



New Technology Reserve Grant Program
Advanced Transit and Transportation Projects

FY 2018-2019 Grant Application

Clovis Transit Electric Bus Pilot Project

**NEW TECHNOLOGY RESERVE GRANT PROGRAM
ADVANCED TRANSIT AND TRANSPORTATION PROJECTS**

Fiscal Year 2018-1019 Grant Application

Project/Program Name/Description:
Clovis Transit Electric Bus Pilot Project

Lead Agency (Applicant) Legal Name:
City of Clovis Transit

Physical Address (No P.O. Box):
155 N. Sunnyside Avenue

City: Clovis	County: Fresno	Zip: 93611
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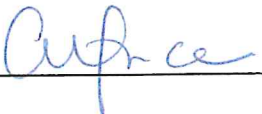
Contact Person (Grant Manager):
Amy Hance

Phone: (559) 324-2769	Email: amyh@cityofclovis.com
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Name of Authorizing Representative certifying that the information contained in this application is true and accurate:

Printed Name: Amy Hance Title: General Services Manager

Email Address: amyh@cityofclovis.com

Signature: 



Fresno Council
of Governments

2035 Tulare Street, Suite 201
Fresno, CA 93721
(559) 233-4148

APPLICANT ELIGIBILITY

Public Agency

This application is open to selected eligible public agencies within Fresno County. These agencies include:

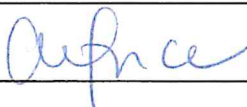
- Fresno Council of Governments
- Fresno County
- Incorporated cities within Fresno County
- Fresno County Rural Transit Agency

Entities deemed ineligible to apply for New Technology Grant funds may apply as a partnering agency but **must** partner with an **eligible** public agency that will be responsible for implementing the project. Eligible public agencies wishing to partner will need a resolution from their governing body. This resolution must be submitted as an attachment to this application. In addition, public agencies must attach an authorizing resolution, designating a person authorized to sign on behalf of the agency, as an Appendix to the application. Furthermore, if a school district is one of the partnering agencies, a resolution from the school district's board must be submitted as an attachment to this application.

Eligible Public Agencies must provide a representative's contact information.

Legal Name of Applicant: City of Clovis Transit		
Address: 155 N. Sunnyside Avenue		
City, State, and Zip: Clovis, CA 93611	Phone: (559) 324-2769	Email: amyh@cityofclovis.com

Eligible Public Agency's Representative

Name (print): Amy Hance	Title (print): General Services Manager	
Signature: 	Date: 07/20/2018	
Email: amyh@cityofclovis.com		

APPLICANT ELIGIBILITY

Civil Rights

Describe any lawsuits or complaints that have been received or acted on in the last year based on Title VI of the Civil Rights Act or other relevant civil rights requirements by the partnering agency and/or the eligible applicant. This list should include only those lawsuits or complaints that pertain to allegations of discrimination on the basis of race, color, and/or national origin that pertain to the department of the agency submitting this application, not necessarily the larger agency of which the applicant is a part.

Lionel Hawkins vs. City of Clovis, filed 08/30/2017, Superior Court of California, County of Fresno Case No. 17CEG02980 (current status: pretrial motion phase, jury trial set for 02/2019)

Furthermore, provide a status of lawsuits or an explanation of how complaints were resolved including corrective actions taken.

If **NO** lawsuits or complaints were received or acted on – subrecipient must provide the following statement:

THERE WERE NO LAWSUITS OR COMPLAINTS RECEIVED OR ACTED ON IN THE LAST YEAR RELATING TO TITLE VI OR OTHER RELEVANT CIVIL RIGHTS REQUIREMENTS.

Disadvantaged Business Enterprise

Disadvantaged Business Enterprise (DBE) Requirements

All successful applicants must submit a completed *Disadvantaged Business Enterprise Race-Neutral Implementation Agreement* with their signed Standard Agreement contract.

GRANT APPLICATION PROCEDURES

Transmittal Letter

A. Applicant Information:	
Legal Name: City of Clovis Transit	
Address: 155 N. Sunnyside Avenue	
City/State/Zip: Clovis, CA 93611	
Contact Person: Amy Hance	
E-mail: amyh@cityofclovis.com	
Phone: (559) 324-2769	Fax: (559) 324-2858
B. Project Type (check one):	
<input checked="" type="checkbox"/> Capital Only	<input checked="" type="checkbox"/> Capital and Operating
<input type="checkbox"/> Operating Only	<input type="checkbox"/> Other, please specify __Planning Project__
C. Project Information:	
Project Title: Clovis Transit Electric Bus Pilot Project	
Project Description: Purchase of two Phoenix Motorcars Zero Emission Utility <i>(Location/Boundaries, Nature of Project, Scope)</i> Shuttles, one Level III and one Level II charger, and construction of infrastructure to conduct pilot project to determine feasibility of cutaway electric buses for fixed-route and paratransit bus service.	
D. Funding Request:	FFY 2018/2019
New Technology Funds Request:	\$407,283.00
Total Matching Funds: <i>(DOT federal, state, local, private, etc.)</i>	\$283,149.00
Total Cost of Project:	\$690,432.00
E. Authorized Signature:	
Name (print):	Amy Hance
Title (print)	General Services Manager
Signature:	Date

PROJECT/PROGRAM ELIGIBILITY - Subjective Evaluation (0 – 15 points)

APPLICATION INSTRUCTIONS:

NARRATIVE RESPONSES SHOULD BE CLEAR, COMPLETE, AND CONCISE. INSERT ADDITIONAL SPACE WHERE NEEDED TO COMPLETE QUESTIONS (e.g., application for page 8, continuing pages should be numbered 8a, 8b, 8c...etc.). ALL ADDITIONAL DOCUMENTATION SHOULD BE INCLUDED IN A DISTINCTLY LABELED SECOND PART OF YOUR APPLICATION LABELED AS THE "APPENDIX." THE NARRATIVE SHOULD INDICATE SPECIFIC DOCUMENTATION AND INCLUDE A REFERENCE TO WHERE IT CAN BE FOUND IN YOUR APPENDIX. USE MULTIPLE TABS IN THE APPENDICES, IF NEEDED, TO IDENTIFY CORRESPONDING DOCUMENTATION.

1. Provide a brief executive summary of your project/program – **no more than 100 words**. Include a description, objective, information on the organization and the partnering agency (if any). Provide a summary of the funding request, total project/program cost, and important timelines. There is a question asking for a detailed description of the project/program in the Readiness section on page 11.

Clovis Transit will purchase two Phoenix Motorcars Zero Emission Utility Shuttles, one Level II charger, one Level III charger, and perform electric infrastructure construction for charger installation. A three-year pilot project will commence utilizing the the zero-emission buses to determine the operational requirements for this type of vehicle. The buses will be used on paratransit and fixed-route services. In anticipation of the CARB Innovative Clean Transit Regulation, this project will provide critical data for small- and medium-sized transit agencies. Total project cost: \$690,432.00

2. **Briefly** describe the geographic area that will be served by the project/program. *Attach an 8½ x 11 map of the service area.*

The geographic area served by this project includes the entire incorporated area of the City of Clovis plus a significant portion of the City of Fresno. Service area borders are Shepherd Avenue to the north, West Avenue to the west, Kings Canyon Avenue to the south, all of downtown Fresno proper, and Locan/DeWolf Avenues to the east. (An 8.5" x 11" map of the Clovis Transit service area is attached in the Appendix)

PROJECT/PROGRAM ELIGIBILITY - Subjective Evaluation (continued)

3. Briefly list and describe all agencies with which your eligible public agency will partner with on this project/program. (If your public agency is not partnering, then please skip to the next page.)

This information should include, but not be limited to the following:

- General business history

- General experience with the development and implementation of transportation projects/programs

- Specific experience with projects similar to the proposed project/program

- Ability to deliver projects/programs in a timely manner. Provide examples.

PROJECT/PROGRAM ELIGIBILITY - Subjective Evaluation (continued)

4. Briefly describe the following aspects of your project/program, if applicable:

- Consistency with the most current adopted Regional Transportation Plan & Sustainable Community Strategy (RTP/SCS). Cite applicable verbiage from the 2014 RTP/SCS and the Chapter and Page numbers where found.

The proposed electric bus pilot project is consistent with the Fresno COG 2014 RTP/SCS Chapter 4, Section 4.4 (page 4-5), Targets for Reducing Greenhouse Gas Emissions, states "SBC 375 requires that Fresno COG demonstrate in its SCS that GHG emission reduction targets will be met for 2020 and 2035." The Fresno COG has set target GHG emission level reductions at 9% by 2020, 11% by 2035, and 12% by 2040. This pilot project will lay the operational foundations which will allow for the replacement of diesel engine buses with zero-emission electric buses, and reduce GHG emission levels.

(Please see additional response on page 10a)

- Describe how this project/program will be integrated into the member agency's circulation element of its general plan or their Complete Streets Policy.

This project is consistent with the City of Clovis' General Plan Air Quality Element Goals. This section specifically addresses Air Quality and its impact on Clovis and the San Joaquin Valley. The Overarching Goal of "Improved air quality through effective land use and transportation planning, regional cooperation, and a reduction in emission" is in line with the goal of the proposed project: to provide data that will be useful to transit agencies in developing a thoughtful and deliberate conversion of the transit fleets to electric vehicles. While the study is being conducted, the zero-emission buses will be on the road in place of two fossil-fuel engine vehicles, resulting in a GHG emission reduction. This reduction supports Goal 1 of "a local environment that is protected from air pollution and emissions." and Goal 2 of "a Region with healthy air quality and lower greenhouse gas emissions."

Additionally, the project is supportive of the City's General Plan Circulation Element Goal Nos. 1, 4, and 7, each providing guidance to develop a "comprehensive and well-maintained multimodal circulation system that provides for the safe and efficient movement of people and goods." Goal 1 encourages a "transportation network that prioritizes effective connectivity and accommodates a comprehensive range of mobility needs." Goal 4 encourages development of a "transit system that serves as a functional alternative to commuting by car." (Please see additional circulation elements described on page 10a)

Continued from Page 10, Question 4 – Describe consistency with RTP/SCS.

Additionally, the pilot project is also consistent with Chapter 4, Section 4.1 (page 4-23), Transportation Strategies, which states "...Fresno COG recognizes the role that regional and local governments can play in accelerating the deployment of alternative fuel vehicles and fueling and recharging stations. Therefore, Fresno COG has been active in this area, which in turn helps the state meet its overall reduction target for greenhouse gases." While this section speaks to funding strategies for transportation networks, an important component of this strategy is to direct funding that will support the goal of greenhouse gas levels. The development of electric bus operations data is a critical step in the eventual conversion to 100% electric bus fleet. This pilot project is the first step in that process and will provide the information needed for conversion.

Continued from Page 10, Question 4 – Describe integration into member agency's general plan or CSP.

The deployment of electric buses may motivate community members interested in reducing greenhouse gas emissions to try transit as a commuter alternative. Public outreach and marketing will be vigorous in an attempt to attract these 'choice' riders. Goal 7 describes a "regional transportation system that connects Clovis to the San Joaquin Valley region." Clovis Transit will be using the data from the pilot project in a route redesign project scheduled for 2020. Routes and bus stop locations will be evaluated for efficiency, and new routes and stop locations will be determined using growth projections, community feedback, and ridership data. Route design will be developed to accommodate electric vehicles and may include bus rapid chargers that would be available to all transit operators.

PROJECT/PROGRAM ELIGIBILITY - Readiness (0 – 10 points)

1. Provide a detailed description of the project/program.

This project will consist of the purchase of two Phoenix Motorcars Zero-Emission 16-passenger Utility Shuttles, one Level III charger, one Level II charger, and construction of electrical infrastructure of installation of chargers at the City of Clovis' Operation and Maintenance Yard. (See map with planned bus charging installation location in Appendix) The buses will be cutaway-style vehicles, which are much smaller than the traditional large, 40' buses. A Level II charger will fully charge a bus within 8-9 hours. A Level III charger will charge a bus in about 3 hours. The zero-emission buses will be deployed on paratransit and fixed-route service as demonstration vehicles for three years in order to learn the behavior of the vehicles and charging systems. Electric cutaway style buses are currently used on a very limited basis as airport shuttle vehicles, but there is almost no data about cutaway performance during public transit use. Detailed vehicle and charger information is included in the Appendix. This project will provide critical real-world data to small- and medium-sized public transit operators in California. (Please see additional project description on page 11a)

2. Describe the project/program work plan. This section of the application documents the current delivery phase of a project/program and the applicant's proposed schedule for implementation. For each of the project milestones or significant stage in development, applicants must list the dates that previous milestones were completed or the dates applicants anticipate completing current and/or future milestones.

The Electric Bus Pilot Project is comprised of two work plans that will be simultaneous in implementation:

- 1) Purchase of two Phoenix Motorcars Zero-Emission 16-passenger Utility Shuttles.
 - 2) Purchase of one BTC Level III charger & one Clipper Creek Level II charger and construction of electric infrastructure to power the chargers.
- Detailed specifications of the buses and chargers have been included in the Appendix.

(Please see additional project description on page 11a)

3. Applicants must demonstrate the ability (staff and resources) of the agency to complete the project/program on time and within budget. Attach a project/program schedule in the appendix.

Clovis Transit has been a public transit provider since 1980 and has a tradition of delivering projects on time and within budget. Clovis Transit is a division within the City of Clovis' General Services Department and is enhanced by significant professional support provided by other city departments including Public Utilities, Planning and Development Services, and the Finance Department.

(Please see additional comments on page 11a)

Continued from Page 11, Question 1 – Provide a detailed description of the project/program.

Under the Innovative Clean Transit Regulation being developed by CARB, transit operators will be required to incorporate zero-emission buses (ZEB) into their bus fleets. A handful of transit operations have already put large, 40' electric buses into use. There are no agencies currently testing the smaller, cutaway style buses for public transit use.

Multiple metrics will be monitored including range, weather impacts, battery life and recharging capacity, bus operator interaction, public perception and ridership impact, route constrictions, costs, and more. Additionally, two different levels of chargers will be used under a variety of scenarios to determine the most optimal strategy for bus charging. Data will be compiled and used to provide feedback to governing bodies, bus manufacturers, and other transit agencies. The electric buses will be additions to Clovis Transit's current fleet and are not replacement for retiring stock.

Continued from Page 11, Question 2 – Describe the project/program work plan.

Upon receipt of the notice to proceed from the Fresno COG tentatively set for January, 2019, the new electric buses will be purchased and ordered from Phoenix Motorcars in March, 2019. The bus bodies will be assembled in Indiana and then shipped to Ontario, California for installation of high-powered electric drivetrains. Delivery will take approximately 6 months. During this same time period, the chargers will be purchased and infrastructure work will begin in February, 2019. The bidding and award process will be approximately 30 days with construction to commence in March, 2019. Completion of site work by June, 2019. Once the buses are delivered, the chargers and vehicles will be tested and calibrated for operation. Chargers will be online by October, 2019. Buses will be tested, CHP inspected, and ready for route use by January, 2020.

Continued from Page 11, Question 3 – Demonstrate the ability of the agency to complete the project.

Fixed-route and paratransit services are provided to residents of Clovis and Fresno. As a transit agency and public entity, Clovis Transit has extensive experience with purchasing vehicles, developing support infrastructure, and providing customer-oriented service. The staff routinely administers and manages a variety of grants using both State and local funds. These grant funds are used for capital purchases including procurement and operation of transit vehicles. The division has a history of flexibility and quick response to project opportunities like the Electric Bus Pilot Project, especially when the information gleaned from the project will benefit the transit industry as a whole. A detailed project schedule is included in the Appendix.

PROJECT/PROGRAM ELIGIBILITY - Environment (0 – 5 points)

1. Describe if and how the project/program will reduce greenhouse gas emissions.

The use of two cutaway zero-emission buses will reduce greenhouse gas emissions by replacing two diesel engine buses typically used on fixed-route and paratransit routes. According to the US Department of Transportation, a single diesel bus can produce 750kg of Nitrogen Oxide (NOx) and 13kg of particulate matter. Nitrogen Oxide is a major contributor to smog, and particulate matter has been identified as a carcinogen linked to heart disease. Deployment of zero-emission buses will reduce negative impacts to health from tailpipe emissions.

2. Describe if and how the project/program will improve the environment in other ways.

Electric buses are quieter than traditional diesel engine vehicles, which will contribute to a reduction in overall noise pollution. Also, the early adoption of advanced electric technologies will pave the way for other commercial and heavy-duty vehicle industries to embrace electric vehicles. Transit has traditionally been a testing ground for new technologies, and projects like the Clovis Transit Electric Bus Pilot Project will provide data and feedback to manufacturers, legislators, and governing bodies about the status of the technology and where improvements are needed.

PROJECT/PROGRAM ELIGIBILITY - Public Benefit (0 – 15 points)

1. Describe how the project/program will impact and provide a direct public benefit to Fresno County residents that are both transit and non-transit users.

This project will provide a direct benefit by improving the air quality for all residents of Fresno County who live in an area with some of the highest levels of air pollution in the country. US Department of Transportation data reveals that a single diesel-powered bus tailpipe emissions equate to 2,417grams/mile of CO₂, 2.04grams/mile of NO_x, 0.028grams/mile of hydrocarbons, and 0.014grams/mile of particulate matter annually compared with 0.0grams/mile of all emissions. On average, Clovis Transit diesel engine vehicles travel approximately 100 miles per day.

2. Explain the public need for the project/program.

If applicable, attach a feasibility study for the project/program as an appendix. If one is not available, provide justification to how the public need was determined.

The California Air Resources Board's Innovative Clean Transit Regulation will require all public transit agencies to convert bus fleets to electric vehicles over the next 12 years through a graduated replacement bus purchasing schedule. This requirement poses serious challenges due to the relative unknown performance of cutaway electric buses, necessary infrastructure, operational costs, and driver interaction. This 3-year pilot project will serve as the feasibility study of this new regulation by providing critical data needed to assist public transit agencies in the development of fleet conversion plans. This strategic planning will result in better use of scarce public funds by allowing operators to thoughtfully and thoroughly plan for electric bus procurement. There is no other agency at this time utilizing electric cutaway buses on fixed-route and paratransit service routes in a small urban setting.

3. Describe how the project/program will improve the economic vitality of Fresno County.

One benefit of the electric bus pilot project will be data that will be used to develop routes and service days/hours. It is anticipated that the redesigned routes will be more efficient to accommodate the limited range of zero-emission buses. The result will be quicker, more direct trips to major destinations within Clovis and parts of Fresno. As trip times shorten, transit becomes a more attractive and viable option for passengers and decreases barriers created by long trip times and inconvenient transfer locations. More passengers riding the bus to shopping centers, educational institutions, medical providers, and entertainment venues will result in a healthier, educated, and employed community.

PROJECT/PROGRAM ELIGIBILITY - Public Benefit (continued)

4. Describe the safety/security features of the project/program.

Public transit in general is a relatively safe mode of transportation due to the low risk of crashes and high level of bus security. The proposed Phoenix Motorcars buses will be equipped with Angeltrax on-board security camera systems which will provide a live-view of the interior and exterior of the buses. The live view feature is linked to the local police department and could be utilized during an emergency. The mere presence of the camera systems act as a deterrent to crime. Each system includes a high-capacity DVR which records video in both HD and analog for use in reviewing bus incidents.

5. How will the project/program improve accessibility for disabled Fresno County residents?

All Clovis Transit buses are fully accessible and ADA compliant. The Phoenix Motorcar electric buses will be equipped with a wheelchair lift for those passengers unable to board the bus via the stairwell. Lift operation will be identical to the diesel engine buses and will be monitored closely for operational integrity.

6. Describe how the project/program will improve connectivity and enhance current transportation operations.

Data that is collected during the electric bus pilot project will be incorporated into Clovis Transit's upcoming bus stop and route redesign project scheduled to begin in 2020. The route redesign project will assess current bus stop locations, fixed route service maps, headways, and hours of service. It will also look at ridership trends, potential partnerships, and planned development within the Clovis/Fresno metro area. Particular attention will be paid to route design that provides an environment wherein electric buses can be deployed successfully while maintaining a high standard of passenger service. This may include development of shorter routes to accommodate range constraints experienced by electric vehicles. Clovis Transit will also explore the installation of rapid chargers at key locations on routes, creating the potential for partner transit operators to also use those chargers.

PROJECT/PROGRAM ELIGIBILITY - Innovation (0 – 25 points)

1. Identify and clearly describe the advanced technology(ies) utilized in the project/program and how the project/program utilizes advanced technology(ies) beyond the level of existing technology(ies) currently used in transit and transportation systems in widespread applications.

Clovis Transit's current fleet is comprised solely of fossil fuel engines, both diesel and regular gas. The proposed purchase of two Phoenix Motorcar Zero-Emission Electric Shuttle buses would deploy vehicles equipped with a drive system comprised of a permanent high power magnet motor and inverter and 105kWh battery pack built on a 2019 Ford E450 Superduty Chassis. The vehicles can be charged by either a Level II or Level III charger. A telematics system will be used to constantly monitor performance. The chargers, a BTC Level III CHAdeMO 50kW & a Clipper Creek CS-100 Charger, will be installed at the City of Clovis' Operation & Maintenance Yard.

2. Describe if and how this project incorporates energy storage.

Current available chargers for the Phoenix Motorcars buses do not have the capacity for energy storage through solar charging. The battery packs on board the buses are capable of storing energy for use by the vehicle. The battery packs are NMC chemistry (Lithium Nickel Manganese Cobalt Oxide) with a 105kWh capacity. The batteries will be monitored for memory and discharging behavior.

Solar arrays/chargers with enough storage power to charge the Phoenix Motorcars buses in a reasonable amount of time are currently in development with a potential roll-out date of early 2020. Clovis Transit will monitor the progress of this product and will consider converting electric chargers to solar when feasible.

PROJECT/PROGRAM ELIGIBILITY - Innovation (continued)

3. If applicable, describe how a research project(s)/program(s) will further the goal of developing and deploying new and innovative ideas, practices, and approaches.

The Clovis Transit Electric Bus Pilot Project will be an important start to the development of ZEB deployment in the Central San Joaquin Valley, and to the entire state. Air pollution is a major health concern, and the deployment of zero-emission buses is one strategy to combat pollutants. Small- and medium-size transit agencies will be required to convert fleets to electric, but may be without the expertise or resources to conduct research into what is needed for a successful implementation of these buses. This demonstration project is the jumping-off point for operators to understand the resources needed for electric vehicle operation. Electric vehicles are highly technical and represent a drastic departure from traditional fossil fuel or CNG buses. Every aspect of a transit operation will be impacted by the conversion to electric vehicles: driver training, passenger interaction, fleet mechanics, risk management, bus yard capacity, and infrastructure. The experience gained and knowledge learned from deployment of ZEB cutaway buses into an existing public transit system will be invaluable.

4. Explain how the project/program will provide more efficient and effective delivery of public transportation services through the use of the new technology or technological capacity improvements.

Because the Clovis Transit proposal is a pilot project and will demonstrate the effectiveness or ineffectiveness of electric cutaway buses in a small urban public transit setting, it is a challenge to predict any efficiencies that may be realized. However, it is anticipated that the introduction of heavy-duty electric vehicles (those vehicles with a gross weight over 14,000 pounds) will produce data that will aid the planning of routes and services over the three years. The route redesign project beginning in 2020 will be specific in its focus on a design that will accommodate electric vehicles and their inherent range limitation. Because of the limited range of electric buses, it is assumed that routes will be shorter, more direct, and require less transfers for passengers to travel to major points of interest. These more efficient routes will benefit the public with quicker trips, less transfers, and easier movement around the region.

PROJECT/PROGRAM ELIGIBILITY - Replication & Regional Applicability (0 – 10 points)

1. Explain how the project/program has the potential for replication and/or growth in other areas of the Fresno County region.

This pilot project will produce data that will be analyzed and shared across the transit industry. The focus will be on the behavior of cutaway electric buses in a small urban public transit setting and therefore, the data will reflect that scenario. However, operational procedures relating to scheduling, maintenance, risk management, and community engagement can be used by larger transit operators in Fresno County and the San Joaquin Valley. Transit operators large and small share enough operational and procedural similarities that the lessons learned from the deployment of these vehicles will be a benefit. Peer-to-peer information, best practices, and technical support will be three of the potential benefits to the region.

PROJECT/PROGRAM ELIGIBILITY - Environmental Justice Benefits (0 – 10 points)

1. Describe if and how the project/program will provide health benefits to disadvantaged communities.

Disadvantaged communities suffer from disproportionately poor air quality and other environment issues. Electric and zero-emission vehicles have an impact on air quality by reducing the amount of greenhouse gas emissions. Clovis Transit serves the entire city of Clovis and into a significant portion of Fresno. The DAC within the City of Clovis has both fixed routes (Route 10 & Route 50) running through it. Additionally, there is a higher concentration of paratransit service trips within the DAC. By deploying two ZEB vehicles into fixed-route and paratransit service in place of two diesel-engine buses, there will be a reduction in air pollution. This project will provide the data that will guide Clovis Transit and other transit operators in the region and state to convert fossil fuel fleets to electric fleets in a timely fashion.

2. Describe if and how the project/program will provide economic and/or improved public services to disadvantaged communities.

The disadvantaged community within the City of Clovis lies within the central part of the city. Procuring electric vehicles in public transportation may enhance electric mobility to the disadvantaged communities. As the network of electric vehicles grows and infrastructure is developed, the foundation for broad access to electric mobility services will grow. Additionally, as knowledge about electric bus behavior and performance grows, routes and services will be designed to utilize zero-emission buses on key routes throughout the metro area, resulting in higher quality transit services to the disadvantaged community.

For more information on environmental justice areas in Fresno County, see the Fresno COG environmental justice plan found at <http://www.fresnocog.org/environmental-justice>.

PROJECT/PROGRAM MATCH FUNDING COMMITMENTS (0 – 10 points)

- Discuss the project/program funding strategy, clearly indicating total cost, authorization amounts and dates for all funding sources committed or anticipated to fully fund the project. Include a contingency plan if anticipated funding does not materialize.

Attach an electronic copy of a current audited financial statement of all agencies with which your eligible public agency will partner as an appendix to the electronic copy of your agency's application. Do NOT submit a hard copy of the audited financial statement. Additionally, do NOT submit a copy of a Fresno COG member agency's audited financial statement.

PROPOSED FUNDING									
Fund No. 1:	Measure C New Technology								Program Code
Proposed Funding									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									FCOG/FCTA
PS&E									
R/W SUP									
CON SUP		\$50,000							
R/W									
CON		\$357,283							
TOTAL		\$407,283							

Fund No. 2:	HVIP (Hybrid & Zero-Emission Truck and Bus Voucher Incentive Program)								Program Code
Proposed Funding									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									CARB
PS&E									
R/W SUP									
CON SUP									
R/W									
CON		\$208,149							
TOTAL		\$208,149							

Fund No. 3:	In-Kind Contribution								Program Code
Proposed Funding									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									City of Clovis
PS&E									
R/W SUP									
CON SUP		\$25,000	\$25,000	\$25,000					
R/W									
CON									
TOTAL		\$25,000	\$25,000	\$25,000					

I certify that the information contained in the Proposed Funding table above is accurate to the best of my knowledge and that I am authorized to submit the project/program proposal for scoring and possible programming. The agency is required to identify matching funds, if any, and deliver the project as proposed within the scope and schedule specified in the application should the project be awarded funding.

Signed: Aufnce

Printed Name: Amy Hance

Date: 07/20/2018

PROPOSED BUDGET FOR OPERATIONAL PROJECTS/PROGRAMS

PROJECT ANNUAL BUDGET:

Estimated Income:	
a. Passenger Revenue	\$0
b. Other Revenues	\$0
c. Total grants*, donations, subsidy from other agency funds	\$283,149.00
TOTAL INCOME	\$283,149.00
*Not including this grant request.	
Estimated Expenses:	
a. Wages, Salaries and Benefits (non-maintenance personnel)	\$0
b. Maintenance & Repair (include maintenance salaries)	\$0
c. Fuels	\$0
d. Casualty & Liability Insurance	\$0
e. Administrative & General Expense	\$75,000.00
f. Other Expenses (e.g., materials & supplies, taxes)	\$332,283.00
g. Contract Services (specify)_____	\$
TOTAL EXPENSES	\$407,283.00

PERFORMANCE MEASURES

1. List performance measures your agency will use to track the effectiveness of this project.

Clovis Transit has identified multiple metrics that will be tracked for this project. Here is a partial list:

- Charging time for each type of charger (Level II vs. Level III)
- Bus mileage range
- Weather (how does heat/cold impact range and performance?)
- Wheelchair lift deployment (how much does it drain the batteries?)
- Air conditioning/heating
- Other accessory impacts on range
- Corrosion control (what impacts it and how to prevent it)
- Battery cycle/battery discharge
- Amperage measurement (to determine degree and completeness of discharge)
- Driver behaviors (range anxiety, operational anxiety, training needs)
- Brake wear
- Costs associated with engineering, construction, operations, etc.
- Scheduled maintenance needs

Due to the nature of the project, it is anticipated that the list of factors being monitored will grow as the electric buses are brought on line and put into service.

2. Describe how your agency will monitor, evaluate, and report on the service your agency proposes to provide.

Clovis Transit will be monitoring bus performance each day that the electric buses are being used in the system. This data will be collected, organized, and placed into spreadsheet representing each identified metric of performance. Each month, a synopsis will be completed with updated information along with detailed cumulative data. This information will be available on Clovis Transit's website. A quarterly report will be generated with updated trends and a list of 'lessons learned'. At the end of each year of this three-year project, an annual report will be produced. Clovis Transit is committed to an environment of transparency for the progress of this project.



Clovis Transit Electric Bus Pilot Project Appendix

- Disadvantaged Business Enterprise Documents
- Map of Geographic Service Area of Proposed Project
- Project Program Implementation Timeline
- Electric Cutaway Buses and Chargers Quotes & Specs
- Project Budget
- Map of Proposed Location for Bus Charger Installation
- Letters of Support

EXHIBIT 9-B LOCAL AGENCY DBE ANNUAL SUBMITTAL FORM

TO: CALTRANS DISTRICT 6
District Local Assistance Engineer

The information for Exhibit 9-B presented herein, in accordance with Title 49 of the Code of Federal Regulations (CFR), Part 26, and the State of California Department of Transportation (Caltrans) Disadvantaged Business Enterprise (DBE) Program Plan.

The City/County/Region of Clovis
submits our annual 9-B information for the Federal Fiscal Year beginning on 10/1/2017 and ending on 9/30/2018.

Disadvantaged Business Enterprise Liaison Officer (DBELO)

Renee Mathis, 1033 Fifth Street, Clovis, CA 93612
Phone (559) 324-2351 / Fax (559) 324-2844
reneeem@cityofclovis.com

Planned Race-Neutral Measures

Maintain Current City of Clovis Disadvantaged Business Enterprise (DBE) Website
Maintain and Make Available on City's Website Current Project Bidding/Historical Bidder's Lists/DBE Project Participation
Enforce Compliance with Prompt Payment Specifications

Prompt Pay


Federal regulation 49 CFR 26.29 requires one of three methods be used in federal-aid contracts to ensure prompt and full payment of any retainage kept by the prime contractor or subcontractor to a subcontractor

The City of Clovis will use the third prompt payment method specified on the attached.

Prompt Pay Enforcement Mechanism

49 CFR 26.29(d) requires providing appropriate means to enforce prompt payment. These means may include appropriate penalties for failure to comply with the terms and conditions of the contract. The means may also provide that any delay or postponement of payment among the parties may take place only for good cause with the local agency's prior written approval.

The City of Clovis will hold retainage from the prime contractor, and will continue to monitor payments to subcontractors by employing a policy to withhold 125% of the state dollar amount on stop notices submitted to the City.


(Signature)

MICHAEL HARRISON
(Print Name and Title)
ADMINISTERING AGENCY
(Authorized Governing Body Representative)


(Signature) of Caltrans District Local Assistance Engineer

7/12/17
(Date)

559 324-2345
(Phone Number)

7/27/17
(Date)

Distribution: (1) Original - DLAE
(2) Signed copy by the DLAE - Local Agency

(Attachment)

**Prompt Payment of Withheld Funds to
Subcontractors**

Federal regulation (49 CFR 26.29) requires one of the following three methods be used in federal-aid contracts to ensure prompt and full payment of any retainage kept by the prime contractor or subcontractor to a subcontractor.

Please check the box of the method chosen by the local agency to ensure prompt and full payment of any retainage.

- ☐ **Method 1:** No retainage will be held by the agency from progress payments due to the prime contractor. Prime contractors and subcontractors are prohibited from holding retainage from subcontractors. Any delay or postponement of payment may take place only for good cause and with the agency's prior written approval. Any violation of these provisions shall subject the violating contractor or subcontractor to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative or judicial remedies, otherwise available to the contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the contractor, deficient subcontractor performance and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.
- ☐ **Method 2:** No retainage will be held by the agency from progress payments due to the prime contractor. Any retainage kept by the prime contractor or by a subcontractor must be paid in full to the earning subcontractor in 30 days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment may take place only for good cause and with the agency's prior written approval. Any violation of these provisions shall subject the violating contractor or subcontractor to the penalties, sanctions, and remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative or judicial remedies, otherwise available to the contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the contractor, deficient subcontractor performance and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.
- ☒ **Method 3:** The agency shall hold retainage from the prime contractor and shall make prompt and regular incremental acceptances of portions, as determined by the agency of the contract work and pay retainage to the prime contractor based on these acceptances. The prime contractor or subcontractor shall return all monies withheld in retention from all subcontractors within 30 days after receiving payment for work satisfactorily completed and accepted including incremental acceptances of portions of the contract work by the agency. Any delay or postponement of payment may take place only for good cause and with the agency's prior written approval. Any violation of these provisions shall subject the violating prime contractor to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative or judicial remedies otherwise available to the contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the contractor; deficient subcontractor performance and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.

EXHIBIT 9-B LOCAL AGENCY DBE ANNUAL SUBMITTAL FORM

TO: CALTRANS DISTRICT 6
District Local Assistance Engineer

The information for Exhibit 9-B presented herein, in accordance with Title 49 of the Code of Federal Regulations (CFR), Part 26, and the State of California Department of Transportation (Caltrans) Disadvantaged Business Enterprise (DBE) Program Plan.

The City/County/Region of Clovis
submits our annual 9-B information for the Federal Fiscal Year beginning on 10/1/2017 and ending on 9/30/2018.

Disadvantaged Business Enterprise Liaison Officer (DBELO)

Renee Mathis, 1033 Fifth Street, Clovis, CA 93612
Phone (559) 324-2351 / Fax (559) 324-2844
reeneem@cityofclovis.com

Planned Race-Neutral Measures

Maintain Current City of Clovis Disadvantaged Business Enterprise (DBE) Website
Maintain and Make Available on City's Website Current Project Bidding/Historical Bidder's Lists/DBE Project Participation
Enforce Compliance with Prompt Payment Specifications

Prompt Pay

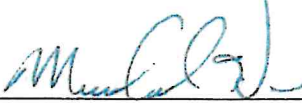
Federal regulation 49 CFR 26.29 requires one of three methods be used in federal-aid contracts to ensure prompt and full payment of any retainage kept by the prime contractor or subcontractor to a subcontractor

The City of Clovis will use the third prompt payment method specified on the attached.

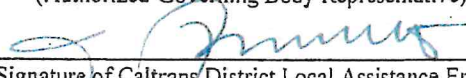
Prompt Pay Enforcement Mechanism

49 CFR 26.29(d) requires providing appropriate means to enforce prompt payment. These means may include appropriate penalties for failure to comply with the terms and conditions of the contract. The means may also provide that any delay or postponement of payment among the parties may take place only for good cause with the local agency's prior written approval.

The City of Clovis will hold retainage from the prime contractor, and will continue to monitor payments to subcontractors by employing a policy to withhold 125% of the state dollar amount on stop notices submitted to the City.


(Signature)

MICHAEL HARRISON
(Print Name and Title)
ADMINISTERING AGENCY
(Authorized Governing Body Representative)


(Signature of Caltrans District Local Assistance Engineer)

7/12/17
(Date)

559 324-2345
(Phone Number)

7/27/17
(Date)

Distribution: (1) Original - DLAE
(2) Signed copy by the DLAE - Local Agency

(Attachment)

**Prompt Payment of Withheld Funds to
Subcontractors**

Federal regulation (49 CFR 26.29) requires one of the following three methods be used in federal-aid contracts to ensure prompt and full payment of any retainage kept by the prime contractor or subcontractor to a subcontractor.

Please check the box of the method chosen by the local agency to ensure prompt and full payment of any retainage.

- ☐ **Method 1:** No retainage will be held by the agency from progress payments due to the prime contractor. Prime contractors and subcontractors are prohibited from holding retainage from subcontractors. Any delay or postponement of payment may take place only for good cause and with the agency's prior written approval. Any violation of these provisions shall subject the violating contractor or subcontractor to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative or judicial remedies, otherwise available to the contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the contractor, deficient subcontractor performance and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.
- ☐ **Method 2:** No retainage will be held by the agency from progress payments due to the prime contractor. Any retainage kept by the prime contractor or by a subcontractor must be paid in full to the earning subcontractor in 30 days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment may take place only for good cause and with the agency's prior written approval. Any violation of these provisions shall subject the violating contractor or subcontractor to the penalties, sanctions, and remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative or judicial remedies, otherwise available to the contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the contractor, deficient subcontractor performance and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.
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**CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DISADVANTAGED BUSINESS ENTERPRISE
PROGRAM
IMPLEMENTATION AGREEMENT
FOR
LOCAL AGENCIES**

CALIFORNIA DEPARTMENT OF TRANSPORTATION DISADVANTAGED BUSINESS ENTERPRISE IMPLEMENTATION AGREEMENT

For the City of Clovis, hereinafter referred to as "RECIPIENT."

I Definition of Terms

The terms used in this agreement have the meanings defined in 49 CFR § 26.5.

II OBJECTIVE/POLICY STATEMENT (§26/1. 26/23)

The RECIPIENT intends to receive federal financial assistance from the U. S. Department of Transportation (DOT) through the California Department of Transportation (Caltrans), and as a condition of receiving this assistance, the RECIPIENT will sign the California Department of Transportation Disadvantaged Business Enterprise Program Implementation Agreement (hereinafter referred to as Agreement). The RECIPIENT agrees to implement the State of California, Department of Transportation Disadvantaged Business Enterprise (DBE) Program Plan (hereinafter referred to as the DBE Program Plan) as it pertains to local agencies. The DBE Program Plan is based on U.S. Department of Transportation (DOT), 49 CFR, Part 26 requirements.

It is the policy of the RECIPIENT to ensure that DBEs, as defined in Part 26, have an equal opportunity to receive and participate in DOT-assisted contracts. It is also their policy:

- To ensure nondiscrimination in the award and administration of DOT-assisted contracts.
- To create a level playing field on which DBE's can compete fairly for DOT-assisted contracts.
- To ensure that their annual overall DBE participation percentage is narrowly tailored, in accordance with applicable law.
- To ensure that only firms that fully meet 49 CFR, Part 26 eligibility standards are permitted to participate as DBEs.
- To help remove barriers to the participation of DBEs in DOT-assisted contracts.
- To assist the development of firms that can compete successfully in the market place outside the DBE Program.

III Nondiscrimination (§26.7)

RECIPIENT will never exclude any person from participation in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and performance of any contract covered by 49 CFR, Part 26 on the basis of race, color, sex, or national origin. In administering the local agency components of the DBE Program Plan, the RECIPIENT will not, directly, or through contractual or other arrangements, use criteria or methods of administration that have the effect of defeating or substantially impairing accomplishment of the objectives of the DBE Program Plan with respect to individuals of a particular race, color, sex, or national origin.

IV Annual DBE Submittal Form (§26.21)

The RECIPIENT will provide to the Caltrans District Local Assistance Engineer (DLAE) a completed *Local Agency DBE Annual Submittal Form* (Exhibit 9-B) by June 1 of each year for the following Federal Fiscal Year (FFY). This form includes an Annual Anticipated DBE Participation Level (AADPL), methodology for establishing the AADPL, the name, phone number, and electronic mailing address of the designated DBELO, and the choice of Prompt Pay Provision to be used by the RECIPIENT for the following FFY.

V Race-Neutral Means of Meeting the Overall Statewide Annual DBE Goal (§26.51)

RECIPIENT must meet the maximum feasible portion of its AADPL by using race-neutral means of facilitating DBE participation. Race-neutral DBE participation includes any time a DBE wins a prime contract through customary competitive procurement procedures, is awarded a subcontract on a prime contract that does not carry a DBE goal, or even if there is a DBE goal, wins a subcontract from a prime contractor that did not consider its DBE status in making the award (e.g., a prime contractor that uses a strict low-bid system to award subcontracts).

Race-neutral means include, but are not limited to, the following:

1. Arranging solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitate DBE, and other small businesses, participation (e.g., unbundling large contracts to make them more accessible to small businesses, requiring or encouraging prime contractors to subcontract portions of work that they might otherwise perform with their own forces);
2. Providing assistance in overcoming limitations such as inability to obtain bonding or financing (e.g., by such means as simplifying the bonding process, reducing bonding requirements, eliminating the impact of surety costs from bids, and providing services to help DBEs, and other small businesses, obtain bonding and financing);
3. Providing technical assistance and other services;
4. Carrying out information and communication programs on contracting procedures and specific contract opportunities (e.g., ensuring the inclusion of DBEs, and other small businesses, on recipient mailing lists of bidders; ensuring the dissemination to bidders on prime contracts of lists of potential subcontractors; provision of information in languages other than English, where appropriate);
5. Implementing a supportive services program to develop and improve immediate and long-term business management, record keeping, and financial and accounting capability for DBEs and other small businesses;
6. Providing services to help DBEs, and other small businesses, improve long-term development, increase opportunities to participate in a variety of types of work, handle increasingly significant projects, and achieve eventual self-sufficiency;
7. Establishing a program to assist new, start-up firms, particularly in fields in which DBE participation has historically been low;
8. Ensuring distribution of your DBE directory, through print and electronic means, to the widest feasible universe of potential prime contractors; and
9. Assisting DBEs, and other small businesses, to develop their capability to utilize emerging technology and conduct business through electronic media.

VI Race Conscious Means of Meeting the Overall Statewide Annual DBE Goal (§26.51(d))

RECIPIENT must establish contract goals for Underutilized Disadvantaged Business Enterprises (UDBEs) to meet any portion of your AADPL you do not project being able to meet using race-neutral means. UDBEs are limited to these certified DBEs that are owned and controlled by African Americans, Native Americans, Women, and Asian Pacific Americans.

VII Quotas (§26.43)

RECIPIENT will not use quotas or set-asides in any way in the administration of the local agency component of the DBE Program Plan.

VIII DBE Liaison Officer (DBELO) (§26.25)

RECIPIENT has designated a DBE Liaison Officer. The DBELO is responsible for implementing the DBE Program Plan, as it pertains to the RECIPIENT, and ensures that the RECIPIENT is fully and properly advised concerning DBE Program Plan matters. The DBELO has a staff of one professional employee assigned to the DBE program on a full-time basis and three support personnel who devote a portion of their time to the program.] The name, address, telephone number, electronic mail address, and an organization chart displaying the DBELO's position in the organization are found in Attachment A to this Agreement. This information will be updated annually and included on the DBE Annual Submittal Form.

The DBELO is responsible for developing, implementing, and monitoring the RECIPIENT's requirements of the DBE Program Plan in coordination with other appropriate officials. Duties and responsibilities include the following:

1. Gathers and reports statistical data and other information as required.
2. Reviews third party contracts and purchase requisitions for compliance with this program.
3. Works with all departments to determine projected Annual Anticipated DBE Participation Level.
4. Ensures that bid notices and requests for proposals are made available to DBEs in a timely manner.
5. Analyzes DBE participation and identifies ways to encourage participation through race-neutral means.
6. Participates in pre-bid meetings.
7. Advises the CEO/governing body on DBE matters and DBE race-neutral issues.
8. Provides DBEs with information and recommends sources to assist in preparing bids, obtaining bonding and insurance.
9. Plans and participates in DBE training seminars.
10. Provides outreach to DBEs and community organizations to fully advise them of contracting opportunities.

IX Federal Financial Assistance Agreement Assurance (§26.13)

RECIPIENT will sign the following assurance, applicable to and to be included in all DOT-assisted contracts and their administration, as part of the program supplement agreement for each project.

The recipient shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT-assisted contract, or in the administration of its DBE Program, or the requirements of 49 CFR Part 26. The recipient shall take all necessary and reasonable steps under 49 CFR, Part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. The recipient's DBE Program, as required by 49 CFR, Part 26 and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the recipient of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.). [Note – this language is to be used verbatim, as it is stated in §26.13(a).]

X DBE Financial Institutions (§26.27)

It is the policy of the RECIPIENT to investigate the full extent of services offered by financial institutions owned and controlled by socially and economically disadvantaged individuals in the community to make reasonable efforts to use these institutions, and to encourage prime contractors on DOT-assisted contracts to make use of these institutions.

Information on the availability of such institutions can be obtained from the DBELO. The Caltrans' Disadvantaged Business Enterprise Program may offer assistance to the DBELO.

XI Directory (§26.31)

RECIPIENT will refer interested persons to the Unified Certification Program DBE directory available from the Caltrans Disadvantaged Business Enterprise Program's website at www.dot.ca.gov/hq/bep.

XII Required Contract Clauses (§§26.13, 26.29)

RECIPIENT ensures that the following clauses or equivalent will be included in each DOT-assisted prime contract:

A. CONTRACT ASSURANCE

The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR, Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy, as recipient deems appropriate.

[Note – This language is to be used verbatim, as is stated in §26.13(b). See Caltrans Sample Boiler Plate Contract Documents on the Internet at www.dot.ca.gov/hq/LocalPrograms under "Publications."]

B. PROMPT PAYMENT

Prompt Progress Payment to Subcontractors

The local agency shall require contractors and subcontractors to be timely paid as set forth in Section 7108.5 of the California Business and Professions Code concerning prompt payment to subcontractors. The 10-days is applicable unless a longer period is agreed to in writing. Any delay or postponement of payment over 30 days may take place only for good cause and with the agency's prior written approval. Any violation of Section 7108.5 shall subject the violating contractor or subcontractor to the penalties, sanctions, and other remedies of that Section. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the contractor, deficient subcontractor performance, and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.

Prompt Payment of Withheld Funds to Subcontractors

The local agency shall ensure prompt and full payment of retainage from the prime contractor to the subcontractor within thirty (30) days after the subcontractor's work is satisfactorily completed and accepted. This shall be accompanied by including either (1), (2), or (3) of the following provisions [local agency equivalent will need Caltrans approval] in their federal-aid contracts to ensure prompt and full payment of retainage [withheld funds] to subcontractors in compliance with 49 CFR 26.29.

1. No retainage will be held by the agency from progress payments due to the prime contractor. Prime contractors and subcontractors are prohibited from holding retainage from subcontractors. Any delay or postponement of payment may take place only for good cause and with the agency's prior written approval. Any violation of these provisions shall subject the violating contractor or subcontractor to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the contractor, deficient subcontractor performance, and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.
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XIII Local Assistance Procedures Manual

The RECIPIENT will advertise, award and administer DOT-assisted contracts in accordance with the most current published Local Assistance Procedures Manual (LAPM).

XIV Transit Vehicle Manufacturers (§ 26.49)

If FTA-assisted contracts will include transit vehicle procurements, RECIPIENT will require each transit vehicle manufacturer, as a condition of being authorized to bid or propose on transit vehicle procurements, to certify that it has complied with the requirements of 49 CFR Part 26, Section 49.

XV Bidders List (§26.11(c))

The RECIPIENT will create and maintain a bidders list, consisting of information about all DBE and non-DBE firms that bid or quote on its DOT-assisted contracts. The bidders list will include the name, address, DBE/nonDBE status, age, and annual gross receipts of the firm.

XVI Reporting to the DLAE

RECIPIENT will promptly submit a copy of the Local Agency Bidder/Proposer-UDBE Commitment (Consultant Contract), (Exhibit 10-O(1) "Local Agency Bidder/Proposer-DBE Commitment (Consultant Contract)") or Exhibit 15-G(1) "Local Agency Bidder-UDBE Commitment (Construction Contract) to the DLAE at the time of award of the consultant or construction contracts.

RECIPIENT will promptly submit a copy of the Local Agency Bidder-DBE Information (Exhibit 15-G(2) "Local Agency Bidder-DBE (Construction Contracts) – Information" or Exhibit 10-O(2) "Local Agency Proposer/Bidder-DBE (Consultant Contracts)-Information" of the LAPM) to the DLAE at the time of execution of consultant or construction contract.

RECIPIENT will promptly submit a copy of the Final Utilization of DBE participation to the DLAE using Exhibit 17-F "Final Report – Utilization of Disadvantaged Business Enterprises (DBE), First-Tier Subcontractors" of the LAPM immediately upon completion of the contract for each consultant or construction contract.

XVII Certification (§26.83(a))

RECIPIENT ensures that only DBE firms currently certified by the California Unified Certification Program will participate as DBEs on DOT-assisted contracts.

XVIII Confidentiality

RECIPIENT will safeguard from disclosure to third parties, information that may reasonably be regarded as confidential business information consistent with federal, state, and local laws.

By _____
(Signature)

5/12/09

Steve White, City Engineer
(Print Name and Title) ADMINISTERING AGENCY
(Authorized Governing Body Representative)

Phone Number: 559-324-2355

This California Department of Transportation's Disadvantaged Business Enterprise Program Implementation Agreement is accepted by:


[Signature of DLAE]

Date: 6/3/09

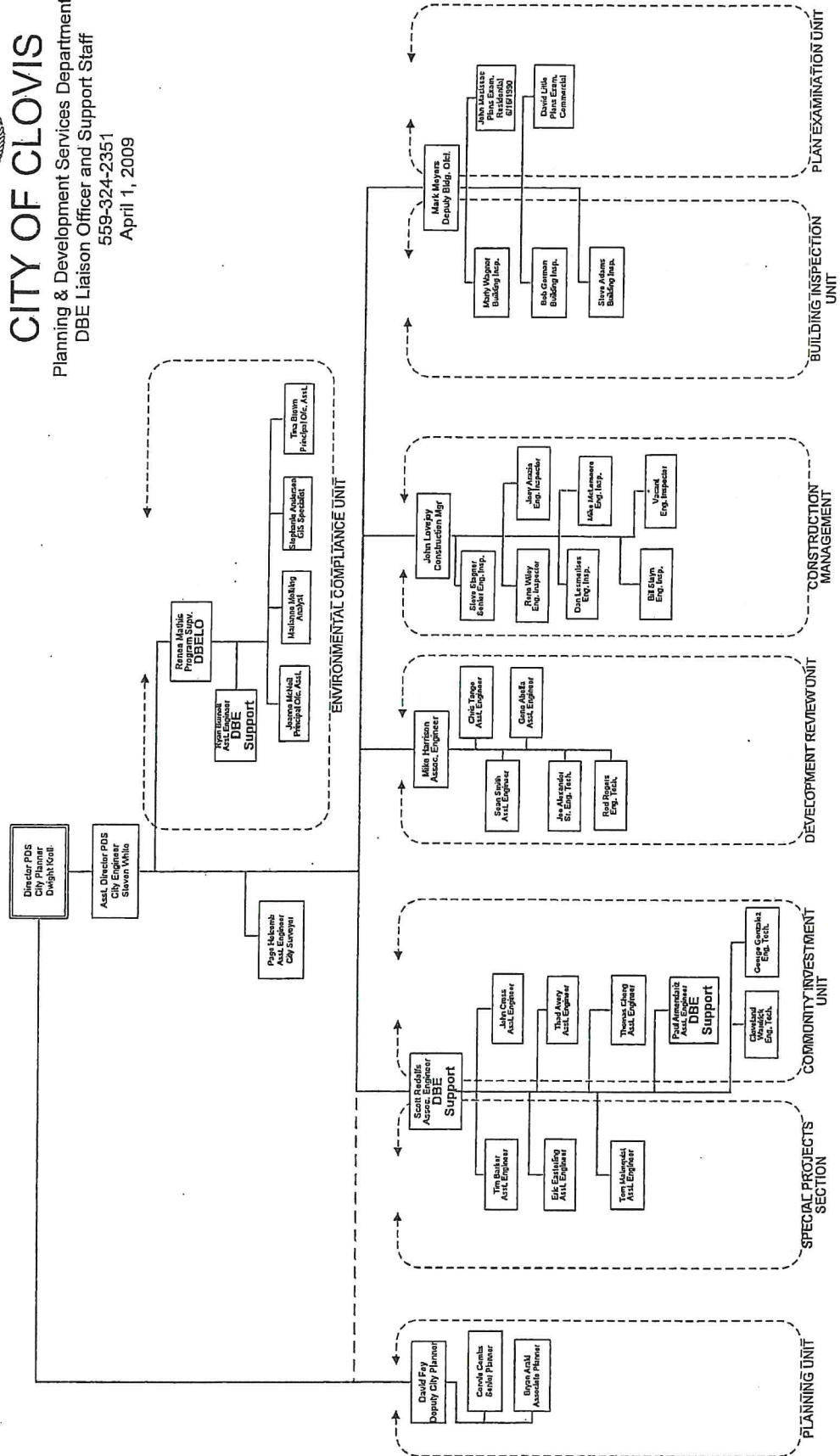
NOEL G. BUCH
[Print Name of DLAE]

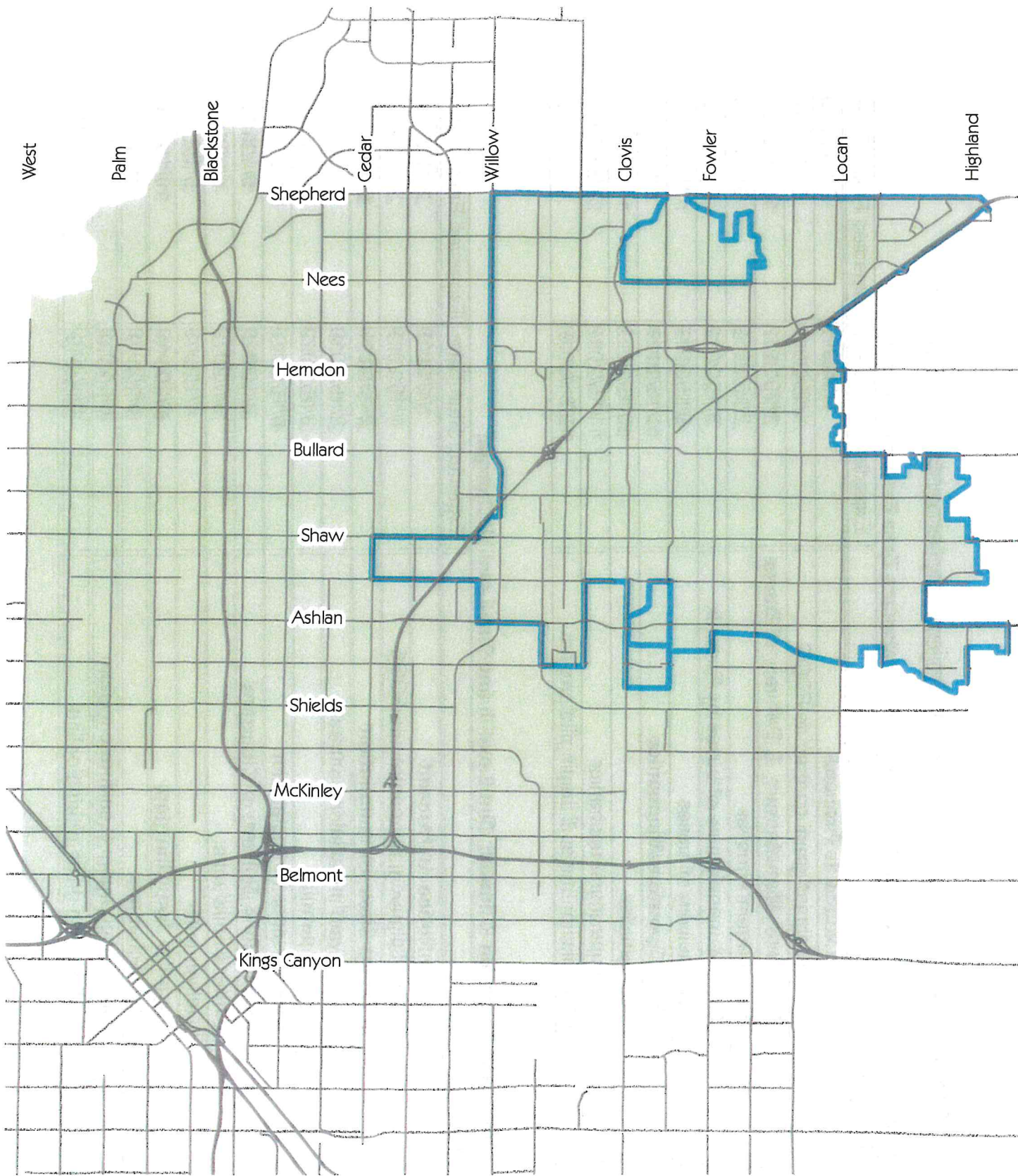
Distribution: (1) Original - DLAE
(2) Signed copy by the DLAE - Local Agency
(Updated: March 4, 2009)



CITY OF CLOVIS

Planning & Development Services Department
DBE Liaison Officer and Support Staff
559-324-2351
April 1, 2009





6/26/2018

Clovis Transit Electric Bus Pilot Project



Fixed Transit Service Area



Paratransit Service Area



Not to Scale

Clovis Transit Electric Bus Pilot Project Implementation Timeline

Project Component: Purchase of two (2) new Phoenix Motorcars Zero Emission Shuttles

Task/Milestone	Expected Start Date	Expected Finish Date
Task 1	1/1/2019	2/15/2019
Subtask 1:	Submit signed grant contract to FCOG	1/15/2019
Task 2	2/15/2019	10/15/2019
Subtask 1:	Procurement Process	2/15/2019
Subtask 2:	Order & manufacture of buses by Phoenix	3/15/2019
Subtask 3:	Take delivery of buses	9/15/2019
Task 3	10/15/2019	1/15/2020
Subtask 1:	Train Operators/Mechanics	10/15/2019
Subtask 2:	Test vehicles	11/15/2019
Subtask 3:	Train operators/mechanics	12/31/2019
	Commission buses & begin pilot project	1/15/2020

Project Component: Purchase & Install: One Level II and One Level III Charger

Task/Milestone	Expected Start Date	Expected Finish Date
Task 1	1/1/2019	2/15/2019
Subtask 1:	Submit signed grant contract to FCOG	1/15/2019
Task 2	2/15/2019	6/30/2019
Subtask 1:	Prepare Sites for Installation	2/15/2019
Subtask 2:	Bid & award installation contracts	3/15/2019
Subtask 3:	Secure permits	4/15/2019
	Prepare sites for Installation	6/30/2019
Task 3	3/1/2019	5/1/2019
Subtask 1:	Purchase & Delivery of Chargers	3/1/2019
Subtask 2:	Order & build units	4/1/2019
	Deliver units	5/1/2019
Task 4	5/1/2019	10/1/2019
Subtask 1:	Install & Test Chargers	5/1/2019
Subtask 2:	Install chargers	6/1/2019
Subtask 3:	Connect chargers & calibrate system	8/1/2019
	Commission units to bring online	10/1/2019



Prepared for: Amy Hance
Transit Supervisor
City of Clovis
155 N. Sunnyside Ave.
Clovis, CA 93612
559-324-2769
AmyH.ci.clovis.ca.us

City of Clovis

Quote # SA-QS-113-V4



Christina Allen
Sales and Marketing Executive

Office 559-324-2769
Cell 559-247-9062

VEHICLE SPECIFICATIONS:

Chassis:

- 2019 Ford E450 Superduty Chassis – 158" WB

Phoenix All -Electric Next Generation Drive System E-200

- Permanent high power magnet motor + inverter
- 105 kWh battery pack.
- **Up to 110 Miles All Electric Range per Charge depending on Ambient Temperatures**
- Dual charging capability
 - CHAdeMO compliant level III – 50 kW
 - J1772 level II charging -13 kW
- GVWR 14,500 lbs.
- Dual Mode Regenerative Braking
- Acceleration 0-50 mph under 16 seconds.
- Phoenix Telematics System – **Phoenix Connect**

Exterior

- Door, Entry A-M Electric
- Window PKG

Interior

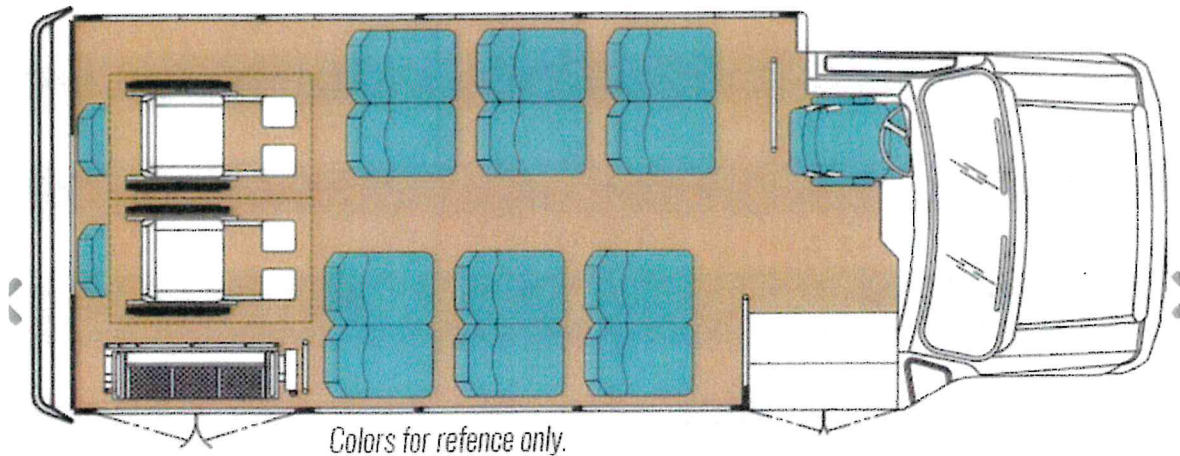
- Forward Facing Seats, Low-Back (12)
- 2 Double Flip Up Seats attached to rear wall
- Seat Cover, All Fabric Level 4
- Driver's seat, cover to match passenger seats
- Passenger Lap Belts (16)
- Rear ADA Wheelchair Lift with 2 Wheelchair positions
- Stanchion, vertical with modesty panel
- Handrail, right hand entry assist

Miscellaneous

- Air Conditioning, Rooftop Mounted 70K Max BTU
- Electric Heater, 20K Max BTU (Standard)
- Front Lighted Destination Sign
- Reverse Alarm
- First Aid Kit 16 Unit
- Fire Extinguisher 5 lbs. with Reflective Flare Kit
- Optional low-temperature heating package including fuel fire heater

Vehicle Floorplan:

12 Forward Facing Seats with 2 Wheelchair Positions
and 2 Fold up Double Seats



NOTE:

Specifications are subject to change at the time of order based on the specific body supplier.

PRICE QUOTATION – VEHICLES – PURCHASE OPTION:

2018 Phoenix Motorcars Zero Emission Utility Shuttle	QTY	Unit Price	Extended Price
<u>Baseline Price</u> ¹	<u>2</u>	<u>\$209,950</u>	<u>\$419,900</u>
Subtotal:	2	<u>\$209,950</u>	<u>\$419,900</u>
HVIP Incentive ²	<u>2</u>	<u>(\$80,000)</u>	<u>(\$160,000)</u>
HVIP Incentive Plus up – Disadvantaged Community ³	<u>2</u>	<u>(\$10,000)</u>	<u>(\$20,000)</u>
HVIP Incentive Plus up – First three Vouchers	<u>2</u>	<u>(\$0)</u>	<u>(\$0)</u>
Total Incentives:	<u>2</u>	<u>(\$90,000)</u>	<u>(\$180,000)</u>
<u>Price after Incentives:</u>	<u>2</u>	<u>\$119,950</u>	<u>\$239,900</u>
<u>Title and DMV Registration Estimate</u>	<u>2</u>	<u>\$1,936</u>	<u>\$3,872</u>
<u>Shipping:</u>	<u>2</u>	<u>\$1,198</u>	<u>\$2,396</u>
<u>Taxes:</u>	<u>2</u>	<u>15,921</u>	<u>\$31,842</u>
<u>Total with Taxes/Title/Shipping:</u>	<u>1</u>		<u>\$278,010</u>

1. Includes all the items described in Section I.

2. Contingent on the end operator operating the Vehicle in California for a minimum of 3 years.

3. Contingent on the end operator operating the Vehicle in California in a Disadvantaged Community.

PRICE QUOTATION- CHARGERS

Option 1: Level III DC Fast Chargers:

Charger Pricing	QTY	Unit Price	Extended Price
BTC Lvl III CHAdEMO Charger – 50 kW:	2	\$24,950	\$49,900
HVIP Incentive Plus up –EVSE ¹ :	2	(\$24,950)	(\$49,900)
<u>BTC Charger Price after Incentives</u>	<u>2</u>		<u>\$0</u>
<u>Shipping:</u>	<u>2</u>	<u>\$899</u>	<u>\$1,798</u>
<u>Taxes:</u>	<u>2</u>	<u>\$1,990</u>	<u>\$3,980</u>
<u>Total:</u>	<u>1</u>		<u>\$5,778</u>

1. Subject to approval from HVIP. Currently being evaluated on a case by case basis

Option 2: Level II AC Regular Chargers:

Charger Pricing	QTY	Unit Price	Extended Price
Clipper Creek CS-100 Charger – 13 kW:	2	\$3,199	\$6,398
HVIP Incentive Plus up –EVSE ¹ :	2	(\$3,199)	(\$6,398)
<u>CS-100 Charger Price after Incentives</u>	<u>2</u>		<u>\$0</u>
<u>Shipping:</u>	<u>2</u>	<u>\$399</u>	<u>\$798</u>
<u>Taxes:</u>	<u>2</u>	<u>\$255</u>	<u>\$510</u>
<u>Total:</u>	<u>1</u>		<u>\$1,308</u>

1. Subject to approval from HVIP. Currently being evaluated on a case by case basis

CHARGER SPECIFICATIONS:

Option 1: Level III DC Fast Charger:

BTC Power – CHAdeMO DC Single Port Fast Charger

- Single Port - CHAdeMO
- 15" outdoor color display
- Cord Retractor on top – (Single Lanyard retractor)
- Emergency Stop Button
- Dome Light
- Continuous Charging Time 255Min
- Cover CCS INLET
- Input Power: 480 VAC, 3-Phase
- Input Breaker: 2 x 80 A @ 480 3- Phase
- Nominal Output DC Voltage: Up to 125 Amps @ 400 V
- Operating Temperature: -30 C to 50 C
- Efficiency Rating: 92%
- Total Charge time from Empty to Full on Phoenix Electric Vehicles of ~ 3.5 Hours.

Option 2: Level II AC Charger:

Clipper Creek – CS-100 J1772 AC Single Port Charger

- Adjustable power levels – Capable of 80 Amp power output
- Quality – Technology that works for the life of your current plug-in vehicle and then some
- Convenience– 25 feet of charging cable for installation and operation flexibility
- Durability – Rugged, fully sealed NEMA 4 enclosure for installation anywhere
- Reliability – Backed by Clipper Creek's 1-year warranty, and outstanding customer service
- Total Charge time from Empty to Full on PHOENIX Electric Vehicles of 9 Hours

WARRANTY COVERAGE:

Phoenix Motorcars' Zero Emission Utility Shuttle, Clipper Creek & BTC Power Charger warranty coverage is summarized below:

Components	Coverage	Comments
Bumper to Bumper Warranty	3 years / 36,000 miles	Limited PMC Warranty Limited Ford Warranty
PMC Electric Drive System	5 years / 60,000 miles	Limited PMC Warranty
Lithium-Ion Battery System	5 years / 150,000 miles	Limited PMC Warranty
Shuttle Bus Body	Varies - follows the manufacturer's warranty	Limited Manufacturer Warranty
DC Fast Charge Station	Two years: Parts and Labor Only	Limited BTC Power Warranty
AC Charge Station	Full coverage – labor, travel, freight and parts	1 year from date of installation
Wheelchair Lift	Varies - follows the manufacturer's warranty	Limited Manufacturer Warranty

- I. All Warranties are **voided** if the customer does not perform the following conditions:
 - a. Comply with any service or recall advisories.
 - b. Follow all recommended service, maintenance and use requirements in a timely manner as set forth in the Phoenix Owner's & Maintenance Manual.
 - c. Carrying Passengers and Cargo within the specified load limits.
 - d. Make all required repairs.
2. Warranty details and requirements can be found in the Phoenix Owner's and Maintenance manual. The manual is provided at vehicle delivery – Please contact Phoenix for extra copies.

Thank you for inquiring about the Phoenix Motorcars Zero Emission Utility Shuttle.
We appreciate your consideration.

Please contact us at (909) 987-0815 with any questions

Single Port DC Fast Charger

- Single Port/Cord
 - CHAdeMO Only
- Dome Light
- Emergency Stop Button
- *No Display*
- *No Cord Retractor*
- *No Payment System*

Technical Specification

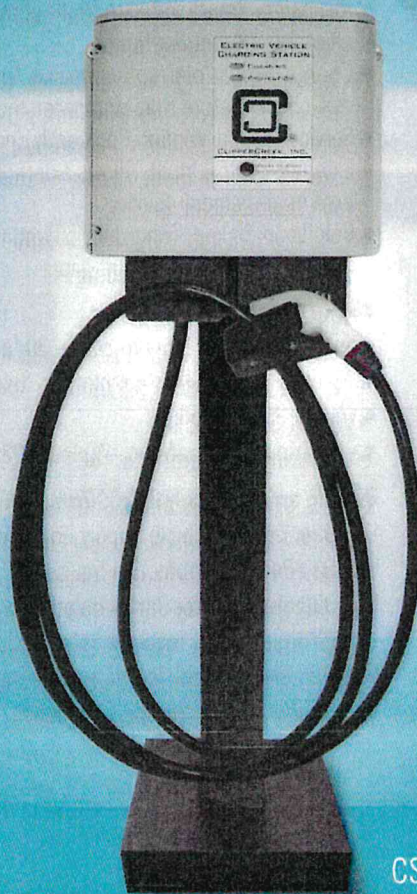
Power Rating	50kW
Connectors	CHAdeMO Only
Network	Free Vend
Input Power	480V, 3-Phase
Input Breaker	100A – 200A
Frequency	50Hz/60Hz
Efficiency Rating	>90%
Max Output DC Current	52A – 100A
Max Output DC Voltage	50-500V
Operating Temperature	-20C to 45C
Dimensions	38"[w] x 72.75"[h] x 27.6"[d]
Safety Compliance	UL2202, UL2231-1, 2, CL, FCC



Time Tested, Market Leading DC Fast Charger

BTCPower
www.btcpower.com

"Setting The Industry Standard for over a decade- ClipperCreek's CS-Series Public EVSE"



CS Series Public EVSE

SAFETY. RELIABILITY. INNOVATION. If you're looking for the safest, most reliable and affordable EVSE charge station, then ClipperCreek is the smart choice. In fact, we're the first company in the world to meet the rigid testing standards of Underwriter's Laboratories to earn their UL listing for not one, but six of our EVSE products. So what can we do for you?

- Most universally accepted EVSE available
- Charged over 25 OEM vehicles and counting
- Over 15 years of field service — no one can say that!
- Available up to 100 Amps for the most powerful charge available anywhere
- Available in pedestal (as shown) and wall mount versions
- The "Standard" for EV Charging for over 15 years, used by all major utilities and OEMs in the industry

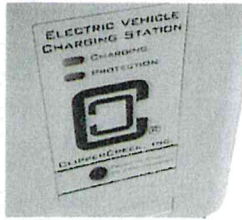


CLIPPERCREEK

THE Electric Vehicle Charging Station

ClipperCreek.com

CS Series EVSE



OUR FLAGSHIP PRODUCT

- UL listed. Outdoor Rated (NEMA 4) enclosure.
- Reclosure: Smart software that automatically self-checks unit and resumes charging after minor fault.
- Charge Circuit Interruption Device: Ground Fault protection with fully automatic self-check feature that eliminates the need for monthly testing by user.
- Service Ground Monitor: Constantly checking for presence of proper safety ground.
- External Control Input: Allows external control from smart meter (AMI), billing or load management device.
- Cold Load Pickup: Time-delayed and randomized to allow seamless re-energizing of unit following power outages.

PRODUCT SPECS

- Service Entrance: 208V to 240V - 30 to 100 Amps, single phase, 2 wire w/ground
- 18" W x 12" H x 8" D (457mm L x 304mm W x 203mm D)
- Weight 33 lbs (15 kg)
- Operating Temperatures: -40 F to 122 F (-40 C to 50 C)

CODES, STANDARDS AND RECOMMENDED PRACTICES

UL 2594 Electric Vehicle Supply Equipment

UL 2231 Personal Protection Device (i.e., CCID hardware)

UL 1998 Standard for Safety Related Software

UL 991 Standard for Tests for Safety-Related Controls Employing Solid-State Devices

NEC 625 Electric Vehicle Charge System

SAE-J1772 Electric Vehicle Conductive Charge Coupler



The CS line offers multiple currents that enable you to charge at the highest rate possible, so that vehicles are always fully charged.

Model	CS-100	CS-90	CS-80	CS-70	CS-60	CS-50	CS-40	CS-30
Circuit Breaker Rating, Amps	100	90	80	70	60	50	40	30
Continuous Current, Amps	75	72	64	56	48	40	30	24



CLIPPERCREEK

THE Electric Vehicle Charging Station

ClipperCreek.com

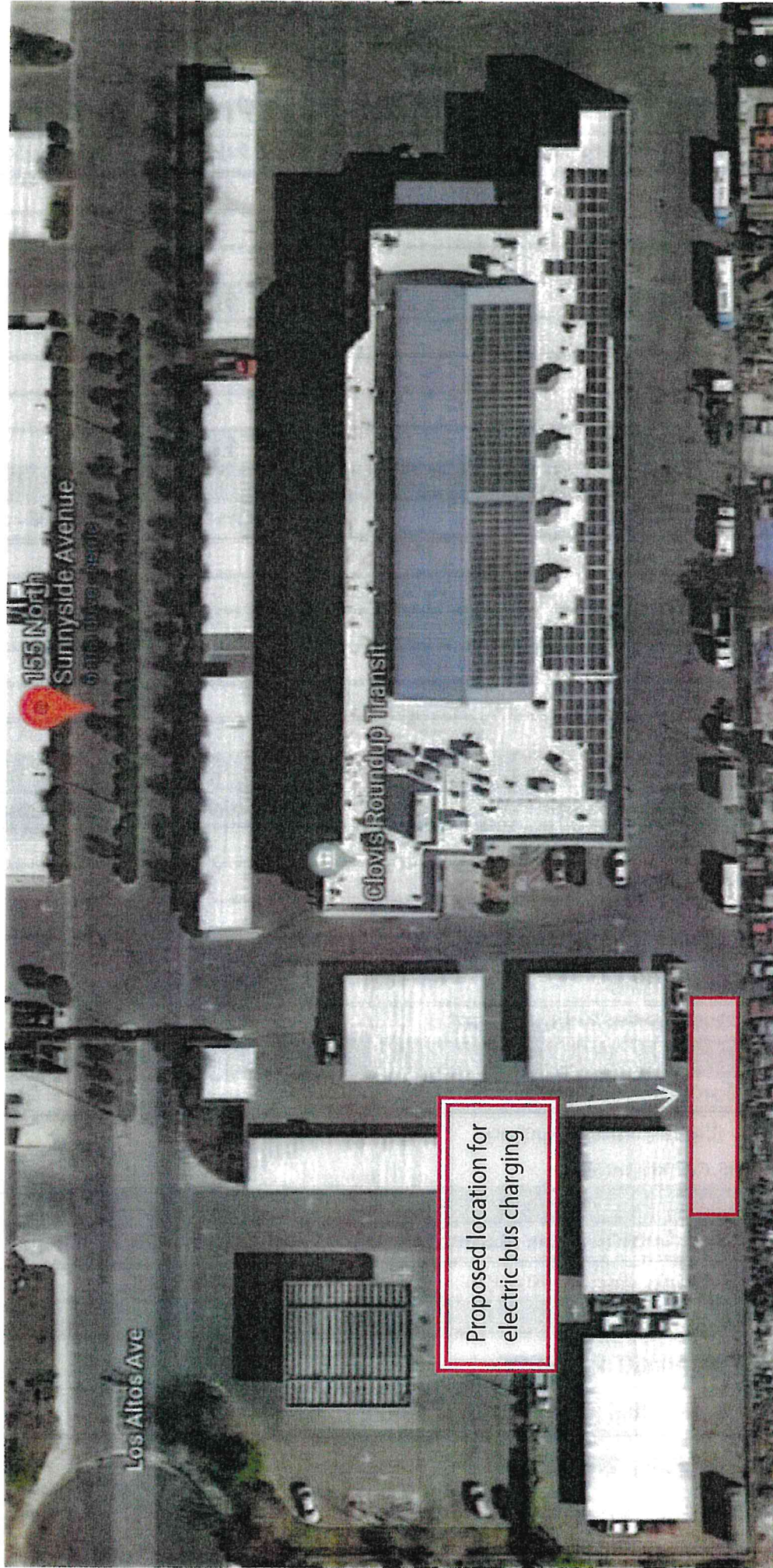
Clovis Transit Electric Bus Pilot Project Budget

Vehicles	Unit Price	Extended Price
Baseline (2)	\$209,950	\$419,900
HVIP Incentive	-\$80,000	-\$160,000
HVIP + Incentive	-\$10,000	-\$20,000
Cost after HVIP Incentives	\$119,950	\$239,900
Title/DMV	\$1,936	\$3,872
Delivery	\$1,198	\$2,396
Taxes	\$15,921	\$31,842
Total Cost of Baseline Vehicles	\$139,005	\$278,010
Chargers	Level II - One Unit	Level III - One Unit
Cost	\$3,199	\$24,950
HVIP Incentive	-\$3,199	-\$24,950
Cost after HVIP Incentives	\$0	\$0
Shipping	\$399	\$899
Taxes	\$255	\$1,990
Total Cost of Chargers	\$654	\$2,889
Accessories & Equipment	Unit Price	Extended Price
Electronic Fare Collection System (2)	\$8,000	\$16,000
Angeltrax Camera System (2)	\$2,900	\$5,800
Bus Wrap (2)	\$6,499	\$12,998
Phoenix Connect Telematics System and Warranty Service 3 Years	\$561/month/bus	\$40,932
Total Cost of Accessories & Equipment		\$75,730
Construction Costs		Total
Construction - Electric Infrastructure (Permits, Plans, Construction)		\$50,000
In-Kind Contributions (Estimated Professional Costs) City of Clovis		
Planning, Engineering, Administration	\$25,000/year	-\$75,000

TOTAL COST OF PILOT PROJECT **\$690,432**

INCENTIVES & IN-KIND CONTRIBUTIONS **-\$283,149**

TOTAL PROPOSAL REQUEST **\$407,283**



Proposed location for
electric bus charging



2035 Tulare Street, Suite 201
Fresno, CA 93721
Phone: (559) 233-6789
Fax: (559) 233-9645
www.ruraltransit.org

July 17, 2018

Ms. Peggy Arnest
Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

RE: Letter of Support for Clovis Transit's Electric Bus Pilot Project and 2018 Measure C New Technology Reserve Grant Program Proposal

Dear Ms. Arnest:

Please accept this letter of support from Fresno County Rural Transit Agency for Clovis Transit's Electric Bus Pilot Project and request for funding under the 2018 Measure C New Technology Reserve Grant Program. This three-year pilot project proposal would allow Clovis Transit to purchase two electric cutaway buses, chargers, and install electric infrastructure. The electric buses will be deployed on fixed-route and paratransit service routes and closely monitored for a wide variety of metrics. Once the data has been compiled, it will be shared with other transit agencies interested in cutaway electric vehicles. This information will provide the necessary knowledge for development of a sustainable and strategic conversion to electric vehicles.

Clovis Transit is committed to embracing innovative technology and will be leading the way for small- and medium-sized transit operators throughout the Central San Joaquin Valley and the state. Zero-emission bus deployment is a new challenge facing transit and requires thoughtful and thorough planning. Not only will this project provide sorely needed data for public transit cutaway electric bus operations, it will work to improve air quality and the environment in Fresno County.

Fresno County Rural Transit Agency supports Clovis Transit's efforts to explore zero-emission cutaway electric vehicle technology and encourages the Measure C New Technology Reserve Grant Program committee to fund this project.

Sincerely,

Moses Stites

General Manager



2223 G Street
Fresno, California 93706
(559) 621-RIDE
www.fresno.gov

Jim Schaad, Director

July 18, 2018

Ms. Peggy Arnest
Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721

Dear Ms. Arnest:

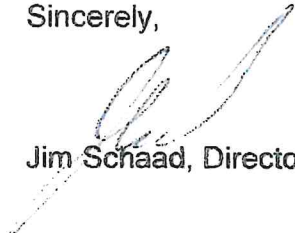
RE: Letter of Support for Clovis Transit Electric Bus Pilot Project and 2018 Measure C
New Technology Reserve Grant Program Proposal

Please accept this letter of support from the City of Fresno Department of Transportation/FAX for Clovis Transit Electric Bus Pilot Project and request for funding under the 2018 Measure C New Technology Reserve Grant Program. This three-year pilot project proposal would allow Clovis Transit to purchase two electric cutaway buses, chargers, and install electric infrastructure. The electric buses will be deployed on fixed-route and paratransit service routes and closely monitored for a wide variety of metrics. Once the data has been compiled, it will be shared with other transit agencies interested in cutaway electric vehicles. This information will provide the necessary knowledge for development of a sustainable and strategic conversion to electric vehicles.

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FAX supports the efforts of Clovis Transit to explore zero-emission cutaway electric vehicle technology and encourages the Measure C New Technology Reserve Grant Program committee to fund this project.

Sincerely,



Jim Schaad, Director