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Contents

Purpose of this Memorandum

The Feasibility Study Phase 5 Topic Areas

This memo documents the explorations and conclusions of *Project Task 5: Develop Planning-Level Cost Estimates for the Selected Site*. This phase comprised design conceptualization, stakeholder and community workshops, the identification of potential improvements and amenities, and investigations into practical feasibility factors (both supportive and limiting). Accordingly, this memo focuses on four topics:

1. Outlining general feasibility factors, including constructability, property impacts, energy sourcing, and funding, among other topics.
2. Summarizing planning-level cost ranges for various typical mobility hub amenities.
3. Describing the Baseline and Enhanced Concepts of programming, amenities, site designs, and mobility services at each of the four sites.
4. Documenting key feasibility considerations for each site, including planning-level cost estimation, potential phasing of development, responsibilities across agencies and partner organizations, potential funding paths, and technical factors.

Mobility hubs could offer truly useful, improved, and new ways of travelling locally and regionally around Fresno County. The team's findings from the 16-month process to date also confirm that hubs will be challenging to implement, requiring close coordination, funding, deliberate phasing, and long-term operations commitments. This memo seeks to assess feasibility opportunities and barriers realistically, and document at a diagrammatic level some of the various combinations of services and amenities that would comprise the hubs, from the simplest to implement basic "Baseline Concept" to the most complex "Enhanced Concept", which will require numerous partners (some of whom are currently unidentified) to implement.

Task 5 was the longest (other than ongoing Public Outreach) and most substantial task in this project study. It included the on-site design and feasibility workshops that the team conducted for each of the four sites in July 2025. This memo is the culmination of significant collaboration and discussions within the core project team, comprising consultants, FCOG, and transit agencies, as well as conversations with site-specific stakeholders and regional mobility partners, and community members at large.

This memo organizes potential hub physical features and operations in several ways, including by who the lead and supporting partners could be, and what functional benefits the feature or service offers. Feasibility will vary widely depending on the extent and ambition of the programming list for each hub.

Features are also classified as being part of the "Baseline Concept" or the "Enhanced Concept":

- **The Baseline Concept** describes the estimation of the minimal necessary component to effectively link two or more mobility services together at a site; accordingly, it should be the most feasible to achieve because it represents the simplest scenario.
- **The Enhanced Concept** outlines additional features and services that would further enhance mobility options and community amenities. Every enhanced feature and service identified by the project team has been deemed potentially valuable for the community, while acknowledging that feasibility may be more challenging due to the added complexity of the item.

This memo also records the iterations of the mobility hub concepts, which were first visually depicted as exhibits for the July 2025 community design workshops. For those workshops, the project team prepared "Low Impact" and "High Impact" scenarios for each of the four sites, illustrating, respectively, a basic hub concept and a more elaborate hub concept. To some extent, the low-impact and high-impact scenarios have evolved since the workshops to become the Baseline and Enhanced concepts shown in this memo. The relationship is not exact, but the project team and community found it helpful to organize the concepts around which services and amenities are part of the core basic Baseline functionality, and which include broader, more extensive implementation of the wider range of features described in the Baseline Concept.

List of Project Memos

The memos and documents from this project are cumulative in nature. This memo builds upon completed and active work in the following ways:

Task 1e. Existing Conditions Report

This report identified relevant background plans, such as the Regional Transportation Plan, short-range and long-range transit plans, and specific plans that outline overall transportation goals and policy direction. These plans, along with other projects, provide a strong context for understanding how mobility hubs fit into a regional transportation landscape and the community's goals to improve access, reduce travel barriers, decrease tailpipe emissions, expand job opportunities, and connect the region.

Task 2. Public Outreach Summary Report

This report will document the conversations and key points raised by community members and stakeholders through the project's survey, public meetings, workshops, interviews, pop-up events, and other outreach touchpoints. Outreach conversations focused on identifying people's mobility needs and challenges, as well as opportunities for improvement and practical feasibility considerations.

Task 3a. Siting Analysis Approach Memo

This memo describes the technical process the team used to identify potential hub locations based on two overall themes: 1) Unmet and underserved transportation options in the subareas; 2) Local and regional connectivity improvement potential. This memo includes the analytic scoring of subareas, which are listed in Memo 3d. Implementation and Shortlist Site Evaluation.

Task 3b. Implementation Guidelines Memo

This memo provides a general description of mobility hubs, including typical features and services, their potential usefulness in Fresno County, and an overview of implementation considerations. These considerations include site availability, local and regional access, constructability, scaling of features, flexibility to accommodate growing and evolving services, and lead and supporting partnership roles. Memo 5, this document, describes general implementation consideration details relevant to mobility hub development in Fresno County, as well as considerations for each of the four study locations: Clovis, Fresno, Parlier, and San Joaquin.

Task 3d. Implementation and Shortlist Site Evaluation

This memo evaluates numerous potential locations that were considered before the project ultimately selected one study site for each of the four location categories. This memo included the scoring from Task 3a. Location analytics and other practical factors. This memo also includes a catalog of feasibility consideration questions in the topic areas of development and operations, prototype replicability, environmental, budget and funding, and maintenance. Memo 5 seeks to answer many of these questions, and documents which questions cannot be answered currently, but remain essential to explore in future stages of mobility hub development.

Task 4. Site Selection and Basis of Design

This memo documents the reasoning behind selecting the four study locations. The memo also summarizes the features, physical elements, and services that were preliminarily identified for the hubs. (Note: the basis of design reflects conceptual thinking about each site as of June 2025; the design concepts have evolved and become more detailed in the subsequent months and are described in this Memo 5).

Task 5. Design, Planning-Level Cost Estimation, and Feasibility Assessment

This memo, as described above.

Task 6. Draft and Final Plan

Memo 5 will be followed in late 2025 by the Draft Plan, which will describe the project process, findings about mobility hub needs and feasibility, and potential action steps various partners can take to continue exploring, designing, and implementing mobility hubs. Following public review and review by the Fresno Council of Governments' (FCOG) advisory committees and board, the Plan will be finalized in the first quarter of 2026. The Final Plan will include a summary of public outreach, as well as an appendix containing the complete findings of public outreach and all previous project memos.

Task 7. Review

The project team will present the project, including summaries of the process and an overview of the mobility hub concepts and Draft Plan, to FCOG's Transportation Advisory Committee, Policy Advisory Committee, and Policy Board. Afterward, the Plan will be finalized to reflect the feedback from these committees and the board. These review meetings are tentatively scheduled for February 2026.

Overall Mobility Hub Feasibility

Mobility Hub Implementation Opportunities and Challenges in Fresno County

Mobility hubs are a relatively new concept in Fresno County. In addition to the universal opportunities that mobility hubs bring and the challenges they face, Fresno County has unique advantages and disadvantages when it comes to implementing mobility hubs. Its distinctive characteristics (e.g., extreme climate conditions, poor air

quality, a dispersed land use pattern, and a large low-income population) present special challenges but also offer potential opportunities for addressing the transportation needs that the existing infrastructure and services cannot serve.

Opportunities

According to the most recent American Community Survey (ACS), approximately 7% of households in Fresno County do not own a car, and many more households have only one car. Most of these households are low-income minorities that live in the disadvantaged communities in Fresno County. Such families often must rely on public transportation or on family/friends to meet their transportation needs. Mobility hubs, designed to provide seamless transfers between various transportation modes (primarily transit, bike, walk, and other alternative modes), could serve a large population without adequate access to private automobiles.

When a network of mobility hubs is established, these disadvantaged communities can reach their destinations (e.g., work, school, shopping, doctors' appointments) with more efficient public transportation and an active transportation network, and without relying on private cars. When integrated with the overall transportation network (essentially the transit system), mobility hubs can remove barriers to using public transit.

In the rural areas of Fresno County, where there are transportation needs that cannot be met with the existing services, mobility hubs provide an additional opportunity to serve the rural communities with more interconnected services (e.g., fixed-route transit, bike sharing, electric vehicle [EV] charging, and micro-transit). Mobility hubs can also house amenities such as cooling centers, daycare facilities, bike repair stations, small retail spaces, and public green spaces. Such amenities would add to the vibrancy of the community while providing much-needed transportation services.

Depending on their location, some mobility hubs in dense urban areas could become the anchor point of an activity center that generates significant economic benefits. Some hubs could be placed in commercial districts or downtown areas, providing residents with direct access to numerous retail and job opportunities. Some mobility hubs could be centralized transportation hubs that transport people via rail, bus, micro-transit, shared rides, and micromobility options. People living in transit-oriented development (TOD) communities would be able to use the multimodal transportation provided by the mobility hub to reach many destinations without needing to drive their private cars.

When mobility hubs are effectively integrated with nearby land uses that support transit, biking, walking, and other alternative transportation options, it becomes easier for people to make transportation choices that do not rely on single-occupancy vehicles (SOVs). Because private vehicles are not the only option for daily commuting or other purposes, people will consider non-SOV choices and drive less. Transit ridership would increase, resulting in a decrease in vehicle miles traveled (VMT). In areas with adequate public transportation, households tend to reduce the number of vehicles they own, as public transportation is reliable and meets their needs. Reduced VMT leads to lower greenhouse gas (GHG) emissions, as well as reduced air pollution from cars. Mobility hubs, if implemented effectively, can serve as a tool to reduce VMT/GHG and improve air quality for regions such as Fresno County.

In addition, mobility hubs could bring together multiple public, private, and non-profit partners to achieve joint as well as separate goals. Local governments, regional agencies (e.g., Fresno Council of Governments [FCOG]), transit operators, non-profit organizations, and private sectors (e.g., developers and micromobility operators) could bring their strengths to the table and implement the mobility hub more efficiently. Cities or transit

agencies could contribute land for the hub, such as transit stations, park-and-ride lots, remnant land, or redevelopment areas. Local governments could provide incentives and streamline permitting processes, and can apply for federal, State, and/or regional funding for hub implementation. Private developers may co-finance hubs in exchange for development rights. Private sector service providers could provide micromobility, car sharing, EV charging, and bike repairing. Non-profit organizations could oversee the day-to-day operation and maintenance (O&M) of the hubs.

Although mobility hubs are a relatively new concept, numerous funding programs exist that would support such projects, as they have the potential to reduce VMT/GHG and serve as an implementation tool to achieve the state's climate change goals. As discussed in detail in the Funding section below, there are robust funding mechanisms at federal, State, regional, and local levels that could finance mobility hub projects. Although California, as a state, is generally friendly to sustainability projects (e.g., mobility hubs), transportation funding remains competitive due to the immense needs.

Challenges

The implementation of a mobility hub would involve multiple entities, including local governments, regional agencies, transit operators, micromobility providers, and non-profit organizations. Although mobility hub projects present opportunities for public-private partnerships, multi-agency coordination could also be one of the biggest challenges in implementing a mobility hub project. Agencies/involved parties may have different goals and priorities, and it might take significant time and effort to engage willing and interested parties and to negotiate the investment and responsibility for the hub. It is most helpful if one entity can take ownership of the project and coordinate the implementation of all its components, including planning, construction, and O&M.

Mobility hubs require infrastructure improvements for transit, active transportation, EV charging facilities, digital integration, and amenities. The capital cost for hubs can range from thousands of dollars for minor improvements to millions for major site interventions, including structures, EV charging systems, and other facilities. Given the intense competition for transportation funding, securing all project construction costs may require several phases. Lead agencies may need to apply for multiple grants through various funding programs to secure the necessary funding. If major amenities (e.g., cooling centers) are included in the hub, funding for such components may need to come from funding sources other than transportation.

In addition to high capital costs, mobility hubs need stable funding sources to operate and maintain the facilities. Fees collected from users of the hubs would most likely not be sufficient to cover the operational and maintenance costs of the facilities. The long-term O&M would, in most cases, need to be subsidized by public financing. Although many transportation funding programs at different levels could fund mobility hub projects, funding programs that support O&M are scarce and difficult to find. Even if some grants provide funding for O&M, these grants are not permanent and are not ideal for the long-term O&M of hub facilities.

As discussed in the Funding section, local governments can establish special finance districts, many of which can fund both capital expenditures and O&M costs. However, such special finance districts sometimes require approval of property/business owners and will add to the municipalities' financial obligations. Although private sector investment is possible, it requires incentives and an explicit agreement. If the hub is located in a master-planned community or an area with potential economic returns, private sector developers may be motivated to invest in the hub as part of the community's amenities or in exchange for development rights.

Like the rest of the San Joaquin Valley, Fresno County has traditionally been an auto-dependent region due to its agriculture-based economy. Land use is spread out, and transit services primarily serve the transit-dependent population. According to the Central California Travel Study conducted in 2022/2023, more than 90 percent of the trips made in Fresno County were by private vehicles. Only 0.6 percent of trips were made by transit, 6.2 percent were walking trips, and 1.1 percent were bike or e-bike trips. The extreme summer temperatures in Fresno County make it difficult to use active transportation year-round.

The reliance on private cars and the relatively longer travel times by transit and other active transportation modes present difficulties for people to switch to alternative transportation modes. Additionally, the stigma surrounding public transit or micromobility may limit the adoption of the mobility hub. All the above factors combined may lead to low utilization of the mobility hubs, which could have a negative impact on the public perception of the hubs and potentially affect the sustainability of funding opportunities due to the hubs' low performance.

Future mobility hub feasibility will rely on stakeholder agencies, organizations, jurisdictions, and people to create new types of partnerships and implementation approaches. Mobility hubs are complex collections of physical assets and services designed to work seamlessly for the transportation user, while requiring extensive coordination and management behind the scenes to develop and operate. Any given hub could have features overseen by:

- A government jurisdiction and numerous departments within.
- One or more transit agencies in lead or supporting roles.
- Private landowners who may be co-developers of the site or sites.
- Third-party private and non-profit mobility service providers, such as bikeshare and carshare operators, intercity bus companies, and electric vehicle charging infrastructure providers.
- Organizations or private entities that oversee maintenance, hospitality, security, vendors, event programming, and operations of facilities such as cooling centers.
- Utility and communications providers, for electricity, gas, water, internet, and other services.

By design, mobility hubs don’t have a single definition, which allows each group of implementers to establish what hubs can be and need to be in their communities. In a sense, a “mobility hub” is not a single set of established features. Instead, it serves as a framework for organizing transportation connections at a specific location and defining the roles of various partners in implementing and operating services. There is little formal guidance from federal, state, or local planning agencies or governments on developing mobility hubs. Caltrans has a *Statewide Mobility Hub Facilities Improvement Plan*, which provides valuable information about various features to consider at a mobility hub. However, it primarily focuses on Caltrans' park-and-ride locations and other highway-adjacent properties, which differ from the four study locations in this Fresno County Mobility Hub Feasibility Study.

While mobility hubs have little planning definition or background in Fresno County (and most elsewhere), some of the components of mobility hubs are addressed and planned for from previous projects. These include:

- The Fresno County Rural Transit Agency (FCRTA) is currently undertaking the *Transit Roadmap* project, which could recommend new or modified fixed-route and microtransit services in Parlier and San Joaquin.[1]

[1] Rural areas face unique challenges in providing public transportation. Populations tend to be older, lower-income, and more likely to have disabilities, making transit access especially important. Low population density, spread-out development, and limited funding lead to a heavy reliance on personal vehicles, making traditional fixed-route systems costly and inefficient. While some rural regions offer fixed

- FCRTA previously studied microgrid and resiliency hub features, including photovoltaic solar generation, battery storage, and EV charging. FCRTA has recently secured grant funding to develop the first phase of the San Joaquin hub, which will include solar, battery, and EV charging systems. FCRTA has implemented many of those features in its Selma Operations and Maintenance Facility project.
- Clovis's recent development of the Landmark Transit Center and Clovis Senior Center[2], with the express intention of making it a hub for numerous fixed bus routes and paratransit. This facility, which opened in early 2024, serves three bus routes and was selected for this Feasibility Study because it is already a high-activity mobility location.
- The City of Fresno, in the *Central Southeast Specific Plan* (draft 2023), identifies King Canyon Road (now Cesar Chavez Boulevard) as a key corridor planned for traffic calming, new bikeways, improved sidewalks, transit stop improvements, urban greening, corridor wayfinding, and other investments to enhance multi-modal mobility and support mixed-use development. The former University Medical Center property, which FAX's mobility hub site is adjacent to, is identified as ripe for redevelopment, including temporary uses as a plaza and park space on the southwest corner near the mobility hub study location.[3]
- The *Electric Vehicle Readiness Plan*, prepared by the Fresno Council of Governments, Caltrans, and FCRTA in 2021, recommends numerous locations for the development of publicly available EV charging. These include the following specific recommendations, which could potentially be partially fulfilled by publicly available EV charging at the mobility hubs.[4]
    - Level II charging near the Clovis Landmark Transit Center
    - The area of Fresno around the Cedar Avenue / Cesar Chavez Boulevard mobility hub study site has been identified as ideal for numerous chargers.
    - The area of Parlier around the police department mobility hub study site has been identified as ideal for chargers.
    - The downtown area of San Joaquin along Main Street, which contains the mobility hub study site, has been identified as ideal for chargers.

Mobility Hub Feasibility Considerations

Project Memorandum 3b, Implementation Guidelines, lists a range of physical elements that mobility hubs could feature to provide mobility services and community uses. Not all of these elements are represented in the four study sites — Clovis, Fresno, Parlier, and San Joaquin — because some elements were deemed suitable, while

routes, many are shifting to more flexible, lower-cost models like on-demand services with scheduled pickups and drop-offs, or partnerships with rideshare companies. Fixed-route transit remains valuable in moderately dense areas with centralized destinations. However, newer on-demand options, especially microtransit services, can offer greater flexibility, shorter wait times, and more inclusive access, though per-trip costs can be significant, as FCRTA experienced during a microtransit pilot study based in Biola, CA. Rideshare partnerships with companies like Uber and Lyft provide high convenience but can be costly and less accessible for people with disabilities if accommodations are lacking. Similarly, the low density of rural Fresno County leads many rideshare drivers to avoid the area because trips are infrequent.

[2] Clovis developed both projects in parallel, using City general fund money for the Senior Center and California State Transportation Agency (STA) funding from Senate Bill 1, the Road Repair and Accountability Act of 2017.

[3] The former UMC site was sold in early 2025, well after the completion of the current draft of the Central Southeast Specific Plan. The Specific Plan was not written with the anticipation of a sales timeline or in response to the potential development decisions of a private owner.

[4] https://www.fresnocog.org/wp-content/uploads/2017/06/FCOG-EVRP-2021-1.pdf

others were not. All these elements will be re-stated in the Fresno County Mobilith Hub Feasibility Study Plan document, as a resource.

Project Memorandum 3d, Implementation and Shortlist Site Evaluation, describes a range of feasibility considerations in the topic areas of development and operations, prototype replicability, environmental, budget/funding, and maintenance. This document, *Memorandum 5: Design, Planning-Level Cost Estimation, and Feasibility Assessment*, evaluates the four hubs, when applicable, based on these and other factors.

Overview

Mobility hubs are integrated centers that connect various modes of transportation—such as public transit, shared mobility services, active transportation infrastructure, and emerging technologies—to improve accessibility, reduce congestion, and promote sustainable urban mobility. This memo outlines key feasibility considerations for the development and operation of mobility hubs across several critical domains.

Specific Feasibility Factors

Construction Feasibility

In Fresno County

While this Study did not conduct civic engineering, geotechnical, or environmental review of the sites, the four study locations are all deemed to be reasonably constructable. All are in urban areas with clear jurisdictional authority, permitting processes, site access, and utilities availability. The Clovis, Parlier, and San Joaquin sites are primarily contained within city-owned property, which can help confine construction impacts and permitting requirements within a publicly controlled site. The Fresno/FAX location includes new facilities in the right-of-way and potentially on the adjacent, privately owned former University Medical Center property (upon which much of the constructability depends on the participation of the owner). The majority of the potential hub sites that this Study evaluated and documented in Memo 3d are in urban, suburban, or small city areas that had clearly defined authorities and construction options.

General Factors

- **Site Preparation:** Mobility hubs often require significant site grading, utility relocation, and demolition of existing structures. Early geotechnical assessments are essential.
- **Permitting & Zoning:** Coordination with local planning and building departments is necessary to ensure compliance with zoning regulations and building codes.
- **Timeline & Phasing:** Construction should be phased to minimize disruption to existing transit services and surrounding communities.

Access to Construction Workforce

In Fresno County

This Study did not evaluate the availability of construction workforces nor specifics about how labor costs would accrue to hub construction. Globally, construction prices are increasing due to labor and equipment costs. Tariffs

imposed by the U.S. government are raising prices for lumber, concrete, metals, solar panels, batteries, vehicles, and many other necessary components of hubs.

General Factors

- **Labor Availability:** Regional labor market conditions may affect project timelines. Partnerships with local unions and workforce development programs can help ensure adequate staffing.
- **Specialized Skills:** Construction of mobility hubs may require workers with expertise in electrical systems, smart infrastructure, and transit-oriented development.

Electrical Grid Connections

In Fresno County

Most of Fresno County is served by Pacific Gas and Electric Company (PG&E), except for the northeast portions of the County, which are served by Southern California Edison Company (SCE). Overall grid reliability has been declining in recent years due to increased demand from loads such as EV charging, data centers, and heating/cooling. However, PG&E and other utilities are investing in significant upgrades to generation and transmission capacity.

This Study did not conduct an independent grid analysis. FCRTA commissioned an Electrical Grid Analysis study in 2021, which was subsequently updated in the 2023-2024 FCRTA Microgrid and Resiliency Hub Study. This study assessed grid conditions in numerous rural Fresno County communities and identified insufficient feeder capacity in several locations. This further compelled FCRTA to explore self-contained solar generation and battery storage energy systems for microgrids, including those evaluated at the San Joaquin and Parlier locations that were used in the Microgrid Study and are identified again here in the Mobility Hub Study.

The condition of the grid at the FAX and Clovis Transit sites was not evaluated; however, both are urban sites with existing public and private electricity loads. Both sites may be better situated to power mobility hub infrastructure, including significant loads such as EV charging, from the regional grid. In all cases, project leaders will need to conduct a more thorough grid assessment for the four Study locations and any other locations being considered for mobility hubs with intensive energy needs.

General Factors

- **Power Demand:** Mobility hubs require robust electrical infrastructure to support EV charging stations, lighting, digital signage, and smart technologies.
- **Grid Capacity:** Coordination with utility providers is necessary to assess grid capacity and plan for upgrades or new substations if needed.
- **Resilience:** Backup power systems and renewable energy integration (e.g., solar panels) should be considered for operational continuity.

Impacts to the Right-of-Way

In Fresno County

During construction and later full operations, mobility hubs may impact the right-of-way. While disruptions during construction are likely, the result hub should seek to improve facilities in the right-of-way to make transit, active transportation, and community uses more feasible and appealing.

General Factors

- **Traffic Disruption:** Construction and operation may temporarily or permanently alter traffic patterns. Traffic impact studies and mitigation plans may be needed.
- **Pedestrian & Bicycle Access:** Design must prioritize safe and accessible routes for non-motorized users, especially during construction phases.

Impacts to Private Property

In Fresno County

Hubs may be developed on either private or public property, including the street right-of-way. Many jurisdictions may have surplus government-owned land that could be utilized or developed in partnership with entities such as schools, libraries, and civic centers.

General Factors

- **Land Acquisition:** Some sites may require partial or full acquisition of private property. Transparent engagement with property owners and fair compensation are critical.
- **Noise & Visual Impacts:** Construction and increased activity may affect adjacent properties. Mitigation strategies (e.g., noise barriers, landscaping) should be explored.

Multi-Agency Coordination

In Fresno County

While a single jurisdiction or organization can spearhead a mobility hub's funding, construction, and operations, more partners are likely needed to provide a complete range of mobility services. These include transit operators, EV charging vendors, utility providers, car sharing and micromobility operators, and others. Partners should seek to align local and regional connections from the hub to meet the transportation needs and strategies outlined in area plans, such as the Regional Transportation Plan, overseen by the Fresno Council of Governments, as well as specific plans, active transportation plans, and short- and long-range transit plans.

General Factors

- **Stakeholder Engagement:** Successful implementation requires coordination among transit agencies, city departments, utility providers, and private mobility operators.
- **Governance Models:** Clear roles and responsibilities must be established for planning, funding, construction, and long-term operations.

Technology Integration

In Fresno County

Most sites suitable for mobility hubs are located in urban, suburban, or small city areas that already have, or could readily provide, electricity and internet access. These are necessary to support on-site functions such as lighting, EV charging, vending, information displays, and conditioned spaces. Internet access is required at the site and on transit vehicles to provide real-time arrival information.

General Factors

- **Smart Infrastructure:** Mobility hubs should incorporate real-time transit information, integrated payment systems, and Internet-of-Things[5] (IoT)-enabled monitoring.
- **Cybersecurity & Data Privacy:** Systems must be designed to protect user data and ensure secure operations.
- **Scalability:** Technology should be adaptable to future innovations and expansions.

Infrastructure Requirements

In Fresno County

The mobility hubs are an opportunity to develop facilities that support regional and local connectivity. Partners across the County should make reasonable efforts to develop the hubs with all the necessary functions, whether this happens in phases or all at once. These features can help fulfill broader County and local objectives for additional transportation investment. While infrastructure buildout may focus on the discrete mobility hub location, the local jurisdiction should also consider if there are proximate sidewalks, bikeways, transit routing, access to schools, and other off-site improvements that would increase access to the hub.

General Factors

- **Multimodal Facilities:** Design must accommodate buses, bikes, scooters, EVs, and pedestrian flows, with adequate space and amenities.
- **Maintenance & Operations:** Long-term maintenance plans and funding sources must be identified to ensure hub functionality and cleanliness.

Environmental Considerations

Mobility hubs can play a key role in expanding active transportation and low-emissions mobility options. Accordingly, in Fresno County, where travel choices are often limited and air quality is frequently unhealthy (partially due to transportation emissions and particulates), hubs can both support sustainable transportation and serve as environmentally friendly facilities. Mobility hubs can deploy on-site solar and wind electricity generation, utilize recycled materials and sustainably sourced forest products, and minimize the use of volatile organic compounds in construction and maintenance materials.

- **Sustainability Goals:** Mobility hubs should align with climate action plans, incorporating green building practices and low-emission technologies.
- **Stormwater Management:** With an average annual rainfall of approximately 11 inches, Fresno County is an arid environment, but stormwater management, whether from drizzle or thunderstorms, remains important. Proper drainage and permeable surfaces can reduce runoff and improve resilience. The hubs could use stormwater capture techniques to harvest water for dry-season irrigation and greywater uses such as toilet flushing or washing vehicles.
- **Environmental Review:** Projects may require environmental impact assessments under local, state, or federal regulations. Some mobility hub infrastructure may be categorically exempt from the California

[5] The Internet of Things (IoT) is a network of physical objects embedded with sensors, software, and other technologies that connect and exchange data with each other over the internet

Environmental Quality Act (CEQA) and other regulations, but all steps should be evaluated to determine the appropriate environmental review requirements.

Prototype Replicability

In Fresno County

This Study describes concepts for four hubs, which would be in urban and rural environments around the County. These examples range in size from sites that are several thousand square feet to sites that occupy much of the curbside right-of-way at the corner of the intersection of major arterial roads (the FAX location at E. Cesar Chavez Boulevard and S. Cedar Avenue). These examples include many of the mobility features that would be suitable at hubs around the County.

However, this Study did not prepare a concept that is large enough to be directly replicable at the region's busiest mobility locations, such as the Fresno Courthouse Park Transit Center, Fresno Manchester Transit Center, Amtrak station, Fresno Yosemite Airport, or the future downtown Fresno high-speed rail station. Such prominent locations would likely feature larger hub facilities that support other modes of travel, including rail and intercity buses, as well as larger areas for carshare, EV charging, bus transit, micromobility, and customer waiting areas.

Prototype replicability also depends on the degree of participation by various partners, including local cities, transit agencies, non-profit organizations, and third-party mobility vendors. This influences which features will be developed and who the lead partner will be. Likewise, the needs of each specific community should influence the services and design of a local hub. Replicability can help reduce costs, shorten construction time, simplify operations, and bring consistency to the user experience. Still, it also needs to allow for each hub to be customized as needed.

General Factors

- **Standardization:** Design templates and modular components can facilitate replication across sites.
- **Context Sensitivity:** While replicable, hubs must be adaptable to local land use, demographics, and transit patterns.
- **Pilot Evaluation:** Lessons from pilot projects should inform future deployments.

Budget and Funding

In Fresno County

In the County, as elsewhere in the state and country, funding is limited for many transportation projects. Likewise, a significant source of regional transportation funding, Measure C, is up for renewal in late 2026, leaving uncertainty about this source. This memo includes a detailed description of funding opportunities and planning-level cost estimates for mobility hub features at each of the four study locations, providing insights into the funding levels that may be required for any given hub.

General Factors

- **Capital Costs:** Includes land acquisition, construction, and technology installation.
- **Operating Costs:** Covers staffing, maintenance, and utilities.
- **Funding Sources:** E.g., federal/state grants, public-private partnerships, and local transportation funds.
- **Cost-Benefit Analysis:** Should be conducted to justify investment and prioritize locations.

Maintenance

In Fresno County

This Study describes how various mobility hub facilities could be overseen by a combination of partners, including transit agencies, local cities, civic organizations, third-party operators, and others. Funding sources will vary, and may include farebox revenue, service fees, advertising revenue, state/federal formula funds, and general fund allocations. Maintenance can be performed by a variety of partners, including public agencies, third-party contractors, public-private partnership agreements, memoranda of understanding (MOUs) between multiple agencies, and community stewardship models.

General Factors

- **Routine Maintenance:** Includes cleaning, repairs, and upkeep of infrastructure and technology.
- **Lifecycle Planning:** Assets should be tracked for replacement and upgrades.
- **Responsibility Assignment:** Clear delineation of maintenance roles among agencies and operators is essential.
- **User Experience:** Well-maintained hubs improve safety, accessibility, and public perception.

Planning-Level Cost Estimation

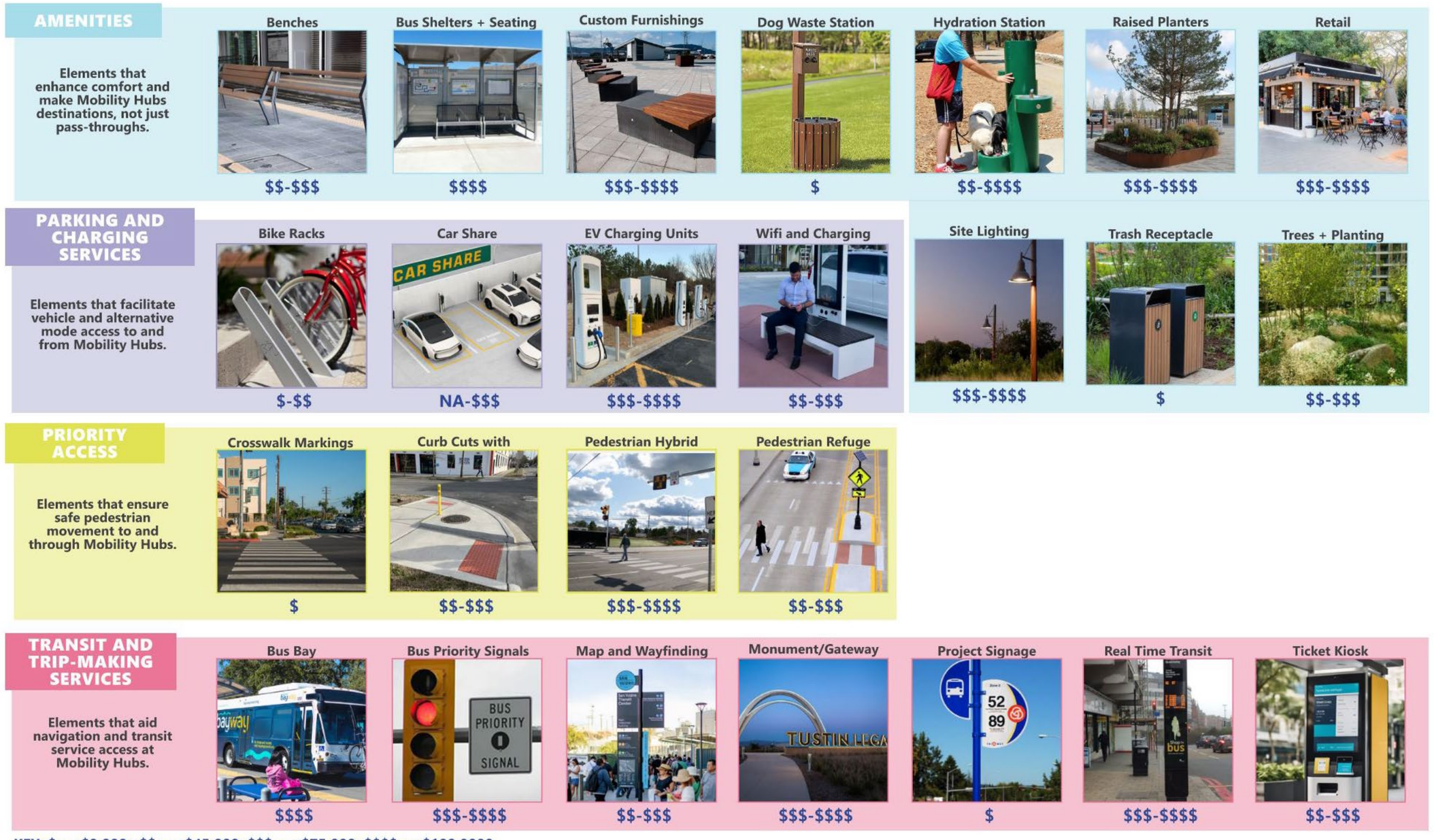
The cost of installing various mobility hub amenities can vary widely. Factors that may affect cost include, and are not limited to, the following:

- Customization or off-the-shelf equipment sourcing
- Bulk or single item purchasing
- Domestic or international product sourcing, especially given fluctuating import tariffs as of late 2025
- Labor sourcing requirements and labor availability
- Permitting requirements and costs
- Utilities coordination, relocation, and connections
- Site mobilization, traffic control, and other construction disruption mitigation requirements
- Compliance with unique design requirements imposed by a jurisdiction

The following matrix, **Figure 1**, outlines numerous mobility hub amenities and provides rough order-of-magnitude cost estimates. This information is illustrative only and does not represent a bid. Project partners will need to obtain complete bids for equipment and construction to determine more accurate costs. The following estimates do not include operations or maintenance costs, which can also vary widely depending on numerous complex factors.

Mobility hubs are complex assemblages of improvements, including site works, infrastructure, powered equipment, landscaping, public areas, security features, and many other capital goods. Mobility hub development teams will need to secure detailed bids from vendors, installers, and contractors to get a complete picture of costs. The Fresno County Rural Transit Agency (FCRTA) recently secured a State of California Congestion Mitigation and Air Quality (CMAQ) grant to fund phase I of the San Joaquin Microgrid (which is discussed further in the San Joaquin Mobility Hub concept chapter), which includes solar photovoltaics, battery storage, an energy management system, and equipment for eight Level-II electric vehicle charging stations. For example, this estimate was nearly $1.3 million for equipment and did not include many of the necessary site and paving requirements for the facility.

Figure 1. Mobility Hubs Amenities Matric and Planning-Level Cost Ranges



KEY: $= <$9,000 ; $$ = <$45,000; $$$ = <$75,000; $$$$= >$100,0000

Funding Opportunities and Challenges

Mobility hub development can be financed by various types of funding programs (e.g., infrastructure improvements, active transportation, transit, renewable energy, and sustainability). Strategic funding approaches are crucial in mobility hub implementation and long-term operations and maintenance (O&M), as many funding sources primarily support capital improvement projects, and there are limited funding programs for long-term O&M.

The key funding sources for mobility hubs include the following:

- Local
- Regional
- State
- Federal
- Private

Most federal and state competitive grants focus on supporting planning & capital projects. Some formula funding received by agencies can be spent on O&M, but they have already had obligations for existing facilities/services. Local/regional funding programs tend to be designed with more flexibility for O&M; however, with the tremendous funding needs for transportation improvements, it may be necessary to take strategic steps to consider new funding sources for long-term O&M.

Of the projects listed for all the concepts, the mobility hub project team is only aware of funding secured for one specific set of improvements, the microgrid (solar generation, battery storage, and EV charging) and associated site improvements at the San Joaquin Main Street hub location. FCRTA secured a Congestion Mitigation and Air Quality grant[6] from the State of California for over one million dollars in 2025 to fund the first phase of this work. While the respective transit agencies and city jurisdictions have regular capital project budgets that may include ongoing upgrades to sidewalks, bicycle racks, bus shelters, public open spaces, and other common projects, this Mobility Hub Feasibility Study assumes that no funds have been allocated explicitly for mobility hub projects, and that at the very least agencies and jurisdictions would need to make specific capital and operating budget allocations in the future to support mobility hub development and operations.

Local Funding Sources

Numerous local funding sources can finance the construction, operations and maintenance (O&M) of the mobility hubs. General funds can fund both capital projects and O&M of public infrastructure, but generally have limited room for additional capacities because they cover the entire operation of local governments. Local governments can also fund capital projects and the O&M of public infrastructure through special tax measures, which require voter approval. Additionally, local governments have the option to issue bonds for infrastructure projects and their O&M. Many local governments collect local development impact fees that can be restructured to include the cost of constructing mobility hubs. However, development impact fees cannot fund O&M of mobility hubs. Local governments can also fund mobility hubs through a local VMT mitigation program, which

[6] FCRTA's grant application will be included for reference as an attachment to the Feasibility Study Plan, expected to be completed in April 2026.

the City of Fresno is in the process of implementing. Please refer to the Regional Funding Source section for more information on how VMT mitigation programs operate.

Local governments can also establish special tax finance districts, many of which can fund both capital and O&M expenses. Municipalities typically issue bonds to fund special tax financing districts and collect fees/special taxes to repay the debt. The special tax financing districts provide opportunities to generate funding at the early stage of projects for both capital and O&M costs. The following are a few special tax financing programs that could be applicable in Fresno County:

Special Tax Financing Programs

Business Improvement Districts

A Business Improvement District (BID) is a defined area where businesses or property owners collectively elect to pay a fee to fund projects, programs, and services that benefit the district. BIDs are created through State or local authorization, and funds are collected to pay for services that governments do not provide, thereby boosting the economic vitality and quality of life in the district. They are usually managed by non-profit or for-profit organizations governed by a board of property and business owners.

Community Facilities Districts

Authorized under the Mello-Roos Community Facilities Act of 1982, the Community Facilities District (CFD) is a special taxing district that local governments create to finance public infrastructure improvements or services. The CFD taxes, which are separate from the property tax, are levied on properties within a specific district. Local governments manage CFDs.

Tax Increment Financing

Tax Increment Financing (TIF) is another financing tool used by local governments to fund public infrastructure or address blight. Local governments create a TIF district and use the future increases in property tax revenue generated by new development in the TIF district to directly pay for or repay bonds issued for the improvements in the district. Local governments manage TIF.

Enhanced Infrastructure Finance Districts

Enhanced Infrastructure Finance Districts (EIFDs) were introduced under Senate Bill (SB) 628 as a type of TIF to finance economic development projects. EIFDs were expanded by various legislations to include climate adaptation projects and infrastructure maintenance projects. The EIFDs capture a share of the growth in property tax revenues and invest locally in their communities. EIFDs offer more flexibility than TIF because they can fund a wider variety of projects.

CFDs could fund both capital improvements and ongoing O&M of mobility hubs within the CFD district boundaries. They are commonly used for infrastructure improvements in large master-planned communities, which makes it easier to integrate the design of the mobility hub into the master community plan. TIF and EIFDs are best suited for areas with high potential for property value growth through reinvestment, which means they are primarily designed and applied in urban areas. BIDs are mainly used in downtown areas or those with high density and mixed-use characteristics.

Regional Funding Sources

Measure C

Fresno County has had a 0.5-cent transportation sales measure, Measure C[7], since the 1980s. Measure C has raised over $2.1 billion in local funds since its inception and has helped bring in over $8 billion from State and federal sources. Measure C is a critical funding source for Fresno County to enhance mobility and connectivity, reduce congestion, improve safety, and address transportation needs in both urban and rural communities. Measure C has multiple programs that fund street and road maintenance, roadway improvements, transit capital projects and operations, active transportation, and other related initiatives. It also has several sustainability programs that support TOD, carpool/vanpool, and senior discounted transportation services.

The 2006 Measure C Extension Program was anticipated to secure approximately $1.7 billion in funding over 20 years. The program allocates 24% ($412.1 million) of expenditures to the Regional Public Transit Program[8]. Numerous other Measure C allocations could also be applicable to mobility hub funding.

Measure C will sunset in 2027. The Fresno County Transportation Authority (FCTA) and Fresno Council of Governments (FCOG) are working with stakeholders and area governments to renew Measure C.

Regional VMT Mitigation Program

Senate Bill 743 requires that VMT be used as the metric in measuring the transportation impacts from projects/programs as part of the California Environmental Quality Act (CEQA) analysis. As part of CEQA requirements, projects with significant transportation (VMT) impacts must develop mitigation measures to reduce these impacts.

Many regional agencies, including Fresno COG[9], are exploring regional VMT mitigation programs (e.g., VMT bank, VMT exchange, VMT Impact Fees) to help move projects forward. The regional VMT mitigation program will include a list of VMT reduction projects, which may include mobility hubs. The developers will pay into the system and get VMT reduction credits for contributing to the implementation of VMT reduction projects in the program. The project's VMT impact is mitigated through the regional VMT mitigation program, and the project can move forward. Because mobility hubs provide seamless transfer between transit and other alternative transportation modes, they have the potential to attract more people to use public transit, increase transit ridership, and ultimately lead to an overall reduction in VMT in the region. Depending on the design of the regional VMT mitigation program, funding could be allocated to both capital and O&M projects.

[7] https://measurec.com/
[8] The breakdown across the three area transit agencies is: Fresno Area Express $11,750,000; Clovis Transit $1,685,000; and FCRTA $3,420,000 annually. https://fresnocog.org/wp-content/uploads/files/C%20Exp%20Plan_Final%20for%20Printing%20062206.pdf, page 7
[9] https://www.fresnocog.org/project/fresno-cog-regional-vmt-mitigation-program-study/

San Joaquin Valley Air Pollution Control District Funding Programs

The San Joaquin Valley Air Pollution Control District (SJVAPCD)[10], which regulates air quality in the San Joaquin Valley, offers several funding programs that could support mobility hub projects. Table 1 lists the funding programs for which mobility hub projects could be eligible.

Table 1. Regional Funding Sources

Organization	Program Name	Link	Cycle/Duration	Funding	Status
SJVAPCD	Alternate Fuel Mechanic Training	https://www.valleyair.org/grants/alternative-fuel-vehicle-mechanic-training/	Rolling, ongoing	Workforce training for alternative fuel vehicle mechanics	Open
SJVAPCD	Charge Up! EV Charger	https://www.valleyair.org/grants/charge-up/	Rolling, ongoing	EV charging infrastructure (Level 2 and DC fast)	Open
SJVAPCD	Drive Clean! Rebate	https://www.valleyair.org/grants/drive-clean-in-the-san-joaquin/rebate/	Rolling, ongoing	Clean vehicle purchases (regional rebates)	Open
SJVAPCD	Public Benefit Grant Program	https://www.valleyair.org/grants/public-benefit-grant-program/	Rolling, ongoing	Public sector clean-air projects (vehicles, infrastructure)	Open

Source: Compiled by LSA (2025).
EV = electric vehicle
SJVAPCD = San Joaquin Valley Air Pollution Control District

State Funding Sources

The State of California is committed to its climate goals. The transportation sector, which produces the highest GHG emissions among all sectors, has been working on reducing GHG through VMT reduction, improvement of vehicle technology, and fuel efficiency. Many funding programs have been created to facilitate sustainability projects that reduce VMT and GHG emissions. Mobility hub projects align with these general State goals and are eligible for various state funding programs. However, such sustainability funding programs are competitive, especially with large urban areas (e.g., the Bay Area and Southern California) having the ability to execute projects with higher-density land use and better transit ridership. Included in **Table 2** is a list of State funding programs that could fund mobility hub projects.

Table 2. State Funding Sources

Organization	Program Name	Link	Cycle/ Duration	Funding	Status
AQMD	EVSE Incentive Program	https://www.aqmd.gov/home/programs/community/community-detail?title=ev-charging-incentive	Windowed, 1 year	EV-charging infrastructure incentives	Open
CalSTA	Transit and Intercity Rail Capital Program	https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog	Biennial, 5 years	Transit and intercity rail capital projects	Open
Caltrans	Local Highway Safety Improvement Program	https://dot.ca.gov/programs/local-assistance/fed-and-	Biennial, 1–2 years	Local roadway safety projects	Open

[10] https://ww2.arb.ca.gov/san-joaquin-valley-air-pollution-control-district

		state-programs/highway-safety-improvement-program			
Caltrans	Low Carbon Transit Operations Program	https://dot.ca.gov/programs/rail/low-carbon-transit-operations-program-lctop	Annual, 1 year	Low-carbon transit service and operations	Open
Caltrans	Reconnecting Communities: Highways to Boulevards	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/rc-h2b	Biennial, 1–2 years	Reconnecting communities and mobility corridor redesign	Open
Caltrans	State Highway Operations and Protection Program	https://dot.ca.gov/programs/financial-programming/state-highway-operation-protection-program-shopp-minor-program-shopp	Biennial, 4 years	Highway operations, maintenance, and safety projects	Open
Caltrans	Sustainable Communities Grant	https://www.grants.ca.gov/grants/sustainable-communities-competitive-2/	Annual, 1 year	Sustainable community transportation planning	Open
Caltrans	Sustainable Transportation Planning Grants	https://www.grants.ca.gov/grants/fy-2025-26-sustainable-transportation-planning-grant/	Annual, 1 year	Transportation planning grants	Open
CARB	Clean Mobility Options Voucher Pilot Program	https://ww2.arb.ca.gov/our-work/programs/clean-mobility-options	Windowed, varies by round	Shared mobility services and community-based transportation	Open
CARB	Clean Vehicle Assistance Program	https://drivingcleanca.org/	Rolling, Ongoing	Clean vehicle purchases and charging for low-income households	Open
CARB	Electric School Bus Incentive Program	https://ww2.arb.ca.gov/our-work/programs/school-buses/funding-clean-school-buses	Windowed, 1 year	Zero-emission school buses and charging infrastructure	Open
CARB	Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program	https://californiahvip.org/	Rolling, Ongoing	Zero-emission trucks and buses	Open
CARB	Sustainable Transportation Equity Project	https://ww2.arb.ca.gov/our-work/programs/sustainable-transportation-equity-project	Periodic, 1 year	Community-based clean mobility and equity projects	Open
CTC	Active Transportation Program	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program	Biennial, 4 years	Active transportation projects (bike, pedestrian, safe routes)	Open
CTC	Local Partnership Program	https://catc.ca.gov/programs/sb1/local-partnership-program	Biennial, 2 years	Transportation improvements by self-help local agencies	Open
CTC	Solutions for Congested Corridors Program	https://catc.ca.gov/programs/sb1/solutions-for-congested-corridors-program	Biennial, 2 years	Multi-modal corridor capacity and transit improvements	Open

HCD	Transit-Oriented Development Housing Program	https://www.hcd.ca.gov/funding/archive/tod	Round-based, multi-year	Housing near transit/mobility hubs	Open
OTS	California OTS General Grants	https://www.ots.ca.gov/grants/	Annual, 1 year	Traffic safety programs (enforcement, education, outreach)	Open
PG&E	EV Fleet	https://www.pge.com/en/clean-energy/electric-vehicles/ev-fleet-program.html	Rolling, open through 2026	Fleet electrification infrastructure and support	Open
SCE	Clean Fuel Reward Program	https://www.sce.com/sites/default/files/inline-files/7302Edison%20131735_CFRP_CRHIRP_Flyer%20(002).pdf	Paused	EV purchase point-of-sale discounts (program paused)	Paused
SGC	Affordable Housing and Sustainable Communities	https://sgc.ca.gov/grant-programs/ahsc/	Annual, 1 year	Affordable housing, transit-oriented community infrastructure	Open
SGC	Transformative Climate Communities Program	https://sgc.ca.gov/grant-programs/tcc/	Round-based, multi-year	Transformative climate and mobility hub community projects	Open

Source: Compiled by LSA (2025).
AQMD = South Coast Air Quality Management District
CalSTA = California State Transportation Agency
Caltrans = California Department of Transportation
CARB = California Air Resources Board
CTC = California Transportation Commission
EVSE = Electric Vehicle Supply Equipment
HCD = California Department of Housing and Community Development
OTS = California Office of Traffic Safety
PG&E = Pacific Gas & Electric
SCE = Southern California Edison
SGC = California Strategic Growth Council

Federal Funding Sources

There are a limited number of federal funding sources that could fund mobility hub projects. Due to the change of funding policy under the current administration, grant applications will need to be reoriented differently from the State funding program to ensure competitiveness. **Table 3** lists federal funding programs that could potentially support mobility hub projects.

Table 3. Federal Funding Sources

Organization	Program	Link	Cycle/ Duration	Funding	Status
DOE	State Energy Program	https://afdc.energy.gov/laws/317	Annual, 1 year	State energy programs, including EV infrastructure and efficiency projects	Open

FHWA	Advanced Transportation and Congestion Management Technologies Deployment Program	https://www.fhwa.dot.gov/fastact/factsheets/advtranscongmgmtfs.cfm	Biennial, 2 years	Deployment of advanced transportation and congestion management systems	Open
FHWA	Advanced Transportation Infrastructure Investment Program	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/atiip	Biennial, 2 years	Highway, transit, and freight infrastructure improvements	Open
FHWA	Advanced Transportation Technology and Innovation	https://www.transportation.gov/rural/grant-toolkit/advanced-transportation-technologies-and-innovative-mobility-deployment	Biennial, 4 years	Advanced technologies for mobility, automation, and electrification	Open
FHWA	Congestion Mitigation and Air Quality Improvement Program	https://www.fhwa.dot.gov/environment/air_quality/cmaq/	Annual, 1 year	Air quality and congestion mitigation projects (transit, bike, pedestrian, traffic flow)	Open
FHWA	National Highway Performance Program	https://www.fhwa.dot.gov/specialfunding/nhpp/	Biennial, 4 years	National highway system maintenance supports multi-modal connections	Open
FHWA	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation	https://www.transportation.gov/rural/grant-toolkit/promoting-resilient-operations-transformative-efficient-and-cost-saving	Biennial, 4 years	Resilience improvements for highways, transit, ports, and mobility hubs	Open
FHWA	Rural Surface Transportation Grant	https://www.transportation.gov/grants/rural-surface-transportation-grant-program	Biennial, 4 years	Rural transportation infrastructure and mobility access	Open
FHWA	Surface Transportation Block Grant	https://www.fhwa.dot.gov/specialfunding/stp/	Flexible cycle	Bus rapid transit corridors, dedicated bus lanes, EV-charging infrastructure, intelligent transportation technologies, and intermodal connections with emerging systems	Open
FTA	Accelerating Innovative Mobility	https://www.transit.dot.gov/AIM	Annual, 1 year	Innovation in public transit services, mobility tech pilots	Open
FTA	All Stations Accessibility Program	https://www.transit.dot.gov/ASAP	Annual, 1 year	Rail and transit station accessibility upgrades (including hubs)	Open
FTA	Areas of Persistent Poverty Program	https://www.transit.dot.gov/grant-programs/areas-persistent-poverty-program	Annual, 1 year	Transit service in areas of persistent poverty, first/last-mile projects	Open

FTA	Buses and Bus Facilities Program	https://www.transit.dot.gov/bus-program	Annual, 1 year	Bus purchases and bus facility upgrades (terminals, depots, hubs)	Open
FTA	Enhancing Mobility Innovation	https://www.transit.dot.gov/research-innovation/enhancing-mobility-innovation	Annual, 1 year	Innovation grants for new transit mobility approaches	Open
FTA	Integrated Mobility Innovation	https://www.transit.dot.gov/IMI	Annual, 1 year	Integration of mobility services (shared mobility, micro-transit)	Open
FTA	Low or No Emission Vehicle Program	https://www.transit.dot.gov/lowno	Annual, 1 year	Low- or no-emission transit buses and supporting infrastructure	Open
FTA	Mobility on Demand Sandbox Program	https://www.transit.dot.gov/research-innovation/mobility-demand-mod-sandbox-program	Round-based, multi-year	Mobility-on-demand demonstration projects (apps, hubs, services)	Open
FTA	Pilot Program for Transit-Oriented Development Planning	https://www.transit.dot.gov/TODPilot	Annual, 1 year	TOD planning studies around mobility hubs and rail corridors	Open
FTA	Public Transportation Innovation	https://www.transit.dot.gov/funding/grants/public-transportation-innovation-5312	Biennial, 2 years	Public transportation innovation (research and pilots)	Open
USDOT	Neighborhood Access and Equity	https://www.transportation.gov/grants/reconnecting/nae-fact-sheet	Round-based, multi-year	Neighborhood access, equity, complete streets, mobility hub links	Open
USDOT	Rebuilding American Infrastructure with Sustainability and Equity	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/raise	Annual, 1 year	Large-scale multi-modal, including hubs	Open
USDOT	Reconnecting Communities and Neighborhoods Grant Program	https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/rcp-grant-program	Annual, 1 year	Reconnecting neighborhoods, removing barriers, and mobility corridor redesign	Open
USDOT	Safe Streets and Roads for All	https://www.transportation.gov/grants/SS4A	Annual, 1 year	Safe streets, complete streets, bike/pedestrian safety	Open
USDOT	Strengthening Mobility and Revolutionizing Transportation	https://www.transportation.gov/grants/SMART	Windowed, 1 year	Technology pilots (smart mobility, connected/automated vehicles, hubs tech)	Open

Source: Compiled by LSA Associates.
FHWA = Federal Highway Administration
FTA = Federal Transit Administration
DOE = United States Department of Energy (Office of Energy Efficiency and Renewable Energy, EERE)
TOD = transit-oriented development
USDOT = United States Department of Transportation

Private Funding Sources

Many local governments are turning to the private sector to fund mobility hubs, as such facilities can benefit large-scale residential, commercial, and mixed-use developments. The private sector could contribute to the implementation of mobility hubs, especially when these hubs enhance the connectivity of their developments through the multi-modal components. For example, if the development is a TOD community, the mobility hub could play a central role in connecting people to various destinations through public transit or other alternative modes. Large employers could fund mobility hub projects to ease their employees' commute and parking on campus. A public-private partnership is a feasible option when the private sector benefits from the investment, which could potentially fund both construction and long-term operations and maintenance (O&M).

Mobility Hub Concepts[11] for the Four Study Locations

Clovis: Landmark Square Site

- **Transit Agency Lead:** Clovis Transit
- **Site Address:** Landmark Transit Center is 785 3rd Street, Clovis, CA 92612 (owned by the City of Clovis)
- **Site Size:** The existing Transit Center parcel is 35,075 square feet (0.8 acres). The entire Landmark Square area is approximately 5.5 acres.

Site Information

Conceptual Impact Area

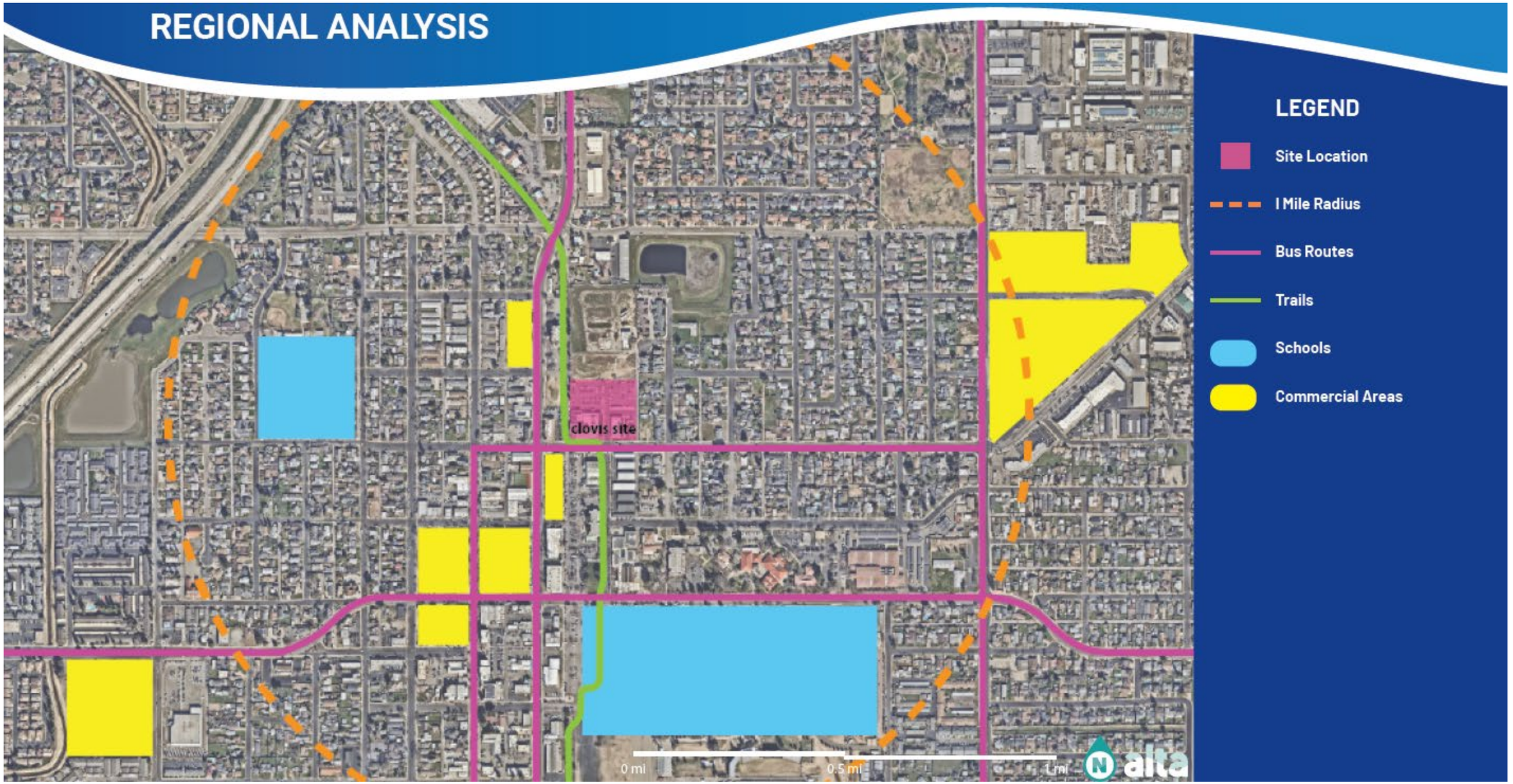
- The Landmark Square site, comprising the Transit Center and Clovis Senior Center project, and the under-construction Fresno County Library, is bordered by Clovis Old Town Trail, 3rd Street, adjacent residential uses to the east, and the vacant parcel to the north (north of the Fresno County Library parcel).
- Both concepts assume the completion of the Fresno County Library, which broke ground during the summer of 2025.
- The enhanced design impacts Clovis Avenue and 3rd Street directly, through the inclusion of proposals for improved crosswalks and other pedestrian safety projects in the public right-of-way.

Regional Context and Planning Background

Figure 2 illustrates the Landmark Transit Center site within the broader regional context. The site is within a mile of two major highways, including Highway 41 and Highway 168. The mobility hub concept considers the whole site, including the existing transit center and senior center, and connects to the under-construction library. The proposed hub is within several blocks of Downtown Clovis, and the area is well-connected by sidewalks.

[11] Illustrations of the concepts reflect their development as of February 2, 2026. The illustrations may be updated later in the project, and if so, will be included in the Final Study document in Spring 2026.

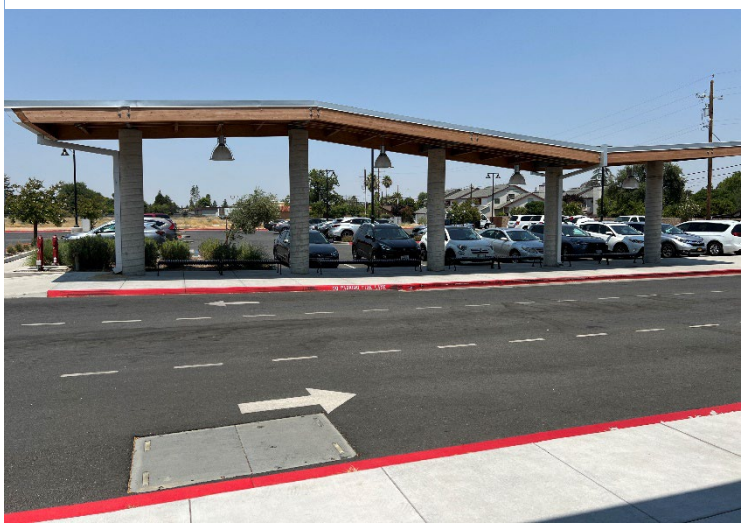
Figure 2. Regional Analysis: Landmark Square Mobility Hub Concept (Clovis)



Existing Conditions

This location, which includes the recently constructed Landmark Transit Center, is a central activity node for Clovis Transit's current and planned future routes. The transit center has a small public lobby primarily occupied by Clovis Transit offices and driver break areas. It features a covered shelter at the north end of the property, where buses stop. This location is adjacent to the Senior Center, the Clovis Old Town Trail, and the future Fresno County Library to the north.

The Clovis Landmark Square mobility hub site has an existing bus shelter and transit center.



The Landmark Transit Center site has already undergone improvements with the construction of the senior center building, transit center building, and associated parking lot. The senior center is a vital community hub, offering a range of daily activities and events. Landmark Transit Center is already a major mobility hub, and the proposed improvements are recommended to enhance mobility, usability, and placemaking. Currently, the site is accessible from 3rd Street, but additional access from Clovis Avenue to the west is being explored as part of the Enhanced Concept.

Landmark Transit Center already functions as a mobility hub with the following existing or planned functions:

- **Bus Routes**: Landmark Transit Center serves several Clovis Transit fixed-route Stageline bus routes currently, and will serve three routes in a redesigned system that is expected to be rolled out by the end of 2025. The new routes are Yellow (Clovis Avenue), Red (Bullard Avenue), and Purple (Sunnyside Avenue). The Landmark Transit Center is located near the center of the Clovis Transit service area. The three routes that will directly serve Landmark, along with five other routes, are expected to improve transit coverage, reliability, and travel times throughout the system.
- **Microtransit**: Landmark Transit Center will be a pick-up location for the new microtransit service that is planned as part of the service revisions to be fully implemented by the end of 2025.
- **Shuttles and charter buses**. Shuttles for the Senior Center frequently use the loading /pickup zone that is part of the curb near the Senior Center's north-side entrance. Larger charter buses sometimes stop at the curb on the south side of 3rd Street, near Landmark Square.[12]
- **Passenger waiting areas**: Passenger waiting areas exist inside the Landmark building and at the outdoor bus platforms.
- **Real-time transit information**: A real-time information/kiosk board is already being planned.
- **Short-term bike parking**: Short-term bike parking is in place at Landmark Transit Center.
- **Secure bike parking**. Several locking storage lockers are located at Landmark Transit Center, near the north-side front door, and are in clear view of the existing bus platform.

[12] City of Clovis staff note that coach buses using 3rd Street for Senior Center access only occurs four to five times a year, and usually in low traffic hours of the day. This operation does not unduly disrupt other traffic and is expected to continue. The Senior Center has an entrance on the south side facing 3rd Street, and Landmark Square has internal sidewalks that provide sufficient walking routes.

Mobility Hub Concepts

Introduction

The following descriptions and illustrations are conceptual and do not indicate a commitment by any party to fund, implement, or operate any features or services. Furthermore, they do not reflect any development decisions or commitments by Fresno County regarding the future Library property, where some improvements are depicted.

Baseline Concept

The Baseline Concept includes improvements that would enhance the existing mobility hub. Key elements of the Baseline Concept include the installation of solar shade structures on top of existing parking spaces, EV charging, wayfinding signage, and bike racks and storage. Both the Baseline and Enhanced concepts aim to enhance connections throughout the site and to the new Fresno County Library, currently under construction.

Enhanced Concepts

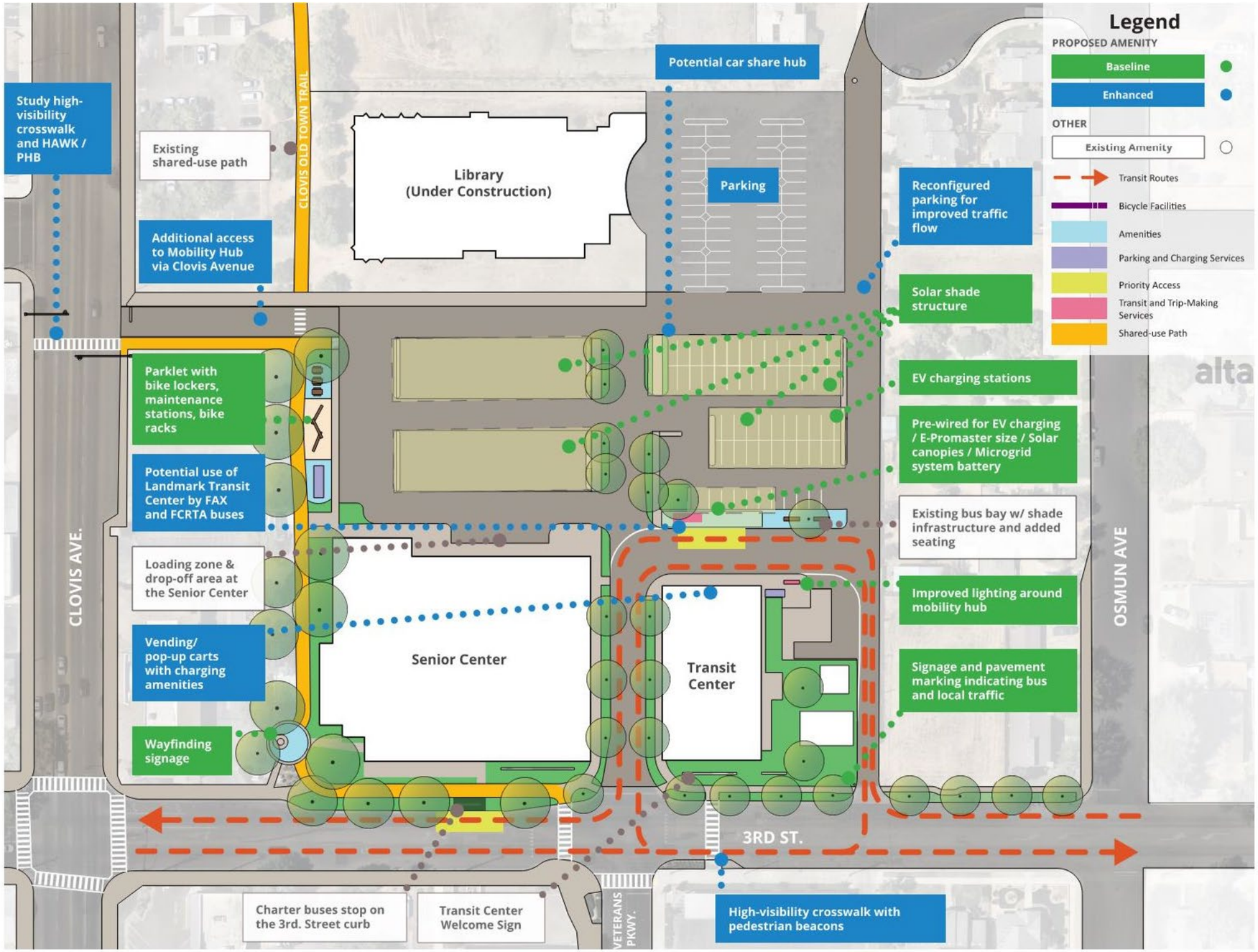
The Enhanced Concept includes improvements in the public right-of-way, such as higher-quality crosswalks, and incorporates the future Fresno County Library site. Enhanced features include crosswalk improvements on adjacent streets and the potential for a carshare hub on-site.

Concepts Summary

Table 4 Summary of Landmark Square Mobility Hub Features

Feature	Baseline	Enhanced	Potential Project Lead
Parking and Charging			
Fleet EV Charging Stations	$290,000		Clovis Transit
Solar Carport	$375,000		Clovis Transit
Public EV Charging Stations		$290,000	City of Clovis
Battery Energy Storage System		$885,000	Clovis Transit
Short-term Bicycle Parking	$30,000		Clovis Transit
Long-term Bicycle Parking	$60,000		Clovis Transit
Reconfigure Parking Lot		$475,000	Clovis Transit
Amenities			
Parklet	$275,000		Clovis Transit
Real Time Transit Information Signs	$90,000		Clovis Transit
Site Lighting	$75,000		Clovis Transit
Wayfinding Signage and pavement markings	$60,000		Clovis Transit
Off-Site Improvements			
Crosswalk Improvements		$30,000	Clovis Engineering Division
Additional site access off Clovis Ave		$300,000	Clovis Engineering Division
Public Transit and Mobility Services			
New Microtransit Service	Not estimated in this Study		Clovis Transit

Figure 3. Baseline and Enhanced Concepts: Landmark Square Mobility Hub (Clovis)



Site Development

The site is already developed; however, due to the proposed improvements, the mobility hub would likely require land-use entitlements. Electric vehicle (EV) charging infrastructure projects in California are typically categorically exempt from the California Environmental Quality Act (CEQA) under Class 1 (14 CCR § 15301) or Class 3 (14 CCR § 15303), which cover minor alterations to existing facilities and the installation of small, new structures, respectively. The installation of charging stations in existing parking areas is generally considered a minor activity with no significant expansion of use, and specific exceptions to these exemptions do not typically apply. A Notice of Exemption (NOE) formally documents that the project is exempt from certain requirements. The development of the mobility hub will benefit from close coordination with the Fresno County library, which is under construction.

Parking and Charging

Baseline Concept

Electric Vehicle (EV) charging for the Clovis Transit fleet - The site is already pre-wired for 4-6 chargers; however, the units have not been purchased or installed. The EV charging stations are anticipated to be used by Clovis Transit microtransit vehicles (E-Promaster vans) and operations vehicles (Chevy Bolts). The Baseline Concept assumes that the chargers will be used primarily by Clovis Transit and potentially other city fleet vehicles.

Solar Carport - The installation of a solar shade structure over the existing parking spaces on the site. A new solar carport would be installed, which would power the new EV charging stations.

Short-Term Bicycle Parking - The installation of additional bike racks at Landmark Square. These bike racks could help improve access to the mobility hub site. Final siting of the bicycle amenities will require coordination with the City and the library.

Long-Term Bicycle Parking - The Baseline Concept includes installing additional bike lockers in a secure, access-controlled enclosure. “Bike and Ride” activity, while minor today, may increase in the future as people link modes to make intra-city trips. The location of additional bike lockers is to be determined and should be visible and easily accessible by users of the mobility hub, transit, Senior Center, and Fresno County Library. The City of Clovis and the Fresno Metro Black Chamber of Commerce (FMBCC) have also recently discussed potential partnerships to expand mobility services in the region. Landmark Square could potentially serve as a satellite location for FMBCC to distribute bikes as part of its Biz Bikes program.[13]

Enhanced Concept

Electric Vehicle (EV) Charging for the Public and Other Agencies – Consider expanding the use of the chargers to the public and potentially to FAX and FCRTA fleet vehicles if those transit agencies extend service to Landmark Square. A charging schedule would need to be established to ensure the vehicles do not overlap with one another. The EV charging stations could also be made available to other City of Clovis departments and other public agencies for their (non-transit) fleet charging. To offer public charging, a payment system would need to be installed, and the organization responsible for managing it would need to be identified and established. The Fresno Metro Black Chamber of Commerce (FMBCC) operates the EV-Werx program, which provides electric cars for short-term rental throughout the region. If FMBCC and the City of Clovis wish to expand EV-Werx to

[13] https://www.gobizwerx.com/biz-bikes

Landmark Square, these EV chargers could be utilized; however, the city is cautious about allocating parking to long-term external users, as parking is already congested at Landmark Square and may face even greater demands when the library opens. The city and FMBCC should continue discussions about potential partnerships.

Battery Energy Storage System – Consider installing a battery storage system to store excess energy created by the solar panels for backup power and to power the EV charging stations. The solar and battery system should have the ability to operate in "island mode," independent of the electrical grid.

Parking Lot Reconfiguration – Consider reconfiguring several parking bays on the northeast corner of the site to orient east/west instead of north-south. This will enable the creation of a continuous driving aisle between the parking area and the new library, resulting in minimal parking loss. This redesign will accommodate potentially larger bus circulation, EV charging, and expanded waiting areas. Clovis Transit should explore improvements as part of the expansion of the parking lot and the construction of the new county library. This potential redesign will require coordination with the Fresno County Library construction.

Facilities & Amenities

Baseline Concept

Parklet – Implement improvements to the linear parklet bordering the Clovis Old Town multi-use trail on the west side of the property. The linear park would include bike racks, bike storage, and a bicycle fix-it station.

Real Time Transit Information - Add exterior real-time transit information signage at the site to provide arrival/departure times for Clovis Transit buses. This kiosk would also provide information about the new microtransit service and new bus routes as they roll out.

Site Lighting – Install pedestrian-scale lighting to enhance the perceived safety of people walking/biking to access the site. Implementation of lighting requires coordination with the city and would necessitate the evaluation of an operations and maintenance plan.

Wayfinding and Signage - Implement wayfinding signage and information locations to enhance transit users' understanding of the site and the available transit options. This signage could improve how users access and leave the site. Consider working with other city departments to define nearby destinations as part of their citywide wayfinding strategy.

Enhanced Concepts

Vending/pop-up carts – Consider adding vending machines/pop-up carts at the outside waiting area to improve the comfort of transit users. A partnership to manage and operate should be explored with an external partner, such as a non-profit or other City of Clovis department that oversees mobile food vending and other temporary concession uses.

Landscaping and Benches - Explore the implementation of additional landscaping, benches, and trash receptacles to enhance the mobility hub site.

Off-Site Improvements

Enhanced Concepts

Crosswalks – Consider high-visibility crosswalks with pedestrian beacons to improve pedestrian safety when navigating to and from the mobility hub.

Additional site access points from Clovis Avenue - Growing parking demand from the Senior Center, mobility hub/transit, the future Fresno County Library, and other area destinations may necessitate the implementation of additional ingress/egress locations on Clovis Avenue. A new ingress/egress involves coordination with the city on potential traffic considerations at the new intersection. The additional ingress/egress would require obtaining the right-of-way from the privately owned parcel to the west of the future library. The new access point would also likely include connecting the Old Town Trail to Clovis Avenue.

Public Transit and Mobility Services

Baseline Concept

Fixed-Route Transit - Clovis Transit's network redesign, expected to be fully implemented by late 2025, includes three fixed-route bus lines that will stop at Landmark Transit Center. The Transit Center is not their terminus, and the buses will not stop or lay over there. The storage yard for Stageline's cutaway buses is elsewhere in the city. These routes, three of which serve Landmark Square and five other routes elsewhere in the network, collectively provide access to and/or connections to much of the City.

Potential Additional Transit Services - Clovis Transit supports the concept of FAX and/or FCRTA using the Landmark Transit Center as a stop for one or more routes should these providers wish to extend or relocate routes to the area; this option is conceptual, and neither FAX nor FCRTA has plans underway to bring service to the Landmark Transit Center mobility hub.

Microtransit Service - The Landmark Transit Center may also serve as Pick-Up Location #4 for microtransit, which is an in-development, tentative plan to operate a shuttle between the 4th Street Senior Center, located in the Veterans Memorial District, one block south, and the Recreation Center, several miles south on Clovis Avenue. Clovis Transit is currently exploring the feasibility of this microtransit connection and may implement it in the future.

Operations and Maintenance

The features proposed as part of the Baseline and Enhanced concepts have some key operational and maintenance considerations, including:

- Solar-powered EV charging stations with battery energy storage have operations and maintenance considerations, including:
    - Utility bills
    - Energy management software
    - Solar panel cleaning
    - EV charging maintenance
    - Publicly available EV charging stations and payment information
- The real-time transit information kiosk would require regular updates to ensure the information is functioning and current, as well as kiosk maintenance.

- The bike storage lockers and bicycle fix-it stations would require maintenance and upkeep. The storage lockers would need a phone app or similar technology for locker reservations.
- Addition of a retail/vending option on-site would require coordination with a third-party operator.
- Additional plantings and trees
    - Watering
    - Maintenance
- Waste management service for waste receptacle(s)

Fresno: E. Cesar Chavez Boulevard / S. Cedar Avenue Site

- **Transit Agency Lead:** Fresno Area Express (FAX)
- **Site Address:** The mobility hub concept is depicted at the northeast corner of the intersection of E. Cedar Chavez Boulevard and S. Cedar Avenue, as well as on small portions of a large adjacent, privately owned property located at 4460 E. Huntington Avenue, Fresno, CA 93750.
- **Site Size:** See the Site Information below

Site Information

Conceptual Impact Area

Public Right-of-Way

- Approximately 230 linear feet of sidewalk/curb zone along the east side of S. Cedar Avenue to the north of E. Cesar Chavez Boulevard
- Approximately 800 linear feet of sidewalk/curb zone along the north side of E. Cesar Chavez Boulevard to the east of S. Cedar Avenue.
- Improvements to the southbound FAX 38 Line bus shelter on S. Cedar Avenue and the eastbound FAX 1 Line bus shelter on E. Cesar Chavez Boulevard.
- Improvements to most of the full right-of-way of S. Cedar Avenue and E. Cesar Chavez Boulevard adjacent to the mobility hub, if the more significant street reconfiguration, crossings, and other improvements described in the Central Southeast Specific Plan are implemented.[14]

Private Property

- Mobility hub-related improvements could occur on portions of the former University Medical Center (UMC) property, which was purchased in early 2025 from Fresno County by a private party.[15] [16]
- The illustrations below show impacts on up to approximately 20,000sf of private property, mainly on the southwest corner of the site, which is currently a parking lot.
- The future development program and timeline for privately led projects at the former UMC site are not established.

[14] https://www.fresno.gov/wp-content/uploads/2023/04/Central_Southeast_Specific_Plan_Public_Review_Draft_April_2021-3_compressed.pdf, page 54

[15] The address is 4460 E. Huntington Avenue, Fresno, CA 93750. The private owner, Sevak Khatchadourian, acquired 29.2 acres of land, while the County retained 3.6 acres for continued use as a County Department of Health Crisis Residential Center. The parcel is zoned PI (Public and Institutional). United Health Centers, a large regional medical clinic, is in discussions with the owner to develop a 19,000sf treatment center on the site.

[16] The site's new private owner was not involved in the development of the mobility hub concepts and has not made any commitments to engage with the City of Fresno for further mobility hub planning or development.

Regional Context and Planning Background

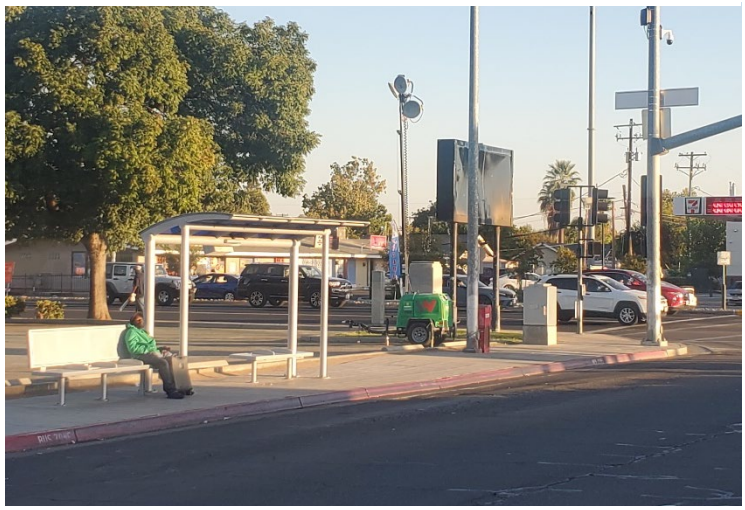
The project site is located at the intersection of S. Cedar Avenue and E. Cesar Chavez Boulevard in Fresno. E. Cesar Chavez Boulevard is a major east/west corridor that connects Downtown Fresno to Highway 180. S. Cedar Avenue is a major north/south corridor with diverse land uses including residential neighborhoods, strip commercial centers, light industrial zones, and civic facilities. The Fresno County Fairgrounds are located nearby, to the southeast of the site, south of E. Cesar Chavez Boulevard. Cedar Avenue is considered an "education lane" due to its proximity to several schools along the corridor. The project location and regional context are shown in **Figure 4**.

The project site is located within the Central Southeast Specific Plan, a long-range planning initiative by the City of Fresno aimed at revitalizing a 2,200-acre area east of downtown, encompassing older neighborhoods, commercial corridors, and industrial zones. The plan sets a vision for the next 20 to 30 years to create a more vibrant, equitable, and healthy community. It focuses on improving infrastructure, expanding affordable housing, enhancing parks and open spaces, and promoting economic development through mixed-use and infill projects. Key strategies include upgrading transit access, especially along E. Cesar Chavez Boulevard; creating a more active transportation-supportive road configuration on E. Cesar Chavez Boulevard; converting underutilized industrial land to neighborhood-serving uses; and fostering local job creation. The Specific Plan identifies the former UMC site as a potential mobility hub.

Existing Conditions

- The conceptual mobility hub site includes public right-of-way areas on the northeast side of the intersection of S. Cedar Avenue and E. Cesar Chavez Boulevard, and privately-owned property adjacent to these right-of-way areas. This portion of the private property consists of surface parking lots, and the remainder of the over 29-acre site includes vacant buildings and parking lots as the property awaits potential redevelopment. The mobility hub concept depicts improvements to a small portion of the property on the southwest corner.

The FAX mobility hub site's primary corner, viewed from across S. Cedar Avenue.

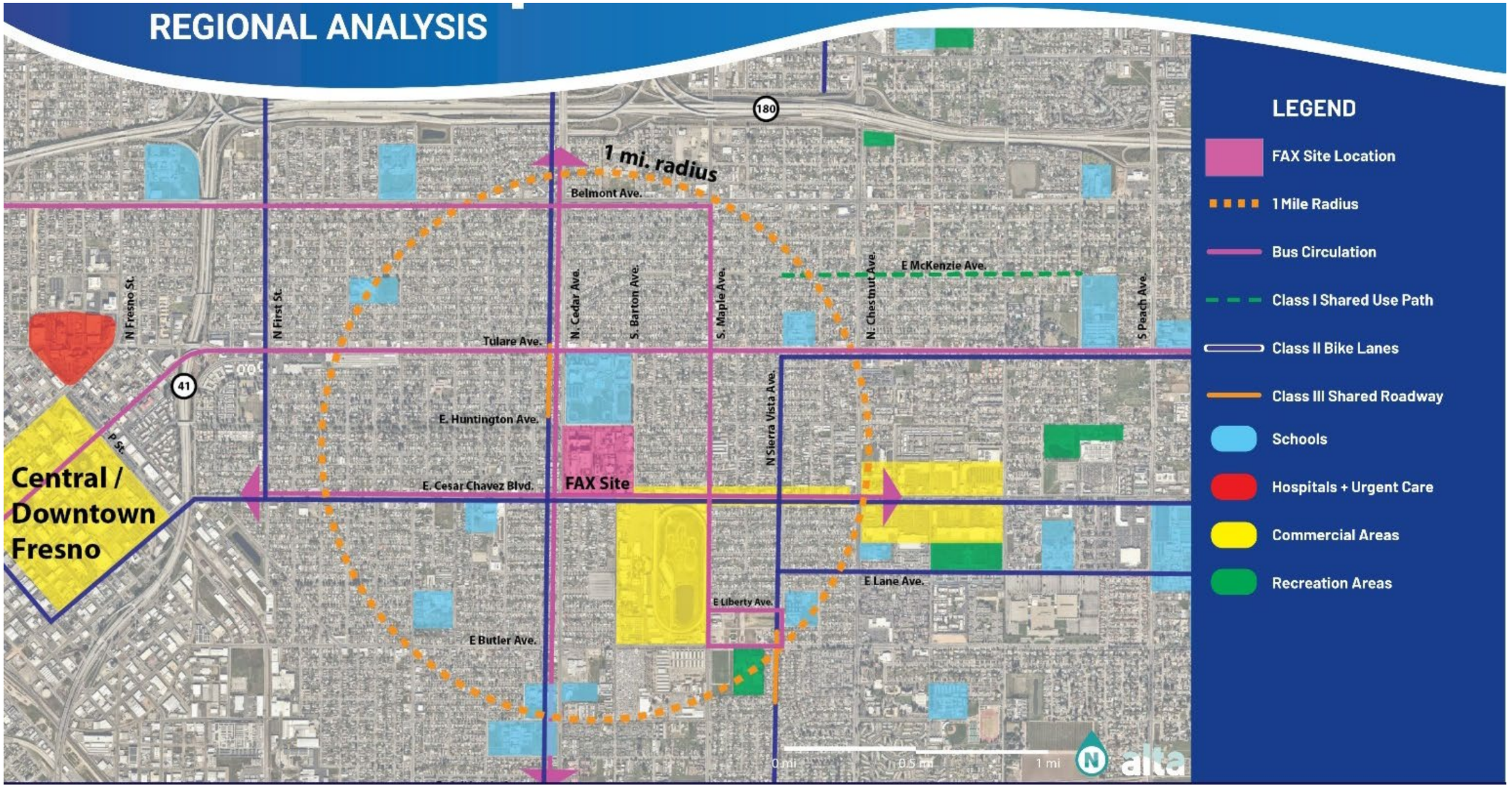


- Fresno Area Express (FAX) serves the area with two high-frequency bus routes, Route 38 on S. Cedar Avenue, and Route 01 – Q (Bus Rapid Transit – BRT) on E. Cesar Chavez Boulevard. Bus shelters for both routes are located near the Cedar / Cesar Chavez intersection and are on either side of each street to serve bi-directional bus flows. The Route 01 stations feature an overhead canopy, ticket pay station, bench, real-time arrival information sign, waste basket, and at least one bicycle rack.

- The FCRTA Coalinga Transit route makes one round trip daily from Monday to Saturday, stopping at the "Fresno (Chevron)" station[17], southbound on the west side of S. Cedar Avenue, for both route directions. This stop has no amenities (such as shelter, seating, bicycle parking, or other things).
- The FCRTA Orange Cove Transit route makes two round-trip daily from Monday to Friday, stopping on either side of E. Cesar Chavez Boulevard near Chance Avenue, which is approximately 800 feet east of the primary Cedar / Cesar Chavez intersection.[18] The stops have no amenities (shelter, seating, bicycle parking, or others).

[17] The FCRTA Coalinga Transit bus stop is expected to remain in the same location and not co-locate with the nearby FAX bus stops, due to its current location being optimal for serving the bus's route in both directions. FCRTA could improve the stop with a shelter and other amenities in the future.
[18] The FCRTA Orange Cove Transit bus stops are expected to remain in the same location and not co-locate with the nearby FAX bus stops. FCRTA could improve the stops with shelters and other amenities in the future.

Figure 4. Regional Analysis: S. Cedar Avenue / E. Cesar Chavez Boulevard Mobility Hub Concept (Fresno)



Mobility Hub Concepts

Introduction

The following descriptions and illustrations are conceptual and do not indicate a commitment by any party to fund, implement, or operate any features or services, and do not reflect any development decisions or commitments by the owner of the private property, where some improvements are depicted. The illustrations depict parking garages as a potential future use for the southwest corner of the private development site. Parking garages are one potential use, but have not been formally proposed or approved. Due to the constrained space available in the public right-of-way, many of the most significant mobility hub features are conceptually located on the privately-owned former UMC property. The government agency project team would need to coordinate with the property owner about any projects on the private site.

Baseline Concept

Key features include a gateway plaza with a shade structure, real-time transit information, bicycle amenities, and wayfinding signage; line condition also provides for the implementation of bus priority signaling for Routes 1 and 38 at the intersection of S. Cedar Avenue and E. Cesar Chavez Boulevard; and a shared-use path along the sidewalk edge of the mobility hub area. Most Baseline improvements are proposed in the right-of-way, with some development on the private site, including parts of the gateway plaza and secure bike storage facilities.

Enhanced Concept

Additional features include EV charging infrastructure and parking on private property, as well as on-street bus stop improvements and pedestrian crossing enhancements. Many of the proposed Enhanced streetscape and crossing improvements reflect the concepts shown in the Central Southeast Specific Plan.

Table 5 summarizes the key features of the mobility hub, and **Figure 5** shows conceptual diagrams of the proposed design.

Concepts Summary

Table 5. Summary of Conceptual Features of the E. Cesar Chavez / S. Cedar Avenue Mobility Hub

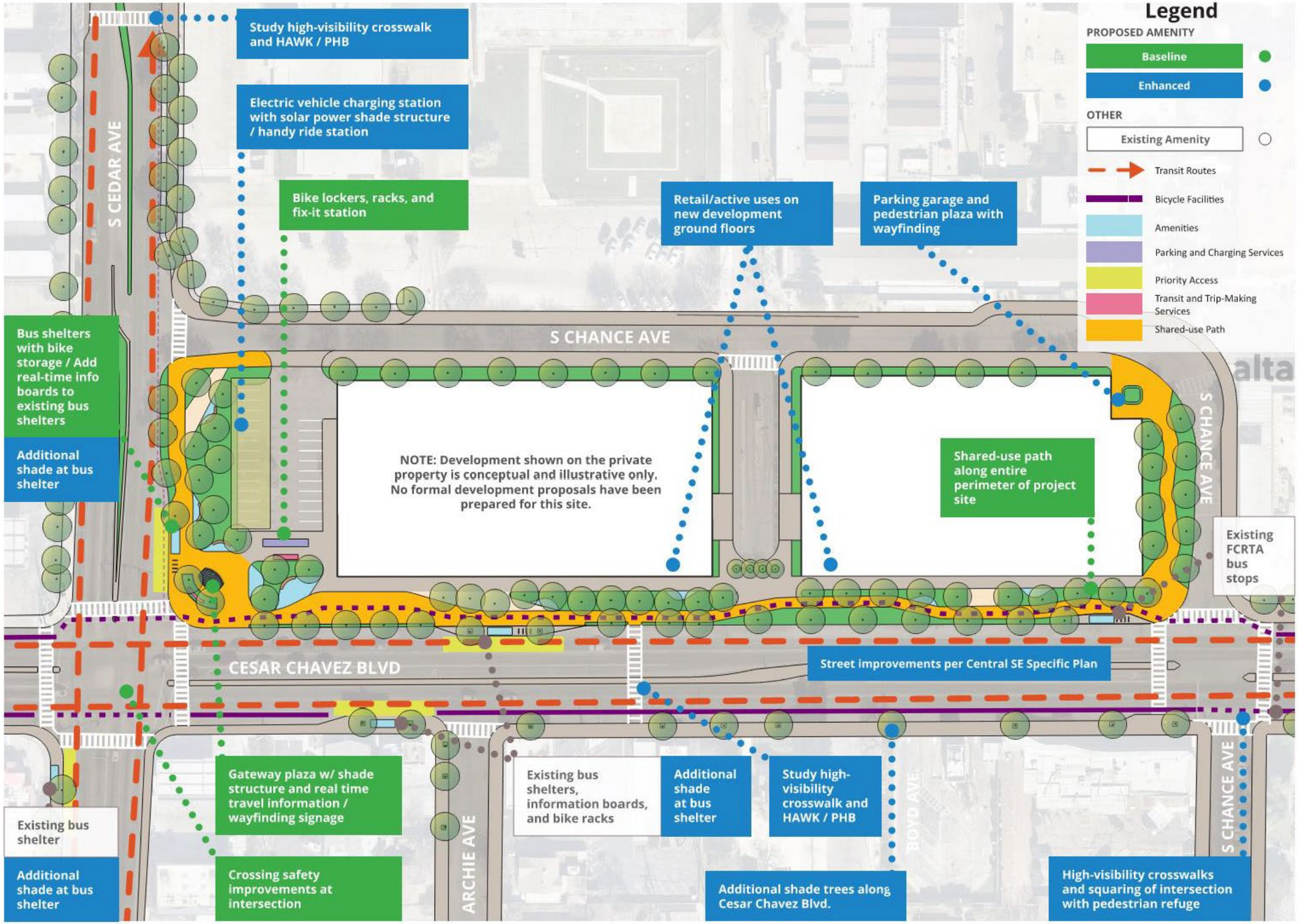
Feature	Baseline	Enhanced	Potential Project Lead
Parking and Charging			
Bicycle Parking*	$90,000		City of Fresno / Private owner
EV Charging Stations*	$315,000		Private owner
Solar Canopy*		$375,000	Private owner
Parking Lot Reconfiguration		$475,000	Private owner
Amenities			
Gateway Plaza*	$1,200,000		Private owner / City of Fresno***
Transit, Bikeway, and Walking Signage Program**		$100,000	FAX / Private owner
Right of Way Improvements			
Cesar Chavez/Cedar Intersection Improvements	$175,000		Fresno Public Works
Boyd Ave and Cesar Chavez Mid-Block Crossing		$50,000	Fresno Public Works
Chance Ave/Cesar Chavez Intersection Improvements		$175,000	Fresno Public Works
Shared-use path around site perimeter	$500,000		Fresno Public Works/Private Owner
Public Transit and Mobility Services			
Shared Micromobility*	$45,000		City of Fresno / others
Additional Shade Creation at the FAX Bus Shelters		$100,000	FAX

*Indicates features fully or partially located on the former-UMC site, which would require coordination with the private owner to implement, or the City of Fresno or a partner purchasing a portion of the property for use as a mobility hub and public space.

**Signage and wayfinding could be placed only in the public right-of-way, or could also include wayfinding systems to, from, and within the private property.

***The Central SE Specific Plan identified that the City of Fresno and Fresno County could collaborate to develop a temporary public space on the southwest corner of the former-UMC site while the site was waiting to be sold. However, the Specific Plan was created when the County owned the property and does not address how such an amenity could be developed if the site were in private ownership.

Figure 5. Baseline and Enhanced Concepts: S. Cedar Avenue / E. Cesar Chavez Boulevard Mobility Hub (Fresno)



Site Development

A range of possible development projects may occur on the privately-owned former UMC site. The development program, timeline, and partners for potential private development are not currently established. Land use and code requirements include ground-floor uses and other standards to promote mixed-use, walkability, and active street frontages.

Transportation/FAX and other City of Fresno departments, including but not limited to Capital Projects, Parks & Recreation, Public Works, and Planning and Development, would have roles as the lead or supporting implementor of most Baseline Concept features and some of the Enhanced features if the property remains in private ownership.

Regardless of what mobility hub amenities are implemented, and who owns the portions of the property that contain conceptual mobility hub features, the City of Fresno should establish regular communications with the former-UMC site's owner to coordinate development intentions and timelines better so that the mobility hub and private development work well together and help improve multimodal access to the former-UMC and other trip starting and ending points near this critical crossroads in southeast Fresno.

Parking and Charging

Baseline Concept

Bicycle Parking - Install bike racks and long-term bicycle lockers at the gateway plaza (described below). The mobility hub project team could potentially partner with the Fresno Black Chamber of Commerce's Biz-Werx mobility hub to implement bike storage lockers for use in the Biz Bikes bikeshare program.

Enhanced Concept

Solar Carport with EV Charging – Consider installing solar-powered EV charging stations next to the gateway plaza. The EV charging stations would be powered by a solar carport over parking spaces with a battery energy storage system. EV charging could also be hard-wired to the site's electricity grid connection, eliminating the need for solar and battery systems, or providing both power source options as backup. EV charging could be provided by the private property owner/developer for public use or could be implemented by the City of Fresno as part of a public-private partnership on private property, or as a public parking project if the City purchases this portion of the property.

Facilities & Amenities

Baseline Concept

Gateway Plaza - Construct a plaza located at the corner of E. Cedar Chavez Boulevard and S. Cedar Avenue within the planned UMC development. The plaza should include amenities such as shading features, seating, play and gathering area, bike racks and storage lockers, and a bike fix-it station. The Baseline Concept includes real-time transit information signage at the plaza to provide arrival/departure times for FAX buses. Implementation of the plaza would require coordination between the City of Fresno and the private developer.

Enhanced Concept

Transit, bikeway, and walking signage program – Consider implementing wayfinding, signage, and information locations to enhance transit users' understanding of the site and the available transit options. Consider including information and distances to nearby destinations. This may improve how users access and leave the site. The Enhanced Concept depicts Cesar Chavez streetscape reconfigurations based on the Central Southeast Specific Plan concepts; however, no implementation actions for those streetscapes are currently underway by the City of Fresno.

Off-Site Improvements

The Central SE Specific Plan identifies a range of street reconfiguration and streetscape improvements, especially to E. Cesar Chavez Boulevard. These concepts include reducing lane widths, eliminating some left-turn lane pockets, adding a planted center median, providing protection to bike lanes, and introducing parking in select locations. A full implementation of this street design would have a significantly and positively impactful effect on the mobility hub by improving access for people walking, rolling, and using transit, as well as encouraging more mixed-use development along the corridor.

The Baseline and Enhanced off-site street improvements described below are less extensive than the complete Specific Plan concept; however, they outline important safety and crossing projects at the mobility hub that would help improve access.

Baseline Concept

Cesar Chavez Boulevard/Cedar Avenue Intersection Improvements - Implement high-visibility crosswalks and improved signal timing at the intersection to improve bicycle and pedestrian circulation to and from the site.[19] Consider implementing bus priority signals at the intersection to improve bus operations and decrease waiting times. It would require coordination with the city, as well as consideration of traffic light optimization for pedestrians and cyclists, and the impacts on bus operations and through-travel speed, which new or adjusted signals may intolerably slow**.** This may help streamline transit operations, especially for FAX Route 1 along Cesar Chavez Boulevard.

Enhanced Concept

Boyd Avenue and Cesar Chavez Boulevard Mid-Block Crossing - The project team observed that pedestrians are crossing Cesar Chavez Boulevard at Boyd Avenue, where no crosswalks or other pedestrian crossings currently exist. New mid-block crossings with pedestrian hybrid beacons and high-visibility crosswalks may help improve the comfort and safety of people crossing Cesar Chavez Boulevard. Significant streetscape and crossings projects will require study to understand the impact on traffic and transit operations along Cesar Chavez Boulevard. The mid-block crossing may hurt transit/ traffic operations while providing for improved facilities for people walking/ biking.

Chance Avenue / Cesar Chavez Boulevard Intersection Improvements - High-visibility crosswalks and improved signal timing may enhance bicycle and pedestrian circulation to and from the site. Improvements may also

[19] Signal timing operations must balance the needs of pedestrians, bicyclists, drivers, transit operators, and other users. Shorter cycles would decrease the wait time for people walking across the street, but may negatively impact vehicle throughput.

include squaring off of the intersection and a median refuge island. Eliminating the left turn lane would create space for a median pedestrian refuge island. This may require signal timing changes to optimize pedestrian crossing times at periods when increased pedestrian/ bicycle volumes are expected (e.g., higher possible foot traffic in the morning and late afternoon from people coming and going to new destinations at the potentially redeveloped former UMC site and peak use days such as when the County Fairgrounds is in use), streamlining BRT circulation, and coordination with the city on signal timing optimization.

Shading on Bus Shelters on Cedar Avenue and Cesar Chavez Boulevard - Consider providing additional shaded areas, such as those created by canopies and trees, at the existing bus shelters on Cedar Avenue and Cesar Chavez Boulevard. These shelters serve the FAX 1 BRT line on Cesar Chavez Boulevard and the high-frequency #38 line on Cedar Avenue.

Public Transit and Mobility Services

Existing FAX Routes 01 and 38 service is expected to remain largely as-is, using on-street bus stops. The implementation of bus priority signals or streetscape improvements, as outlined in the Central Southeast Specific Plan, may alter some operational details; however, the core transit services would continue. FCRTA has no current service adjustment plans, but is underway with its *Transit Roadmap* project to explore overall service alternatives. The Central Southeast Specific Plan's streetscape concept for Cesar Chavez Boulevard would also enhance on-street bikeways and widen the sidewalks in the area, thereby improving access to active transportation.

Baseline Concept

Shared-use path around the mobility hub - Implement a walking/biking Class I shared-use path around the UMC site that provides tree coverage, seating, bike parking, and micromobility sharing station(s). This concept is limited to the mobility hub area. If the entire former UMC site is redeveloped, the developer and the city may wish to construct a shared-use path that encircles the whole property to enhance walking and rolling access. The path would improve the experience for pedestrians and cyclists by providing designated areas for each user, as well as an improved tree canopy to provide respite from the elements. Implementation would require coordination with the private developer and consideration of city setback requirements.

Enhanced Concept

Shared Micromobility – Consider implementing shared micromobility options (ex., bikeshare and/or scootershare) to help expand travel choices and access to local destinations for people walking and biking. The City of Fresno currently operates no micromobility sharing services, either internally or through a concessionaire. A micromobility program should aim to serve a large coverage area in Fresno and potentially neighboring cities and parts of the County, ensuring micromobility in areas where short- to medium-distance trips are common, and bringing micromobility access to underserved communities. It may require a cooperative agreement between the city and other agencies for the operation and regulation of micromobility operators**.** It may require changes to existing city bi-laws to allow for the implementation and regulation of micromobility operations. The Fresno Metro Black Chamber of Commerce (FMBCC) ran a bikesharing network for several years. As of July 2025, the program will be converted into a long-term bicycle lending library.[20] The mobility hub

[20] FMBCC placed their bikes on properties, often of multi-dwelling housing and community spaces, and not within the city's street rights-of-way.

project team met with the FMBCC Biz Werx mobility team several times throughout this project to discuss potential partnerships.

Operations and Maintenance

The features proposed as part of the Baseline and Enhanced concepts have some key operational and maintenance considerations, including:

- The real-time transit information kiosk would require regular updates to ensure the information is functioning and current, as well as kiosk maintenance.
- The bike storage lockers and bicycle fix-it stations would require maintenance and upkeep. The storage lockers would need a phone app or similar technology for locker reservations.
- Solar-powered EV charging stations with battery energy storage have operations and maintenance considerations, including:
    - Utility bills
    - Energy management software
    - Solar panel cleaning
    - EV charging maintenance
    - Publicly available EV charging stations and payment information
- Plantings and trees
    - Watering
    - Maintenance
- Waste management service for waste receptacles

Parlier: Police Station Site

- **Transit Agency Lead:** Fresno County Rural Transit Agency (FCRTA)
- **Site Address:** 8770 S. Mendocino Avenue, Parlier, CA, 93648 (owned by the City of Parlier)
- **Site Size:** 101,991 square feet, of which approximately 40,000 square feet on the west side are identified for mobility hub improvements.
- **Secondary Site:** The Enhanced Concept proposes the use of a privately owned parcel located just south of the police station.[21] The site is vacant and 15,799sf.

Site Information

Conceptual Impact Area

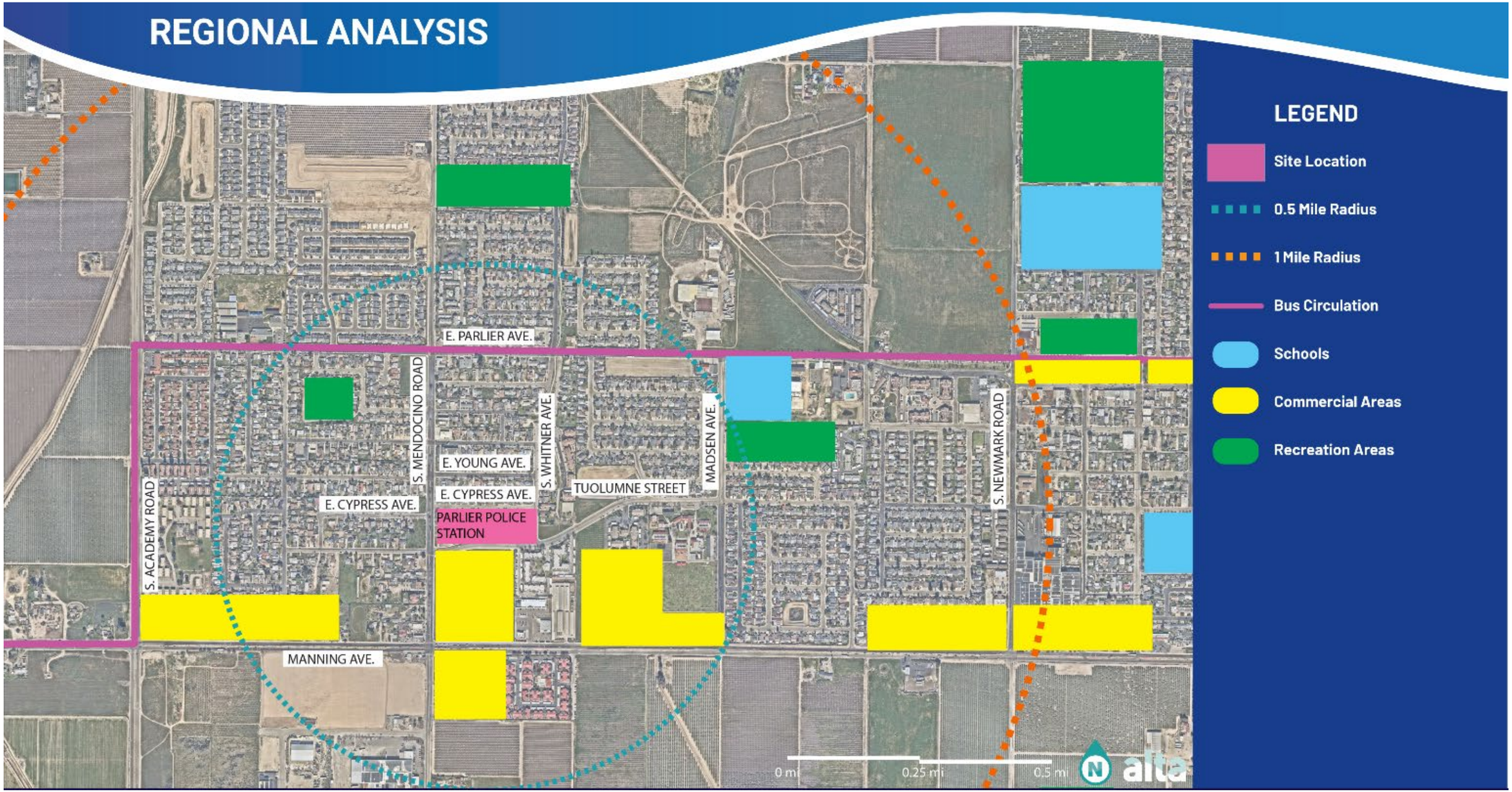
- **City of Parlier Police Department Property -** The property owned by the City of Parlier is approximately 100,000 square feet in size, with access from S. Mendocino Avenue. This mobility hub location would use the western portion of the Parlier Police Station. The eastern portion is reserved exclusively for police facilities.
- **Private Property -** The Parlier Police Station property is bound on the south side by a vacant, privately-owned parcel. The Enhanced Concept assumes the purchase of that property for mobility hub features. The project team has not yet contacted the property owner, and no discussions regarding the acquisition of the property have taken place.
- **Public Right-of-Way -** The Enhanced Concept proposes improvements to the public right-of-way, including those on Mendocino Avenue, as well as enhancements to the crossing at the intersection of Mendocino Avenue and Tuolumne Street.

Regional Context and Planning Background

The site is approximately six miles east of State Route 99 at the intersection of Manning Avenue and Tuolumne Street. The City of Parlier has identified nearby parcels for affordable housing development. The city's zoning and land use policies emphasize compact development, preservation of agricultural land, and revitalization of underutilized areas, particularly near Manning Avenue, which is being positioned for commercial investment due to its proximity to utilities and transportation corridors. **Figure 6** shows the regional analysis of the hub.

[21] This site has no listed address. The parcel number is 35551025. The listed owner is TIRAPELLE BARBARA CAROL TRUSTEE and DAOUDIAN KAREN MARIE TRUSTEE. **WE MAY NOT WANT TO LIST THE OWNER'S NAME.**

Figure 6. Regional Analysis: Parlier Police Department Mobility Hub Site



Existing Conditions

The Parlier Police Station west-side parking lot, where the mobility hub would be located.

The site currently contains an approximately 10,500 square foot (sf) police department building, a 22,500 sf paved parking lot to the west, which includes approximately 42 parking spaces (40 standard, two accessible), and a solar canopy covering the middle of the parking lot, which is used to support the power needs of the police department building. Additionally, a newly constructed, approximately 8,000 sq. ft. paved parking lot to the east is used by the police force, featuring approximately 32 parking stalls (30 standard and two accessible). The site also features an approximately 8,500-square-foot privately owned vacant site located on the northeast corner of Mendocino Avenue and Tuolumne Street, which is identified for improvements in the Enhanced Concept.

The site is accessible from driveways along S. Mendocino Avenue on the west side of the property. The eastern part of the site is fenced, while the western part of the property is open. S. Mendocino Avenue is a two-lane, divided road lined by housing and some commercial uses. The new police department parking lot, located on the east side of the property, is accessible via a driveway on Tuolumne Street.

FCRTA has two existing fixed transit routes that serve Parlier. One of the routes is the Orange Cove Inter-City Transit, which connects Orange Cove with Fresno and has three stops in Parlier, including the Parlier Health Center, Parlier City Hall, and near the John C. Martinez Elementary School. The Kingsburg-Reedley College fixed route also serves Parlier, connecting to Reedley College, Kingsburg, and Fowler, and stops at Parlier City Hall. FCRTA also operates an intra-city on-demand transit service in Parlier, providing trips within the City limits.

The city is studying a “Limitless Lane” project, which includes the installation of Class IV protected bikeways on:

- Madsen Avenue from Tuolumne Street to Parlier Avenue
- Parlier Avenue from Mendocino to Newmark Avenue
- Tuolumne Street from Madsen Avenue to the Santa Fe trailhead

These bike lanes would improve bicycle, rolling, and walking connectivity to the mobility hub. As of late 2025, the Limitless Lane concept is in development, and the city has no specific implementation timeline. The City is also implementing street design concepts to improve safety, walkability, connectivity, and placemaking along Manning Avenue as part of the City of Parlier Traffic Calming and Safety Enhancement Plan (2021).

Mobility Hub Concepts

Introduction

The following descriptions and illustrations are conceptual and do not indicate a commitment by any party to fund, implement, or operate any features or services, and do not reflect any development decisions or commitments by the owner of the private property, where some improvements are depicted. If the mobility hub

project partners do not pursue acquiring the private property, the mobility hub can be developed entirely within the City of Parlier Police Department property.

Baseline Concept

The Baseline Concept applies only to improvements on the City of Parlier property. The site already contains the Police Department building and solar infrastructure over the existing carport. The Parlier Police Department would remain in the Baseline Concept. The Baseline Concept includes solar-powered EV charging stations and a backup battery, primarily for FCRTA fleet use.

Enhanced Concept

The Enhanced Concept includes additional proposed improvements to the west side of the police station property and to new intervention locations, including the privately owned parcel to the south and the public right-of-way, especially Mendocino Avenue. Key Enhanced Concept features include public EV charging, carsharing parking, a new city pocket park, traffic control changes on Mendocino Avenue, and a new driveway access to the site from Tuolumne Street.

An important precondition of many of the Enhanced Concept proposals is for the mobility hub partnership, rather than the city, FCRTA, or another partner, to purchase or lease the property to the south of the police station and just north of Tuolumne Street. This property acquisition would enable the creation of a pocket park public space and a new driveway from the mobility hub to Tuolumne Street, which could be highly beneficial for transit vehicle circulation and access.

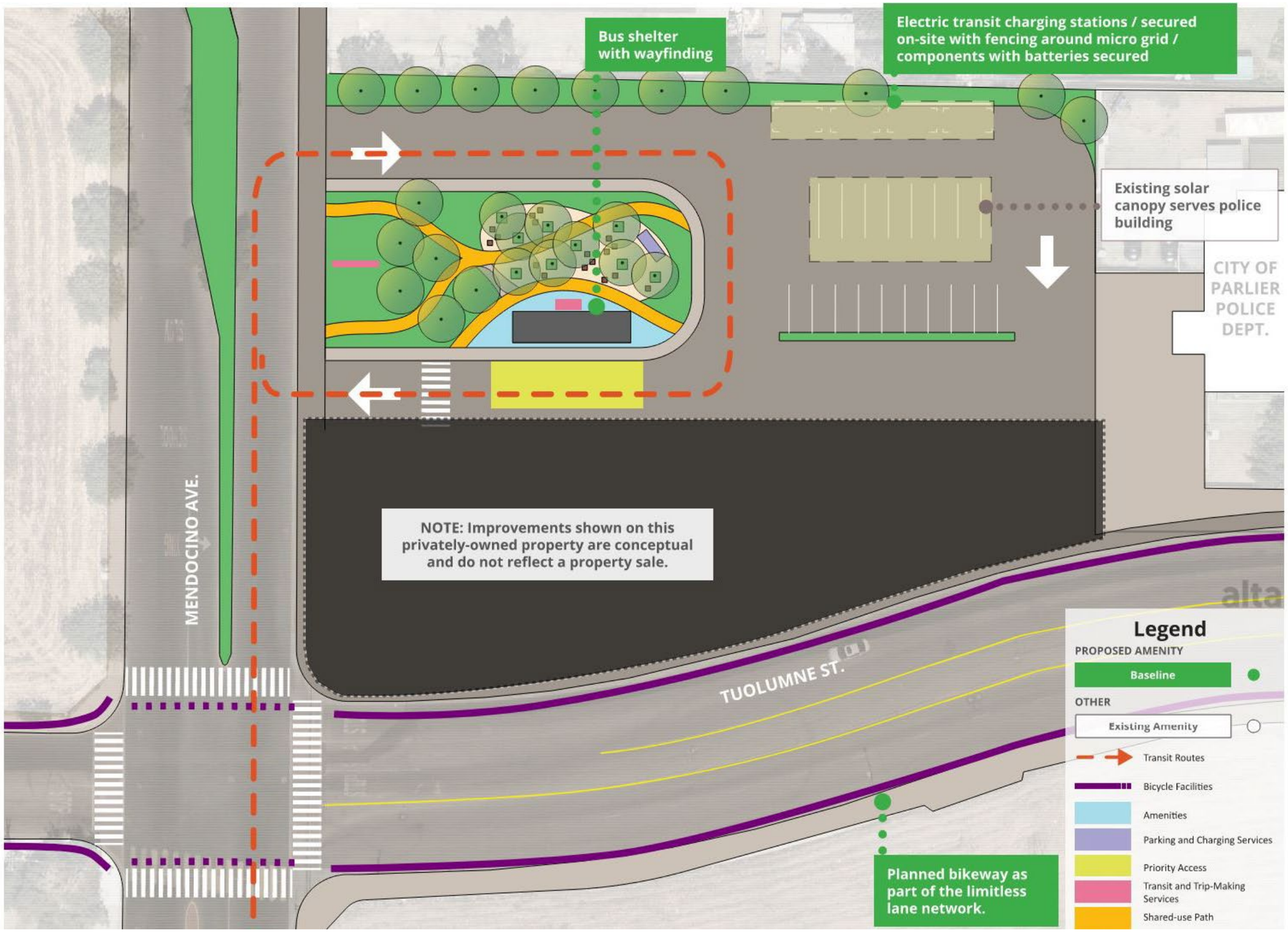
Concepts Summary

Table 6. Summary of Conceptual Features at the Parlier Police Station Mobility Hub

Feature	Baseline	Enhanced	Potential Project Lead
Parking and Charging			
Solar Carport	$375,000		FCRTA
Battery Energy Storage System	$885,000		FCRTA
Short-term Bicycle Parking	$30,000		FCRTA
Long-term Bicycle Parking		$60,000	City
Fleet EV Charging	$375,000		
Public EV Charging grid interconnection (no new chargers)		$175,000	City
Expanded parking for carsharing on private parcel		$150,000	City
Amenities			
Bus Shelter with Seating and Wayfinding	$160,000		FCRTA
Pocket park on private parcel		$550,000	FCRTA and City
Off-Site Improvements			
Redesign the raised medians on Mendocino		$120,000	City
Crosswalk improvements		$30,000	City
Ingress/egress off Tuolumne Street		$120,000*	City
Public Transit and Mobility Services			

New Microtransit Service	Not estimated in this Study	FCRTA
Route adjustments: Orange Cove and Kingsburg-Reedley College FCRTA routes	Not estimated in this Study	FCRTA

Figure 7. Baseline Concept: Parlier Police Station Mobility Hub

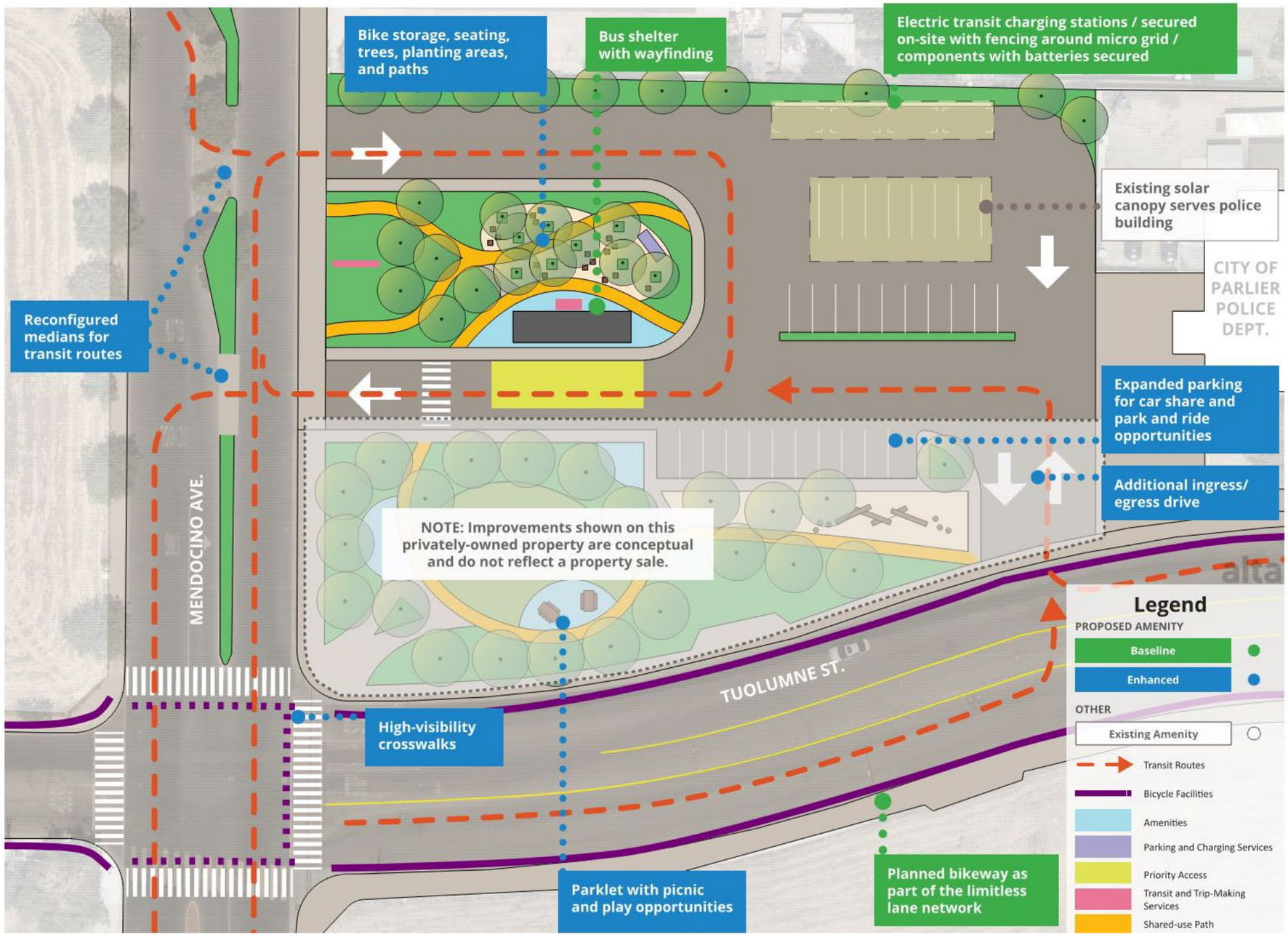


AMENITY MATRIX	
AMENITIES	
Additional Benches	○
Bus Shelters with Seating: 32 s.f.	●
Custom Furnishings	○
Dog Waste Station	○
Hydration Station	○
Larger Built Shade Shelter: 40 – 200 s.f.	●
Planned Bikeway	●
Planted Planters (Above Ground)	○
Retail	○
Site Lighting (poles, fixtures,conduit, wire, pull boxes)	○
Trash Receptacle	○
Trees and Planting Areas (In Ground)	○
PARKING AND CHARGING SERVICES	
Bike Racks	●
Car Share	○
EV Charging Units	●
PRIORITY ACCESS	
Crosswalk Markings	○
Curb Cuts with Tactile Warning	○
Pedestrian Hybrid Beacons	○
Pedestrian Refuge Islands	○
TRANSIT AND TRIP MAKING SERVICES	
Benches	●
Bus Bays	○
Bus Priority Signals	○
Project Signage	○
Map and Wayfinding Signage	●
Monument/Gateway Signs	●
Real Time Transit Information	○
Ticket Info Kiosk (Large)	○
Ticket Info Kiosk (Small)	○

● Baseline - Proposed Amenity
○ Existing Amenity

0’ 40’ 80’ N

Figure 8. Enhanced Concept: Parlier Police Station Mobility Hub



AMENITY MATRIX

AMENITIES	
Additional Benches	●
Bus Shelters with Seating: 32 s.f.	●
Custom Furnishings	○
Dog Waste Station	○
Hydration Station	○
Larger Built Shade Shelter: 40 – 200 s.f.	●
Planned Bikeway	●
Planted Planters (Above Ground)	○
Retail	○
Site Lighting (poles, fixtures,conduit, wire, pull boxes)	●
Trash Receptacle	●
Trees and Planting Areas (In Ground)	●
PARKING AND CHARGING SERVICES	
Bike Racks	●
Car Share	●
EV Charging Units	●
PRIORITY ACCESS	
Crosswalk Markings	●
Curb Cuts with Tactile Warning	●
Pedestrian Hybrid Beacons	○
Pedestrian Refuge Islands	●
TRANSIT AND TRIP MAKING SERVICES	
Benches	●
Bus Bays	○
Bus Priority Signals	○
Project Signage	●
Map and Wayfinding Signage	●
Monument/Gateway Signs	●
Real Time Transit Information	○
Ticket Info Kiosk (Large)	○
Ticket Info Kiosk (Small)	○

● Baseline - Proposed Amenity
● Enhanced - Proposed Amenity
○ Existing Amenity

0’ 40’ 80’ N

Site Development

In the Baseline Concept, the property includes one parcel owned by the City of Parlier. It is anticipated that Baseline Concept features can be accommodated on this parcel. It is assumed that the city would retain ownership of the property.

FCRTA would lead the up-front capital improvements, including the EV charging station, solar carport, and battery energy storage system. FCRTA would also lead the installation of a bus shelter with seating and bicycle parking racks.

The city is in the process of developing the "Limitless Lane" Network, which will include the construction of Class IV bikeways, curb ramps, bulb-outs, sidewalk and crosswalk improvements, landscaping, and the installation of shade trees. The implementation of these bicycle and pedestrian improvements, including on Tuolumne Street to the south, would provide essential connections to and from the proposed mobility hub.

As part of the Baseline Concept, the city would install a gateway sign on Mendocino Avenue to denote the mobility hub. A sign already exists here identifying the public entrance to the police station. A new sign should identify the mobility hub and the police station, because the west side of the site will remain the primary public entrance to the police building.

The Enhanced Concept adds amenities primarily in the grass lawn between the two west-side driveways. The Baseline Concept includes a new FCRTA bus shelter in this area. In the Enhanced Concept, this area would feature additional enhancements, including trees, seating areas, planting zones, and pathways. The city is expected to lead these enhanced improvements, and FCRTA could serve as a funding partner, contingent on available grant funding and the outcome of the Measure C renewal.

The Enhanced Concept also includes the purchase of the privately owned parcel to the south. It is assumed that the city would lead the purchase of this property, if available, and FCRTA could be a funding partner. If purchased, this parcel would be used for additional improvements, including a parklet with picnic and play opportunities, and potentially expanded parking for car-sharing and park-and-ride opportunities.

The Enhanced Concept proposes additional off-site improvements to provide increased access for bicycles and pedestrians, while also enhancing safety and security. These improvements include reconfigured medians for transit routes, high-visibility crosswalks, and an additional ingress/egress point off Tuolumne Street (assuming the purchase of the private parcel).

Since the site is already zoned for public facilities, it is not anticipated that the parcel will require any zoning changes. However, due to the proposed improvements, the mobility hub would require land-use entitlements.

Electric vehicle (EV) charging infrastructure projects in California are typically categorically exempt from the California Environmental Quality Act (CEQA) under Class 1 (14 CCR § 15301) or Class 3 (14 CCR § 15303), which cover minor alterations to existing facilities and the installation of small, new structures, respectively. The installation of charging stations in existing parking areas is generally considered a minor activity with no significant expansion of use, and specific exceptions to these exemptions do not typically apply. A Notice of Exemption (NOE) formally documents that the project is exempt.

FCRTA's *Transit Microgrid and Multi-Modal Community Resiliency Hub Feasibility Study*[22] (2024) conducted a preliminary civil assessment of the site. The site has electrical, water, and telephone/cable services for the existing buildings, as well as temporary EV charging, photovoltaic shade structures, and parking lot lighting. The electrical service meter, transformer, and other equipment are located on the northeast corner of the building. The site is located in Flood Zone X, with minimal flood hazards, as per FEMA Community Map 06019C2660H, effective February 18, 2009.

The site appears to be relatively flat, but the improved areas drain by surface flow from east to west towards S. Mendocino Avenue. There is an existing storm drain inlet on the northwest corner of Mendocino Avenue and Tuolumne Street, which appears to connect to a public storm drain system located on Tuolumne Street. The site is almost fully developed, though the planned use of the existing parking lot is still being determined once the new parking lot is usable. The proposed batteries and other equipment are likely to be located on the western part of the site, adjacent to the existing open green space.

Parking and Charging

Baseline Concept

Solar Carport with EV Charging and Battery Back Up – Install eight Level II EV Charging stations for FCRTA transit vehicles, City of Parlier fleet, other public fleet vehicles, and school fleet vehicles. A new solar carport canopy would be installed, which would power the new EV charging stations. A battery would be included in the design to store energy created by the solar panels for backup power. The solar and battery system should have the ability to operate in "island mode," independent of the electrical grid. Note: The existing solar carport, which serves the police department building, will remain on-site. There is also an Electrify America portable solar canopy, battery, and EV charging system on the parking lot. The system functions, but no information is available about how often it is used by people to charge a vehicle. It may or may not remain on the site if it is developed into a mobility hub.

Short-term Bicycle Parking - Implement bike racks to accommodate the expected increase in bicycle users, who are anticipated to rise as the mobility hub is implemented. These bike racks should be placed near the new bus shelter. "Bike and Ride" activity, while minor today, may increase in the future as people link modes to make intra-city trips.

Enhanced Concept

Long-term Bicycle Parking – Consider installing long-term bicycle storage (such as secure bicycle lockers) and a bike repair station. FCRTA or the city could manage these, which require occasional maintenance and user access controls. Third-party vendors who maintain and operate bike storage systems are also potentially available.

Public EV charging - Consider expanding public access to EV charging. This could be achieved in either of two ways. The mobility hub partnership, likely led by the city, could install more EV charging stations in the hub. These would be separate from and in addition to the FCRTA fleet-only chargers. The public chargers could be hardwired to the site's electric utility connection or built with solar generation and battery storage to operate independently of the electricity grid. FCRTA and the city could create an arrangement in which the FCRTA microgrid EV charging is available to the public. There could be limits on the hours of the day and the number of charging plugs made available to the public. This is important for ensuring FCRTA and other fleet charging access,

[22] https://www.ruraltransit.org/transit-microgrid-feasibility-study/

and to not deplete the storage capacity of the battery system. This arrangement would require close coordination between operators and users to ensure that planned-for charging access is maintained. Additional information about this type of arrangement is provided in the San Joaquin mobility hub description later in this memo.[23]

Expanded Parking on Private Parcel – Consider expanding parking on the private parcel, which could be utilized for car-sharing or other shared parking purposes. The details of the carshare service and the operator would need to be determined.

Facilities & Amenities

Baseline Concept

Bus Shelter with Seating – Install a covered bus shelter with seating. FCRTA will continue to develop service plan alternatives, primarily through its ongoing *Transit Roadmap* project (expected to be completed in 2027), and will consider rerouting Orange Cove Transit and Kingsburg to Reedley College Transit to serve the Parlier Police Station hub. This does not assume FCRTA would retain or remove any existing bus stop in Parlier in or from service. The shelter would have transit wayfinding signage and schedules, as well as seating.

Enhanced Concept

Pocket park on the private parcel - Along with the implementation of an additional ingress location on Tuolumne Street, parts of the southern parcel could be transformed into a pocket park. The implementation of a pocket park would require the acquisition of a narrow parcel to the south of the existing site. Such a property acquisition has not been explored beyond the conceptual level of this memo, and the owner has not been contacted. Amenities that could be included at the pocket park include:

- Community wayfinding and signage
- Benches and play equipment
- Shade trees and canopies
- Water fountains
- Directional and informational signage
- Public Wi-Fi and power plugs
- Temporary vendors, which could include food trucks, ice cream carts, drinks, and others
- Potentially a public restroom[24]

Off-Site Improvements

Enhanced Concept

Reconfigure the Raised Medians on Mendocino Avenue – Consider redesigning the existing medians on Mendocino Avenue to improve site access. This requires consideration of impacts to northbound and

[23] FCRTA describes an electric charging sharing arrangement in its 2025 CMAQ grant application, which secured funding for building a first phase of the San Joaquin microgrid.
[24] A fully plumbed restroom is likely impractical given costs and the small site, but a free-standing, self-contained restroom such as the Portland Loo could be practical. https://portlandloo.com/

southbound traffic. The improvements would allow left turns onto the site for southbound traffic, and left turn exits to southbound Mendocino Avenue.

Bicycle and Pedestrian Crossing Improvements – Consider adding high-visibility crosswalks and improving curb ramps at the intersection of Tuolumne Street and Mendocino Avenue to enhance the comfort and safety of users and accommodate a potential increase in pedestrian/bicycle traffic.

Ingress/Egress Location off Tuolumne Street - The city should consider implementing an additional ingress/egress location at the site from Tuolumne Street. This would require the acquisition of the privately owned parcel to the south of the existing site, and an extensive traffic study to determine the impacts of a new site access point on Tuolumne Street, which is close to Mendocino Avenue.

Public Transit and Mobility Services

The transit service assumptions for the Parlier mobility hub are based on FCRTA's recent explorations of new or modified service options. FCRTA has no established plans to change service, but has recently conducted the *State Route 99 Transit Feasibility Study*, which described alternatives for enhancing transit service to Parlier as part of a larger corridor service plan along State Route 99.[25] FCRTA is also undertaking a *Transit Roadmap* project, expected to be completed in 2027, that will conduct a comprehensive review of existing transit services and provide direction for future transit services.

The facilities proposed in the Baseline and Enhanced concepts are intended to be developed in coordination with corresponding modifications to the transit service.

Baseline Concept

Fixed Route Transit Service - FCRTA would remain the primary transit provider to Parlier. FCRTA runs two existing transit routes that serve the city. One of the routes, Orange Cove Transit, connects Orange Cove with Fresno and has three stops in Parlier, including the Parlier Health Center, Parlier City Hall, and near the John C. Martinez Elementary School. The Kingsburg also serves Parlier, connecting to Reedley College via a fixed route that stops at Parlier City Hall and extends to Reedley and Fowler. All of the existing stops are ¾ mile or further from the Parlier hub site, which presents connectivity challenges. FCRTA will explore the possibility of adding the Parlier Police Station mobility hub to the Orange Cove Transit and Kingsburg to Reedley College Transit routes, which currently serve other areas of Parlier. No service plan adjustments have been determined, and any rerouting may or may not include removing existing FCRTA stops in Parlier from service**.**

FCRTA Intra-city On-Demand Service - FCRTA currently operates an intra-city on-demand transit service in Parlier. FCRTA currently stores the vehicles that are used for the on-demand service at the Police Station site. It is assumed that FCRTA will keep the vehicles it uses for the service at the mobility hub site. FCRTA has made no adjustments to its transit service provisions based on the findings or recommendations of this Feasibility Study.

Enhanced Concept

Possible Future Mobility Services - Throughout the project, various mobility services were discussed, including a car-sharing service specifically designed for local farm workers. Another service discussed was a small bike library. These services would be intended to provide vehicle and bicycle access that could serve trips difficult to

[25] https://www.ruraltransit.org/wp-content/uploads/2025/03/FCRTA-SR-99-Transit-Feasibility-Study_FINAL.pdf

make via public transit. These services do not currently have a defined implementation path but are referenced for future consideration.

Operations and Maintenance

The features proposed as part of the Baseline and Enhanced concepts have some key operational and maintenance considerations, including:

- Solar-powered EV charging stations with battery energy storage have operations and maintenance considerations, including:
    - Utility bills
    - Energy management software
    - Solar panel cleaning
    - EV charging maintenance
    - Publicly available EV charging stations and payment information
- The bike storage lockers and bicycle fix-it stations would require maintenance and upkeep. The storage lockers would need a phone app or similar technology for locker reservations.
- Operation of a potential carshare service for farm workers.
- Additional plantings and trees
    - Watering
    - Maintenance
- Waste management service for waste receptacle(s)

San Joaquin: Main Street Site

- **Transit Agency Lead:** Fresno County Rural Transit Agency (FCRTA)
- **Site Address:** 8747 S. Main Street, San Joaquin, CA 93660 (owned by the City of San Joaquin)
- **Site Size:** 7,375 square feet. The project also proposes improvements to approximately 50 linear feet of sidewalk and curb area on Main Street adjacent to the site.

Site Information

Conceptual Impact Area

This site, also recommended in FCRTA's *Microgrid and Resiliency Hub Study*, is on Main Street in San Joaquin. The previous study considers it suitable as a potential bus station, micromobility hub, bikeshare docking area, solar/battery microgrid facility, and area for community services and amenities such as food trucks. As a full mobility hub, it could be further enhanced with additional mobility infrastructure and services.

Regional Context and Planning Background

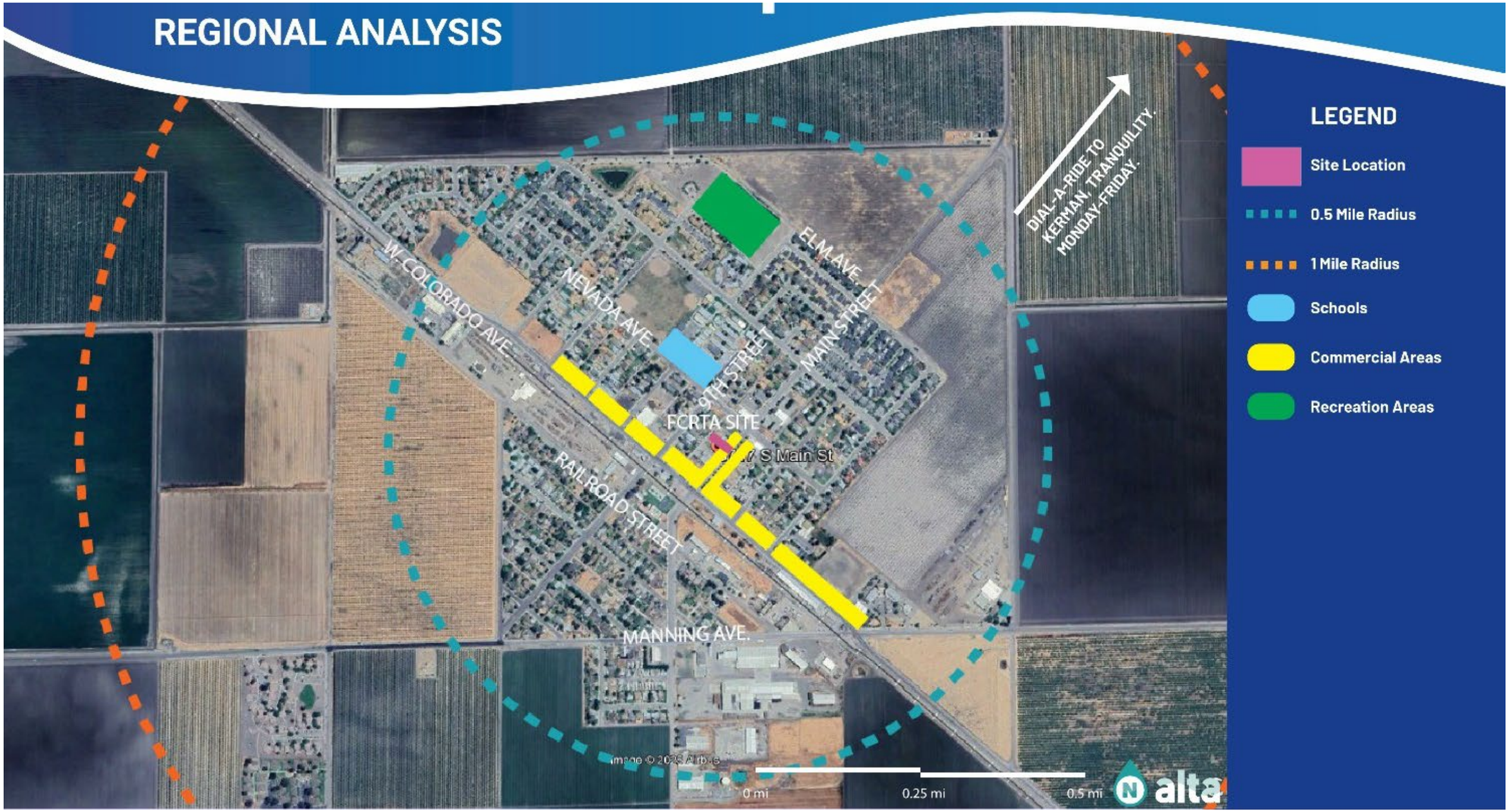
The project site, located at 8747 S. Main Street, San Joaquin, CA 93660, is situated on Main Street in San Joaquin, between W. Colorado Avenue and Nevada Avenue. The site is approximately 7,500 square feet. Colorado Avenue and Manning Avenue lie to the south, which provide regional connectivity to major highways, including CA-33 and State Routes 145 and 180. The property is surrounded by commercial land uses on Main Street and W. Colorado Avenue. On Main Street, north of Nevada Avenue, the primary uses are residential. Additional residential development is also being planned on or near Main Street. The regional analysis is illustrated in **Figure 8**.

Existing Conditions

Currently, the site is accessible for vehicles from the existing alley that runs along the northwest boundary of the site. The site is not secured, and there is no perimeter fencing; thus, people can walk onto the site from the alley and from the sidewalk along the Main Street side of the site. Manning Avenue, a major arterial, runs just south and intersects W. Colorado Avenue at a four-way stop sign. The site is unfinished dirt and has no known utility connections.

The San Joaquin Main Street mobility hub site is a vacant property in downtown owned by the city.

Figure 8. Regional Analysis: San Joaquin Main Street Mobility Hub Site



Mobility Hub Concepts

Introduction

The following descriptions and illustrations are conceptual and do not indicate a commitment by any party to fund, implement, or operate any features or services.

Baseline Concept

The Baseline Concept includes solar-powered EV charging stations and a backup battery for both FCRTA and public use. The Baseline Concept essentially mimics the program of features and site design proposed by FCRTA in the Microgrid and Resiliency Hub Feasibility Study, and for which FCRTA recently secured a grant to fund the first phase of the San Joaquin Main Street site microgrid (solar, battery, EV charging) and microtransit program.

Enhanced Concepts

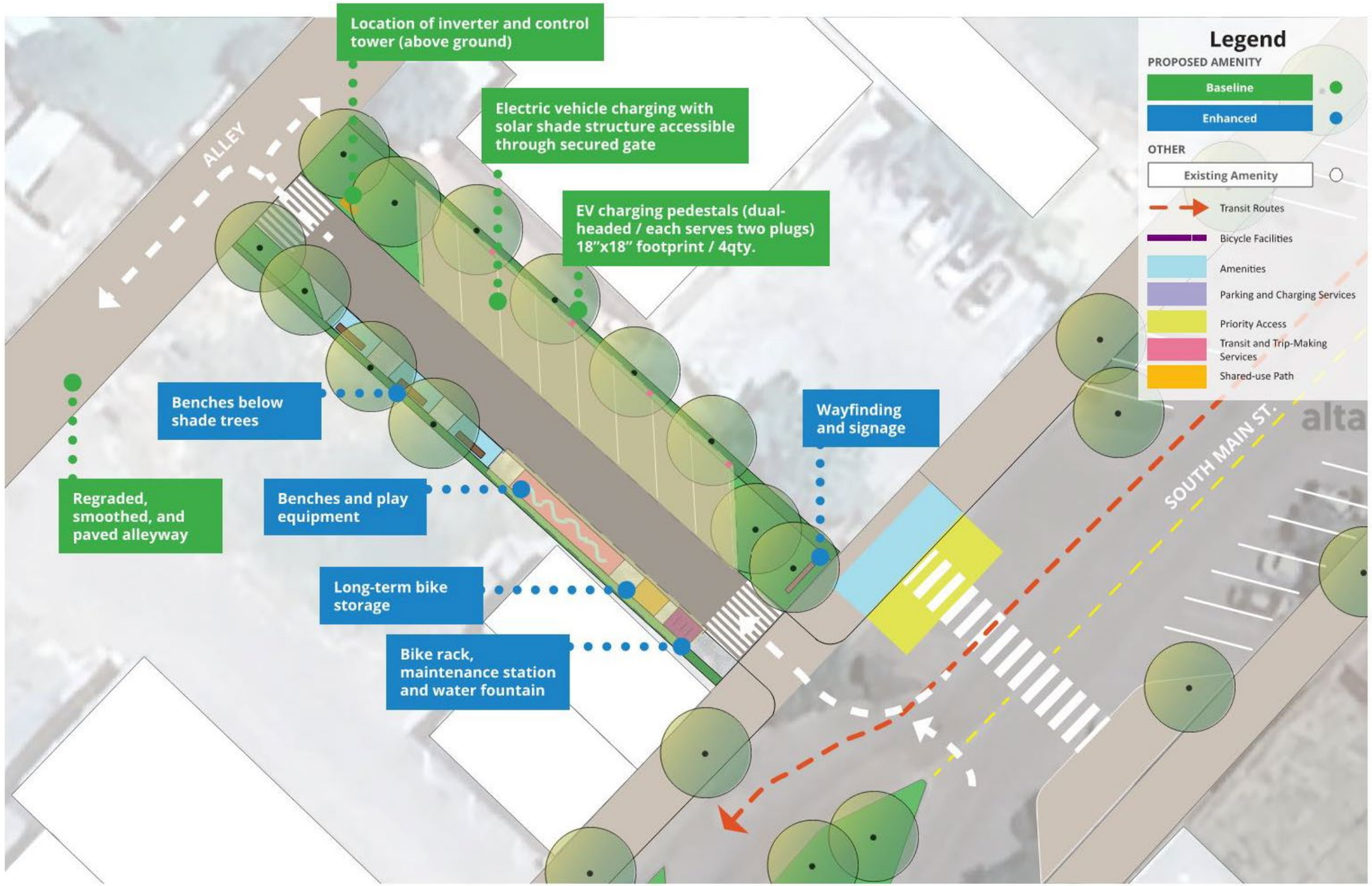
The Enhanced Concept incorporates additional placemaking features, such as a small food cart or other retail opportunities, benches, picnic tables, and play equipment.

Concepts Summary

Table 7. Summary of Conceptual Features at the San Joaquin Main Street Mobility Hub

Feature	Baseline	Enhanced	Potential Project Lead
Parking and Charging*			
Solar Carport	$375,000		FCRTA
Fleet EV Charging	$315,000		
Public EV Charging (new interconnection only, no new chargers)		$175,000	
Battery Backup	$885,000		
Short-term bicycle parking		$30,000	FCRTA and City
Long-term bicycle parking		$60,000	FCRTA and City
Amenities			
Civic plaza public space		$200,000	City
Off-Site Improvements			
Improved crosswalk on Main Street	$30,000		City
Main Street sidewalk and landscape improvements		$100,000	City
Public Transit and Mobility Services			
On-street bus stop**		$100,000	FCRTA
New microtransit service	Not estimated in this Study		FCRTA

Figure 9. Baseline and Enhanced Concepts: Main Street Mobility Hub (San Joaquin)



AMENITY MATRIX

AMENITIES	
Additional Benches	●
Bus Shelters with Seating: 16 s.f.	●
Custom Furnishings	●
Dog Waste Station	●
Hydration Station	○
Larger Built Shade Shelter: 40 - 200 s.f.	○
Planted Planters (Above Ground)	●
Retail	●
Site Lighting (poles, fixtures,conduit, wire, pull boxes)	●
Trash Receptacle	●
Trees and Planting Areas (In Ground)	●
PARKING AND CHARGING SERVICES	
Bike Racks	●
Car Share	○
EV Charging Units	●
PRIORITY ACCESS	
Crosswalk Markings	●
Curb Cuts with Tactile Warning	○
Pedestrian Hybrid Beacons	○
Pedestrian Refuge Islands	○
TRANSIT AND TRIP MAKING SERVICES	
Benches	●
Bus Bays	○
Bus Priority Signals	○
Project Signage	●
Map and Wayfinding Signage	●
Monument/Gateway Signs	●
Real Time Transit Information	●
Ticket Info Kiosk (Large)	○
Ticket Info Kiosk (Small)	○

● Baseline - Proposed Amenity
● Enhanced - Proposed Amenity
○ Existing Amenity

0' 30' 60' N

Site Development

Based on grant funding received, it is assumed that FCRTA would lead the up-front capital improvements, including the EV charging station, solar carport, and battery energy storage system. Along with these capital improvements, it is assumed that FCRTA will lead the initial grading and paving of the site, as well as the installation of an interconnection to the electric utility grid should that be necessary during a later project phase. It is assumed that the city would lead the enhancement of features, including landscaping, benches, picnic tables, and play equipment. Additionally, it is assumed that the city would lead off-site improvements, including in the alley and on Main Street.

Since the site is zoned for C-MS Main Street Commercial, it is not anticipated that the parcel will require any zoning changes. However, due to the proposed improvements, the mobility hub would require land-use entitlements. The current understanding is that there is no utility service at the location, thus requiring coordination with PG&E for new electricity and gas service if the mobility hub's amenities require it. One reason FCRTA is interested in a microgrid facility in San Joaquin that can charge electric vehicles solely via solar power is because of the complexity of connecting to PG&E's grid and the strained power demands that already tax the grid in this part of rural Fresno County.

Electric vehicle (EV) charging infrastructure projects in California are typically categorically exempt from the California Environmental Quality Act (CEQA) under Class 1 (14 CCR § 15301) or Class 3 (14 CCR § 15303), which cover minor alterations to existing facilities and the installation of small, new structures, respectively. The installation of charging stations in existing parking areas is generally considered a minor activity with no significant expansion of use, and specific exceptions to these exemptions do not typically apply. A Notice of Exemption (NOE) formally documents that the project is exempt from specific requirements.

The microgrid study conducted an initial civil assessment of the site. Water and sewer services appear to be available and located in the alley. Aerial electrical lines run down the alley, suggesting that distribution is available at this site. There are no signs that the property currently has existing utility services. An electrical meter or point of connection could not be identified. However, the existing power pole in the south corner of the property appears to be the most likely location for an electrical point of connection. The site is located in Flood Zone X, an area of minimal flood hazard, as per FEMA Community Map 06019C2550H, effective February 18, 2009. The undeveloped property appears to slope from southeast to northwest and lacks on-site stormwater drainage facilities. The site is entirely undeveloped, and various layouts could be considered. The general area is known to have clayey soils, which may require special design considerations for structural foundations.

Parking and Charging

Baseline Concept

Solar Carport with EV Charging and Battery Backup - The Baseline Concept's primary feature is eight Level II EV Charging stations for FCRTA transit vehicles, the City of San Joaquin fleet, other public fleet vehicles, and school fleet vehicles. A new solar carport canopy would be installed, which would power the new EV charging stations. A battery would be included in the design to store energy created by the solar panels for backup power. The solar and battery system should have the ability to operate in "island mode," independent of the electrical grid.[26]

[26] FCRTA's *Microgrid and Resiliency Hub Study* concluded that the existing PG&E electricity grid may be insufficient to charge FCRTA's fleet during periods of peak demand. Thus, the project is proposed to be able to operate independently of the grid, in "island mode".

FCRTA has received funding for the infrastructure. The $1.3 million scope, primarily funded by a Congestion Mitigation and Air Quality (CMAQ) grant, includes:

- Eight EV charging ports[27]
- Battery energy storage system
- Solar carport
- Site grading, drainage, curb/gutter, concrete driving surface, concrete sidewalk, bollards, site lighting - all within property limits; no offsite work included
- The proposal also identifies that surplus power that the microgrid may generate could be connected to a future San Joaquin City Hall, which is being explored nearby across Main Street.

Enhanced Concept

Bicycle Parking - In the Enhanced Concept, the plaza on the front edge of the mobility hub site, facing Main Street, would be improved with public gathering spaces and parks features, including short-term bicycle racks and potentially long-term (a full day or more) bike storage lockers for use by people who may ride a bike to the hub and transfer to a different mode of travel. (Note that transit vehicles can vary as to whether or not they have racks to bring the bikes on board the vehicle.) The bicycle parking area can also feature a bicycle maintenance station with tools. FCRTA and the city would need to coordinate to determine their lead and support roles for installing and maintaining bicycle parking.

Facilities & Amenities

Enhanced Concept

Civic Plaza Public Space - While the site is relatively small, there are amenities proposed in the Enhanced Concept for community uses, including:[28]

- Community wayfinding and signage
- Benches and play equipment
- Shade trees and canopies
- Water fountains
- Directional and informational signage
- Public Wi-Fi and power plugs
- Temporary vendors, which could include food trucks, ice cream carts, drinks, and others

[27] FCRTA's CMAQ grant application proposed that the EV charging facilities be reserved for FCRTA fleet use for 16 hours of the day and made available for public use for eight hours of the day. The details of how access for different users is managed and for what hours of the day are to be determined and are highly dependent on the operations, service plan, and quantity of vehicles FCRTA may use in microtransit service. There are a few examples from other transit agencies of EV charging equipment being shared between the transit fleet and the public. Such an arrangement will require close coordination between users and adherence to regulations. Still, if managed successfully, it can offer EV charging to a wide range of users and facilitate the efficient use of the valuable solar, battery, and EV charging systems.

[28] These improvements are assumed to be led by the city, potentially with the support of FCRTA and community organizations' funding and maintenance commitments. Because the solar carport, battery system, and eight EV charging stalls occupy most of the site, these community amenities would be limited to the front edge of the site on the Main Street edge.

- Potentially a public restroom[29]

Off-Site Improvements

Baseline Concept

Improved Crosswalk on Main Street - To provide enhanced pedestrian connection to the site, install a striped crosswalk mid-block across Main Street, connecting to a potential future on-street bus stop.

Enhanced Concept

Main Street Sidewalk and Landscape Improvements – The project team observed that portions of the sidewalk network along Main Street were in disrepair. Consider implementing improvements to enhance accessibility and connectivity for pedestrians and bicyclists. Additional tree coverage on Main Street would improve the comfort of pedestrians and cyclists walking and biking to the site, making Main Street more visually appealing and inviting.

Public Transit and Mobility Services

FCRTA operates an intra-city on-demand transit service in San Joaquin and surrounding communities. The existing internal combustion engine vehicles for this service are currently stored at a San Joaquin Public Works yard, located at 21956 W Railroad Ave, San Joaquin, CA 93660. The route picks up and drops off people in San Joaquin at their requested location, which could be a residence, business, community center, or other type of place, and thus does not use a single fixed-point station or shelter. Given the limited space at the mobility hub site, it is assumed that FCRTA will continue to store its vehicles used for this service in the Public Works yard. If FCRTA converted the on-demand fleet to electric cars in the future, it would be logical to relocate its base to the EV charging locations at the Main Street Mobility Hub. FCRTA plans to maintain operations of the on-demand service to keep San Joaquin and other small communities in west Fresno County connected. Microtransit, as outlined in the Baseline Concept below, would be a complementary service with potentially different coverage areas and operational hours.

Enhanced Concept

Microtransit - FCRTA is exploring the potential of implementing a local, resident-operated microtransit service that utilizes small electric vehicles. The mobility hub could support charging for microtransit vehicles.

On-street Bus Stop - Explore design options for the Main Street on-street bus stop to accommodate potential fixed-route transit in San Joaquin, which FCRTA has studied and has made no commitment to implement. FCRTA often loops its routes in cities so that buses going in either direction on the route all stop at the same location in a single place on the street. Accordingly, the Enhanced Concept shows an on-street bus stop only in the southwest direction of travel on Main Street, closest to the mobility hub. No additional fixed-route transit service serving San Joaquin has been established, which would be a necessary new service to warrant constructing a dedicated on-street bus stop on Main Street at or near this hub location.

Potential Future Mobility Services - FCRTA does not currently run fixed-route buses to San Joaquin and thus has no present need for a dedicated bus stop or shelter. Nor does FCRTA have existing plans to establish fixed-route service to San Joaquin; however, FCRTA recently began a *Transit Roadmap* project, which is exploring FCRTA's

[29] A fully plumbed restroom is likely impractical given costs and the small site, but a free-standing, self-contained restroom such as the Portland Loo could be practical. https://portlandloo.com/

service options and could recommend fixed-route service to San Joaquin if it's judged to be a potentially valuable service.

Operations and Maintenance

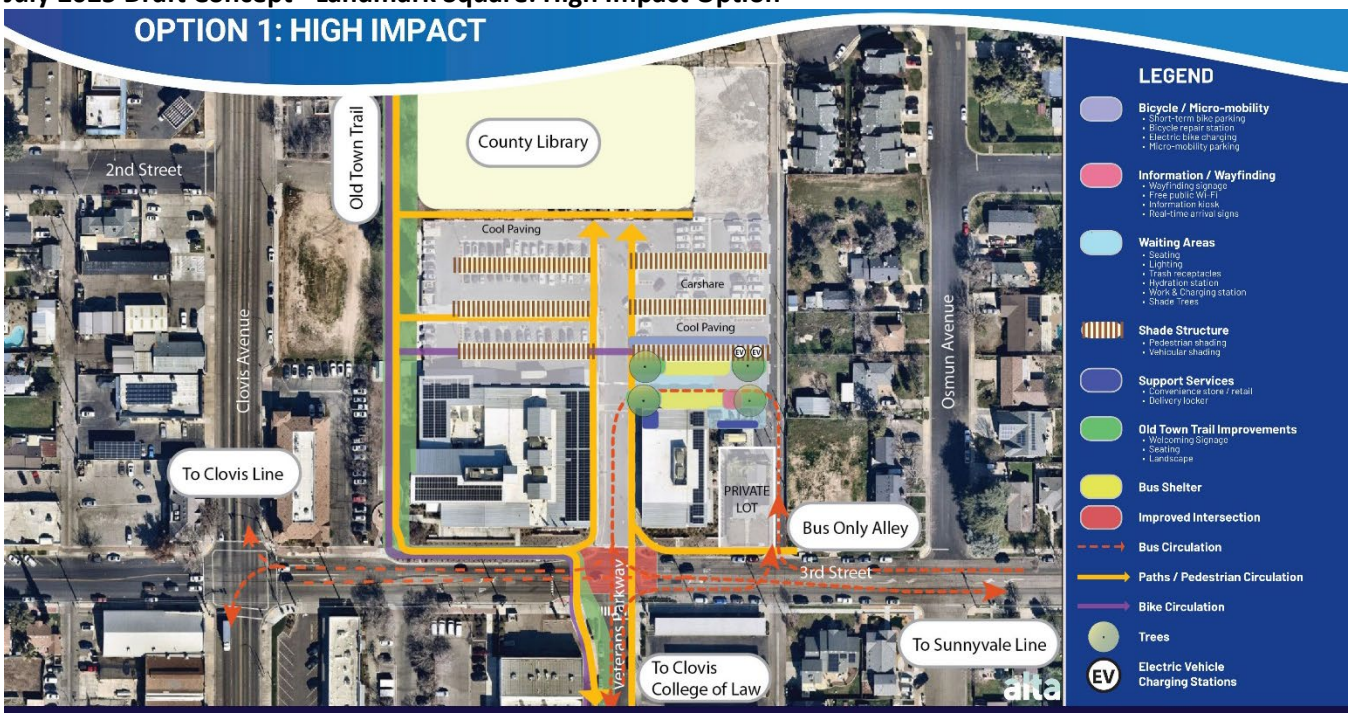
Some key operational and maintenance considerations include:

- Solar-powered EV charging stations with battery energy storage have operations and maintenance considerations, including:
    - Utility bills
    - Energy management software
    - Solar panel cleaning
    - EV charging maintenance
    - Publicly available EV charging stations and payment information
- The bike storage lockers and bicycle fix-it stations would require maintenance and upkeep. The storage lockers would need a phone app or similar technology for locker reservations.
- Plantings and trees
    - Watering
    - Maintenance
- Waste management service for waste receptacle(s)

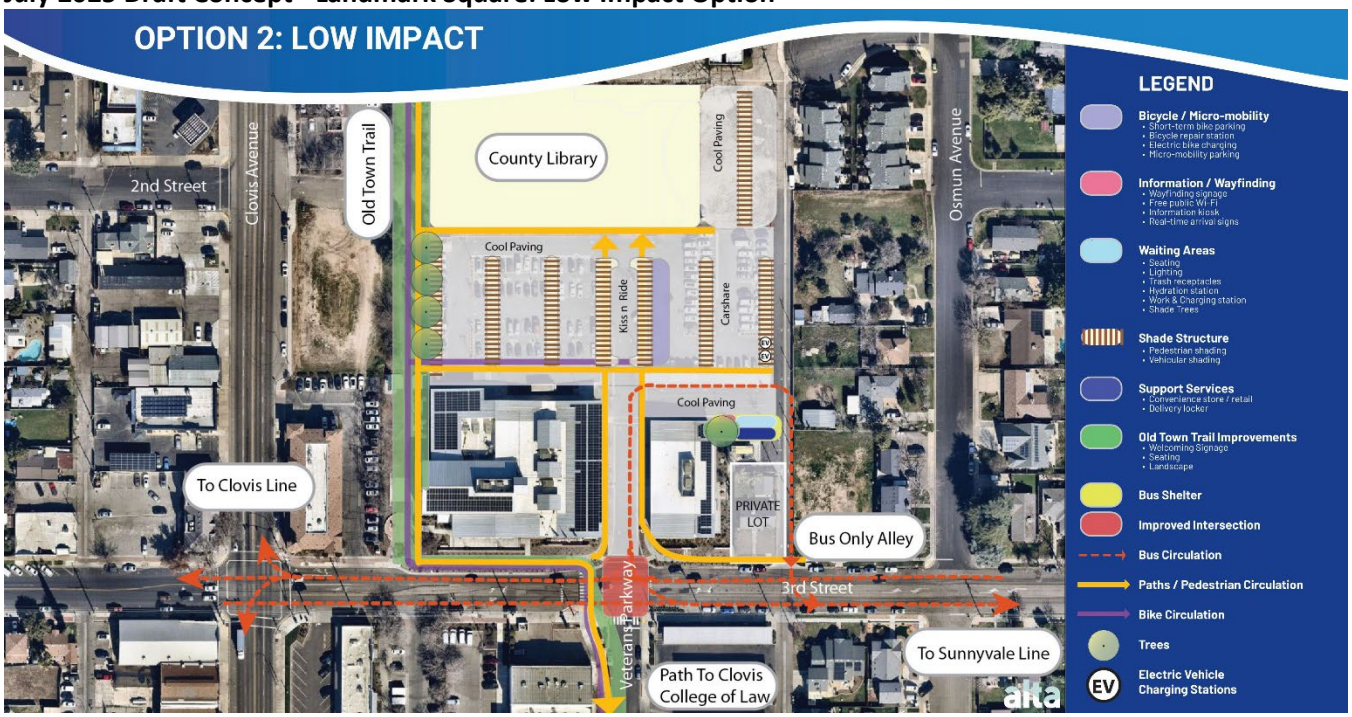
Previous Mobility Hubs Concepts

The project team developed two concepts for each of the four sites to be displayed and discussed during the July 2025 community design workshops. The diagrams of each previous concept are included here. The upcoming Draft and Final Plan documents will briefly describe the stakeholder and community reactions to these concepts and the design changes that were subsequently made.

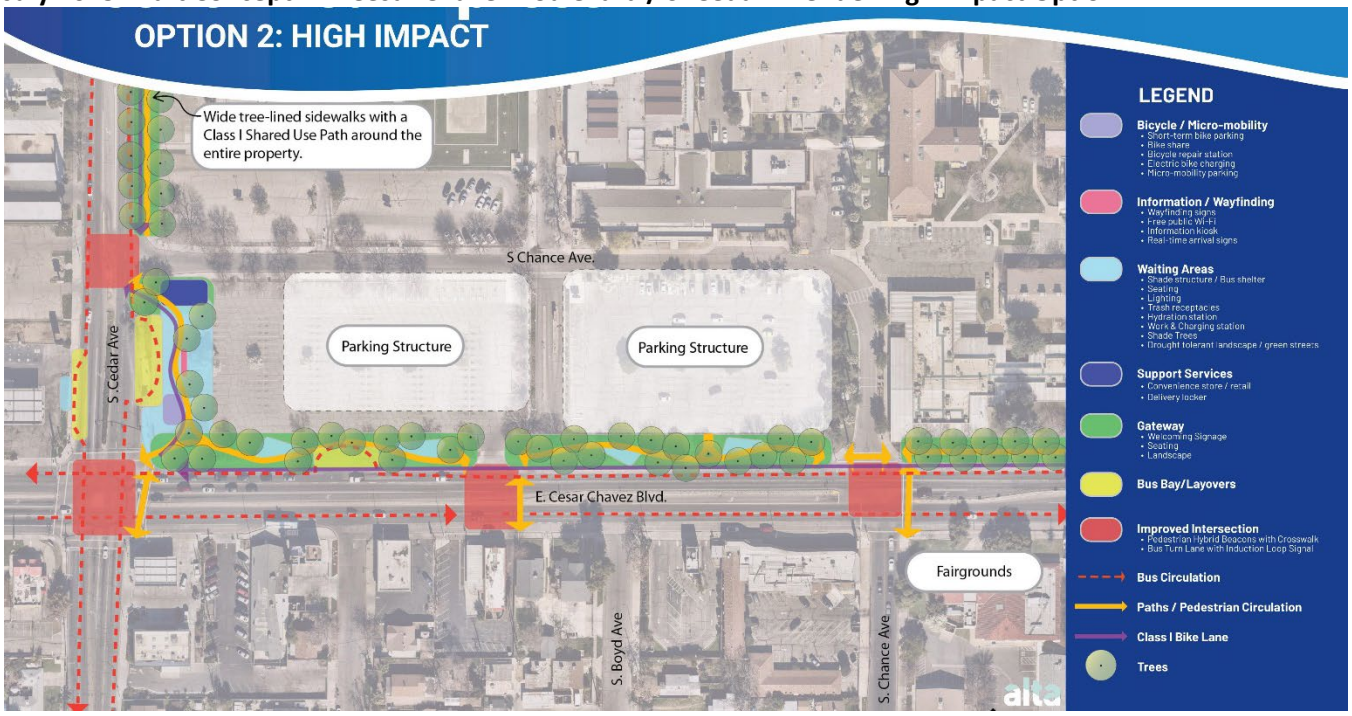
July 2025 Draft Concept - Landmark Square: High Impact Option



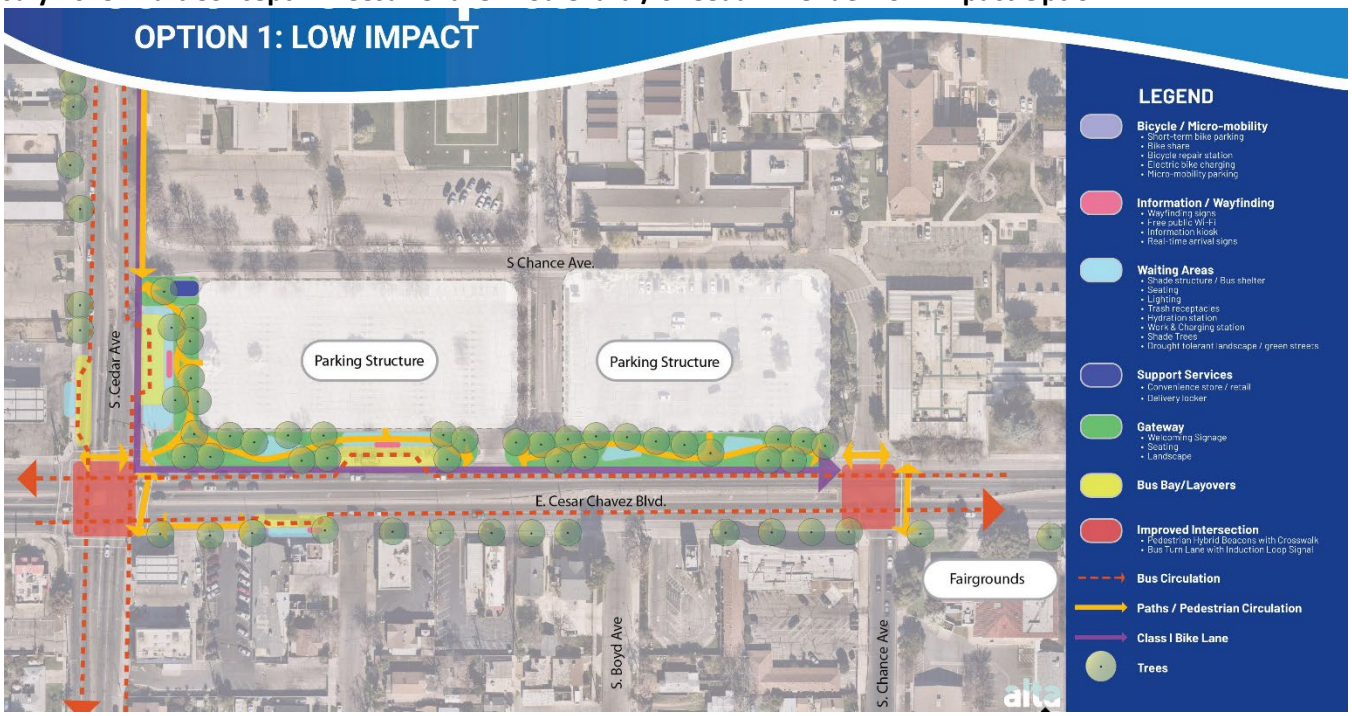
July 2025 Draft Concept - Landmark Square: Low Impact Option



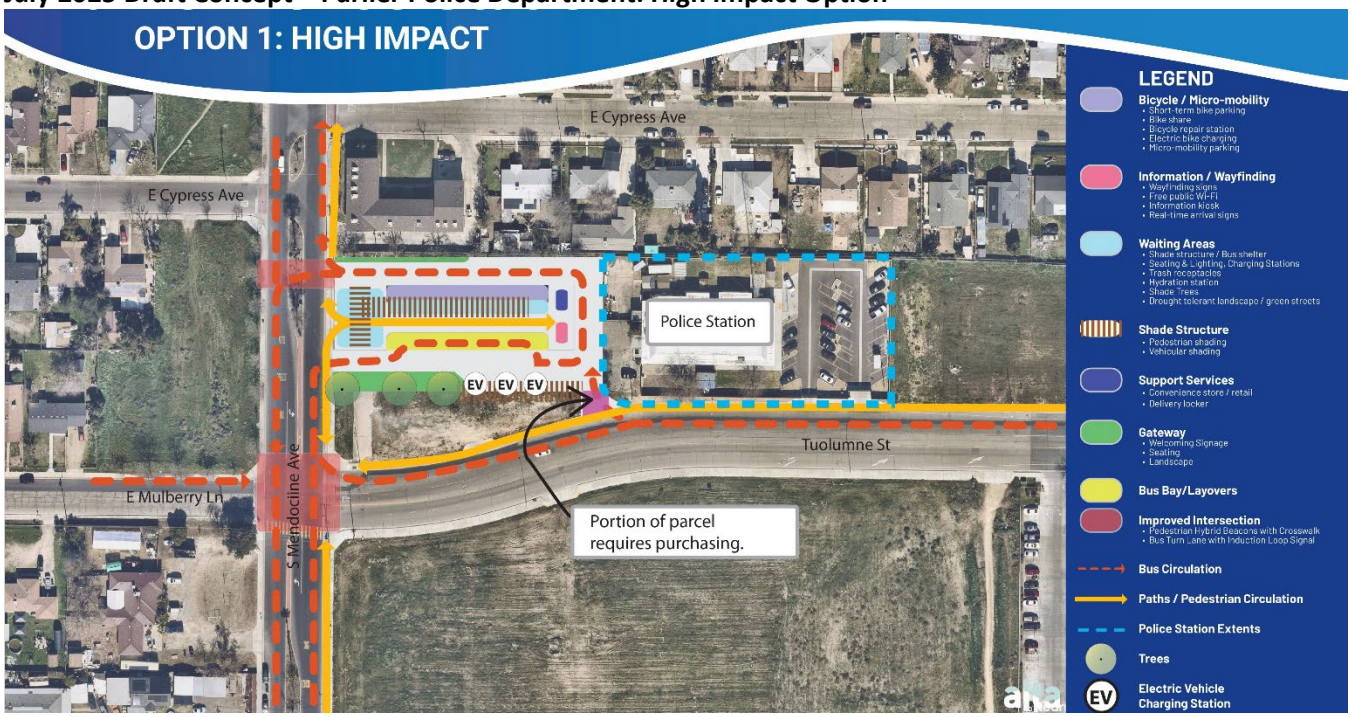
July 2025 Draft Concept – E. Cesar Chavez Boulevard / S. Cedar Avenue: High Impact Option



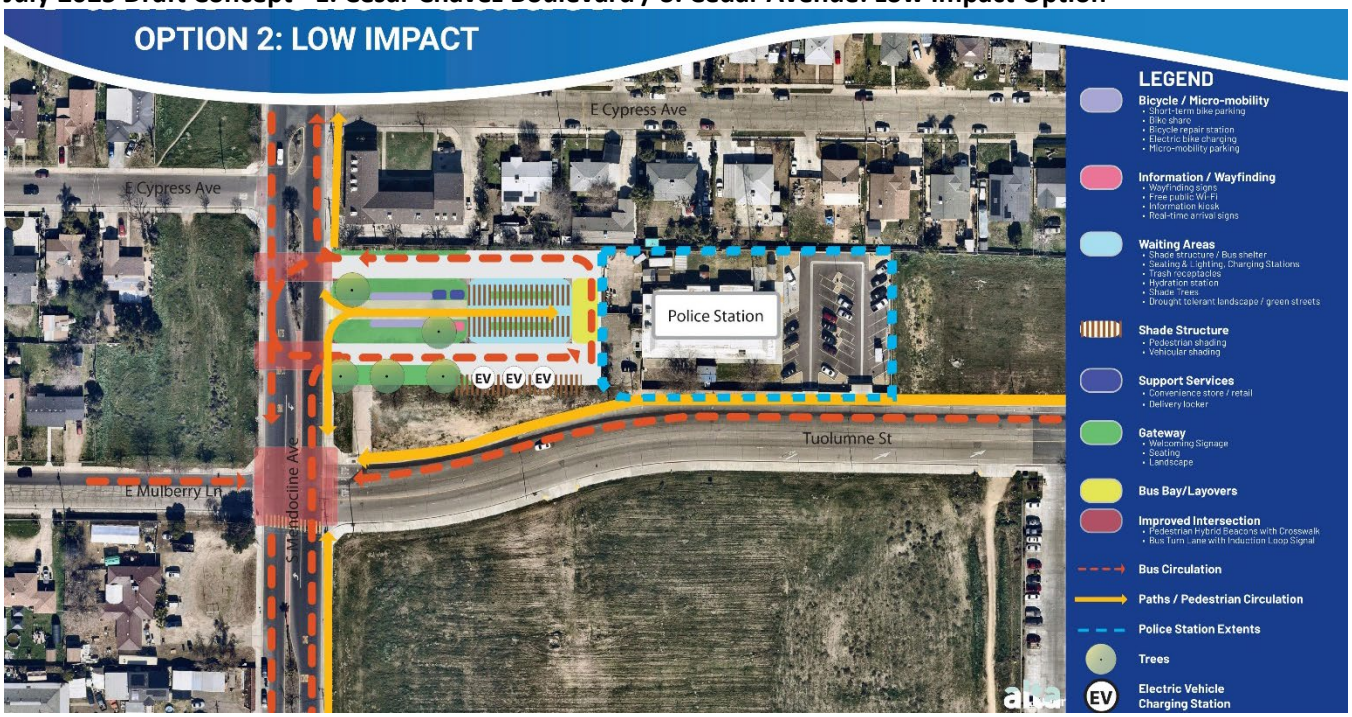
July 2025 Draft Concept - E. Cesar Chavez Boulevard / S. Cedar Avenue: Low Impact Option



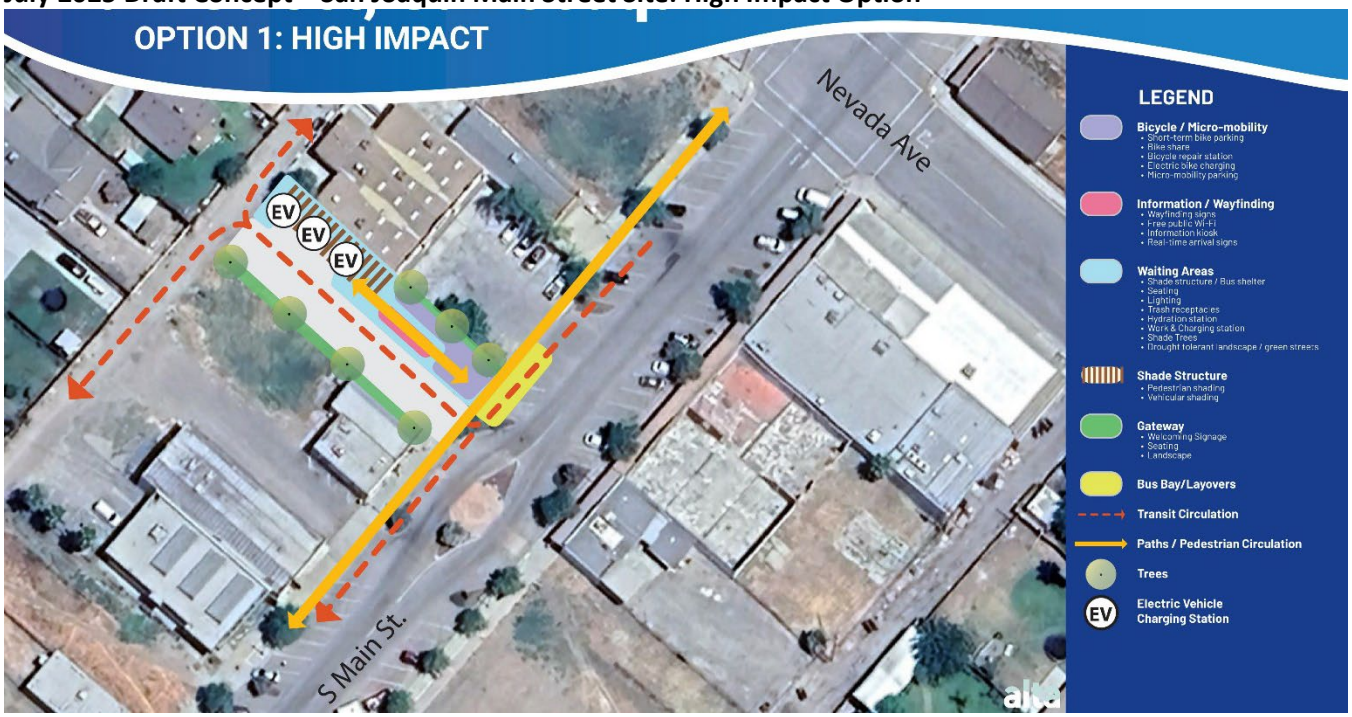
July 2025 Draft Concept – Parlier Police Department: High Impact Option



July 2025 Draft Concept - E. Cesar Chavez Boulevard / S. Cedar Avenue: Low Impact Option



July 2025 Draft Concept – San Joaquin Main Street Site: High Impact Option



July 2025 Draft Concept - San Joaquin Main Street Site: Low Impact Option