credits the board based on accountability and fiduciary responsibilities.

- 2) Fares- As rural operators there is a 10% farebox requirement. This 10% is required for FCRTA to continue services. If we do not collect 10% we could jeopardize our funding for all services.
- 3) This audit report is sent to our funding agencies state, federal and local so we can sustain our funding for the future.

A motion was made by Mayor Fast (Reedley) and second by Mayor Lopez (Orange Cove). A vote was called, and motion carried.

4. **OTHER BUSINESS**

A. **Items from Staff**

1. Federal and State Mask Mandate:
Masks were mandated for public transit by federal and state agencies. FCRTA drivers and passengers are required to wear a mask.
2. Coalinga Transit Transition:
The transition of the Coalinga Transit is in effect which will take place July 1, 2021.
3. Meal Delivery:
FCRTA continues to do meal delivery for the cities that request it.
4. Ridership during COVID-19:
Ridership has diminished but there have been no layoffs of employees.
5. Upcoming Microgrid Analysis Application:
FCRTA is working on an application that will be looking at properties in each city that are not available or suitable for development that you own through RDA or some other means.
FCRTA can review for a smart grid system on 1 to 5 acres where we can put solar panels with battery storage and chargers to charge buses and general public electric vehicles.

B. **Items from members**

The Mayors thanked Moses for all the work that he has done.

5. **ADJOURNMENT @ 8:18 p.m**

A motion was made by Mayor Leon (Huron) and second by Mayor Lopez (Orange Cove).
A vote was called, and motion carried.

Respectfully submitted,



Moses Stites
General Manager

Application Checklist

The following documents are required and must be submitted via e-mail in one single PDF document. Keep the file name brief, as files become corrupt when file names are too long. Refer to the Grant Application Guide for additional information and/or samples. Failure to include any of the required documents will result in a reduced application score.

PDF documents should be submitted in their fillable PDF formats.

Required Documents	
(x)	Ensure these items are completed prior to submitting to Caltrans
<input checked="" type="checkbox"/>	Application Cover Sheet
<input checked="" type="checkbox"/>	Signature Page (Electronic signatures accepted)
<input checked="" type="checkbox"/>	Application Narrative
<input checked="" type="checkbox"/>	Scope of Work
<input checked="" type="checkbox"/>	Project Timeline
<input type="checkbox"/>	Third Party In-Kind Valuation Plan (if applicable, required upon award)
<input checked="" type="checkbox"/>	Map of Project Area
Supplemental Documentation (not required)	
<input checked="" type="checkbox"/>	Graphics of Project Area (when applicable)
<input checked="" type="checkbox"/>	Letter(s) of support
<input checked="" type="checkbox"/>	Data



Sustainable Transportation Planning Grant Program

GRANT APPLICATION COVER SHEET

PART A. APPLICATION INFORMATION

FY 2021-22

Grant Category (choose only one)

<input checked="" type="radio"/> (X)	Sustainable Communities (MPOs with sub-applicant, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities)	<input checked="" type="radio"/> (X)	Strategic Partnerships (MPOs and RTPAs only)
<input checked="" type="radio"/>	Sustainable Communities Competitive (11.47% Local Match requirement)	<input type="radio"/>	Strategic Partnerships (FHWA SPR Part I) (20% Local Match requirement)
<input type="radio"/>	Sustainable Communities Competitive Technical (11.47% Local Match requirement)	<input type="radio"/>	Strategic Partnerships Transit (FTA 5304) (11.47% Local Match requirement)

Application Submittal Type

<input checked="" type="radio"/> (X)	New	<input checked="" type="radio"/> (X)	Prior Phases	<input checked="" type="radio"/> (X)	Re-Submittal
<input checked="" type="radio"/>	New Application	<input type="radio"/>	Continuation of a prior project. If so, list the project title below.	<input type="radio"/>	Re-submittal from a prior grant cycle. If so, list below how many times grantee has submitted an application for this project

PART B. PROJECT INFORMATION

Project Title and Location

Project Title	Fresno County Distributed Energy Resource/Microgrid Feasibility Analysis		
Project Location (City)	Multiple	Project Location (County)	Fresno County

PART D: Funding Information

1. Is the applicant proposing to meet the minimum local match requirement or an over-match? Use the Match Calculator to determine the appropriate match. [Match Calculator](#)
- ☐ Minimum Local Match ☒ Over-Match
2. What is the source of Local Match funds being used?
(MPOs – Federal Toll Credits, PL, and FTA 5303 Funds cannot be used to match Sustainable Communities Competitive)
- ☐ Local Transportation Funds ☐ Local Sales Tax ☐ Special Bond Measures
- ☒ Other, specify:

Grant Funds Requested	Local Match (Cash)	Local Match (In-Kind)	Total Local Match	% Local Match	Total Project Cost
\$ 399,500	\$ 56,000	\$ 0	\$ 56,000	12.29%	\$ 455,500



Sustainable Transportation Planning Grant Program
GRANT APPLICATION COVER SHEET

PART C. CONTACT INFORMATION

	Applicant	Sub-Applicant	Sub-Applicant
Organization (legal name)	Fresno County Rural Transit Agency		
Street Address	2035 Tulare Street, Suite 201		
Phone Number	(855) 612-5184		
City	Fresno		
Zip Code	93721		
Executive Director Name	Moses Stites		
Title	General Manager		
Contact Person Name	Moses Stites		
Contact Person Title	General Manager		
Phone Number	(559) 233-6789		
Contact E-mail address	mstites@fresnocog.org		

PART D. COMPLIANT HOUSING ELEMENT

City/County Applying for Sustainable Communities Grants	Yes (X)	No (X)
Does the City/County have a compliant Housing Element?	<input type="radio"/>	<input type="radio"/>
Has the City/County submitted Annual Progress Report to HCD for calendar years 2018 and 2019?	<input type="radio"/>	<input type="radio"/>



Sustainable Transportation Planning Grant Program

GRANT APPLICATION COVER SHEET

PART E. LEGISLATIVE INFORMATION

Use the following link to determine the appropriate legislative members in the Project area.

Search by address: <http://findyourrep.legislature.ca.gov/>

State Senator(s)		Assembly Member(s)	
District	Name	District	Name
8	Andrea Borgeas	23	Jim Patterson
12	Anna M. Caballero	31	Dr. Joaquin Arambula
14	Melissa Hurtado	-	
-		-	
-		-	
-		-	
-		-	
-		-	

PART F. LETTERS OF SUPPORT

List all letters of support received for the proposed project.

Name/Agency	Name/Agency
Fresno Metro Ministry	MV Transportation
CALACT	City of Coalinga
CTAA	City of Chowchilla
Self-Help Enterprises	Kings County Area Public Transit Agency
City of Reedley	Inspiration Transportation
City of Firebaugh	Fresno Council of Governments
City of Clovis	City of Kerman
City of Selma	



Sustainable Transportation Planning Grant Program

GRANT APPLICATION SIGNATURE PAGE

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.

Applicant			
Authorized Official (Applicant)			
Print Full Name	Moses Stites		
Title	General Manager		
Signature	<i>Moses Stites</i>	Date	2/12/2021
Sub-Applicant(s)			
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	



Sustainable Transportation Planning Grant Program
SUSTAINABLE COMMUNITIES - GRANT APPLICATION
NARRATIVE

PART G. APPLICATION NARRATIVE

FY 2021-22

Project Information

Organization (legal name)	Fresno County Rural Transit Agency
Project Title	Fresno County Distributed Energy Resource/Microgrid Feasibility Analysis
Project Area Boundaries	Fresno County (see Study Area Map - Attachment 1)

Application Narrative

1. Project Description 150 words maximum (10 points)

Briefly summarize project in a clear and concise manner, including major deliverables, parties involved, and any connections to relevant local, regional, and/or State planning efforts. **Do not exceed the space provided.**

Fresno County Rural Transit Agency (FCRTA) proposes a Distributed Energy Resource/Microgrid Feasibility Study to evaluate the physical/financial feasibility of developing a microgrid system (a self-sufficient energy system powered by a renewable energy source, e.g. solar). The microgrid system would provide a zero-emission, reliable energy source to help FCRTA expand their EV/ZEV fleet. The study would identify five sites in Fresno County (see Attachment 1 for locations) for installation of microgrids, which could also serve as community mobility hubs, with public EV charging stations and electric carshare/bikeshare. The deliverable would be a feasibility study including structural/infrastructure site assessment, site energy/technology assessment, financial analysis, and EV/ZEV fleet readiness plan. By providing a zero-emission charging option for personal and fleet EVs, the microgrid would support the region/State in meeting GHG emission reduction goals. The study would be coordinated with FCRTA's testing of EV rideshare, Electric Grid Analysis Study, and FCOG's EV Readiness Plan.



Sustainable Transportation Planning Grant Program

SUSTAINABLE COMMUNITIES - GRANT APPLICATION

NARRATIVE

2A. Project Justification (15 points)

- Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies.
- List the ramifications of not funding this project.
- Clearly define the existing issues surrounding the project (e.g., transportation issues, inadequate transit services, impacts of heavy trucking on local streets, air pollution, etc.).
- Competitive applications support the need for the project with empirical data.
- Describe how this project addresses issues raised
- Define the public benefit
- Explain how the public was involved with identifying issues
- Describe the impact of not funding the project
- **Do not exceed the space provided**

Fresno County has some of the worst air quality in the nation. According to CalEnviroScreen, approximately 60% of census tracts are considered disadvantaged by SB 535 (communities in the top 25% scoring areas from CalEnviroScreen along with other areas with high amounts of pollution and vulnerable populations - see map of disadvantaged communities in Attachment 2). Disadvantaged communities are also likely to be disproportionately impacted by the future impacts of climate change.

To improve air quality and mitigate climate change, the State and region have aggressive GHG emission reduction goals. The State has a GHG reduction target of 40% and 80% below 1990 levels by 2030 and 2050, respectively. The per capita GHG reduction target for the Fresno region in the 2018 SCS is 10% by 2025 and 12% by 2042. Governor Newsom's Executive Order N-79-20 requires that all new cars and passenger trucks sold in California are ZEVs. In 2019, the Innovative Clean Transit (ICT) regulation, which is implemented by CARB, states that starting in 2029, public agencies will be limited to the purchase of ZEV buses only, with a goal of complete transition to zero emissions buses by 2040. Further, CARB requires transit agencies to submit a ZEV Bus Rollout Plan by July 1, 2023 to be in compliance with this Innovative Clean Transit Regulation. The feasibility study would include a plan to transition to 100% EV/ZEV.

FCRTA contributes to State and regional GHG emissions reduction targets by purchasing 31 electric vehicles to date, as well as conducting an electrical grid analysis study funded by the FY 2019-20 Caltrans Sustainable Communities Grant to analyze the electrical grid infrastructure and prepare for charging infrastructure installation. However, there have been many challenges associated with deployment including range limitations, lack of chargers and necessary electrical infrastructure, charging time length, temperature related issues, and staff training required. A microgrid system, could respond to these challenges by ensuring there is enough charging capacity along the routes to meet demand. Further, as referenced in the Safeguarding California Plan (2018), California's energy system is vulnerable to climate change impacts, such as increased temperatures and more extreme weather events. Therefore, having a reliable, stored energy source will be critical to power FCRTA's EV fleet.

In addition to fleet electrification, the potential microgrid system would also provide access to charging for personal EVs for residents throughout Fresno County, including disadvantaged communities. Currently, Fresno County lags the state average in terms of personal EV adoption, especially in rural communities. The personal EV adoption rate in Fresno County is 5.9 EVs/1,000 vehicles versus the statewide rate of 14.1 EVs/1,000 vehicles. The most common reason consumers do not purchase electric vehicles is range anxiety, because there are not enough publicly available electric vehicle charging stations. In Fresno County, there is just over 0.1 DC fast charging (DCFC), stations and level 2 (L2) stations/1,000 cars, (cont)



Sustainable Transportation Planning Grant Program

SUSTAINABLE COMMUNITIES - GRANT APPLICATION

NARRATIVE

2A. Project Justification (continued)

statewide. Further, residents in Fresno County face barriers to installing chargers at their places of residence, as Fresno County has a larger share of renters than the statewide average (49% renters in Fresno County versus 45% statewide) and a lower median household income than the state overall (\$53,969 in Fresno County versus \$75,235 statewide).

The potential sites that would be evaluated for the microgrids would include vacant or underutilized properties in disadvantaged communities that are unlikely to be developed by a private entity; therefore, promoting economic development. The chosen sites would have the potential to serve as multi-modal mobility hubs for the community, as FCRTA could partner with community organizations to provide additional mobility options such as electric carshare and bikeshare as well as publicly available EV chargers. The mobility hubs would provide critical access to alternative modes of transportation for disadvantaged communities. A microgrid system could also store power with onsite battery storage, providing an emergency backup power system for essential services and first responders in the event of power outages or put power back in the grid.

Stakeholders provided feedback through the FCOG EV Readiness Plan that helped informed the need for this feasibility study. FCOG led outreach to stakeholder groups representing the public, including local government, educational, non-profit, and industry representatives. Community organizations representing disadvantaged communities were involved in this stakeholder engagement process. The three primary concerns expressed by stakeholders that informed the need for this feasibility study include the following: 1) a lack of funding for EV charging infrastructure in rural communities, where roads may not have existing curb and gutters to support curbside EV charging infrastructure and where renters unable to install chargers at home due to landlord restrictions; 2) vulnerable communities often rely on public transit and community mobility options to access critical goods and services - electrification initiatives that focus on providing electric community mobility options can be an effective way to address transportation needs of vulnerable communities while contributing to emissions reductions; 3) as a vast and sprawling area, traditional ride-sharing and public transit models often do not meet the transportation needs of Fresno County residents - public transportation options are limited to fixed routes with less frequency which make it an impractical transportation solution for regular travel.

The stakeholder feedback received showed a clear need for public charging infrastructure for disadvantaged communities and more transportation options. The potential microgrid would provide needed EV charging infrastructure for fleet and personal vehicles. The feasibility study would evaluate the readiness for FCRTA to continue to roll out its EV/ZEV fleet, and how the microgrids could serve as community hubs and provide additional electric mobility options, such as electric carshare and bikeshare. The microgrid has the potential to save FCRTA money on energy and fuel by using a sustainable power source, such as solar. The cost savings could, in turn, be used to improve transit services. The feasibility study would include a system-wide transit service operational evaluation to ensure FCRTA is providing service that meets the needs of Fresno County residents.

The Caltrans Sustainable Transportation Planning Grant funding would be critical to conducting this feasibility study. Without the funding, the project would be delayed in moving forward as FCRTA does not have the resources to conduct the appropriate stakeholder/community outreach or complete the required technical analysis. In short, funding for this feasibility study would help FCRTA improve energy resiliency, reducing GHG emissions, improving the region's air quality, and providing better, more reliable transit service to rural and disadvantaged communities.



Sustainable Transportation Planning Grant Program

SUSTAINABLE COMMUNITIES - GRANT APPLICATION

NARRATIVE

2B. Disadvantaged Communities Justification (5 points)

- Explain how the project area or portions of the project area are defined as a disadvantaged community, including Native American Tribal Governments and rural communities.
- Explain how the proposed project addresses the needs of the disadvantaged community.
- Describe how disadvantaged communities will benefit from the proposed planning project.
- The tools in Grant Application Guide, Appendix A, are intended to help applicants define a disadvantaged community.
 - Cite data sources, the tools used, and include a comparison to the statewide thresholds that are established in each tool.
- **Do not exceed the space provided.**

60% of the census tracts in Fresno County are considered disadvantaged by SB 535 and 58% of tracts are at the 25th percentile level of healthy conditions compared to other California tracts (see Attachments 2 and 3), indicating that residents have a high level of social, economic, and environmental disadvantage. The study would evaluate the FCRTA's overall system to serve disadvantaged communities and how fuel cost savings could be used to increase transit service. The microgrid would reduce transportation emissions, improving air quality in disadvantaged communities. The microgrid sites could serve as mobility hubs in disadvantaged communities, with access to electric carshare and bikeshare. The microgrid would strengthen the resiliency of disadvantaged communities by providing back-up power for residences, businesses, for first responder in the event of an emergency.

2C. Disadvantaged Communities Engagement (5 points)

- Describe how the proposed effort would engage disadvantaged communities, including Native American Tribal Governments and rural communities. Include specific outreach methods for involving disadvantaged communities.
- Describe how disadvantaged communities will continue to be engaged during the next phases after the proposed planning project is complete, including project implementation. See Grant Application Guide, Appendix A, for best practices in community engagement.
- **Do not exceed the space provided.**

FCRTA would launch a multi-lingual community engagement program with local events, an advisory committee, and project website/digital hub, with surveys, photo/comment log, discussion threads, and others. For those without access to a computer/internet, FCRTA would work with local social service organization, public entities, and community services districts to provide residents with project materials and surveys to gain input. FCRTA proposes 5-8 pop-up events that would occur in places such as local markets, community centers, on transit buses, local libraries, or others. Through the digital hub and pop-up events, community members would provide input on microgrid site locations, mobility hub features, and on transit needs. For those without access to a computer/internet, project updates would be distributed through flyers, utility bills, local newspapers, and local newsletters. Outreach efforts would be accessible to users with varying abilities, age levels, education, and those with visual, auditory, and information processing impairments. After the study is complete, the digital hub would remain live to provide project updates/next steps, and all implementation efforts would have a community outreach component.



Sustainable Transportation Planning Grant Program

SUSTAINABLE COMMUNITIES - GRANT APPLICATION

NARRATIVE

3. Grant Specific Objectives (Total 35 points)

Integrate the following Grant Program Considerations (Grant Application Guide, Chapter 1.2) in the responses for 3A-G below, as applicable:

- Caltrans Strategic Management Plan
- California Transportation Plan (CTP) 2040
- Modal Plans that Support the CTP 2040
- Title VI and Environmental Justice

3A. Grant Specific Objectives (5 points)

- Explain how the proposal encourages local and regional multimodal transportation, housing and land use planning that furthers the region's RTP SCS (where applicable).
- Demonstrate how the proposed effort would coordinate transportation, housing, and land use planning components of the project to inform one another (i.e., regular coordination meetings between responsible entities, joint community meetings, letters of commitment from all relevant implementing agencies, etc).
- Explain how the proposed effort would contribute to shifts in land use towards more sustainable and equitable communities, such as more affordable housing near transit or more compact regional development patterns. (Reference Grant Application Guide, Chapter 2.2, for example project types)

- **Do not exceed the space provided.**

The study would contribute to the 2018 RTP/SCS' s goal 2-1a, "an efficient, safe, integrated, multimodal transportation system," by conducting a system-wide transit service and multi-modal evaluation. The study also promotes goal 2-3f, "a coordinated policy for public transportation that complements land use and air quality/climate change policies," by promoting the use of zero emission electric fleet vehicles. The study also promotes goal 2-3A, "an efficient and fiscally responsible public transportation mobility system," by evaluating the potential cost savings for FCRTA as a result of lower fuel and energy costs.

To coordinate the transportation, housing, and land use planning components of the project, the project advisory committee would include state entities, regional government agencies, 13 cities in the FCRTA jurisdiction, local transit agencies, local school districts, non-profit and social services agencies, and PG&E. A full list of invitees is included in the scope of services, many of which have provided letters of support for this grant application. As a result of the study, Fresno County and the local cities would gain additional back-up power for use by their residents, businesses, and first responders and economic benefits from transforming vacant sites into mobility hubs. The local transit agencies would be part of the operational analyses to understand how the FCRTA transit system could better connect. The school districts could benefit from using the microgrid to charge EV school buses.

The study would promote sustainable and equitable communities. As defined in Application Guide Chapter 2.2, the study is a technical study, focused on planning for ZEVs, EV charging infrastructure network planning, transit planning for ZEV bus fleets, multi-modal travel, and educational outreach for shifts to electric forms of transportation. The microgrid would benefit apartment residents by providing public charging for residents without access to charging. There are programs to help low-income families in disadvantaged communities purchase EVs, including the California Clean Vehicle Rebate Project.



Sustainable Transportation Planning Grant Program

SUSTAINABLE COMMUNITIES - GRANT APPLICATION

NARRATIVE

3B. Grant Specific Objectives (5 points)

- Explain how the proposal contributes to the State's GHG reduction targets and advances transportation related GHG emission reduction project types/strategies (i.e., mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use, etc.)
- **Do not exceed the space provided.**

To improve air quality and mitigate climate change, the State and region have aggressive GHG emission reduction goals. The State has a GHG emission reduction target of 40% and 80% below 1990 levels by 2030 and 2050, respectively. The potential microgrid would enable FCRTA to transition to a 100% EV/ZEV fleet, reducing GHG emissions associated with FCRTA's fleet. The microgrid would also reduce the barriers of personal EV/ZEV adoption in the region, which would contribute to GHG emission reduction. The potential microgrid would support California Transportation Plan (CTP) 2050, Recommendation Elements that contribute to GHG emission reductions. The microgrid would directly support Element 8, "Advance ZEV Technology and Supportive Infrastructure," by supporting the conversion of Government-owned vehicle fleets to ZEVs and supporting ZEV charging at public facilities. The study would also support CTP 2050 Element 3, "Improve Transit, Rail and Shared Mobility Options" by conducting a FCRTA system-wide transit system evaluation to integrate with the microgrid and improve efficiency, and potentially expand transit service due to fuel cost savings. The microgrid sites could serve as community mobility hubs with electric carshare and bikeshare, expanding mobility options, including in disadvantaged communities.

3C. Grant Specific Objectives (5 points)

- Explain how the proposal supports other State goals, including but not limited to:
 - State Planning Priorities (Government Code Section 65041.1)
 - Climate Adaptation Goals (Safeguarding California)
 - Goals and Best Practices cited in the 2017 RTP Guidelines, Appendices K and L.
- **Do not exceed the space provided.**

Consistent with State planning priority Section 65041.1 (c,4), the microgrid would ensure that new development is served by adequate transportation and other essential utilities and services, by providing an additional source of energy for EV charging and for back-up power. The microgrid would help the state comply with Governor Brown's Executive Order B-16-2012, requiring that Californians have easy access to zero emission vehicle infrastructure by 2025. Consistent with policy T-4 of Safeguarding California, the microgrid would improve transportation resilience by providing charging infrastructure to support the expansion of EV/ZEVs that reduce fuel dependency. Consistent with policy EM-4, the microgrid could help provide critical electricity to support emergency management efforts including powering medical equipment/assistive devices and supporting the provision of accessible transportation to and from cooling centers and shelters. Consistent with policy E-4, the feasibility study would support local implementation of energy resilience measures, including evaluation of a microgrid. Consistent with the RTP Guidelines, the study includes a robust stakeholder engagement effort in communities affected by health inequities and would "seek out and consider the needs of low-income and minority households," as further detailed in Question 2C, 3D, and 3E. The potential fleet vehicle fuel cost savings would allow FCRTA to increase their public transit connectivity to essential destinations and low-income communities. The study would also forward the California Energy Commission's strategy to help develop roadmaps to advance the commercialization of energy storage, microgrids, and vehicle integration.



Sustainable Transportation Planning Grant Program

SUSTAINABLE COMMUNITIES - GRANT APPLICATION

NARRATIVE

3D. Grant Specific Objectives (5 points)

- Explain how the proposal encourages stakeholder involvement.
 - List the stakeholders involved in the planning effort (e.g., first responders, community-based organizations, local housing and public health departments, transit agencies, and partners including State, federal, local agencies)
 - Explain how stakeholders will be involved throughout the project.
- **Do not exceed the space provided.**

FCRTA and the consultant would create a stakeholder engagement plan, that includes creating and leading the project advisory committee to educate and gain feedback on the feasibility study. The organizations that would be invited to serve on the project advisory committee include: state entities, regional government agencies, 13 cities in FCRTA's jurisdiction, local transit agencies, local school districts, non-profit and social services agencies, and PG&E. A full list of invitees is included in the scope of services. Community organizations selected would include organizations representing disadvantaged communities. One-on-one meetings would also occur with microgrid technology providers to discuss the specifics of microgrid implementation. Stakeholder outreach efforts would integrate environmental justice, as low-income and minority communities would be actively involved throughout the feasibility study process through both in-person and digital engagement efforts. Consistent with California Government Code section 11135, no stakeholder outreach efforts would have discrimination of any kind on the basis of race, color or national origin, as well as ethnic group identification, religion, age, sex, sexual orientation, genetic information, or disability.

3E. Grant Specific Objectives (5 points)

- Explain how the proposal involves active community engagement.
- Describe the specific public outreach methods/events that will be employed throughout the project
- Explain how public input will inform the project.
- Describe how the effort will survey the public at the end of each outreach event to gauge effectiveness of these activities for the planning effort.
- **Do not exceed the space provided.**

The advisory committee for the project would be instrumental in steering the feasibility study, and it is anticipated that there would be a minimum of five committee meetings. A multi-lingual project website/digital hub would be created, with project information, graphics, videos, online surveys, an ongoing discussion thread, and others. For those who do not have the technology to access the digital hub, project information/updates would be distributed through flyers, utility bills, local newspapers, and local newsletters. FCRTA proposes 5-8 pop-up events at local markets, community centers, on transit buses, at local libraries, or others. Attendees of each event would be asked to complete a survey to provide feedback on the effectiveness of the workshop to inform future outreach efforts. Alternatively, if the COVID-19 environment does not allow for in-person events, a digital charette would be held. The draft feasibility study would be reviewed by the advisory committee and for public comment through the digital hub. Copies of the draft report would be made available at community facilities, such as local city halls and libraries. Comments received would be incorporated into the final feasibility study deliverable.



Sustainable Transportation Planning Grant Program

SUSTAINABLE COMMUNITIES - GRANT APPLICATION

NARRATIVE

3F. Grant Specific Objectives (5 points)

- Explain how the proposal assists in achieving the Caltrans Mission and Grant Program Objectives (Grant Application Guide, Chapter 1.2)
 - Sustainability, Preservation, Accessibility, Safety, Innovation, Economy, Health, and Social Equity, as applicable.
- **Do not exceed the space provided.**

Sustainability – The microgrid would provide community EV chargers and allow for increased use of EVs instead of gasoline-powered vehicles to contribute toward the State's GHG reduction goals.

Preservation – The study would promote resilient energy conservation as the microgrid would obtain energy from solar or other sustainable power source.

Accessibility – The study would include a FCRTA system-wide transit service and multi-modal evaluation to improve accessibility in the region.

Safety – The microgrid would increase the security of the transportation system by providing a reliable energy source during extreme weather events.

Innovation – The study would evaluate an innovative microgrid system that would allow transit fleet vehicles to charge more quickly and with a sustainable and resilient power source.

Economy – The microgrid would provide access to back-up power, helping to improve the economic resilience of disadvantaged communities. Further, there would likely be additional jobs associated with construction, maintenance, and operation of the microgrids.

Health – The microgrid would promote increased use of EVs, decreasing emissions associated with gasoline-powered vehicles.

Social Equity – The microgrid would support social equity, as the potential microgrid sites would include vacant or underutilized properties in disadvantaged communities. A critical component of the feasibility study is conducting a robust disadvantaged community engagement process.

3G. Grant Specific Objectives (5 points)

- Explain how the proposal ultimately results in funded and programmed multimodal transportation system improvements. Applicants should discuss next steps for project implementation, including timing for programming improvements that would result from the planning effort.
- **Do not exceed the space provided.**

Due to the many complexities of implementing a microgrid, a thorough feasibility study is critical to allow FCRTA to conduct the necessary analysis to fully understand existing conditions and potential effects and benefits of proposed technology. The analysis, along with the extensive community/stakeholder engagement process proposed, work towards developing a plan that serves the local communities, transit agencies, and the region overall as well as supports state and regional efforts to reduce GHG emissions. Pending the results of this grant application, the feasibility analysis would occur between 2021 and 2022. The study would allow FCRTA to work with stakeholders and the public on proposed microgrid locations, connections with other facilities in the region, design load profile, and other aspects to work toward building a consensus and developing a preferred approach. If the results of the feasibility study are positive, the project would be added into the projects included in the 2026-2049 RTP/SCS. It is anticipated to take three-seven years to obtain necessary funding and project support following the conclusion of the study in FY2024. The feasibility study would support next steps in applying for or programming this project for multiple site acquisitions, final design and construction. FCRTA is the coordinating transit agency that works across all of the communities served by the potential microgrid, and the agency has a high rate of success and implementation working with qualified consultants to conduct planning and design projects that are fundable and regionally-supported.



Sustainable Transportation Planning Grant Program
SUSTAINABLE COMMUNITIES - GRANT APPLICATION
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4. Project Management (Total 30 points)

See Scope of Work and Cost and Schedule samples and checklists for requirements (Grant Application Guide, Appendix B), also available on the Caltrans grants website:

<https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants>

4A. Scope of Work (15 points)

4B. Project Timeline (15 points)

Scope of Work Checklist

The Scope of Work (SOW) is the official description of the work that is to be completed during the contract. Tasks 1-6 outlined in the SOW are for illustrative purposes only. Task

Applications with missing components will be at a competitive disadvantage. Please use this checklist to make sure your Scope of Work is complete.

Scope of Work	
(x)	Ensure these items are completed prior to submitting to Caltrans
	Use the Fiscal Year 2021-22 template provided and in Microsoft Word format.
	Include the activities discussed in the grant application.
	List all tasks using the same title as stated in the Project Cost and Schedule.
	Include task numbers in accurate and proper sequencing, consistent with the Project Cost and Schedule.
	Ensure that sub-task numbers are not included.
	Include a thorough Introduction to describe relevant background, related planning efforts, the project and project area demographics, including a description of the disadvantaged community involved with the project, if applicable.
	Include a thorough and accurate narrative description of each task.
	Task 01 is a required task. It must be titled "Project Administration", it cannot exceed 5% of the grant award amount, and only the grantee can charge against this Task. This Task must only include the following activities and deliverables: <ul style="list-style-type: none">• Project kick-off meeting between the grantee and Caltrans at the start of the grant• Invoicing and quarterly reporting to Caltrans• DBE Reporting (federal grants only)
	Include Task 02 for the procurement of a consultant (if needed). This task for the <u>grantee only</u> .
	Public outreach task must include detailed public participation and services to diverse communities.
	Identify public outreach strategies in a manner that provides flexibility and allows for a diverse range of outreach methods (both in-person and on-line), considering the current COVID-19 environment.
	Must include a Task(s) for a Draft and Final product. The draft plan must include an opportunity for the public to provide feedback. (Excludes technical projects)
	The final product must include a summary of next steps your agency will take towards implementing the project.
	Achievable project deliverables must be listed for each Task.
	EXCLUDE environmental, complex design, engineering work, and other ineligible activities outlined in the Grant Application Guide.

SCOPE OF WORK

Project Information		
Grant Category	Sustainable Communities Competitive	
Grant Fiscal Year	2021-2022	
Project Title	Fresno County Distributed Energy Resource Feasibility Study	
Organization (legal name)	Fresno County Rural Transit Agency	

Introduction

The Fresno County Rural Transit Agency (FCRTA) is applying for a Caltrans Sustainable Transportation Planning Grant to conduct a Distributed Energy Resource/Microgrid Feasibility Study. The study would evaluate the physical/financial feasibility of developing a microgrid, or an affordable electric vehicle (EV) charging model.

The FCRTA has been a leader in advancing energy efficient transportation, as it has purchased numerous zero emissions buses and installed public charging infrastructure throughout the County. FCRTA has been working on multiple aspects of reducing emissions and the transition to EVs/zero emission vehicles (ZEVs) including receipt of 31 EVs to date as well as an electrical grid analysis study funded by the FY 2019-20 Caltrans Sustainable Communities Grant to analyze the electrical grid infrastructure and prepare for charging infrastructure installation. Although FCRTA has already begun to add EVs to the fleet, there have been many challenges associated with the deployment of EV's including the range on high-mileage rural routes, charger installation, infrastructure required, timing of charging, temperature related issues, extra staff training required and the extra costs and extra time associated with these challenges.

The feasibility study would assess how to leverage existing and develop additional solar facilities, electricity storage facilities, and charging infrastructure to support electric buses through a partnership with municipalities and potentially bus manufacturers. The study would determine the demand for electric buses during normal operations as well as during critical events and emergencies. The study would also determine the optimal solar and storage power and assess the potential to support the power distribution system by addressing capacity concerns, provide energy capacity if the rest local grid is out of service, put power back in the grid, and/or provide other services that are meaningful to the local utility.

The study would also determine how the distributed energy resource/microgrid would most efficiently distribute energy, including when to distribute power from the microgrid and when to distribute power from electricity storage facilities when the local power is low. This would allow buses to charge up at low-cost with zero carbon output and ensure electricity is available for use by the community when not in use by FCRTA.

The study would identify five potential sites in rural Fresno County for placement of a distributed energy resource technology/microgrid or another affordable electric vehicle charging model that is zero emissions based, as well as opportunities for future expansion. It would also provide a roadmap to transition to 100 percent EV/ZEV fleet as well as reimagine service operations and efficiency within a distributed energy resource/microgrid powered system.

Specifically, the feasibility study would:

- Evaluate the feasibility of distributed energy resources such as microgrids and other affordable charging model technologies for use in Fresno County.
- Evaluate how microgrids would make the FCRTA transit system more efficient, provide more transit service as well as multi-modal options such as electric car share and bike share.
- Analyze demand for electric and zero emissions vehicle charging.
- Assess space requirements for generation and storage technologies.
- Develop a design energy load profile for full occupancy.
- Recommended vehicle charging infrastructure and technologies, as well operational practices for implementation in Fresno County.
- Perform a benefit-cost analysis of the recommended distributed energy resources compared to the current energy system.
- Perform a cost analysis of a micro-grid and solar installations, such as a tree system.
- Perform a benefit-cost analysis of various financing mechanisms.
- Develop a system and site plan for each site selected.
- Estimate construction and maintenance costs of the recommended system.
- Evaluate interconnection requirements and/or constraints.
- Identify educational curriculum opportunities.
- Evaluate how to connect the facility with adjacent facilities to create one large microgrid that could support multiple facilities and needs.
- Develop an implementation plan including cost savings, potential funding sources, and financing options.

Fresno County has some of the worst air quality in the nation and the transportation sector is one of the biggest contributors to pollution. A majority of the census tracts in Fresno County are considered disadvantaged communities, or communities that are disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, approximately 60 percent of census tracts in the County are considered disadvantaged by SB 535 (communities in the top 25 percent scoring areas from CalEnviroScreen along with other areas with high amounts of pollution and vulnerable populations – see map of CalEnviroScreen in Attachment 2). The California Healthy Places Index (HPI) provides a snapshot of the social determinants of health across California at the census tract level. Over half (58 percent) of the census tracts in the study area are at the 25th percentile level of healthy conditions compared to other California census tracts (HPI percentiles below 25 are typically used to indicate disadvantaged communities – see map of HPI Index in Attachment 3).

To improve air quality and mitigate climate change, the State and region have aggressive GHG emission reduction goals. The transportation sector is a major contributor to GHG emissions, with 50 percent of GHG emissions in California generated by the transportation sector according to the Office of Governor Newsom. The State has a GHG reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively. In 2010, as part of its mandate under SB 375, the California Air Resources Board (CARB) set specific GHG emission reduction targets for cars and light trucks for each of the state's 18 metropolitan planning organizations from a 2005 base year. The GHG reduction targets set for the Fresno region in 2010 called for a five percent per capita reduction by 2020 and a ten percent per capita reduction by 2025.

Further, Governor Brown's Executive Order B-16-2012 established a goal to get 1.5 million EVs on the road by 2025 and Governor Newsom's Executive N-79-20 requires that all new cars and passenger trucks sold in California are zero-emission vehicles. While CARB aims for all public bus fleets to be zero-emission by 2040, FCRTA has an even more aggressive goal of 100 percent fleet electrification by 2025. In 2019, the Innovative Clean Transit (ICT) regulation became effective state-wide and applied to all transit agencies that own, operate, or lease buses greater than

14,000 pounds. The ICT regulation, which is implemented by CARB, states that starting in 2029, public agencies will be limited to the purchase of zero-emission buses only, with a goal of complete transition to zero emissions buses by 2040. Further, CARB requires transit agencies to submit a Zero-Emission Bus Rollout Plan by July 1, 2023 to be in compliance with this Innovative Clean Transit Regulation.

One of the biggest barriers to overcome in achieving the emissions reductions goals through electrifying bus fleets is the capacity of charging stations to fuel vehicles quickly and affordably and with zero emissions. A bus can take anywhere from 2.5 to six hours to fully charge with traditional chargers, and the energy to generate the electricity consumption still contributes to carbon emissions. Further, buses can travel approximately 125 miles on a full charge, which means buses need to rotate in and out of service. This makes it costly and difficult to provide reliable electric bus service in rural areas where electric vehicle charging infrastructure is spread out. An affordable and resilient charging model, through a microgrid system, could respond to these challenges by ensuring there is enough charging capacity along the route to meet demand. Further, microgrid technology, which uses solar or other sustainable power, can result in significant cost savings for the FCRTA.

In addition to wide-spread transit fleet electrification and zero emissions buses, the potential distributed energy resources/microgrid would promote adoption of personal electric vehicles through publicly available charging infrastructure. Currently, Fresno County lags the state average in terms of personal electric vehicle adoption. The personal electric vehicle (PEV) adoption rate in Fresno County is 5.9 EVs/1,000 vehicles versus the statewide rate of 14.1 EVs/1,000 vehicles.¹ The most common reason consumers do not purchase electric vehicles is range anxiety, because there are not enough publicly available electric vehicle charging stations. The number of publicly available electric vehicle charging stations in Fresno County is lower than the state average. In Fresno County, there is just over 0.1 DC fast charging (DCFC) stations and level 2 (L2) stations per 1,000 cars, compared with almost 0.4 DCFC and L2 stations per 1,000 cars statewide.²

Further residents in Fresno County face barriers to installing chargers at their places of residence, such as reduced percentage of homeownership and the cost of charging infrastructure installation. Median household income in Fresno County is lower than household income statewide (\$53,969 in Fresno County versus \$75,235 statewide).³ Additionally, Fresno County has a greater percentage of renters as compared with the percentage of renters statewide (49 percent renters in Fresno County versus 45 percent statewide)⁴. An increase in the use of electric vehicles would reduce GHG emissions generated by personal vehicles, which would help the State of California and Fresno County meet emissions reductions targets.

The study would also evaluate how a potential microgrid would reduce the high cost of transportation for residents and the FCRTA and provide more clean mobility options for rural, disadvantaged communities. For example, in California, the Department of Energy estimates a gallon of gasoline costs \$2.94 compared to an equivalent electric gallon at \$1.86. Fleet electrification powered by a microgrid would result in even more savings. Research on microgrids finds that once installed, microgrids can reduce charging costs from 13 cents/kWh to as low as 4.5 cents/kWh.⁵ This significant cost savings for FCRTA can instead be used to provide additional transit service in a region of the state that currently has limited, reliable service. This additional transit service would provide people with lower cost alternatives to driving. Publicly available charging infrastructure could also increase adaption of personal electric vehicles, further reducing personal transportation costs.

¹ Source: *Fresno Council of Governments Electric Vehicle Readiness Plan, January 2021.*

² Source: *Fresno Council of Governments Electric Vehicle Readiness Plan, January 2021.*

³ Source: *US Census Bureau Quick Facts, July 1, 2019*

⁴ Source: *Fresno Council of Governments Electric Vehicle Readiness Plan, January 2021.*

⁵ Source: <https://microgridknowledge.com/electric-buses-microgrid-antelope/>

Another potential benefit of a microgrid system, which would be evaluated as part of the proposed feasibility study, is how it could serve as an economic development catalyst for local communities in Fresno County. An affordable distributed energy resource system such as a microgrid could modernize energy infrastructure, providing a more efficient and resilient energy system with and potentially lower costs for electricity and chargers available to the public or municipal government when not in use by FCRTA. The area could also service as a community hub at former underutilized or vacant sites with the potential for partnerships with community organizations to provide electric vehicle carshare and bikeshare, bringing more life and a sense of community to the underserved, disadvantaged area, providing even more mobility options. A microgrid system could also store power, providing an emergency backup power system for essential services and first responders.

The feasibility study would also explore how to improve the resiliency of services that are critical to the health, safety, and vitality of rural cities by creating partnerships with local agencies and organizations to ensure the power grid that serves the community is resilient to power disruption. These partnerships between municipalities and transit agencies could provide the basis for replication in the Central Valley and beyond. As more communities begin to think about sustainability, resilience, and electrification, this study may serve as a model that can be replicated especially in rural disadvantaged communities.

This feasibility study would be conducted in coordination with other state and local sustainable planning efforts including FCRTA's testing of electric vehicle ridesharing and carsharing that provides first-mile/last-mile service and the Fresno Council of Governments/FCRTA ongoing study, the Electric Vehicle Readiness Plan, funded by Caltrans recommends strategies to increase personal electric vehicle adoption. The Electric Vehicle Readiness Plan's early findings show that Fresno County has an insufficient amount of charging infrastructure to meet local electrification demands and statewide goals. The Readiness Plan finds that electric vehicle adoption would save 1.5 billion pounds of CO₂ by 2050, but that an increase in the availability of public charging infrastructure would be necessary to reach statewide goals. If the charging infrastructure is not available, the modeling shows that CO₂ emissions would increase by a million pounds by 2030.

The microgrid feasibility study also supports many of the goals and objectives outlined in the Fresno Council of Government's 2018 Regional Transportation Plan and Sustainable Communities Strategy (2018 RTP/SCS), including its overall vision for 2042 of "A region of diverse transportation options that foster sustainable growth and a vibrant economy, and contribute to improved air quality and healthy communities." The potential microgrid would directly contribute to the 2018 RTP/SCS's goal 2-1a, an efficient, safe, integrated, multimodal transportation system, by reducing the barriers to the use of electric fleet vehicles and by establishing community mobility hubs that provide access to alternative modes of transportation such as electric bikeshare and carshare. The study as promotes goal 2-3f, a coordinated policy for public transportation that complements land use and air quality/climate change policies, by promoting the use of zero emission electric fleet vehicles. Additionally, the study promotes goal 2-3A, an efficient and fiscally responsible public transportation mobility system, by evaluating the potential cost savings for FCRTA as a result of lower fuel and energy costs.

The study would also forward the California Energy Commission's strategy to help develop roadmaps to advance the commercialization of energy storage, microgrids, and vehicle integration. It will also forward requirements under SB1339 that the California Public Utilities Commission to take action on microgrid policies.

Project Stakeholders

At the onset of the study, FCRTA and the Consultant would develop a list of stakeholders to reach out to invite to serve on the project advisory committee that will inform development of the microgrid study from start to finish. The consultant will create a stakeholder engagement plan, that includes creating and leading the project advisory committee to educate and gain feedback on the feasibility study. The organizations that will be invited to serve on the project advisory committee include, but are not limited to: state entities (Caltrans, CEC, CARB, and CPUC) regional government agencies (FCOG, Fresno County, and San Joaquin Valley Air Pollution Control District) 13 cities in FCRTA jurisdiction (Selma, Parlier, Huron, Kingsburg, Firebaugh, Mendota, Kerman, San Joaquin, Coalinga, Orange Cove, Reedley, Fowler, and Sanger), local transit agencies (Clovis Transit, Fresno Area Express), local school districts, MV Transportation (FCRTA's transit service provider) and PG&E. The public entities will include first responders, including the police and fire departments of the local cities and Fresno County Fire. Also, non-profit and community organizations will be invited including Calstart, San Joaquin Valley Zero Emissions Bus Working Group, Inspiration Transportation, Valley Leap, Leadership Counsel, Central California Legal Services (CCLA), Self Help Enterprises, Fresno Metro Ministry, Fresno Housing Authority, Centro La Familia Advocacy Services, California Rural Legal Assistance, Inc (CRLA) and Fresno Regional Workforce Development Board.

Community organizations selected will include organizations representing disadvantaged communities. One-on-one meetings will also occur with microgrid technology providers to discuss the specifics of microgrid implementation. Stakeholder outreach efforts will be consistent with Title VI and environmental justice, as low-income and minority communities will be actively involved throughout the feasibility study process through both in-person and digital engagement efforts. No stakeholder outreach efforts will have discrimination of any kind on the basis of race, color or national origin, as well as ethnic group identification, religion, age, sex, sexual orientation, genetic information, or disability.

Overall Project Objectives

The objectives of the potential microgrid include:

- Leverage existing and developing additional solar, storage and infrastructure for electric bus (transit) through a partnership with member agencies and potentially electric vehicle bus manufacturers.
- Evaluate optimal solar and storage powered electric buses to meet demand and for deployment during a critical event.
- Assess the potential to support the distribution system by addressing capacity concerns, provide black start capability, facilitate renewables integration, or provide other services that are meaningful to the local utility.
- Identify five sites for placement of storage and electric bus charging stations with opportunity for expansion/replication.
- Evaluate fleet electrification powered by sustainable microgrid technology would result in significant emissions reductions in disadvantaged area.
- Support future economic development and growth by modernizing energy infrastructure. More efficient, resilient, and potentially lower cost for electricity and charging will not only benefit the existing community, as well as the surrounding communities. Store electricity that can potentially provide backup power for essential services and first responder in the case of emergency.

- Improve the resiliency of services that are critical to the health, safety, and vitality of rural cities and expanding electric (bus) options, storage, and critical facility partnerships that will create resilience to power disruption.
- Allow FCRTA to save money on fleet fuel costs and invest the money in additional clean mobility options for residents in rural disadvantaged communities.
- Provide FCRTA with a plan to transition to 100 percent EV/ZEV.
- Support FCRTA transit service efficiency and create an optimal service forecast within a distributed energy resource/microgrid powered system.
- Provide multi-modal options such as electric car share and bike share.
- Provide public electric vehicle charging during certain hours to increase the use of personal electric vehicles, further reducing personal transportation costs and vehicle emissions.
- Invest in communities through a trusted public sector partner committed to providing essential services for residents. This investment can promote economic development in underserved and underrepresented places and serve as a community hub for mobility and other services.
- Develop Partnerships with municipalities and transit agencies provide the basis for potential replication in the Central Valley and beyond. As more communities begin to think about sustainability, resilience and electrification, this study may serve as a model that can be replicated, especially in rural disadvantaged communities.

Summary of Project Tasks

Task 01: Project Administration

Project Kick-off Meeting

FCRTA will hold a kickoff meeting with Caltrans staff to discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant project information. Meeting summary will be documented.

Invoicing

Submit Complete invoice packages to Caltrans district staff based on milestone completion- at least quarterly, but no more frequently than monthly.

Quarterly Reports

Submit quarterly reports to Caltrans district staff providing a summary of project progress and grant/local match expenditures.

Task Deliverables
Kick-off meeting notes
Invoice packages
Quarterly reports

Task 02: Consultant Procurement

RFP for Consultant Services

FCRTA will complete an RFP process for selection of a consultant or consultant team using procedures that comply with State Contracting Manual, Chapter 5, the Local Assistance Procedures Manual, Chapter 10, and the terms of the agreement with Caltrans.

Staff Coordination

FCRTA will hold monthly in person project team meetings with consultants to ensure good communication on upcoming tasks and to make sure the project remains on time and within budget. Caltrans staff will be invited to the project team meetings.

Task Deliverables
Copy of procurement procedures
Copy of executed consultant contract
Copies of any and all amendments to the consultant contract
Meeting notes from monthly consultant meetings

Task 1: Existing Conditions

Conduct a robust technical assessment of the FCRTA system, policies, plans, microgrid technologies, and other relevant regulations and data:

- Review documents/plans related to FCRTA's existing service, future plans and needs, the existing zero emissions bus fleet and related charging needs.
- Review existing plans, policies, and infrastructure related to energy and grid analysis (including, but limited to FCOG's EV Readiness Plan, and the FCRTA Electric Grid Analysis Study) as well as documented experience with prolonged outages in Fresno County and the San Joaquin Valley.
- Review existing state/local regulations and policies that could help or hinder a distributed energy resource system implementation.
- Review policies and implementation of zero emissions bus fleets and distributed energy resource charging systems/infrastructure in up to three comparable agencies or programs to learn and apply the lessons learned and best practices to FCRTA. Make best efforts to communicate with staff for each of the selected agencies/program to understand challenges and strategies. Conduct a due diligence assessment of various distributed energy resources such as microgrids, solar trees, and other affordable charging technology.

Task Deliverables
Memorandum and presentation of policy, plan, and peer review
Memorandum and presentation review microgrid technologies

Task 2: Analysis

Electric Vehicle Readiness

- Develop a high level EV/ZEV Fleet Transition Plan for the FCRTA fleet. This analysis will be done concurrently with the other work completed in Task 2 to determine: An assessment of current operations and future needs; Current and future facilities for optimal placement of charging infrastructure; An assessment of charging infrastructure needs to support an electric fleet replacement, schedule to result in a 100 percent EV/ZEV fleet by 2040; A

facilities and charging infrastructure phasing plan; An assessment of optimal timing and length of charging.

- Develop preliminary timeline, budgets, and funding plans for 100 percent electric transition. This analysis will produce a plan that will provide short and long-term recommendations for the procurements, capital improvements, infrastructure and maintenance planning required to transition to a 100 percent EV/ZEV fleet.
- The analysis will produce a zero emission vehicle rollout plan for submittal to CARB as proposed the Innovative Clean Transit Regulation (ICT).

Transit Electric Vehicle Operational Analysis and Multi-Modal Evaluation

- Perform an analysis of FCRTA's existing service and system to create a profile of the system and its operating costs and needs. Evaluate existing data on transportation gaps completed by FCRTA in 2020, to identify areas for service expansion and related costs. Establish service design goals and objectives with a microgrid powered EV bus fleet, including productivity and coverage goals for the network, and needs outlined in the electric vehicle readiness task. The goal is to establish an overall vision or service concept plan given the challenges and opportunities in using a microgrid powered operation.
- Review operations of the existing fleet and service to assess strengths, opportunities, limitations, and challenges associated with the existing electric and non-electric vehicle bus fleet and service. The result of this analysis is a clear understanding of the operational and performance strengths and weaknesses of the existing transit system and contrasts and differing needs and capability of electric buses compared to gasoline fueled buses.
- Evaluate how a microgrid and all or partial EV/ZEV bus fleet can improve network efficiency through adjustments of run times, stop locations or times, given passenger activity, market demand, and origin-destination movements. Consider how phasing of an electric vehicle fleet impacts network efficiency and service. Identify the necessary funding. Identify routes to electrify in order of feasibility.
- Evaluate the feasibility of locating electric car share and bike share at the microgrid sites to provide multi-modal travel options for residents.
- Based on the above analysis, establish preliminary recommendations for how the FCRTA service network can increase its productivity, effectiveness, and appeal to new riders within a new electric powered fleet of buses (or partial fleet) and the appropriate phasing of EVs/ZEVs along routes.

Based on FCRTA, stakeholder, and community input, refine service concepts and develop optimal, design recommendation and forecasts to promote systemwide growth within the existing budget and related to any operational cost savings from using a microgrid powered bus fleet. Provide ridership forecasts and plan for fleet phasing to electric vehicles.

Data Collection and Needs Assessment

- Determine energy demand needs based on FCRTA current and future needs for EVs/ZEVs as well as community electric vehicle charging needs based on stakeholder and community input. Community needs may include personal electric vehicles and government vehicle fleets.
 - Demand assessment should take into account vehicle miles traveled, on-route charging potential, potential system expansion, and how the system could serve the community by providing public vehicle charging stations.

Structural and Infrastructure Site Assessment

- Review and evaluate various documents, drawings, building codes, and climate issues (such as wind) to provide a structural and infrastructure assessment of potential microgrid sites, at FCRTA owned parcels and other underutilized or vacant parcels (in coordination with local authorities). Propose modifications needed to support a distributed energy

resource/microgrid including any infrastructure or technology. Analysis of sites should include:

- Access
- Electrical capacity and needed upgrades for interconnections.
- Communications infrastructure for system monitoring and control.
- Security and maintenance requirements
- Evaluate how a distributed energy resource/microgrid or other technology could operate on a site-by-site basis or aggregated basis and any constraints.
- Provide preliminary cost estimates for the required infrastructure modification.
- Provide cost estimates for mitigation of wildfire hazards.
- Identify potential sites to optimize the output of a microgrid system.

Readiness Assessment

- Develop a readiness strategy for each site that identifies the systems and software necessary to implement a microgrid or other distributed energy resource capable of managing and optimizing distributed energy resources in both grid-connected and island configurations. Identify any utility and safety considerations that enable or prohibit operation.
- Review how a distributed energy resource can be leveraged and should be operated including dispatch strategy, economic considerations, and ability to supply full or partial energy load in grid-connected or island modes.
- Review how a distributed energy resource would interface with local utility energy system for reliable and resilient operations, including power storage for use by essential services and first responders during emergencies.

Site Energy and Technology Assessment

- Perform an assessment of the potential distributed renewable energy generation rates for individual and aggregated candidate sites using industry standard models (from the U.S. Dept. of Energy, California Energy Commission, or other verified sources)
 - Assessment should include an evaluation of how the individual or connected sites can meet FCRTA and community needs.
 - Assessment should include potential energy generation for a year-long period, and potential hourly and monthly generation rates and output.
 - Develop the design load profile for each site for full occupancy.
- Assess the viability of energy storage at candidate sites and rationale for recommended locations. This assessment should be based on FCRTA's demand needs, community needs, and opportunities for energy storage.

Financial Analysis

- Develop a cost/benefit assessment of capital, operations, and maintenance costs and other infrastructure modifications for the top two distributed energy resource technologies based on potential energy rates and estimates for cost in the structure and infrastructure site assessment and labor costs. Assessment should take into account FCRTA's tax-exempt status and potential ownership structures.
- Estimates of total costs should be presented in real and present values in dollars and dollars per kWh hour as useful for each site. Costs should include:
 - Major capital costs (including any necessary infrastructure for climate adaptation)
 - Lifecycle operations and maintenance costs
 - Payback scenarios and cost recovery based on financing and ownership options.
 - Rate impacts
 - Value to the community
 - Cost and value related to energy storage and energy market participation.

- Develop an estimate for operations and maintenance for the system lifetime including financial estimates for on-site maintenance, staff, training to develop microgrid maintenance skills, replacement, battery maintenance, and other annual maintenance.
- Select recommended technologies /proposed microgrid infrastructure and operations.
- Analyze options for grants, financing, incentives, and subsidies.
 - This includes an analysis of various financing structures including a public-private partnership or other long-term agreement and ownership models.
- Compare the present value of a microgrid to the present value of electric power over the same period.
- Assess potential for claiming renewable energy credits and carbon offsets for the expected annual power generated from a microgrid system and any commercial credit potential.
- Provide modeling background information.

Review of Findings and Initial Recommendations

- Based on the previous task finding and community and stakeholder input, develop a ranking criteria for evaluating candidate sites, rank sites in priority order. Base data on a rough order of magnitude estimate of microgrid system size, capability based on site assumptions.

Task Deliverables
Memo on demand needs assessment
Memo and/or presentation reviewing site assessment
Memo and/or presentation presenting the financial analysis
Presentation of findings and initial recommendations

Task 3: Public Outreach

Stakeholder Identification

At the onset of the study, FCRTA and the Consultant will develop a list of stakeholders to reach out to and gather initial feedback and discuss their desired involvement in the project. Some stakeholders may only be interested in interviews and draft deliverable review, while others may want to be part of the Project Advisory Committee and provide input throughout the feasibility study process. Some stakeholders may want an update on the study at a regularly scheduled organization meeting or gathering. FCRTA and the Consultant will tailor stakeholder involvement to the specific stakeholder. Stakeholders may include but not limited to; first responders, non-profit community-based organizations, social service organizations, local housing authorities, workforce development agencies, local Chambers of Commerce, business owners/employers, local resident associations, developers, utility companies, local school districts, Fresno Council of Governments, the cities of Fresno County, including the County of Fresno. A full potential list of stakeholders is provided in the "Project Stakeholders" section above.

Project Website/Digital Hub

An important element of community outreach is educating the public about new energy technology and the community benefit. All of the proposed outreach activities should include an education component so that the public has a clear understanding of how various energy options can provide a public benefit as well as any potential challenges. All outreach activities will also educate the public about how public transit operates in Fresno County.

Create and launch a multi-lingual project website/digital hub, to include project information (purpose and goals, scope overview, and schedule), infographics, captioned videos, maps, and

graphics digestible to the public, deliverables ready for public consumption, and embedded links to access digital meetings. Analytics related to site and page views, method of viewing, viewer activity, etc. will be assessed regularly by the FCRTA and the Consultant and used to make decisions about engagement opportunities, advertising for the website, etc. The digital hub will include various engagement opportunities over the duration of the project. The digital community engagement process envisions up to one (1) long-form survey, up to five (5) mini-surveys, an ongoing photo/comment log, and ongoing discussion threads, and others as deemed appropriate by the Consultant Team and FCRTA. FCRTA anticipates utilizing the digital hub for public comment on the draft feasibility study.

The digital hub will include both English and Spanish versions and will be formatted to adhere to industry-accepted practices for maximizing accessibility for all users, including those with visual, auditory, and information processing impairments. Accessible tools can be used by people of varying abilities, age levels, education, and more. Strategies employed for the project website/digital hub must include clear and concise language, provide alternative text describing images, graphics, and maps, and accompany any videos or audio with transcription or subtitles.

Note: To engage those who do not have access to a computer or internet, FCRTA and the consultant will work with local social service organization, public entities, community services districts, and other organizations to provide residents with educational project background materials and surveys to gain input. For those who do not have the technology to access the digital hub, project information, surveys and updates must be also be distributed through flyers, utility bills, local newspapers, and local newsletters. Further, as discussed below, we will hold popups to reach community members with and without access to the internet.

Community Pop Up Events

Host a series of five to eight community pop-up events to engage the communities served by the FCRTA and the potential sites for the distributed energy resource/microgrid technology. These events will be designed to meet the community where they are already gathering and to engage in a more casual setting. FCRTA envisions that these events will occur at locations such as local markets, community centers, on transit buses, at local libraries, or other locations. In order to target outreach to disadvantaged communities, FCRTA and the Consultant will work with local social services organizations and municipalities to plan the events and notice the community. The events may during other events/and or meetings that the community regularly attends to attract more participation, such as local farmer's markets.

These pop-up events will be educational and will provide an overview of microgrids and potential community benefits. The events introduce the project to the public and project stakeholders, define project parameters, inform the community of project opportunities and constraints and identify and solicit opinions from the community/stakeholders to help shape this plan. Feedback that will be sought from these workshops will include microgrid siting criteria, electric vehicle charging needs, transit needs, desired features to be included at a microgrid mobility hub. To facilitate engagement, interactive activities will be incorporated for the participants that get people moving, thinking, learning, and contributing insight to the project. For example, participants may be split into break-out groups with opportunities to design their own microgrid mobility hub.

To encourage participation in the digital hub, online surveys, and pop-up events, the consultant should devise a set of "rewards incentives" including gift cards and other prizes.

Note: All pop-up events will be publicly noticed to ensure maximum attendance. All public notices will be in English and Spanish. Spanish translators and sign language interpreters (if requested) will be present at all workshops. For those unable to attend the in-person meetings for any reason, including a physical or mental disability, virtual participation options will be available.

Alternatively, if the COVID-19 environment does not allow for in-person pop-up events, develop, prepare for, and execute a digital charette using Zoom or similar platform. The charette will also feature interactive exercises and small-group breakouts conducted digitally, such as live surveys, interactive route planning, and vision boarding. The Consultant Team will work with FCRTA and stakeholders to advertise the meetings as appropriate; access to the meetings will be provided via digital hub embed and a separate meeting link. A captioned recording of each session will be provided on the digital hub. The consultant should provide options for those who do not have internet access to attend a digital meeting.

Task Deliverables
Public Outreach Report summarizing public outreach efforts, participation and feedback received from the project website/digital hub (including the questions and responses from the mini surveys and long-form surveys) and Community Workshops

Task 4: Advisory Committee Meetings

Invite interested stakeholders to join an advisory committee for the feasibility study, consisting of, at minimum, representatives from the following entities:

- State entities
 - California Public Utilities Commission
 - California Energy Commission
 - California Air Resources Board
 - Caltrans
- Regional Government Agencies
 - Fresno Council of Governments
 - Fresno County
 - Fresno County Fire
 - San Joaquin Valley Air Pollution Control District
- Cities of Selma, Parlier, Huron, Kingsburg, Firebaugh, Mendota, Kerman, San Joaquin, Coalinga, Orange Cove, Reedley, Fowler, and Sanger
 - Including first responders in each of the communities
- Local Transit Providers: Clovis Transit and Fresno Area Express (FAX)
- MV Transportation (FCRTA's transit service provider)
- PG&E
- Non-profit and social service community organizations
 - Calstart
 - San Joaquin Valley Zero Emissions Bus Working Group
 - Valley Leap
 - Central California Legal Services
 - Self Help Enterprises
 - Fresno Housing Authority
 - Centro La Familia Advocacy Services
 - Fresno Regional Workforce Development Board
 - Leadership Council for Justice and Accountability
 - Inspiration Transportation
 - Fresno Metro Ministry
 - California Rural Legal Assistance, Inc
- Local School Districts
 - Fresno Unified School District
 - Fresno County Superintendent of Schools

It is anticipated that the consultant and FCRTA will facilitate a minimum of five advisory committee meetings with the advisory committee to guide the feasibility study from initiation to completion. One meeting will occur at project kick-off, three to present interim findings and gather input, and one to review and approve the report. Caltrans district staff will be included in the planning for the advisory committee meetings and will be invited to serve on the advisory committee. Meetings will be interactive and provide opportunities for input from all attendees. Meetings should be offered in person and digitally (depending on Covid-19 orders).

Task Deliverables
Meetings agendas for each advisory committee meeting
List of attendees and meeting minutes for each advisory committee meeting

Task 5: Draft and Final Plan

Develop Draft Feasibility Study

Based on the feedback from the community engagement, advisory committee, and analysis, a draft feasibility study report will be prepared to include all project components and aspects to date.

FCRTA Review & Comment on Draft Study

FCRTA staff reviews and comments on draft report and discuss their findings, concerns, and recommendations with Consultant. Consultant to revise report based on FCRTA comments.

Advisory Committee Meeting

Solicit feedback, respond to any questions and resolve any critical issues from the project advisory committee.

Public Comment

Issue the draft report for review and comment by the public.

Complete Final Feasibility Study

Revise the report based on comments from the advisory committee and the public. The revised report is a completed Final Feasibility Study Report. The Final Feasibility Study will include next steps for FCRTA to implement the project. The implementation plan for the top-ranked site(s)/technology will include cost savings, potential funding sources, and financing options. The plan should be detailed to support capital planning and procurement.

The financial contribution of the grant program will be credited on the cover of the report.

Task Deliverables
Draft feasibility study report and implementation plan.
Draft feasibility study report
Written agency and public comments on draft report
Final feasibility study report

Task 6: Board Review/Approval

Present Final Feasibility Study Report at the FCRTA Board meeting. Resolve any critical issues. Prepare next steps for implementation based on the study. Adopt Final FCRTA Report.

Task Deliverables
FCRTA Board Agenda
FCRTA presentation materials
FCRTA Board meeting minutes indicating board acceptance/approval of feasibility study.

California Department of Transportation
Sustainable Transportation Planning Grant Program
PROJECT COST AND SCHEDULE

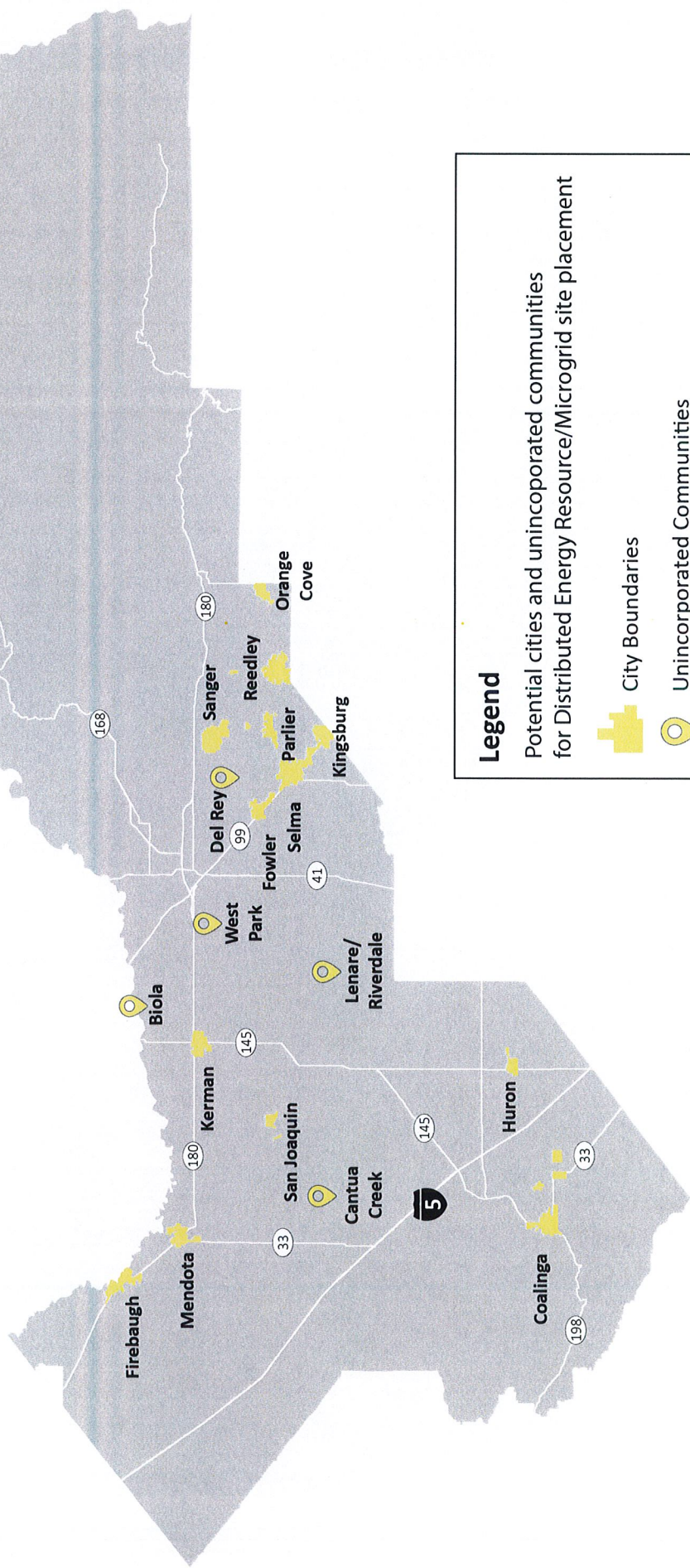
Grant Category Sustainable Communities Competitive
Grant Fiscal Year FY2021-2022
Project Title Fresno County Distributed Energy Resource Feasibility Study
Organization (legal name) Fresno Rural Transit Agency

Task #	Task Title	Estimated Grant Amount*	Estimated Local Cash Match*	Estimated Local In-Kind Match*	Estimated Total Project Cost*	FY 2021/22												FY 2022/23												FY 2023/24																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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* Use only whole dollars in the financial information fields. Dollar amounts must be rounded up/down and decimals should not be shown.
 Does your agency plan to request reimbursement for indirect costs? ☐ No ☒ Yes If yes, what is the estimated indirect cost rate? _____
 Does your agency plan to use the Tapered Match approach for invoicing purposes? ☒ Yes ☐ No

Fresno County Distributed Energy Resource/ Microgrid Feasibility Study

Map of Project Area



Legend

Potential cities and unincorporated communities
for Distributed Energy Resource/Microgrid site placement

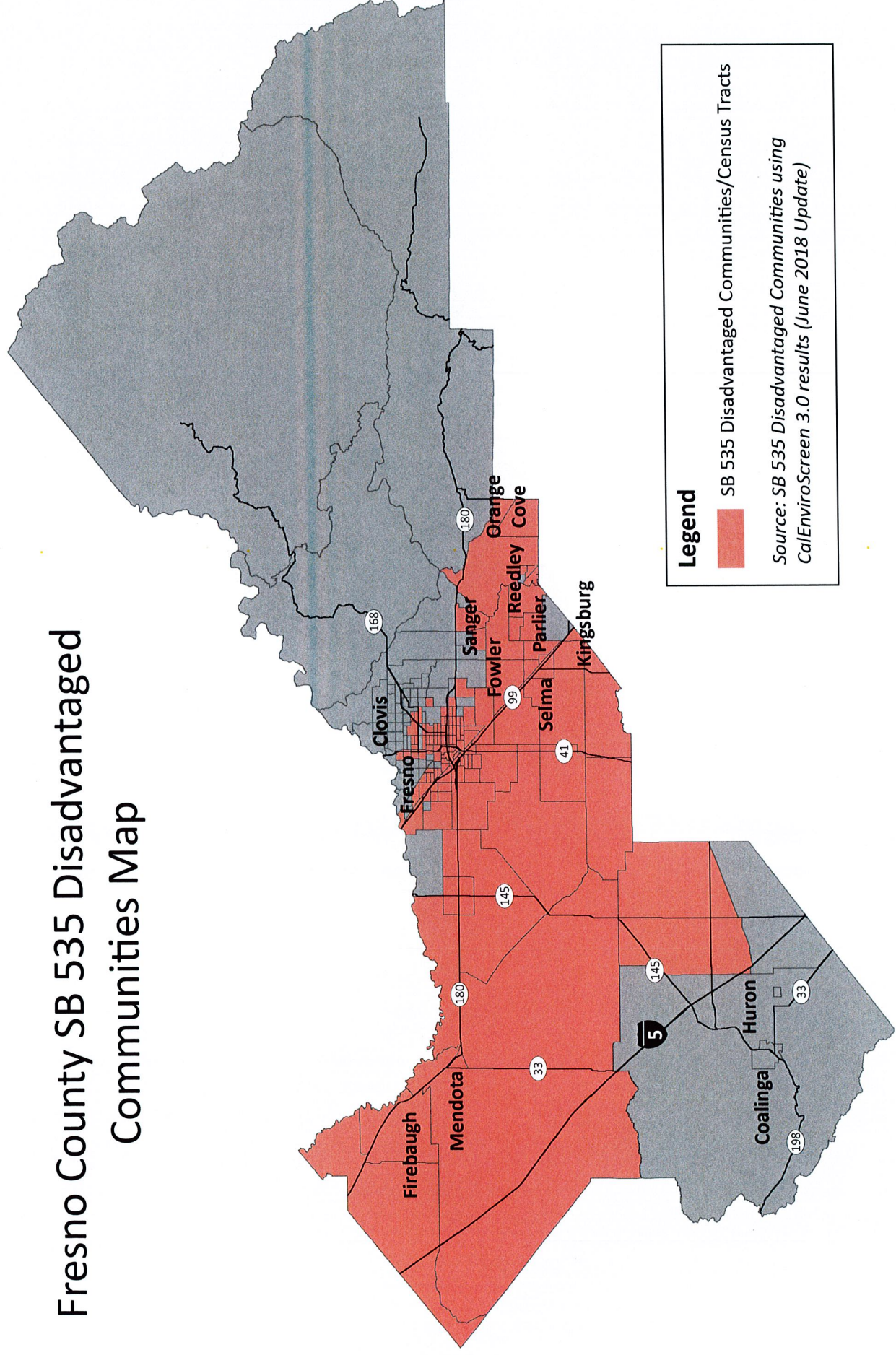


City Boundaries

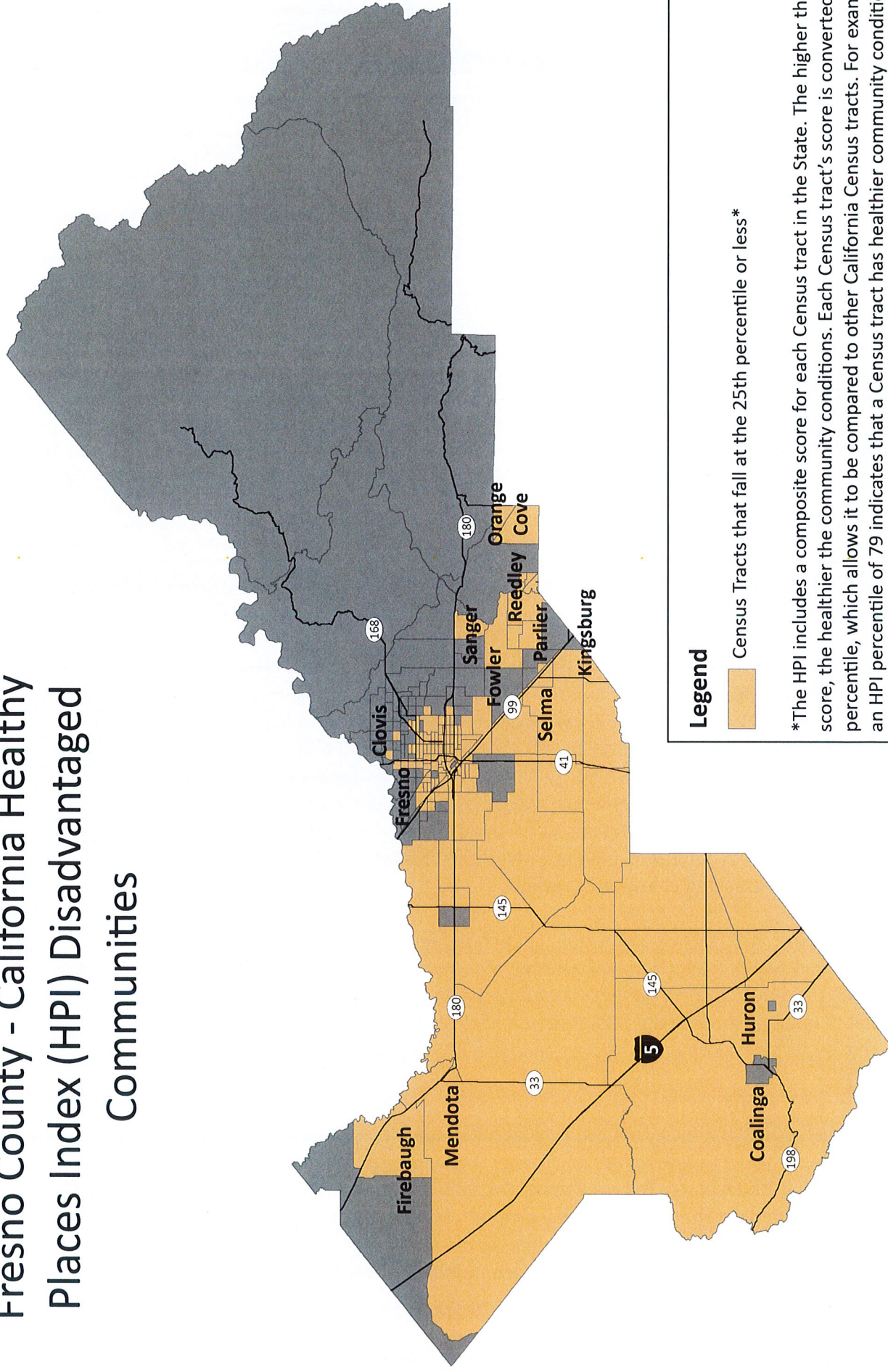


Unincorporated Communities

Fresno County SB 535 Disadvantaged Communities Map



Fresno County - California Healthy Places Index (HPI) Disadvantaged Communities





4270 N. BLACKSTONE AVE, SUITE 212, FRESNO, CA 93726 PH. 559.485.1416 FAX 559.485.9109

INFO@FRESNOMETMIN.ORG WWW.FRESNOMETMIN.ORG

January 28, 2021

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

Dear Mr. Stites,

Subject: Letter of Support for the Fresno County Rural Transit Agency Microgrid Feasibility Study

Fresno Metro Ministry is pleased to offer this letter of support for the Fresno County Rural Transit Agency's (FCRTA) application for a Caltrans Sustainable Transportation Planning Grant to conduct a feasibility study for a microgrid system. The goals of the microgrid system are to expand transportation options that lower carbon emissions and save on agency fuel costs that can then be used to provide more transit service to disadvantaged areas. Additionally, a microgrid system can provide residents in disadvantaged, rural communities of Fresno County with access to public charging stations to encourage higher usage of personal electric vehicles. The microgrid would also serve as an economic development catalyst for local communities through job creation and energy cost savings.

Wide-spread transit fleet electrification, adaption of personal electric vehicles, and the associated emissions reductions are an integral component of meeting the State of California's and Fresno County's aggressive emissions targets. An expansive public charging network is critical to meeting those goals. FCRTA is poised to play a leading role, as the agency has purchased zero emission buses and installed public charging infrastructure throughout the County.

FCRTA is proposing a project that will evaluate the potential for a microgrid system in disadvantaged communities across the County that leverages existing and develops new solar, storage, and infrastructure. This project is a feasibility study that will evaluate microgrid needs, technologies, and requirements, develop a design, assess various sites for construction and determine costs, perform a cost benefit analysis of various grid systems and financing/funding mechanisms, engage stakeholders and the community through an outreach and education

campaign, and develop an implementation plan and funding sources. Finally, the project would evaluate how to connect a single microgrid facility with adjacent facilities to create an integrated system that works across communities as a public resource.

Fresno Metro Ministry is impressed with FCRTA's efforts to plan for innovative transportation in the region's disadvantaged communities which will also contribute to GHG reduction targets.

Fresno Metro Ministry supports FCRTA's Caltrans Sustainable Transportation Planning Grant proposal to conduct a microgrid feasibility study and urges Caltrans to fund this project to plan for sustainable transportation for the residents of Fresno County.

Sincerely,

K R Bergthold

Keith Bergthold, Executive Director



Jacklyn Montgomery
Executive Director
California Association for Coordinated Transportation (CALACT)
4632 Duckhorn Drive
Sacramento, CA 95834

January 28, 2021

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

Dear Mr. Stites,

Subject: Letter of Support for the Fresno County Rural Transit Agency Microgrid Feasibility Study

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CALACT supports FCRTA's Caltrans Sustainable Transportation Planning Grant proposal to conduct a microgrid feasibility study and urges Caltrans to fund this project to plan for sustainable transportation for the residents of Fresno County.

Sincerely,

Jacklyn Montgomery, Executive Director
CALACT

January 29, 2021

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

Dear Mr. Stites,

Subject: Letter of Support for the Fresno County Rural Transit Agency Microgrid Feasibility Study

The Community Transportation Association of America (CTAA) is pleased to offer this letter of support for the Fresno County Rural Transit Agency's (FCRTA) application for a Caltrans Sustainable Transportation Planning Grant to conduct a feasibility study for a microgrid system. The goals of the microgrid system are to expand transportation options that lower carbon emissions and save on agency fuel costs that can then be used to provide more transit service to disadvantaged areas. Additionally, a microgrid system can provide residents in disadvantaged, rural communities of Fresno County with access to public charging stations to encourage higher usage of personal electric vehicles. The microgrid would also serve as an economic development catalyst for local communities through job creation and energy cost savings.

Wide-spread transit fleet electrification, adaption of personal electric vehicles, and the associated emissions reductions are an integral component of meeting the State of California's and Fresno County's aggressive emissions targets. An expansive public charging network is critical to meeting those goals. FCRTA will play a leading role, as the agency has purchased zero emission buses and installed public charging infrastructure throughout the County.

FCRTA is proposing a project that will evaluate the potential for a microgrid system in disadvantaged communities across the County that leverages existing and develops new solar, storage, and infrastructure. This project is a feasibility study that will evaluate microgrid needs, technologies, and requirements, develop a design, assess various sites for construction and determine costs, perform a cost benefit analysis of various grid systems and financing/funding mechanisms, engage stakeholders and the community through an outreach and education campaign, and develop an implementation plan and funding sources. Finally, the project would evaluate how to connect a single microgrid facility with adjacent facilities to create an integrated system that works across communities as a public resource.

CTAA is impressed with FCRTA's efforts to plan for innovative transportation in the region's disadvantaged communities which will also contribute to GHG reduction targets and is urging its national membership to seek similar opportunities. We support FCRTA's Caltrans Sustainable Transportation Planning Grant proposal.

Sincerely,



Transit For All



A handwritten signature in black ink, appearing to read "J. H. B.", followed by a long horizontal line extending to the right.

Executive Director



A Nonprofit Housing and Community Development Organization

January 28, 2021

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

Dear Mr. Stites,

Subject: Letter of Support for the Fresno County Rural Transit Agency Microgrid Feasibility Study

Self-Help Enterprises (SHE) is pleased to offer this letter of support for the Fresno County Rural Transit Agency's (FCRTA) application for a Caltrans Sustainable Transportation Planning Grant to conduct a feasibility study for a microgrid system. The goals of the microgrid system are to expand transportation options that lower carbon emissions and save on agency fuel costs that can then be used to provide more transit service to disadvantaged areas. Additionally, a microgrid system can provide residents in disadvantaged, rural communities of Fresno County with access to public charging stations to encourage higher usage of personal electric vehicles. The microgrid would also serve as an economic development catalyst for local communities through job creation and energy cost savings.

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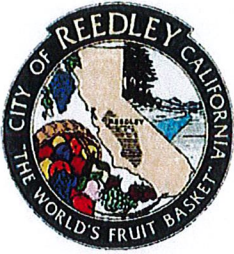
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Self-Help Enterprises (SHE) is impressed with FCRTA's efforts to plan for innovative transportation in the region's disadvantaged communities which will also contribute to GHG reduction targets.

Self-Help Enterprises (SHE) supports FCRTA's Caltrans Sustainable Transportation Planning Grant proposal to conduct a microgrid feasibility study and urges Caltrans to fund this project to plan for sustainable transportation for the residents of Fresno County.

Sincerely,

Director, Real Estate Development
Self-Help Enterprises



City of Reedley

OFFICE OF THE CITY MANAGER
1717 Ninth Street
Reedley, Ca. 93654
(559) 837-4200 ext. 212

January 29, 2021

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

Dear Mr. Stites,

Subject: Letter of Support for the Fresno County Rural Transit Agency Microgrid Feasibility Study

The City of Reedley is pleased to offer this letter of support for the Fresno County Rural Transit Agency's (FCRTA) application for a Caltrans Sustainable Transportation Planning Grant to conduct a feasibility study for a microgrid system. The goals of the microgrid system are to expand transportation options that lower carbon emissions and save on agency fuel costs that can then be used to provide more transit service to disadvantaged areas. Additionally, a microgrid system can provide residents in disadvantaged, rural communities of Fresno County with access to public charging stations to encourage higher usage of personal electric vehicles. The microgrid would also serve as an economic development catalyst for local communities through job creation and energy cost savings.

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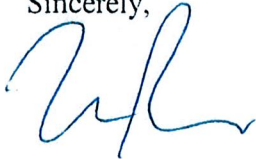
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evaluate how to connect a single microgrid facility with adjacent facilities to create an integrated system that works across communities as a public resource.

The City of Reedley is impressed with FCRTA's efforts to plan for innovative transportation in the region's disadvantaged communities which will also contribute to GHG reduction targets.

The City of Reedley also supports FCRTA's Caltrans Sustainable Transportation Planning Grant proposal to conduct a microgrid feasibility study and urges Caltrans to fund this project to plan for sustainable transportation for the residents of Fresno County.

Sincerely,

A handwritten signature in blue ink, appearing to read 'N. Zieba', with a stylized flourish at the end.

Nicole R. Zieba
City Manager

CITY OF FIREBAUGH



FRESNO COUNTY, CALIFORNIA

1133 "P" STREET
FIREBAUGH, CALIFORNIA 93622-2547
(559) 659-2043
FAX (559) 659-3412

January 28, 2021

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

Dear Mr. Stites,

Subject: Letter of Support for the Fresno County Rural Transit Agency Microgrid Feasibility Study

City of Firebaugh's Mayor Valdez, is pleased to offer this letter of support for the Fresno County Rural Transit Agency's (FCRTA) application for a Caltrans Sustainable Transportation Planning Grant to conduct a feasibility study for a microgrid system. The goals of the microgrid system are to expand transportation options that lower carbon emissions and save on agency fuel costs that can then be used to provide more transit service to disadvantaged areas. Additionally, a microgrid system can provide residents in disadvantaged, rural communities of Fresno County with access to public charging stations to encourage higher usage of personal electric vehicles. The microgrid would also serve as an economic development catalyst for local communities through job creation and energy cost savings.

Wide-spread transit fleet electrification, adaption of personal electric vehicles, and the associated emissions reductions are an integral component of meeting the State of California's and Fresno County's aggressive emissions targets. An expansive public charging network is critical to meeting those goals. FCRTA is poised to play a leading role, as the agency has purchased zero emission buses and installed public charging infrastructure throughout the County.

FCRTA is proposing a project that will evaluate the potential for a microgrid system in disadvantaged communities across the County that leverages existing and develops new solar, storage, and infrastructure. This project is a feasibility study that will evaluate microgrid needs, technologies, and requirements, develop a design, assess various sites for construction and determine costs, perform a cost benefit analysis of various grid systems and financing/funding mechanisms, engage stakeholders and the community through an outreach and education campaign, and develop an implementation plan and funding sources. Finally, the project would evaluate how to connect a single microgrid facility with adjacent facilities to create an integrated system that works across communities as a public resource.

City of Firebaugh's Mayor Valdez, is impressed with FCRTA's efforts to plan for innovative transportation in the region's disadvantaged communities which will also contribute to GHG reduction targets.

City of Firebaugh's Mayor Valdez, supports FCRTA's Caltrans Sustainable Transportation Planning Grant proposal to conduct a microgrid feasibility study and urges Caltrans to fund this project to plan for sustainable transportation for the residents of Fresno County.

Sincerely,

Mayor Valdez
City of Firebaugh



CITY *of* CLOVIS

1033 FIFTH STREET • CLOVIS, CA 93612

January 29, 2021

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

Dear Mr. Stites,

**Subject: Letter of Support for the Fresno County Rural Transit Agency
Microgrid Feasibility Study**

I am pleased to offer this letter of support for the Fresno County Rural Transit Agency's (FCRTA) application for a Caltrans Sustainable Transportation Planning Grant to conduct a feasibility study for a microgrid system. The goals of the microgrid system are to expand transportation options that lower carbon emissions and save on agency fuel costs that can then be used to provide more transit service to disadvantaged areas. Additionally, a microgrid system can provide residents in disadvantaged, rural communities of Fresno County with access to public charging stations to encourage higher usage of personal electric vehicles. The microgrid would also serve as an economic development catalyst for local communities through job creation and energy cost savings.

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the community through an outreach and education campaign, and develop an implementation plan and funding sources. Finally, the project would evaluate how to connect a single microgrid facility with adjacent facilities to create an integrated system that works across communities as a public resource.

Clovis Transit is impressed with FCRTA's efforts to plan for innovative transportation in the region's disadvantaged communities which will also contribute to GHG reduction targets.

Clovis Transit supports FCRTA's Caltrans Sustainable Transportation Planning Grant proposal to conduct a microgrid feasibility study and urges Caltrans to fund this project to plan for sustainable transportation for the residents of Fresno County.

Sincerely,

A handwritten signature in black ink, appearing to read "Amy Hance". The signature is fluid and cursive, with the first name "Amy" and last name "Hance" clearly distinguishable.

Amy Hance
General Services Manager
City of Clovis



C I T Y O F S E L M A

1710 TUCKER STREET • SELMA, CALIFORNIA 93662

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

January 28, 2021

Dear Mr. Stites,

Subject: Letter of Support for the Fresno County Rural Transit Agency Microgrid Feasibility Study

The City of Selma is pleased to offer this letter of support for the Fresno County Rural Transit Agency's (FCRTA) application for a Caltrans Sustainable Transportation Planning Grant to conduct a feasibility study for a microgrid system. The goals of the microgrid system are to expand transportation options that lower carbon emissions and save on agency fuel costs that can then be used to provide more transit service to disadvantaged areas. Additionally, a microgrid system can provide residents in disadvantaged, rural communities of Fresno County with access to public charging stations to encourage higher usage of personal electric vehicles. The microgrid would also serve as an economic development catalyst for local communities through job creation and energy cost savings.


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The City of Selma is impressed with FCRTA's efforts to plan for innovative transportation in the region's disadvantaged communities which will also contribute to GHG reduction targets.

The City of Selma supports FCRTA's Caltrans Sustainable Transportation Planning Grant proposal to conduct a microgrid feasibility study and urges Caltrans to fund this project to plan for sustainable transportation for the residents of Fresno County.

Sincerely,



Mayor Scott Robertson
City of Selma



We Provide Freedom™

February 1, 2021

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

Dear Mr. Stites,

Subject: Letter of Support for the Fresno County Rural Transit Agency Microgrid Feasibility Study

MV Transportation is pleased to offer this letter of support for the Fresno County Rural Transit Agency's (FCRTA) application for a Caltrans Sustainable Transportation Planning Grant to conduct a feasibility study for a microgrid system. The goals of the microgrid system are to expand transportation options that lower carbon emissions and save on agency fuel costs that can then be used to provide more transit service to disadvantaged areas. Additionally, a microgrid system can provide residents in disadvantaged, rural communities of Fresno County with access to public charging stations to encourage higher usage of personal electric vehicles. The microgrid would also serve as an economic development catalyst for local communities through job creation and energy cost savings.

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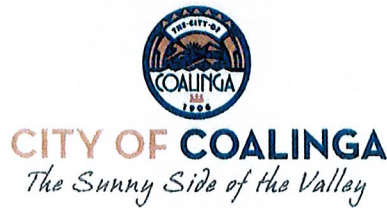
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MV Transportation is impressed with FCRTA's efforts to plan for innovative transportation in the region's disadvantaged communities which will also contribute to GHG reduction targets.

MV Transportation supports FCRTA's Caltrans Sustainable Transportation Planning Grant proposal to conduct a microgrid feasibility study and urges Caltrans to fund this project to plan for sustainable transportation for the residents of Fresno County.

Sincerely,

James Schultzman
Senior Vice President
MV Transportation



January 28, 2021

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

Dear Mr. Stites,

Subject: Letter of Support for the Fresno County Rural Transit Agency Microgrid Feasibility Study

The City of Coalinga is pleased to offer this letter of support for the Fresno County Rural Transit Agency's (FCRTA) application for a Caltrans Sustainable Transportation Planning Grant to conduct a feasibility study for a microgrid system. The goals of the microgrid system are to expand transportation options that lower carbon emissions and save on agency fuel costs that can then be used to provide more transit service to disadvantaged areas. Additionally, a microgrid system can provide residents in disadvantaged, rural communities of Fresno County with access to public charging stations to encourage higher usage of personal electric vehicles. The microgrid would also serve as an economic development catalyst for local communities through job creation and energy cost savings.

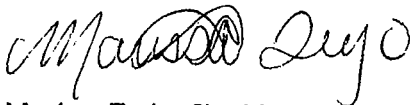
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Coalinga is impressed with FCRTA's efforts to plan for innovative transportation in the region's disadvantaged communities which will also contribute to GHG reduction targets.

Coalinga supports FCRTA's Caltrans Sustainable Transportation Planning Grant proposal to conduct a microgrid feasibility study and urges Caltrans to fund this project to plan for sustainable transportation for the residents of Fresno County.

Sincerely,

A handwritten signature in black ink, appearing to read "Marissa Trejo". The signature is fluid and cursive, with the first name "Marissa" written in a larger, more prominent script than the last name "Trejo".

Marissa Trejo, City Manager
City of Coalinga

CITY OF CHOWCHILLA CALIFORNIA



January 28, 2021

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

Dear Mr. Stites,

Subject: Letter of Support for the Fresno County Rural Transit Agency Microgrid Feasibility Study

The City of Chowchilla is pleased to offer this letter of support for the Fresno County Rural Transit Agency's (FCRTA) application for a Caltrans Sustainable Transportation Planning Grant to conduct a feasibility study for a microgrid system. The goals of the microgrid system are to expand transportation options that lower carbon emissions and save on agency fuel costs that can then be used to provide more transit service to disadvantaged areas. Additionally, a microgrid system can provide residents in disadvantaged, rural communities of Fresno County with access to public charging stations to encourage higher usage of personal electric vehicles. The microgrid would also serve as an economic development catalyst for local communities through job creation and energy cost savings.

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130 S Second Street, Chowchilla, CA 93610

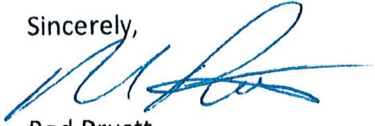
Telephone: (559) 665-8615

www.CityOfChowchilla.org

The City of Chowchilla is impressed with FCRTA's efforts to plan for innovative transportation in the region's disadvantaged communities which will also contribute to GHG reduction targets.

The City of Chowchilla supports FCRTA's Caltrans Sustainable Transportation Planning Grant proposal to conduct a microgrid feasibility study and urges Caltrans to fund this project to plan for sustainable transportation for the residents of Fresno County.

Sincerely,



Rod Pruett
City Administrator



KCAPTA

Kings County Area Public Transit Agency

610 W. 7th St. • Hanford, CA 93230 • (559) 852-2692 • www.karthbus.org

February 5, 2021

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

Dear Mr. Stites,

Subject: Letter of Support for the Fresno County Rural Transit Agency Microgrid Feasibility Study

Kings County Area Public Transit Agency is pleased to offer this letter of support for the Fresno County Rural Transit Agency's (FCRTA) application for a Caltrans Sustainable Transportation Planning Grant to conduct a feasibility study for a microgrid system. The goals of the microgrid system are to expand transportation options that lower carbon emissions and save on agency fuel costs that can then be used to provide more transit service to disadvantaged areas. Additionally, a microgrid system can provide residents in disadvantaged, rural communities of Fresno County with access to public charging stations to encourage higher usage of personal electric vehicles. The microgrid would also serve as an economic development catalyst for local communities through job creation and energy cost savings.

Wide-spread transit fleet electrification, adaption of personal electric vehicles, and the associated emissions reductions are an integral component of meeting the State of California's and Fresno County's aggressive emissions targets. An expansive public charging network is critical to meeting those goals. FCRTA is poised to play a leading role, as the agency has purchased zero emission buses and installed public charging infrastructure throughout the County.

FCRTA is proposing a project that will evaluate the potential for a microgrid system in disadvantaged communities across the County that leverages existing and develops new solar, storage, and infrastructure. This project is a feasibility study that will evaluate microgrid needs, technologies, and requirements, develop a design, assess various sites for construction and determine costs, perform a cost benefit analysis of various grid systems and financing/funding mechanisms, engage stakeholders and the community through an outreach and education campaign, and develop an implementation plan and



KCAPTA

Kings County Area Public Transit Agency

610 W. 7th St. • Hanford, CA 93230 • (559) 852-2692 • www.kartbus.org

funding sources. Finally, the project would evaluate how to connect a single microgrid facility with adjacent facilities to create an integrated system that works across communities as a public resource.

Kings County Area Public Transit Agency is impressed with FCRTA's efforts to plan for innovative transportation in the region's disadvantaged communities which will also contribute to GHG reduction targets.

Kings County Area Public Transit Agency supports FCRTA's Caltrans Sustainable Transportation Planning Grant proposal to conduct a microgrid feasibility study and urges Caltrans to fund this project to plan for sustainable transportation for the residents of Fresno County.

Sincerely,

Angie Dow, Executive Director
Kings County Area Public Transit Agency



Matthew Gillian

Founding Director

7081 N. Marks, Ste 104 PMB 195
Fresno, CA 93711
559.578.3848
iTransportEV@gmail.com

February 6, 2021

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

Dear Mr. Stites,

Subject: Letter of Support for the Fresno County Rural Transit Agency Microgrid Feasibility Study

Inspiration Transportation is pleased to offer this letter of support for the Fresno County Rural Transit Agency's (FCRTA) application for a Caltrans Sustainable Transportation Planning Grant to conduct a feasibility study for a microgrid system.

With the support and guidance of the Fresno County Rural Transit Agency, *Inspiration Transportation* has been able to launch and provide service in three Fresno County communities over the past 4 months. Wide-spread transit fleet electrification, adaption of personal electric vehicles, and the associated emissions reductions are an integral component of meeting the State of California and Fresno County's aggressive emissions targets, and this feasibility study will be at the forefront in our region.

FCRTA is proposing a project that will evaluate the potential for a microgrid system in disadvantaged communities across the County that leverages existing and develops new solar, storage, and infrastructure. This project is a feasibility study that will evaluate microgrid needs, technologies, and requirements, develop a design, assess various sites for construction and determine costs, perform a cost benefit analysis of various grid systems and financing/funding mechanisms, engage stakeholders and the community through an outreach and education campaign, and develop an implementation plan and funding sources. Finally, the project would evaluate how to connect a single microgrid facility with adjacent facilities to create an integrated system that works across communities as a public resource.

Not only does *Inspiration Transportation* fully support FCRTA's efforts on this microgrid feasibility project, it also hopes to mirror these efforts in the future through a potential connected microgrid at another optimal location within Fresno County. Both *Inspiration Transportation* and FCRTA operate with the belief that our region is in need of innovative transportation options, particularly in disadvantaged communities. These types of forward-thinking projects will not only help to uplift mobility in these underserved communities,

but will also contribute to GHG reduction targets and the overall health of our residents.

Inspiration Transportation supports FCRTA's Caltrans Sustainable Transportation Planning Grant proposal to conduct a microgrid feasibility study and urges Caltrans to fund this project to plan for sustainable transportation for the residents of Fresno County.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt A. Sele". The signature is fluid and cursive, with the first name "Matt" and last name "Sele" clearly distinguishable.

Founding Director
Inspiration Transportation

January 28, 2021

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

Dear Mr. Stites,

Subject: Letter of Support for the Fresno County Rural Transit Agency Microgrid Feasibility Study

Fresno Council of Governments (Fresno COG) is pleased to offer this letter of support for the Fresno County Rural Transit Agency's (FCRTA) application for a Caltrans Sustainable Transportation Planning Grant to conduct a feasibility study for a microgrid system. The goals of the microgrid system are to expand transportation options that lower carbon emissions and save on agency fuel costs that can then be used to provide more transit service to disadvantaged areas. Additionally, a microgrid system can provide residents in disadvantaged, rural communities of Fresno County with access to public charging stations to encourage higher usage of personal electric vehicles. The microgrid would also serve as an economic development catalyst for local communities through job creation and energy cost savings.

Wide-spread transit fleet electrification, adaption of personal electric vehicles, and the associated emissions reductions are an integral component of meeting the State of California's and Fresno County's aggressive emissions targets. An expansive public charging network is critical to meeting those goals. FCRTA is poised to play a leading role, as the agency has purchased zero emission buses and installed public charging infrastructure throughout the County.

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Fresno COG supports FCRTA's efforts to plan for innovative transportation in the region's disadvantaged communities and application to the Caltrans Sustainable Transportation Planning Grant proposal to conduct a microgrid feasibility study.

Sincerely,



Tony Boren
Executive Director

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

OFFICE OF THE CITY MANAGER
John Jansons



850 S. Madera Avenue
Kerman, CA 93630

Mayor – Gary Yep
Mayor Pro Tem – Ismael Herrera

Council Members

Jennifer Coleman
Bill Nijjer
Kevin Nehring

Phone: (559) 846-9387
Fax: (559) 846-6199
www.cityofkerman.net

January 29, 2021

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

Dear Mr. Stites:

Subject: Letter of Support for the Fresno County Rural Transit Agency Micro Grid Feasibility Study

The City of Kerman is pleased to offer this letter of support for the Fresno County Rural Transit Agency's (FCRTA) application for a Caltrans Sustainable Transportation Planning Grant to conduct a feasibility study for a micro grid system. The goals of the micro grid system are to expand transportation options that lower carbon emissions and save on agency fuel costs that can then be used to provide more transit service to disadvantaged areas. Additionally, a micro grid system can provide residents in disadvantaged, rural communities of Fresno County with access to public charging stations to encourage higher usage of personal electric vehicles. The micro grid would also serve as an economic development catalyst for local communities through job creation and energy cost savings.

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The City of Kerman is impressed with FCRTA's efforts to plan for innovative transportation in the region's disadvantaged communities which will also contribute to GHG reduction targets.

RECEIVED

FEB 04 2021

The City of Kerman supports FCRTA's Caltrans Sustainable Transportation Planning Grant proposal to conduct a micro grid feasibility study and urges Caltrans to fund this project to plan for sustainable transportation for the residents of Fresno County.

Sincerely,



John Jansons, City Manager
City of Kerman

RESOLUTION # 2021-01**AUTHORIZATION AND APPROVAL OF THE FCRTA SAFETY PLAN**

WHEREAS, on July 20, 2019 the Federal Transit Agency (FTA) issued its Final Rule establishing the Public Transportation Agency Safety Plan (PTASP) for use by transit agencies nationwide in order to make transit operations safer. The State of California Department of Transportation subsequently adopted the PTASP (or "Safety Plan") for use by California transit agencies; and

WHEREAS, the FCRTA has prepared a Safety Plan tailored to its transit operations and is requesting that the FCRTA Board of Directors authorize this Safety Plan and approve the Safety Plan document that has been prepared by FCRTA staff; and

WHEREAS, the FCRTA wishes to designate the FCRTA General Manager as the Accountable Executive for its Safety Plan; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the FCRTA that it authorizes the final Safety Plan and approves of the Safety Plan document as prepared and that this Safety Plan complies with all FTA and State guidelines for Safety Plan content.

NOW THEREFORE, BE IT FURTHER RESOLVED that the General Manager, as the Accountable Executive, is authorized to make all decisions and actions necessary to implement the Safety Plan which will provide for the safety of FCRTA transit operations.

AGENCY BOARD DESIGNEE: MOSES STITES, GENERAL MANAGER

Passed and approved this 25th day of February, 2021.

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 25th day of February, 2021.

Signed _____

Moses Stites, General Manager

Not every provision of every certification will apply to every applicant or award. If a provision of a certification does not apply to the applicant or its award, FTA will not enforce that provision. Refer to FTA's accompanying Instructions document for more information.

Text in italics is guidance to the public. It does not have the force and effect of law, and is not meant to bind the public in any way. It is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

CATEGORY 1. CERTIFICATIONS AND ASSURANCES REQUIRED OF EVERY APPLICANT.

All applicants must make the certifications in this category.

1.1. Standard Assurances.

The certifications in this subcategory appear as part of the applicant's registration or annual registration renewal in the System for Award Management (SAM.gov) and on the Office of Management and Budget's standard form 424B "Assurances—Non-Construction Programs". This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
- (b) Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
- (c) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
- (d) Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
- (e) Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728–4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 CFR 900, Subpart F).

- (f) Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to:
 - (1) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin, as effectuated by U.S. DOT regulation 49 CFR Part 21;
 - (2) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681–1683, and 1685–1686), which prohibits discrimination on the basis of sex, as effectuated by U.S. DOT regulation 49 CFR Part 25;
 - (3) Section 5332 of the Federal Transit Law (49 U.S.C. § 5332), which prohibits any person being excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance from FTA because of race, color, religion, national origin, sex, disability, or age.
 - (4) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps, as effectuated by U.S. DOT regulation 49 CFR Part 27;
 - (5) The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101–6107), which prohibits discrimination on the basis of age;
 - (6) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;
 - (7) The comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91–616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - (8) Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records;
 - (9) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental, or financing of housing;
 - (10) Any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and,
 - (11) the requirements of any other nondiscrimination statute(s) which may apply to the application.
- (g) Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (“Uniform Act”) (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases. The requirements of the Uniform Act are effectuated by U.S. DOT regulation 49 CFR Part 24.

- (h) Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§ 1501–1508 and 7324–7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
- (i) Will comply, as applicable, with the provisions of the Davis–Bacon Act (40 U.S.C. §§ 276a to 276a-7), the Copeland Act (40 U.S.C. § 276c and 18 U.S.C. § 874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§ 327–333), regarding labor standards for federally assisted construction subagreements.
- (j) Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
- (k) Will comply with environmental standards which may be prescribed pursuant to the following:
 - (1) Institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514;
 - (2) Notification of violating facilities pursuant to EO 11738;
 - (3) Protection of wetlands pursuant to EO 11990;
 - (4) Evaluation of flood hazards in floodplains in accordance with EO 11988;
 - (5) Assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.);
 - (6) Conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§ 7401 et seq.);
 - (7) Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and
 - (8) Protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93–205).
- (l) Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§ 1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
- (m) Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§ 469a-1 et seq.).
- (n) Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
- (o) Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§ 2131 et seq.) pertaining to the care, handling, and treatment of warm blooded

- animals held for research, teaching, or other activities supported by this award of assistance.
- (p) Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§ 4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
 - (q) Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and 2 CFR Part 200, Subpart F, "Audit Requirements", as adopted and implemented by U.S. DOT at 2 CFR Part 1201.
 - (r) Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing the program under which it is applying for assistance.
 - (s) Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. § 7104) which prohibits grant award recipients or a sub-recipient from:
 - (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect;
 - (2) Procuring a commercial sex act during the period of time that the award is in effect; or
 - (3) Using forced labor in the performance of the award or subawards under the award.

1.2. Standard Assurances: Additional Assurances for Construction Projects.

This certification appears on the Office of Management and Budget's standard form 424D "Assurances—Construction Programs" and applies specifically to federally assisted projects for construction. This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency; will record the Federal awarding agency directives; and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project.
- (b) Will comply with the requirements of the assistance awarding agency with regard to the drafting, review, and approval of construction plans and specifications.
- (c) Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work confirms with the approved plans and specifications, and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.

1.3. Procurement.

The Uniform Administrative Requirements, 2 CFR § 200.324, allow a recipient to self-certify that its procurement system complies with Federal requirements, in lieu of submitting to certain pre-procurement reviews.

The applicant certifies that its procurement system complies with:

- (a) U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, particularly 2 CFR §§ 200.317–200.326 “Procurement Standards;
- (b) Federal laws, regulations, and requirements applicable to FTA procurements; and
- (c) The latest edition of FTA Circular 4220.1 and other applicable Federal guidance.

1.4. Suspension and Debarment.

Pursuant to Executive Order 12549, as implemented at 2 CFR Parts 180 and 1200, prior to entering into a covered transaction with an applicant, FTA must determine whether the applicant is excluded from participating in covered non-procurement transactions. For this purpose, FTA is authorized to collect a certification from each applicant regarding the applicant’s exclusion status. 2 CFR § 180.300. Additionally, each applicant must disclose any information required by 2 CFR § 180.335 about the applicant and the applicant’s principals prior to entering into an award agreement with FTA. This certification serves both purposes.

The applicant certifies, to the best of its knowledge and belief, that the applicant and each of its principals:

- (a) Is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily or involuntarily excluded from covered transactions by any Federal department or agency;
- (b) Has not, within the preceding three years, been convicted of or had a civil judgment rendered against him or her for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public or private agreement or transaction; violation of Federal or State antitrust statutes, including those proscribing price fixing between competitors, allocation of customers between competitors, and bid rigging; commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice; or commission of any other offense indicating a lack of business integrity or business honesty;

- (c) Is not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any offense described in paragraph (b) of this certification;
- (d) Has not, within the preceding three years, had one or more public transactions (Federal, State, or local) terminated for cause or default.

1.5. Coronavirus Response and Relief Supplemental Appropriations Act, 2021, and CARES Act Funding.

The applicant certifies that, to the maximum extent possible, and consistent with the Consolidated Appropriations Act, 2021 (Public Law 116–260):

- (a) Funds made available under title IV of division M of the Consolidated Appropriations Act, 2021 (Public Law 116–260), and in title XII of division B of the CARES Act (Public Law 116–136; 134 Stat. 599) shall be directed to payroll and operations of public transit (including payroll and expenses of private providers of public transportation); or
- (b) The applicant certifies that the applicant has not furloughed any employees.

CATEGORY 2. PUBLIC TRANSPORTATION AGENCY SAFETY PLANS

This certification is required of each applicant under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), each rail operator that is subject to FTA’s state safety oversight programs, and each State that is required to draft and certify a public transportation agency safety plan on behalf of a small public transportation provider pursuant to 49 CFR § 673.11(d). This certification is required by 49 CFR § 673.13.

This certification does not apply to any applicant that receives financial assistance from FTA exclusively under the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or combination of these two programs.

If the applicant is an operator, the applicant certifies that it has established a public transportation agency safety plan meeting the requirements of 49 CFR Part 673.

If the applicant is a State, the applicant certifies that:

- (a) It has drafted a public transportation agency safety plan for each small public transportation provider within the State, unless the small public transportation provider provided notification to the State that it was opting-out of the State-drafted plan and drafting its own public transportation agency safety plan; and
- (b) Each small public transportation provider within the state has a public transportation agency safety plan that has been approved by the provider’s Accountable Executive

(as that term is defined at 49 CFR § 673.5) and Board of Directors or Equivalent Authority (as that term is defined at 49 CFR § 673.5).

CATEGORY 3. TAX LIABILITY AND FELONY CONVICTIONS.

If the applicant is a business association (regardless of for-profit, not for-profit, or tax exempt status), it must make this certification. Federal appropriations acts since at least 2014 have prohibited FTA from using funds to enter into an agreement with any corporation that has unpaid Federal tax liabilities or recent felony convictions without first considering the corporation for debarment. E.g., Consolidated Appropriations Act, 2021, Pub. L. 116-260, div. E, title VII, §§ 744–745. U.S. DOT Order 4200.6 defines a “corporation” as “any private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association”, and applies the restriction to all tiers of subawards. As prescribed by U.S. DOT Order 4200.6, FTA requires each business association applicant to certify as to its tax and felony status.

If the applicant is a private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association, the applicant certifies that:

- (a) It has no unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and
- (b) It has not been convicted of a felony criminal violation under any Federal law within the preceding 24 months.

CATEGORY 4. LOBBYING.

If the applicant will apply for a grant or cooperative agreement exceeding \$100,000, or a loan, line of credit, loan guarantee, or loan insurance exceeding \$150,000, it must make the following certification and, if applicable, make a disclosure regarding the applicant’s lobbying activities. This certification is required by 49 CFR § 20.110 and app. A to that part.

This certification does not apply to an applicant that is an Indian Tribe, Indian organization, or an Indian tribal organization exempt from the requirements of 49 CFR Part 20.

4.1. Certification for Contracts, Grants, Loans, and Cooperative Agreements.

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or

an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

4.2. Statement for Loan Guarantees and Loan Insurance.

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

CATEGORY 5. PRIVATE SECTOR PROTECTIONS.

If the applicant will apply for funds that it will use to acquire or operate public transportation facilities or equipment, the applicant must make the following certification regarding protections for the private sector.

5.1. Charter Service Agreement.

To enforce the provisions of 49 U.S.C. § 5323(d), FTA's charter service regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following Charter Service Agreement. 49 CFR § 604.4.

The applicant agrees that it, and each of its subrecipients, and third party contractors at any level who use FTA-funded vehicles, may provide charter service using equipment or facilities acquired with Federal assistance authorized under the Federal Transit Laws only in compliance with the regulations set out in 49 CFR Part 604, the terms and conditions of which are incorporated herein by reference.

5.2. School Bus Agreement.

To enforce the provisions of 49 U.S.C. § 5323(f), FTA's school bus regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following agreement regarding the provision of school bus services. 49 CFR § 605.15.

- (a) If the applicant is not authorized by the FTA Administrator under 49 CFR § 605.11 to engage in school bus operations, the applicant agrees and certifies as follows:
 - (1) The applicant and any operator of project equipment agrees that it will not engage in school bus operations in competition with private school bus operators.
 - (2) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Mass Transit Regulations, or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (b) If the applicant is authorized or obtains authorization from the FTA Administrator to engage in school bus operations under 49 CFR § 605.11, the applicant agrees as follows:
 - (1) The applicant agrees that neither it nor any operator of project equipment will engage in school bus operations in competition with private school bus operators except as provided herein.
 - (2) The applicant, or any operator of project equipment, agrees to promptly notify the FTA Administrator of any changes in its operations which might jeopardize the continuation of an exemption under § 605.11.
 - (3) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Transit Administration regulations or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
 - (4) The applicant agrees that the project facilities and equipment shall be used for the provision of mass transportation services within its urban area and that any other

use of project facilities and equipment will be incidental to and shall not interfere with the use of such facilities and equipment in mass transportation service to the public.

CATEGORY 6. TRANSIT ASSET MANAGEMENT PLAN.

If the applicant owns, operates, or manages capital assets used to provide public transportation, the following certification is required by 49 U.S.C. § 5326(a).

The applicant certifies that it is in compliance with 49 CFR Part 625.

CATEGORY 7. ROLLING STOCK BUY AMERICA REVIEWS AND BUS TESTING.

7.1. Rolling Stock Buy America Reviews.

If the applicant will apply for an award to acquire rolling stock for use in revenue service, it must make this certification. This certification is required by 49 CFR § 663.7.

The applicant certifies that it will conduct or cause to be conducted the pre-award and post-delivery audits prescribed by 49 CFR Part 663 and will maintain on file the certifications required by Subparts B, C, and D of 49 CFR Part 663.

7.2. Bus Testing.

If the applicant will apply for funds for the purchase or lease of any new bus model, or any bus model with a major change in configuration or components, the applicant must make this certification. This certification is required by 49 CFR § 665.7.

The applicant certifies that the bus was tested at the Bus Testing Facility and that the bus received a passing test score as required by 49 CFR Part 665. The applicant has received or will receive the appropriate full Bus Testing Report and any applicable partial testing reports before final acceptance of the first vehicle.

CATEGORY 8. URBANIZED AREA FORMULA GRANTS PROGRAM.

If the applicant will apply for an award under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), or any other program or award that is subject to the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310); “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)); projects that will receive an award authorized by the Transportation Infrastructure Finance and Innovation Act (“TIFIA”) (23 U.S.C. §§ 601–609) or State Infrastructure Bank Program (23 U.S.C. § 610) (see 49 U.S.C. § 5323(o)); formula awards or competitive awards to urbanized areas under the Grants for

Buses and Bus Facilities Program (49 U.S.C. § 5339(a) and (b)); or low or no emission awards to any area under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(c)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5307(c)(1).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out the program of projects (developed pursuant 49 U.S.C. § 5307(b)), including safety and security aspects of the program;
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities;
- (c) Will maintain equipment and facilities in accordance with the applicant's transit asset management plan;
- (d) Will ensure that, during non-peak hours for transportation using or involving a facility or equipment of a project financed under this section, a fare that is not more than 50 percent of the peak hour fare will be charged for any—
 - (1) Senior;
 - (2) Individual who, because of illness, injury, age, congenital malfunction, or any other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use a public transportation service or a public transportation facility effectively without special facilities, planning, or design; and
 - (3) Individual presenting a Medicare card issued to that individual under title II or XVIII of the Social Security Act (42 U.S.C. §§ 401 et seq., and 1395 et seq.);
- (e) In carrying out a procurement under 49 U.S.C. § 5307, will comply with 49 U.S.C. §§ 5323 (general provisions) and 5325 (contract requirements);
- (f) Has complied with 49 U.S.C. § 5307(b) (program of projects requirements);
- (g) Has available and will provide the required amounts as provided by 49 U.S.C. § 5307(d) (cost sharing);
- (h) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning);
- (i) Has a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction of transportation;
- (j) Either—
 - (1) Will expend for each fiscal year for public transportation security projects, including increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages), increased camera surveillance of an area in or adjacent to that system, providing an emergency telephone line to contact law enforcement or security personnel in an area in or adjacent to that system, and any other project intended to increase the security and safety of an existing or planned public transportation system, at least

- 1 percent of the amount the recipient receives for each fiscal year under 49 U.S.C. § 5336; or
- (2) Has decided that the expenditure for security projects is not necessary;
- (k) In the case of an applicant for an urbanized area with a population of not fewer than 200,000 individuals, as determined by the Bureau of the Census, will submit an annual report listing projects carried out in the preceding fiscal year under 49 U.S.C. § 5307 for associated transit improvements as defined in 49 U.S.C. § 5302; and
- (l) Will comply with 49 U.S.C. § 5329(d) (public transportation agency safety plan).

CATEGORY 9. FORMULA GRANTS FOR RURAL AREAS.

If the applicant will apply for funds made available to it under the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), it must make this certification. Paragraph (a) of this certification helps FTA make the determinations required by 49 U.S.C. § 5310(b)(2)(C). Paragraph (b) of this certification is required by 49 U.S.C. § 5311(f)(2). Paragraph (c) of this certification, which applies to funds apportioned for the Appalachian Development Public Transportation Assistance Program, is necessary to enforce the conditions of 49 U.S.C. § 5311(c)(2)(D).

- (a) The applicant certifies that its State program for public transportation service projects, including agreements with private providers for public transportation service—
 - (1) Provides a fair distribution of amounts in the State, including Indian reservations; and
 - (2) Provides the maximum feasible coordination of public transportation service assisted under 49 U.S.C. § 5311 with transportation service assisted by other Federal sources; and
- (b) If the applicant will in any fiscal year expend less than 15% of the total amount made available to it under 49 U.S.C. § 5311 to carry out a program to develop and support intercity bus transportation, the applicant certifies that it has consulted with affected intercity bus service providers, and the intercity bus service needs of the State are being met adequately.
- (c) If the applicant will use for a highway project amounts that cannot be used for operating expenses authorized under 49 U.S.C. § 5311(c)(2) (Appalachian Development Public Transportation Assistance Program), the applicant certifies that—
 - (1) It has approved the use in writing only after providing appropriate notice and an opportunity for comment and appeal to affected public transportation providers; and
 - (2) It has determined that otherwise eligible local transit needs are being addressed.

CATEGORY 10. FIXED GUIDEWAY CAPITAL INVESTMENT GRANTS AND THE EXPEDITED PROJECT DELIVERY FOR CAPITAL INVESTMENT GRANTS PILOT PROGRAM.

If the applicant will apply for an award under any subsection of the Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), including an award made pursuant to the FAST Act's Expedited Project Delivery for Capital Investment Grants Pilot Program (Pub. L. 114-94, div. A, title III, § 3005(b)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5309(c)(2) and Pub. L. 114-94, div. A, title III, § 3005(b)(3)(B).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award,
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities acquired or improved under its Award.
- (c) Will maintain equipment and facilities acquired or improved under its Award in accordance with its transit asset management plan; and
- (d) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning).

CATEGORY 11. GRANTS FOR BUSES AND BUS FACILITIES AND LOW OR NO EMISSION VEHICLE DEPLOYMENT GRANT PROGRAMS.

If the applicant is in an urbanized area and will apply for an award under subsection (a) (formula grants) or subsection (b) (competitive grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(a)(3) and (b)(6), respectively.

If the applicant is in a rural area and will apply for an award under subsection (a) (formula grants) or subsection (b) (competitive grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 9 for Formula Grants for Rural Areas (49 U.S.C. § 5311). This certification is required by 49 U.S.C. § 5339(a)(3) and (b)(6), respectively.

If the applicant, regardless of whether it is in an urbanized or rural area, will apply for an award under subsection (c) (low or no emission vehicle grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(c)(3).

Making this certification will incorporate by reference the applicable certifications in Category 8 or Category 9.

CATEGORY 12. ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAMS.

If the applicant will apply for an award under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310), it must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5310(e)(1). Making this certification will incorporate by reference the certification in Category 8, except that FTA has determined that (d), (f), (i), (j), and (k) of Category 8 do not apply to awards made under 49 U.S.C. § 5310 and will not be enforced.

In addition to the certification in Category 8, the applicant must make the following certification that is specific to the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program. This certification is required by 49 U.S.C. § 5310(e)(2).

The applicant certifies that:

- (a) The projects selected by the applicant are included in a locally developed, coordinated public transit-human services transportation plan;
- (b) The plan described in clause (a) was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public;
- (c) To the maximum extent feasible, the services funded under 49 U.S.C. § 5310 will be coordinated with transportation services assisted by other Federal departments and agencies, including any transportation activities carried out by a recipient of a grant from the Department of Health and Human Services; and
- (d) If the applicant will allocate funds received under 49 U.S.C. § 5310 to subrecipients, it will do so on a fair and equitable basis.

CATEGORY 13. STATE OF GOOD REPAIR GRANTS.

If the applicant will apply for an award under FTA's State of Good Repair Grants Program (49 U.S.C. § 5337), it must make the following certification. Because FTA generally does not review the transit asset management plans of public transportation providers, this certification is necessary to enforce the provisions of 49 U.S.C. § 5337(a)(4).

The applicant certifies that the projects it will carry out using assistance authorized by the State of Good Repair Grants Program, 49 U.S.C. § 5337, are aligned with the applicant's most recent

transit asset management plan and are identified in the investment and prioritization section of such plan, consistent with the requirements of 49 CFR Part 625.

CATEGORY 14. INFRASTRUCTURE FINANCE PROGRAMS.

If the applicant will apply for an award for a project that will include assistance under the Transportation Infrastructure Finance and Innovation Act ("TIFIA") Program (23 U.S.C. §§ 601–609) or the State Infrastructure Banks ("SIB") Program (23 U.S.C. § 610), it must make the certifications in Category 8 for the Urbanized Area Formula Grants Program, Category 10 for the Fixed Guideway Capital Investment Grants program, and Category 13 for the State of Good Repair Grants program. These certifications are required by 49 U.S.C. § 5323(o).

Making this certification will incorporate the certifications in Categories 8, 10, and 13 by reference.

CATEGORY 15. ALCOHOL AND CONTROLLED SUBSTANCES TESTING.

If the applicant will apply for an award under FTA's Urbanized Area Formula Grants Program (49 U.S.C. § 5307), Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) programs, the applicant must make the following certification. The applicant must make this certification on its own behalf and on behalf of its subrecipients and contractors. This certification is required by 49 CFR § 655.83.

The applicant certifies that it, its subrecipients, and its contractors are compliant with FTA's regulation for the Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, 49 CFR Part 655.

CATEGORY 16. RAIL SAFETY TRAINING AND OVERSIGHT.

If the applicant is a State with at least one rail fixed guideway system, or is a State Safety Oversight Agency, or operates a rail fixed guideway system, it must make the following certification. The elements of this certification are required by 49 CFR §§ 659.43, 672.31, and 674.39.

The applicant certifies that the rail fixed guideway public transportation system and the State Safety Oversight Agency for the State are:

- (a) Compliant with the requirements of 49 CFR Part 659, "Rail Fixed Guideway Systems; State Safety Oversight";
- (b) Compliant with the requirements of 49 CFR Part 672, "Public Transportation Safety Certification Training Program"; and
- (c) Compliant with the requirements of 49 CFR Part 674, "State Safety Oversight".

CATEGORY 17. DEMAND RESPONSIVE SERVICE.

If the applicant operates demand responsive service and will apply for an award to purchase a non-rail vehicle that is not accessible within the meaning of 49 CFR Part 37, it must make the following certification. This certification is required by 49 CFR § 37.77.

The applicant certifies that the service it provides to individuals with disabilities is equivalent to that provided to other persons. A demand responsive system, when viewed in its entirety, is deemed to provide equivalent service if the service available to individuals with disabilities, including individuals who use wheelchairs, is provided in the most integrated setting appropriate to the needs of the individual and is equivalent to the service provided other individuals with respect to the following service characteristics:

- (a) Response time;
- (b) Fares;
- (c) Geographic area of service;
- (d) Hours and days of service;
- (e) Restrictions or priorities based on trip purpose;
- (f) Availability of information and reservation capability; and
- (g) Any constraints on capacity or service availability.

CATEGORY 18. INTEREST AND FINANCING COSTS.

If the applicant will pay for interest or other financing costs of a project using assistance awarded under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), the Fixed Guideway Capital Investment Grants Program (49 U.S.C. § 5309), or any program that must comply with the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), "flex funds" from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)), or awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the following certification. This certification is required by 49 U.S.C. §§ 5307(e)(3) and 5309(k)(2)(D).

The applicant certifies that:

- (a) Its application includes the cost of interest earned and payable on bonds issued by the applicant only to the extent proceeds of the bonds were or will be expended in carrying out the project identified in its application; and
- (b) The applicant has shown or will show reasonable diligence in seeking the most favorable financing terms available to the project at the time of borrowing.

CATEGORY 19. CONSTRUCTION HIRING PREFERENCES.

If the applicant will ask FTA to approve the use of geographic, economic, or any other hiring preference not otherwise authorized by law on any contract or construction project to be assisted with an award from FTA, it must make the following certification. This certification is required by the Consolidated Appropriations Act, 2021, Pub. L. 116-260, div. L, title I, § 199(b).

The applicant certifies the following:

- (a) That except with respect to apprentices or trainees, a pool of readily available but unemployed individuals possessing the knowledge, skill, and ability to perform the work that the contract requires resides in the jurisdiction;
- (b) That the grant recipient will include appropriate provisions in its bid document ensuring that the contractor does not displace any of its existing employees in order to satisfy such hiring preference; and
- (c) That any increase in the cost of labor, training, or delays resulting from the use of such hiring preference does not delay or displace any transportation project in the applicable Statewide Transportation Improvement Program or Transportation Improvement Program.

CATEGORY 20. CYBERSECURITY CERTIFICATION FOR RAIL ROLLING STOCK AND OPERATIONS.

If the applicant operates a rail fixed guideway public transportation system, it must make this certification. This certification is required by 49 U.S.C. § 5323(v), a new subsection added by the National Defense Authorization Act for Fiscal Year 2020, Pub. L. 116-92, § 7613 (Dec. 20, 2019). For information about standards or practices that may apply to a rail fixed guideway public transportation system, visit <https://www.nist.gov/cyberframework> and <https://www.cisa.gov/>.

The applicant certifies that it has established a process to develop, maintain, and execute a written plan for identifying and reducing cybersecurity risks that complies with the requirements of 49 U.S.C. § 5323(v)(2).

CATEGORY 21. PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS FORMULA AND DISCRETIONARY PROGRAM (TRIBAL TRANSIT PROGRAMS).

Before FTA may provide Federal assistance for an Award financed under either the Public Transportation on Indian Reservations Formula or Discretionary Program authorized under 49 U.S.C. § 5311(c)(1), as amended by the FAST Act, (Tribal Transit Programs), the applicant must select the Certifications in Category 21, except as FTA determines otherwise in writing.

Tribal Transit Program applicants may certify to this Category and Category 1 (Certifications and Assurances Required of Every Applicant) and need not make any other certification, to meet Tribal Transit Program certification requirements. If an applicant will apply for any program in addition to the Tribal Transit Program, additional certifications may be required.

FTA has established terms and conditions for Tribal Transit Program grants financed with Federal assistance appropriated or made available under 49 U.S.C. § 5311(c)(1). The applicant certifies that:

- (a) It has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award.
- (b) It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
- (c) It will maintain its equipment and facilities acquired or improved under its Award, in accordance with its transit asset management plan and consistent with FTA regulations, “Transit Asset Management,” 49 CFR Part 625. Its Award will achieve maximum feasible coordination with transportation service financed by other federal sources.
- (d) With respect to its procurement system:
 - (1) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, for Awards made on or after December 26, 2014,
 - (2) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments,” 49 CFR Part 18, specifically former 49 CFR § 18.36, for Awards made before December 26, 2014, or
 - (3) It will inform FTA promptly if its procurement system does not comply with either of those U.S. DOT regulations.
- (e) It will comply with the Certifications, Assurances, and Agreements in:
 - (1) Category 05.1 and 05.2 (Charter Service Agreement and School Bus Agreement),
 - (2) Category 06 (Transit Asset Management Plan),
 - (3) Category 07.1 and 07.2 (Rolling Stock Buy America Reviews and Bus Testing),
 - (4) Category 09 (Formula Grants for Rural Areas),
 - (5) Category 15 (Alcohol and Controlled Substances Testing), and
 - (6) Category 17 (Demand Responsive Service).

FEDERAL FISCAL YEAR 2021 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: Fresno County Rural Transit Agency

The Applicant certifies to the applicable provisions of categories 01-21. X

Or,

The Applicant certifies to the applicable provisions of the categories it has selected:

Category	Certification
01 Certifications and Assurances Required of Every Applicant	_____
02 Public Transportation Agency Safety Plans	_____
03 Tax Liability and Felony Convictions	_____
04 Lobbying	_____
05 Private Sector Protections	_____
06 Transit Asset Management Plan	_____
07 Rolling Stock Buy America Reviews and Bus Testing	_____
08 Urbanized Area Formula Grants Program	_____
09 Formula Grants for Rural Areas	_____
10 Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	_____
11 Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	_____

- 12 Enhanced Mobility of Seniors and Individuals with Disabilities Programs
- 13 State of Good Repair Grants
- 14 Infrastructure Finance Programs
- 15 Alcohol and Controlled Substances Testing
- 16 Rail Safety Training and Oversight
- 17 Demand Responsive Service
- 18 Interest and Financing Costs
- 19 Construction Hiring Preferences
- 20 Cybersecurity Certification for Rail Rolling Stock and Operations
- 21 Tribal Transit Programs

FEDERAL FISCAL YEAR 2021 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE

PAGE

(Required of all Applicants for federal assistance to be awarded by FTA in FY 2021)

AFFIRMATION OF APPLICANT

Name of the Applicant: Fresno County Rural Transit Agency

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2021, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded during federal fiscal year 2021.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to

FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature _____ Date: _____

Name Moses Stites, General Manager Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): _____

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature _____ Date: _____

Name Bryan Rome, Deputy County Counsel Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.