



City of Fresno Department of  
Transportation/Fresno Area Express  
Title VI Service Equity Analysis



June 2023



Prepared By:



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## Overview

In compliance with Title VI of the Civil Rights Act of 1964, the Federal Transit Administration (FTA) requires all transit agencies that receive federal funding to monitor the performance of their systems, ensuring services are made available and/or distributed equitably. One component of ensuring compliance is performing an equity analysis for all fare changes and any major service changes to determine its impact on minority (race, color, or national origin) and low-income populations.

Fresno Area Express (FAX) is the primary fixed-route transit operator in Fresno and is operated and administered by the City of Fresno, California. FAX has proposed changes to 4 of its routes.

This Title VI analysis will:

- Determine whether the proposed route changes constitute a major service change or not,
- Evaluate how the proposed changes may impact low-income and minority populations, and
- Identify strategies to avoid, minimize, or mitigate any disproportionate burdens, disparate impacts, or any potentially negative outcomes.

## Relevant Policies

This FAX service equity analysis was completed in accordance with FTA regulations outlined in FTA Circular 4702.1B, “Title VI Requirements and Guidelines for Federal Transit Administration Recipients.” The circular requires this analysis to ensure or minimize any disparate impact on minority populations or disproportionate burden on low-income populations.

### ***Disparate Impact Definition***

Refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient’s policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin. (FTA C 4702.1B, Chap. I-2)

### ***Disproportionate Burden Definition***

Refers to a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations. A finding of disproportionate burden requires the recipient to evaluate alternatives and mitigate burdens where practicable. (FTA C 4702.1B, Chap. I-2)

Each transit agency is responsible for establishing a threshold for what constitutes a “major” service change as well as what differential is considered a disparate impact or disproportionate burden.

### ***Major Service Change***

In 2022, FAX completed its Triennial Title VI Program. Per FAX’s Title VI policy, a major service change is any service change that:

- Adds or removes 25 percent or more of revenue miles on any route, or
- Adds or removes 25 percent or more of revenue hours on any route.

### ***Disparate Impact Policy***

A disparate impact exists if a major service change, fare change, or fare media change requires a minority population to bear adverse effects by 20 percent or more than the adverse effects borne by the general population in the affected area.

### ***Disproportionate Burden Policy***

A disproportionate burden exists if a major service change, fare change, or fare media change requires a low-income population to bear adverse effects by 20 percent or more than the adverse effects borne by the general population in the affected area.

FAX has also recently completed four other Title VI analyses, including for a series of service changes in 2020, an analysis of a fare reduction in 2021, an analysis of a pilot program consisting of free fares for Reduced Fare passengers subsidized by Kaiser in 2022, and an analysis of reduced fares for students in 2022. This Title VI analysis will apply Title VI policies in a manner consistent with these earlier analyses.

## **Proposed Changes**

FAX is continually evaluating its service to improve efficiency and optimize resources. FAX has proposed changes to four routes. Table 1 summarizes the proposed service changes. Figure 1 and Figure 2 show FAX's network before and after the proposed changes, respectively.

*Table 1: Summary of Proposed Service Changes*

<b>Route</b>	<b>Description of Revised Service</b>	<b>Origin and Destination of Revised Service</b>
Route 3	Increase frequency from every 45 minutes to every 30 minutes	N/A
Route 20	Increase frequency from every 45 minutes to every 30 minutes	N/A
Route 34	Increase frequency from every 20 minutes to every 15 minutes; Extend the southern end of the route to the North Pointe Business Park, including the IRS, Amazon, Ulta, and other businesses	From East Jensen Ave and South Cherry Ave to South Orange Ave and East Central Ave
Route 45	Increase frequency from every 45 minutes to every 30 minutes; Extend the western end of the route to serve Harvest Elementary School, Glacier Point Middle School, and Justin Garza High School	From North Polk Ave and West Ashlan Ave to North Bryan Ave and West Gettysburg Ave

Figure 1: Existing Network

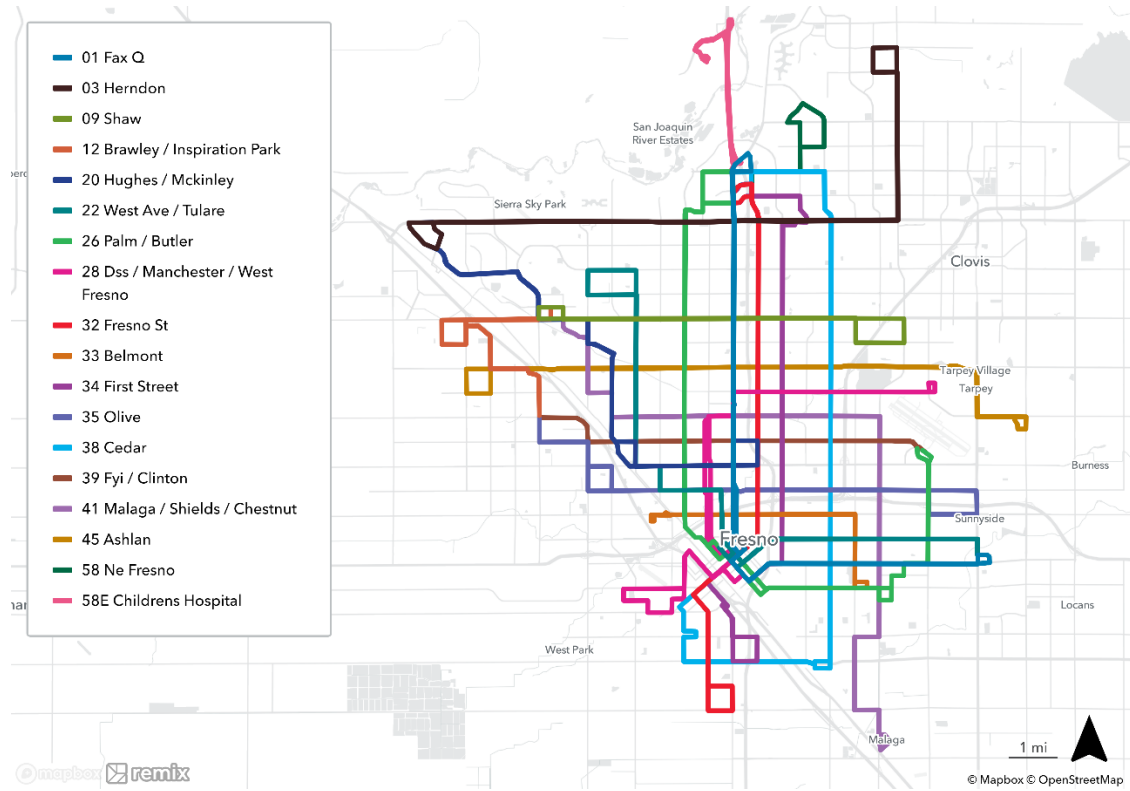
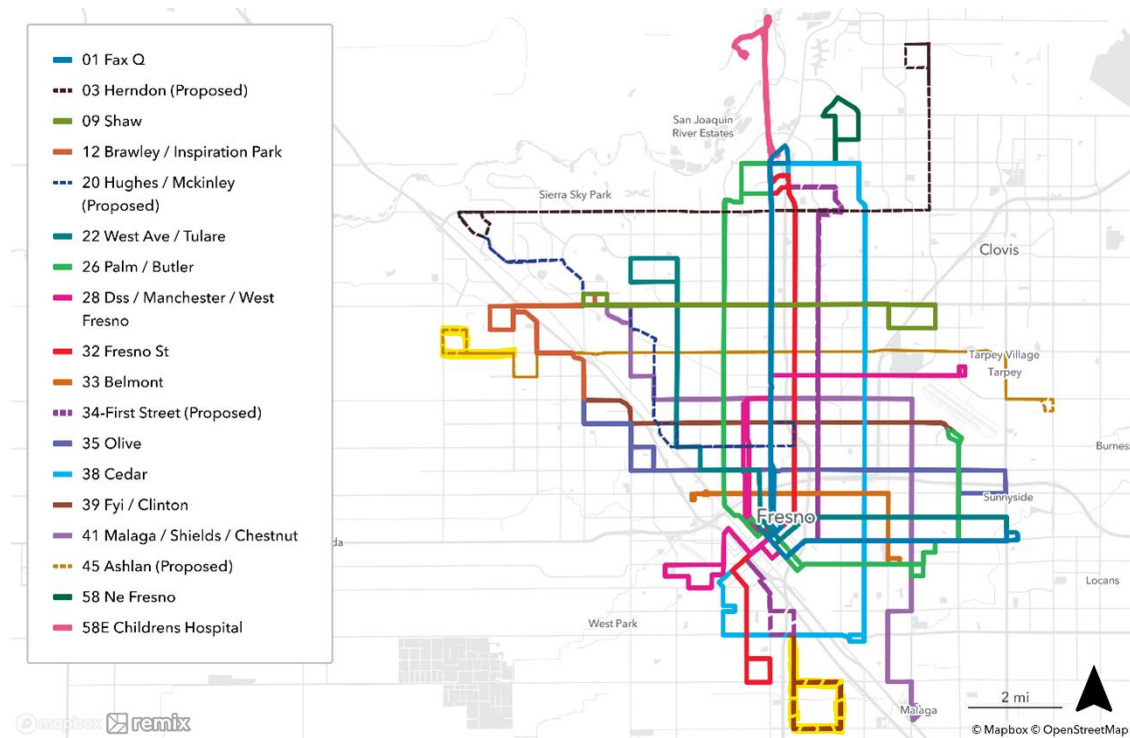


Figure 2: Proposed Network. New Coverage is Highlighted in Yellow.



## Summary of Public Participation & Outreach

To collect community feedback on the proposed service changes, FAX held a series of outreach events in May 2022 and August 2022. The May outreach events, which focused on the proposed changes to Routes 3, 20, and 45, consisted of five workshops, one of which was virtual, and six informal pop-up events at bus stops throughout the system. The August outreach events focused on the proposed changes to Route 34, and consisted of three workshops, one of which was virtual. Information about the proposed changes, as well as information about the workshops were placed on the FAX website. Flyers advertising the workshops in English and Spanish were placed at bus stops, on buses, on social media, and in the FAX newsletter. Appendix A includes the public outreach materials produced for these proposed changes.

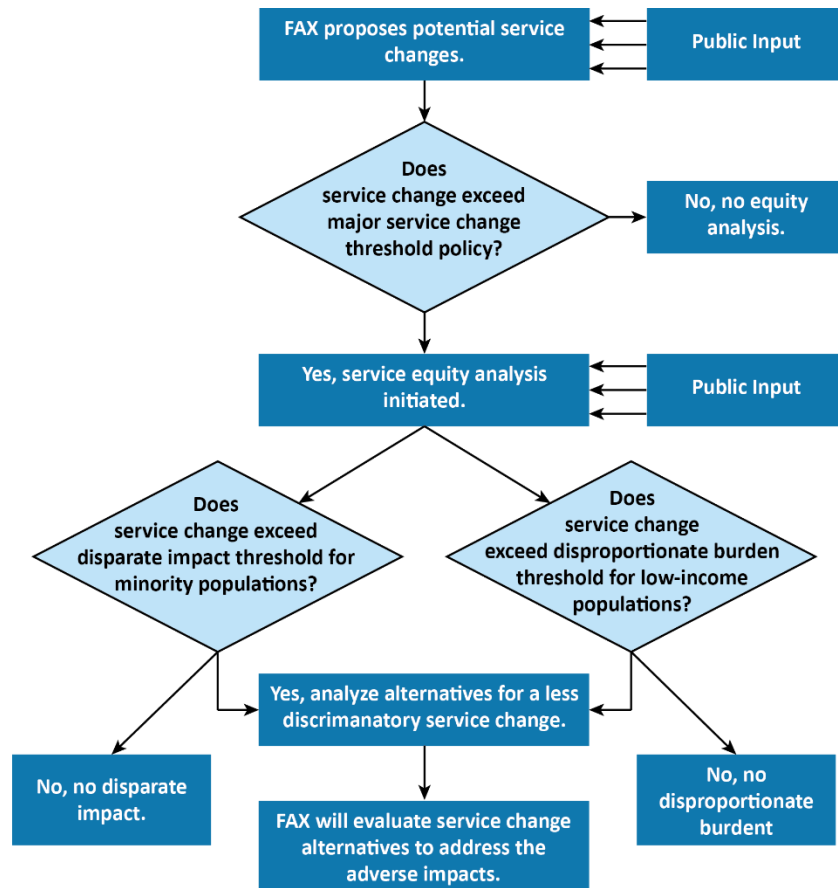
## Service Equity Analysis

The service equity analysis has three key parts:

- First, proposed service changes are analyzed to determine if those changes meet the major service change threshold as defined by FAX's Title VI policy.
- If any of the proposed service changes meet the major service change threshold, then the proposed route changes are analyzed to determine if those changes create a disparate impact or disproportionate burden according to FAX's Title VI policy.
- If a disparate impact or disproportionate burden is found, then mitigation measures will be recommended for the proposed service changes so that they no longer create a disparate impact or disproportionate burden.

Figure 3 illustrates FAX's service equity analysis process. Because of the combination of proposed changes, FAX determined analyzing all proposed changes, regardless of if they meet policy thresholds, would provide consistent information for the decision-making process related to the proposed network changes.

Figure 3: Service Equity Analysis Process



As outlined in the FTA Circular, transit agencies should analyze available data for the general population (U.S. Census or American Community Survey data) or data specific to system ridership (survey data). To provide the most comprehensive findings, both population and ridership data were analyzed and are summarized in this document. (Care was taken not to “mix and match” in comparative analysis—always comparing ridership to ridership and population to population, as noted in FTA C 4702.1B, Chap. IV-15.)

### Data Sources

Data from the American Community Survey (ACS) and the 2022 FAX Customer Satisfaction Survey were used to perform the Title VI analysis.

#### American Community Survey

2021 ACS five-year estimates provide census block group-level population data for the geography-based analysis. The following tables were used in this analysis:

- C17002: Ratio of Income to Poverty Level in the Past 12 Months
- B03002: Hispanic or Latino Origin by Race

FAX defines low-income as at or below 150 percent of the federal poverty line. Individuals who reported in the ACS that their income over the previous 12 months fell below 150 percent of the federal poverty line were defined as low-income for the geographic analysis.



For purposes of this analysis, the following origin by race categories are defined as minority:

- Black or African American alone
- American Indian or Alaska Native alone
- Asian alone
- Native Hawaiian or Other Pacific Islander alone
- Hispanic or Latino
- “Other” race alone
- Two or more races

### *2022 FAX Customer Satisfaction Survey*

The following questions from the 2022 Customer Satisfaction Survey were analyzed for the service equity analysis:

- **Route:** What is the bus route number that you are on? (Blank space for entering a number.)
- **Demographics, Ethnicity:** Which of the following most closely describes your ethnic background? (1) Hispanic, (2) White/Caucasian, (3) African American/Black, (4) Asian/Southeast Asian- please specify national origin or Asian ethnic group, (5) American Indian, (6) Pacific Islander, (7) Middle Easterner, (8) other/please specify.
- **Demographics, Household Size:** Including yourself, how many people live in your household? (Blank space for entering a number.)
- **Demographics, Income:** Which of the following categories best describes your total household income in 2013, before taxes? (1) less than \$10,000 per year, (2) \$10,000 to \$19,999, (3) \$20,000 to \$29,999, (4) \$30,000 to \$39,999, (5) \$40,000 to \$49,999, (6) \$50,000 to \$74,999, (7) \$75,000 to \$99,999 per year, (8) \$100,000 or more per year.

All respondents who indicated a race/ethnicity other than Non-Hispanic White/Caucasian were considered a minority for purposes of this analysis. If a respondent indicated more than one race/ethnicity, they were considered a minority. Furthermore, if a respondent indicated “other,” they were considered a minority. Records where the respondent did not answer the race/ethnicity question were excluded from the disparate impact analysis, as their minority status could not be determined.<sup>1</sup>

FAX’s definition of low-income is any person whose median household income is at or below 150 percent of the federal poverty line. The federal poverty guidelines issued by the U.S. Department of Health and Human Services were used as the basis for determining low-income status. See Table 2. Utilizing the survey questions related to household income and number of persons per household, each survey respondent was coded as low-income (below 150 percent of the poverty line) or non-low-income (above 150 percent of the poverty line) according to

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<sup>1</sup> If these respondents did not answer the race/ethnicity question but did answer the questions related to household size and income, they were still included in the disproportionate burden analysis. The FTA directs recipients to analyze disparate impact and disproportionate burden separately.



Table 3, below. For ranges where a significant portion of the range fell below 150 percent poverty line, the entire range was classified as low-income/“below” to ensure no low-income individuals were mistakenly classified as non-low-income. Households with 13 or more members making more than \$100,000 were considered low-income for the same reason.

*Table 2: 2022 Poverty Guidelines for the 48 Contiguous States and D.C.*

Persons in Family/Household	Poverty Guideline	150 Percent of Poverty Guideline
1	\$13,590	\$20,385
2	\$18,310	\$27,465
3	\$23,030	\$34,545
4	\$27,750	\$41,625
5	\$32,470	\$48,705
6	\$37,190	\$55,785
7	\$41,910	\$62,865
8	\$46,630	\$69,945
9	\$51,350	\$77,025
10	\$56,070	\$84,105
11	\$60,790	\$91,185
12	\$65,510	\$98,265
13	\$70,230	\$105,345
14	\$74,950	\$112,425

Table 3: Low-Income Status by 2018 FAX Customer Satisfaction Survey Categories (Below or Above 150 Percent of Federal Poverty Guideline)

Reported Annual Household Income in 2022								
Persons in Household	Less than \$10,000	\$10,000 - \$19,999	\$20,000 - \$29,999	\$30,000 - \$39,999	\$40,000 - \$49,999	\$50,000 - \$74,999	\$75,000 - \$99,999	\$100,000 or More
1	Below	Below	Below	Above	Above	Above	Above	Above
2	Below	Below	Below	Above	Above	Above	Above	Above
3	Below	Below	Below	Below	Above	Above	Above	Above
4	Below	Below	Below	Below	Below	Above	Above	Above
5	Below	Below	Below	Below	Below	Above	Above	Above
6	Below	Below	Below	Below	Below	Below	Above	Above
7	Below	Below	Below	Below	Below	Below	Above	Above
8	Below	Below	Below	Below	Below	Below	Above	Above
9	Below	Below	Below	Below	Below	Below	Below	Above
10	Below	Below	Below	Below	Below	Below	Below	Above
11	Below	Below	Below	Below	Below	Below	Below	Above
12	Below	Below	Below	Below	Below	Below	Below	Above
13	Below	Below	Below	Below	Below	Below	Below	Below
14	Below	Below	Below	Below	Below	Below	Below	Below

### Major Service Change Analysis

The first step in determining if the proposed service changes would cause a disparate impact or disproportionate burden is determining which proposed changes, if any, constitute a major service change under Fresno’s policy. To do so, revenue miles and revenue hours were compared for each route in the existing and proposed network. See Table 4. Routes with a 25 percent or greater change in revenue miles or revenue hours from the existing network to the proposed network are considered major service changes.

Table 4: Change in Revenue Hours and Revenue Miles, Existing and Proposed

Route	Revenue Hours (Annual)			Revenue Miles (Annual)			Major Change?
	Existing	Proposed	Percent Change	Existing	Proposed	Percent Change	
3	16,360	25,463	55.6%	208,686	321,297	54.0%	Yes
20	12,912	20,539	59.1%	172,895	250,465	44.9%	Yes
34	32,327	48,584	50.3%	380,522	553,757	45.5%	Yes
45	13,121	24,406	86.0%	182,731	310,037	69.7%	Yes

Every proposed change qualifies as a major service change due to a greater than 25 percent increase in revenue hours and/or revenue miles. Because each proposed change exceeds the major service change threshold, analysis is provided for all proposed changes.

## Geographic/Population Analysis

This report summarizes two layers of analysis. The first layer considers the population living within ¼ mile of FAX system bus stops. There are two parts to this first layer of analysis. First, the percent of minority and low-income populations along current routes with proposed changes are compared against the system-wide percentages of minority and low-income populations. This identifies which routes are considered “minority routes” or “low-income routes.” Typically, only minority and low-income routes would be considered for further analysis. In this case, all routes will receive additional analysis. The second step is to compare the difference in the minority share of population between the existing and proposed route. If the difference is 20 percentage points greater than the difference for non-minorities, this indicates a disparate impact. For example, say the demographic makeup of existing Route A is 78 percent minority and the makeup of proposed Route A is 50 percent minority. The minority population with access to that route has decreased by 28 percentage points, while, conversely, non-minority access has increased by 28 percentage points. This exceeds the 20 percent threshold for a disparate impact, indicating some mitigation might be required. Results of this analysis are summarized in Table 5 and the analysis was repeated for low-income populations, as shown in

Route	Existing		Proposed		Difference	
	Total Population within ¼ mile	Percent Minority	Total Population within ¼ mile	Percent Minority	Percentage Point Change Minority	Disparate Impact
3	33,384	56.0%	33,384	56.2%	0.2%	No
20	69,319	76.0%	69,319	76.0%	0.0%	No
34	59,978	76.9%	62,623	76.8%	-0.1%	No
45	54,238	74.3%	54,045	74.3%	0.0%	No
System Total	371,108	76.3%	379,671	76.3%	0.0%	No

Table 6.

Table 5: Population within ¼ Mile of FAX Stop by Minority Status, Existing and Proposed

Route	Existing		Proposed		Difference	
	Total Population within ¼ mile	Percent Minority	Total Population within ¼ mile	Percent Minority	Percentage Point Change Minority	Disparate Impact
3	33,384	56.0%	33,384	56.2%	0.2%	No
20	69,319	76.0%	69,319	76.0%	0.0%	No
34	59,978	76.9%	62,623	76.8%	-0.1%	No
45	54,238	74.3%	54,045	74.3%	0.0%	No
System Total	371,108	76.3%	379,671	76.3%	0.0%	No

Table 6: Population within ¼ Mile of FAX Stop by Income Status, Existing and Proposed

	Existing	Proposed	Difference
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Route	Total Population within ¼ mile	Percent Low-income	Total Population within ¼ mile	Percent Low-Income	Percentage Point Change Low-Income	Disproportionate Burden
3	33,384	15.4%	33,384	15.7%	0.3%	No
20	69,319	36.2%	69,319	36.2%	0.0%	No
34	59,978	43.5%	62,623	43.5%	0.0%	No
45	54,238	37.0%	54,045	37.0%	0.0%	No
System Total	371,108	40.3%	379,671	40.2%	-0.1%	No

Route 3

Increasing service frequency on Route 3 meets the major service change threshold. Additionally, the percentage of minority individuals living within ¼ mile of Route 3 stops is significantly smaller than that of the existing system-wide percentage. However, because the proposed change is a service improvement and the percent of minority individuals with access within ¼ mile to the route increases, there is no disparate impact, and no mitigation measures need to be considered.

The percentage of low-income individuals living within ¼ mile of the proposed Route 3 stops is also significantly smaller than the existing system-wide percentage. As the difference is greater than 20 percent, the proposed addition therefore meets the disproportionate burden threshold. Similarly, however, because the proposed change is a service improvement and the percent of low-income individuals with access within ¼ mile to the route increases, there is no disparate impact, and no mitigation measures need to be considered.

Route 20

The increase of service frequency of Route 20 meets the major service change threshold. The population living within ¼ mile of existing stops has a slightly smaller percentage of minority individuals than the system-wide average, and that percentage does not change under the proposed network. As a result, and because the changes to Route 20 are a service improvement, there is no disparate impact, and no mitigation measures need to be considered.

The percentage of low-income individuals living within ¼ mile of Route 20 stops is slightly lower than the system-wide average. However, the proposed network does not affect that percentage. As a result, there is no disproportionate burden, and no mitigation measures need to be considered.

Route 34

The increase in service frequency and addition of new coverage on Route 34 meets the major service change threshold. The percentage of minority individuals living within ¼ mile of Route 34 is slightly above the system-wide average, and there is only a 0.1 percentage point decrease in the percent of minority individuals who have access to the route. The changes to Route 34 also represent an increase in coverage, meaning the changes are a service improvement. As a result, there is no disparate impact, and no mitigation measures need to be considered.

The percentage of low-income individuals living within ¼ mile is slightly above the system-wide average. This proposed alignment change has no impact on the percent of low-income individuals who have access within ¼ mile to Route 34 stops. As a result, there is no disproportionate burden, and no mitigation measures need to be considered.

## Route 45

The addition of new coverage on Route 45 meets the major service change threshold. The proportion of minority individuals living within ¼ mile of Route 45 is slightly less than the system-wide average, and there is no change in that share under the proposed network. However, these changes can be classified as a service improvement because there is an increase in coverage on the route. As a result, there is no disparate impact, and no mitigation measures need to be considered.

The percentage of low-income individuals living within ¼ mile of Route 45 is slightly below the system-wide average, and the proposed changes do not change that percentage. As a result, there is no disproportionate burden, and no mitigation measures need to be considered.

## Ridership Analysis

The second layer of analysis considers FAX ridership based on the demographic information gathered through the 2022 Customer Satisfaction Survey. To consider known FAX riders specifically, rather than the population that merely *could* be using FAX due to geographic proximity, the most recent customer satisfaction survey was also analyzed for impacts. The purpose of considering this data is to determine if there are any routes that were not identified as minority or low-income routes based on geographic population analysis but have above-average minority or low-income ridership (Part 1 of the population analysis). Findings are summarized in Table 7. Highlighted cells indicate routes that are above the 20 percent threshold and cells with asterisks indicate very low response rates.

*Table 7: Minority and Low-Income Ridership Shares by Route, Compared to System Total*

Route	Minority		Low-Income	
	Percentage Minority	System Avg % Difference	Percentage Low-Income	System Avg % Difference
<b>3</b>	60.0%*	-13.4%	75.0%*	-4.1%
<b>20</b>	66.7%	-6.7%	58.8%*	-20.3%
<b>34</b>	76.9%	3.6%	82.7%	3.6%
<b>45</b>	44.4%*	-28.9%	66.7%*	-12.4%
<b>System-Wide</b>	<b>73.4%</b>		<b>79.1%</b>	

### Route 3

Similar to the ACS analysis, the percentage of minority riders on Route 3 is less than the percentage of minority riders, system wide. The percentage of low-income riders is also slightly lower on Route 3 than system-wide, but not significantly so, and remains quite high overall. As a result, there is no disparate impact or disproportionate burden, and no mitigation measures need to be considered.

### Route 20

The percentage of minority riders on Route 20 is also below the system average, and the percentage of low-income riders is below average and breaks the 20% difference threshold. The differences in the case of low-income riders identifies a potential disproportionate burden, and mitigation measures need to be considered.

### Route 34

The percentage of minority riders on Route 34 is slightly above average. The percentage of low-income riders is also above the system-wide average, although by significantly less than that of the disproportionate burden threshold. As a result, there is no disparate impact or disproportionate burden, and no mitigation measures need to be considered.

### Route 45

The percentage of minority riders on Route 45 is below the system-wide percentage, by 28.9 percentage points, and the percentage of low-income riders is slightly below. The difference in the minority riders on Route 45 compared to the system average is more than enough to cross the 20% threshold. As this could indicate a disparate impact, mitigation measures need to be considered.

## Alternative Remix Analysis

In addition to the usual analysis, FAX also conducted an analysis using the Remix Title VI tool. Remix's Title VI tool looks at the overall impact of proposed changes by calculating annual person trips. For each route, the tool takes the number of low-income and minority individuals within a quarter mile before and after the proposed change, then multiplies those numbers by the number of trips on that route. This method captures the difference in total amount of service available to minority and low-income populations and can catch some impacts in ways the usual analysis cannot. For example, a route that is moved to a less dense part of town may provide less service to minority and low-income populations, even if the percentage of minority and low-income populations remains the same.

Applying this analysis to the changes proposed by FAX shows that the proposed changes are not an impact. Even though a larger number of trips are being added to routes that have below average minority and low-income percentages, those additions are balanced by the fact that the total number of minority and low-income individuals that live within a quarter mile of improved service on Route 34 is much larger. The Remix Title VI Analysis can be seen in Appendix C.

## Mitigation Measures

No additional mitigation measures are necessary; the proposed changes, when examined in context, do not suggest that the service changes as a whole cause a disparate impact or disproportionate burden.

Of the proposed changes, Route 20 was found to have potential disproportionate burdens based on the ridership analysis; it is an increase in service that disproportionately benefits non-low-income individuals. Route 45 was found to have potential disparate impacts because it is an increase in coverage for a route with high non-minority ridership. However, the results from the analyses suggest that the other proposed changes already mitigate the impacts of Routes 20 and 45, and that no additional mitigation measures are necessary. It is important to take these ridership numbers with a grain of salt because the survey response rate for some of the routes was incredibly low, as noted in the chart above. The survey was taken in 2022, when ridership was still recovering from the COVID pandemic.

When looking at the geographic population analysis, it was found that the difference in percent of minority and low-income individuals between the existing and proposed networks overall is very small, a total decrease by 0.1%. While the Route 3 change increases service in areas with lower-than-average minority and low-income individual percentages, the increase in frequency on Route 34 expands service in areas that meet or exceed the system average for minority and low-income individuals. This route also serves a greater share of the total population within ¼ mile of FAX stops than Routes 3, 20, and 45 which helps to balance the impacts. In addition, Route 3 provides service to a number of medical facilities, a community college, and two regional shopping centers. Public outreach conducted when the route was originally introduced indicated that minority and low-income showed strong support for improved service to these areas, suggesting that although the route itself may not pass through neighborhoods with higher than average minority and low-income population, the route does provide connections to locations that minority and low-income riders feel are valuable.

The Route 34 change, for example expands route coverage to an Amazon facility and other major employment sites. This route provides access to jobs for an area with an above average share of minority and low-income individuals. Additionally, the route is above average for the share of minority and low-income riders that use the route.

In addition, the analysis done using the Remix Title VI tool also shows that, while much of the increased service is concentrated in areas that are more likely to be non-minority and non-low income, that



increased service is balanced by the additional service on Route 34. With this context along with the analysis, the combined impact of the service changes does not cause a disparate impact or disproportionate burden.

Appendix A: Community Outreach Materials

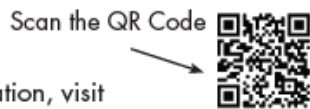
Figure 4: Flyer for May Workshops



**Come to FAX workshops to learn more about proposed service changes along Routes 3, 20, and 45, and our Title VI Program. We want to hear from you!**

All meeting rooms and restrooms are ADA accessible. Contact Jeff Long at 559-621-1436 at least 72 hours prior to the workshop to request auxiliary aids or translation services.

**Title VI** prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives Federal funds or other Federal financial assistance.



For more information, visit [www.fresno.gov/faxoutreach](http://www.fresno.gov/faxoutreach).

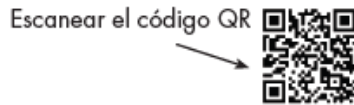
**Workshop Dates and Locations**

- **Monday, May 9 | 5:30 p.m.**  
Library at Central High East, 3535 N. Cornelia Avenue
- **Tuesday, May 10 | 2:00 p.m.**  
Pinedale Community Center, 7170 N. San Pablo
- **Tuesday, May 10 | 4:00 p.m.**  
Ted C. Wills Community Center, 770 N. San Pablo
- **Tuesday, May 10 | 6:00 p.m.**  
Maxie L. Parks Community Center, 1802 E. California Ave
- **Tuesday, May 17 | 5:30 p.m.**  
Virtual Workshop at <https://zoom.us/j/4698667541> or by calling 1-669-900-9228, Meeting ID: 469 866 7541

**Venga a los talleres de FAX para obtener más información sobre los cambios de servicio propuestos a lo largo de las Rutas 3, 20 y 45, y sobre nuestro Programa de Título VI. ¡Queremos saber de usted!**

Todas las salas de reuniones y los baños son accesibles según la ADA. Comuníquese con Jeff Long at 559-621-1436 al menos 72 horas antes del taller para solicitar ayudas auxiliares y/o servicios de traducción.

**Título VI** prohíbe la discriminación sobre la base de raza, color u origen nacional en cualquier programa o actividad que reciba fondos federales u otra asistencia financiera federal.



Para obtener más información, visite [www.fresno.gov/faxoutreach](http://www.fresno.gov/faxoutreach).

**Fechas y lugares de los talleres**


- **Lunes, 9 de mayo | 5:30 p.m.**  
Library at Central High East, 3535 N. Cornelia Avenue
- **Martes, 10 de mayo | 2:00 p.m.**  
Pinedale Community Center, 7170 N. San Pablo
- **Martes, 10 de mayo | 4:00 p.m.**  
Ted C. Wills Community Center, 770 N. San Pablo
- **Martes, 10 de mayo | 6:00 p.m.**  
Maxie L. Parks Community Center, 1802 E. California Ave
- **Martes, 17 de mayo | 5:30 p.m.**  
Taller virtual en <https://zoom.us/j/4698667541> o por vocación 1-669-900-9228, Identificación de la reunión: 469 866 7541



[www.fresno.gov](http://www.fresno.gov)

559.621.1436 | email: [jeff.long@fresno.gov](mailto:jeff.long@fresno.gov) Follow us: @fresnofax   

Figure 5: Flyer for August Workshops



## WE WANT TO HEAR FROM YOU!

### ¡QUEREMOS SUS COMENTARIOS!

**Provide your input on a NEW bus route to the North Pointe Business Park, where Amazon and Ulta are located.**

**3 Workshops this August... Two In-Person and one Virtual!**

RSVPs are required. Light refreshments will be served at the two in-person workshops.

- **Thursday, August 11, 2022, 5:30 p.m.** at Legacy Commons, 2255 S. Plumas Ave.
- **Wednesday, August 17, 2022, 5 p.m.** Virtual Workshop hosted via ZOOM (register in advance at: <https://zoom.us/meeting/register/tj0pfumtrzotHtRm3hTR37Z0lw1KUR7yGjew>)
- **Saturday, August 20, 2022, 12 noon**, Maxie L. Parks Community Center, 1802 E. California Avenue

All meeting rooms and restrooms are ADA accessible.

Contact 559-621-1499 or [carolina.ilic@fresno.gov](mailto:carolina.ilic@fresno.gov) at least 72 hours prior to the in-person workshops to RSVP and/or to request auxiliary aids or translation services.

**Proporcione su opinión sobre una NUEVA ruta de autobús al parque empresarial North Pointe, donde se encuentran Amazon y Ulta.**


**3 talleres este Agosto... ¡dos en persona y uno virtual!**

Se requieren confirmaciones de asistencia. Se servirán refrigerios ligeros en los dos talleres en persona.




- **Jueves, 11 de agosto de 2022, 5:30 p.m.** en Legacy Commons, 2255 S. Plumas Ave.
- **Miércoles, 17 de agosto de 2022, 5 p.m.** Taller virtual organizado a través de ZOOM (regístrese en: <https://zoom.us/meeting/register/tj0pfumtrzotHtRm3hTR37Z0lw1KUR7yGjew>)
- **Sábado, 20 de agosto de 2022, 12 del mediodía**, Centro Comunitario de Maxie L. Parks, 1802 E. California Avenue

Todas las salas de reuniones y los baños son accesibles según la ADA.

Comuníquese al 559-621-1499 o [carolina.ilic@fresno.gov](mailto:carolina.ilic@fresno.gov) al menos 72 horas antes de los talleres en persona para confirmar su asistencia y/o para solicitar ayudas auxiliares o servicios de traducción.



For more information/ para más información:  
[www.fresno.gov/faxoutreach](http://www.fresno.gov/faxoutreach).

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*Figure 6: Excerpt from April 2022 Newsletter (continues on following page)*

## **Upcoming Public Outreach for the 2022 FAX Title VI Program Update and Proposed Services Changes**

Come to FAX workshops to learn more about proposed service changes along Routes 3, 20, and 45, and our Title VI Program.

We want to hear from you! FAX is proposing a route extension on the western end of Route 45 to serve either Justin Garza High School or additional areas closer to Central High East, as well as frequency enhancements for three routes (Routes 3, 20, and 45). In addition, every three years, FAX updates its Title VI Program to make the public aware of their rights under Title VI, conduct an analysis of the demographic make-up of its service area, and detail the actions it has taken and/or will take to prevent discrimination.

We want to hear input on these proposed changes and on our Title VI Program. Please join us at one of the following in-person or virtual workshops and/or bus stop meetings. You can also send us your comments at [faxoutreach@fresno.gov](mailto:faxoutreach@fresno.gov) by May 31, 2022.

### **Workshop Dates and Locations**

1. Monday, May 9, 2022, 5:30 p.m. in the Library at Central High East, 3535 N. Cornelia Avenue
2. Tuesday, May 10, 2022, 2 p.m. at the Pinedale Community Center, 7170 N. San Pablo
3. Tuesday, May 10, 2022, 4 p.m. at the Ted C. Wills Community Center, 770 N. San Pablo
4. Tuesday, May 10, 2022, 6 p.m. at the Maxie L. Parks Community Center, 1802 E. California Avenue
5. Tuesday, May 17, 2022, 5:30 p.m. via a Virtual Workshop at <https://zoom.us/j/4698667541> or by calling 1-669-900-9228, Meeting ID: 469 866 7541

### **Bus Stop Meeting Dates and Locations**

1. Thursday, May 19, 2022, 1 p.m. at Courthouse Park Downtown Transit Center, between A and B Shelters (Routes 1, 22, 26, 28, 32, and 34)
2. Thursday, May 19, 2022, 3 p.m. at Cedar and Herndon (Routes 3 and 38)
3. Monday, May 23, 2022, 3 p.m. at Shaw and Brawley (Routes 9, 12, and 20)
4. Tuesday, May 24, 2022, 1 p.m. at Manchester Transit Center (Routes 1, 28, 42)
5. Tuesday, May 24, 2022, 3 p.m. at Cedar and Clinton (Routes 38 and 39)
6. Thursday, May 26, 2022, 1 p.m. at Kings Canyon-Clovis BRT Station (Routes 1 and 22)
7. Thursday, May 26, 2022, 3 p.m. at Shaw and Blackstone (Routes 1 and 9)

Proposed Service Changes





# Appendix B: Route Maps

## Figure 7: Route 3 Current



## Figure 8: Route 3 Proposed

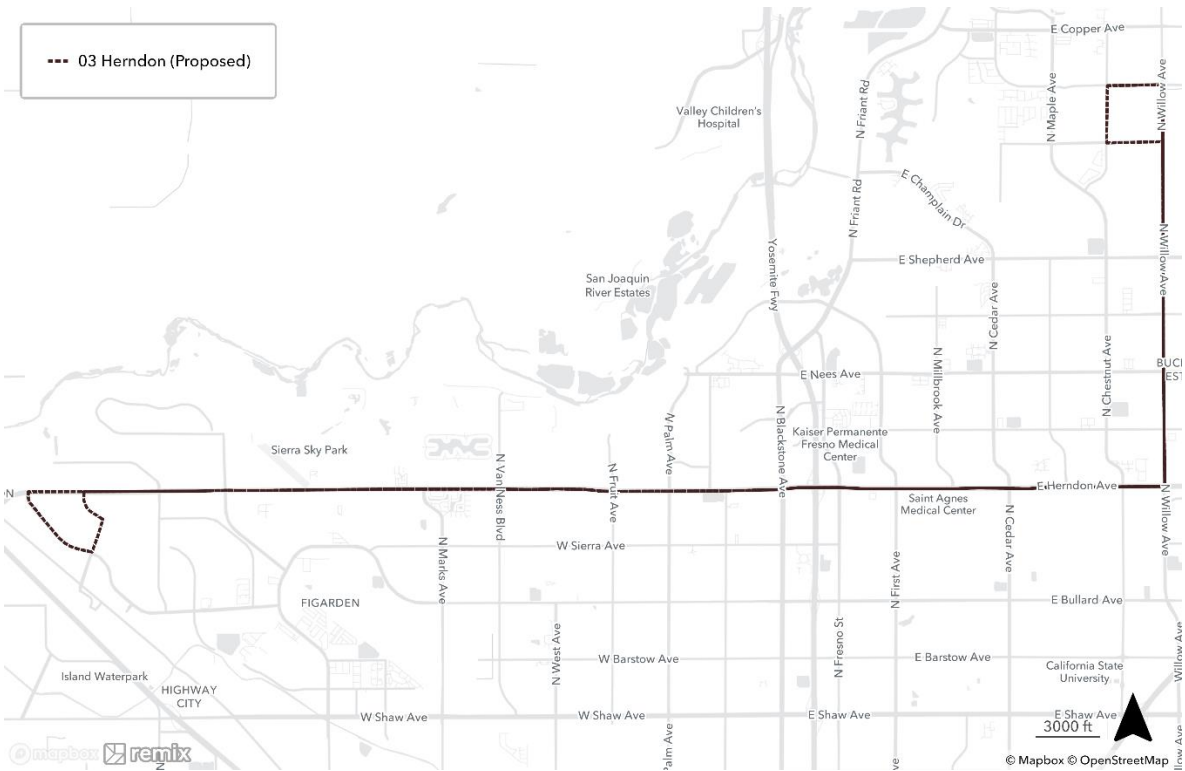


Figure 9: Route 20 Current

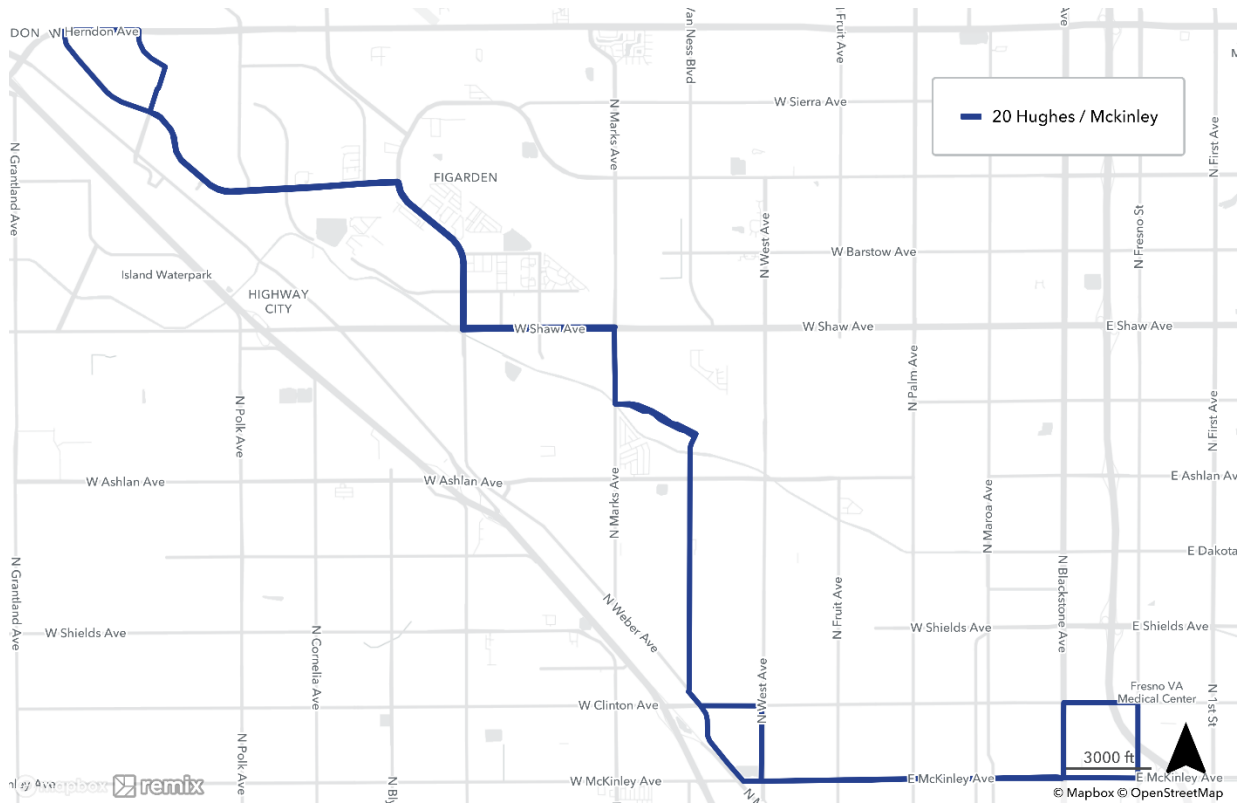




Figure 10: Route 20 Proposed

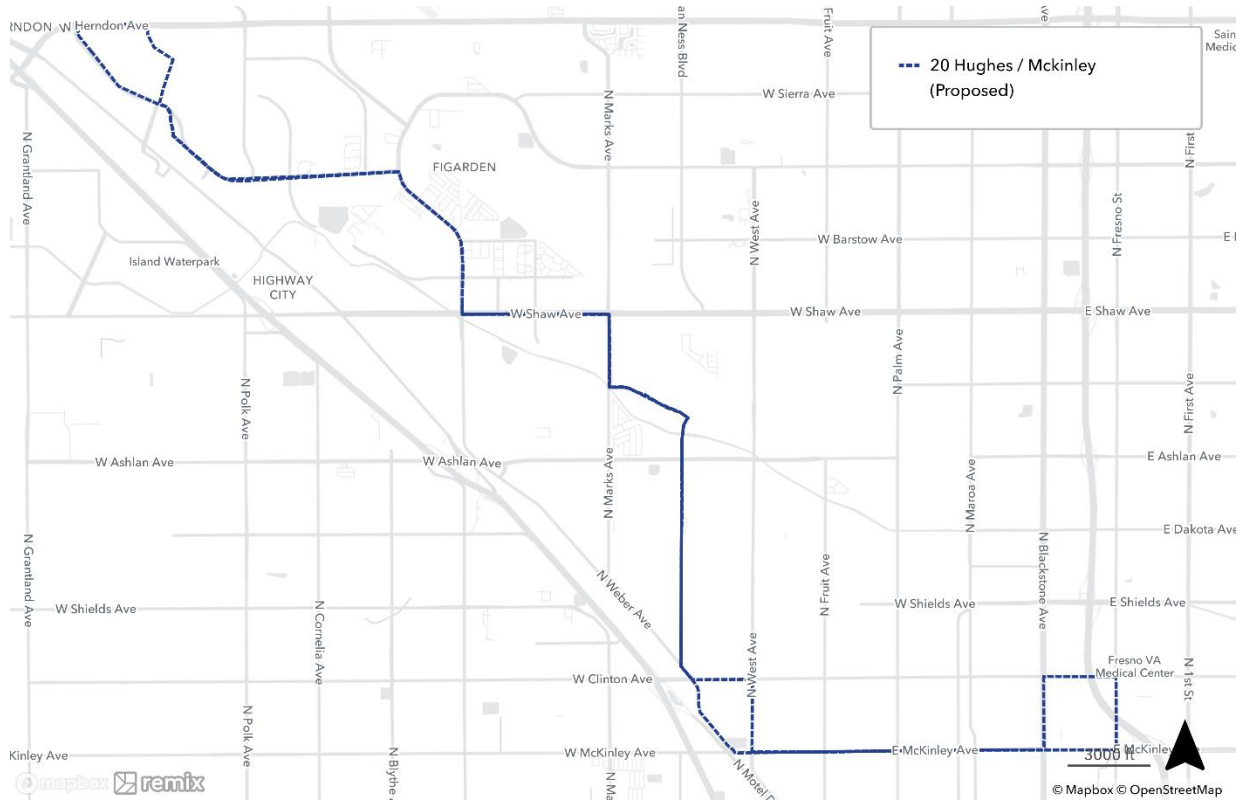


Figure 11: Route 34 Current

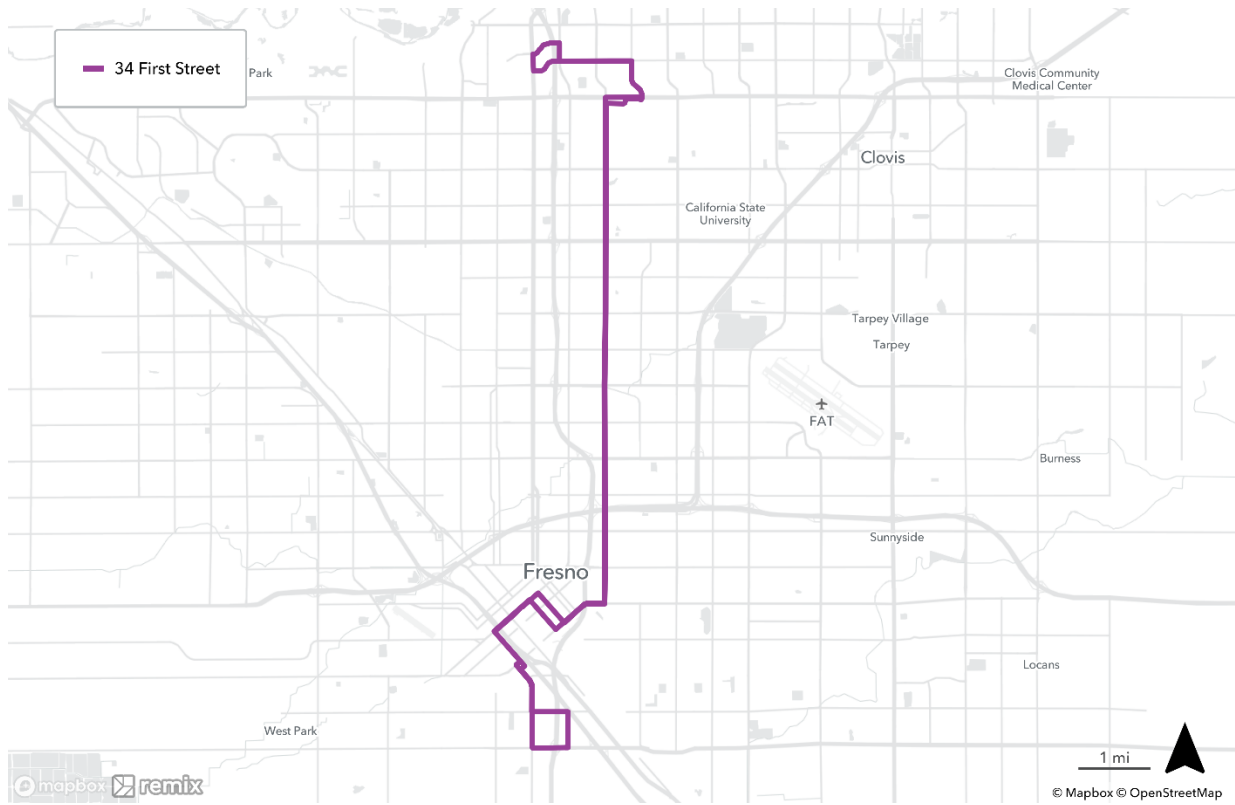


Figure 12: Route 34 Proposed

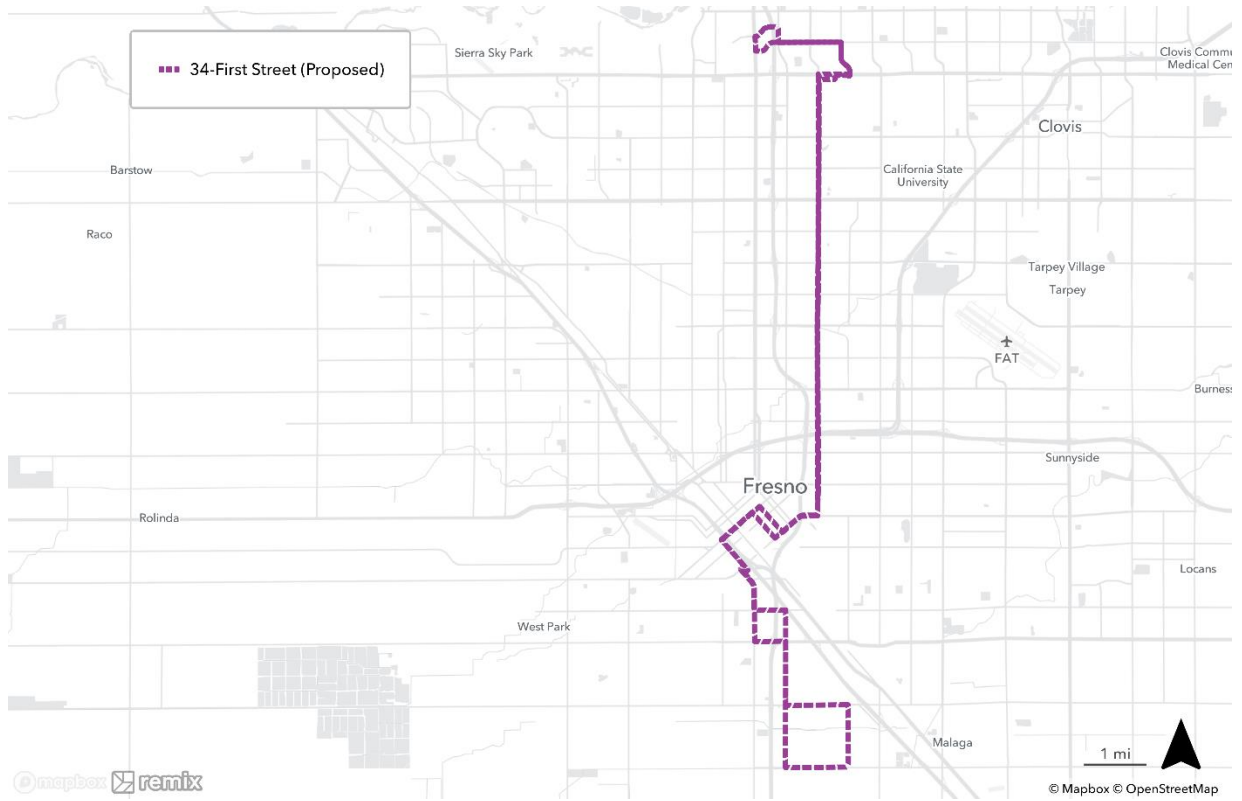


Figure 13: Route 45 Current

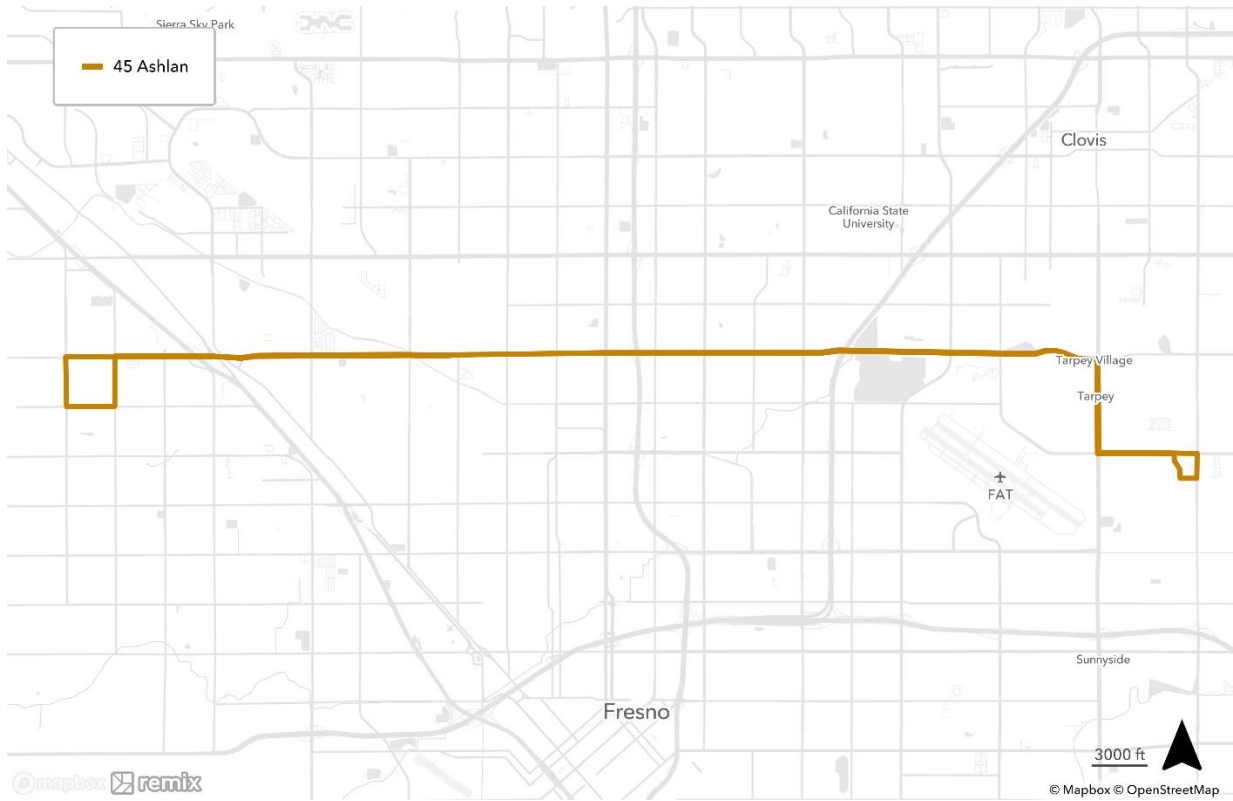


Figure 14: Route 45 Proposed

