



# COUNTY OF SONOMA

575 ADMINISTRATION  
DRIVE, ROOM 102A  
SANTA ROSA, CA 95403

## SUMMARY REPORT

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**Agenda Date:** 2/4/2025

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**To:** Board of Supervisors

**Department or Agency Name(s):** Sonoma County Public Infrastructure

**Staff Name and Phone Number:** Johannes J. Hoevertsz, 707-565-2550

**Vote Requirement:** 4/5th

**Supervisorial District(s):** Countywide

**Title:**

Sonoma County Transit - Purchase of a 30-Foot Electric Transit Bus

**Recommended Action:**

- A. Authorize the Director of Public Infrastructure to execute an agreement with BYD Bus & Coach, LLC, for the purchase of one 30-foot, heavy-duty, low-floor, electric powered transit coach, for \$850,523, and authorize a ten percent contingency in the amount of \$85,052 for said purchase.
- B. Adopt a resolution authorizing a budget adjustment for Fiscal Year 2024-25 Final Budget (4/5ths vote).

**Executive Summary:**

The Sonoma County Department of Public Infrastructure (SPI), Transit Division, is requesting Board approval to purchase one (1) heavy-duty 30' electric transit bus from BYD Coach & Bus, LLC (doing business as RIDE Coach and Bus) ("RIDE") located in Lancaster, California. If approved, the purchase will be funded by a grant from the California Affordable Housing Grant to the Jamboree Housing Corporation in partnership with Freebird Development Company and the City of Healdsburg.

SPI is also requesting Board approval of a budget resolution to increase appropriations in the FY 2024-25 Transit Article 4 Fixed Route Capital (41401-34040102) adopted budget in the amount of \$935,575.

**Discussion:**

Like all California transit operators, Sonoma County Transit (SCT) must comply with the California Air Resources Board (CARB) Innovative Clean Transit requirements. The Innovative Clean Transit requirements currently project that all fossil fueled buses will need to be retired by 2040 and SCT began converting its fleet to electric buses in 2019 in alignment with this goal. The first bus was put in service on the Route 24 Sebastopol Shuttle. Since that time, an additional five 30' and three 35' electric coaches have been added to the SCT fleet. These buses are used on local routes in Healdsburg, Rohnert Park/Cotati, and shorter intercity routes 42 (Industry West Park/Downtown Santa Rosa) and 62 (Downtown Santa Rosa, County Airport, Windsor Depot.) In addition, two 35' coaches are on order and anticipated to arrive by September 2025. When placed in service, these coaches will be used on Windsor's local Route 66.

If approved, the proposed purchase will be the tenth electric bus purchased from RIDE by SCT since 2018. RIDE remains the only manufacturer that offers a 30' heavy-duty electric coach. Other manufacturers offer 35'

and 40' coaches, yet generally focus on 40' coaches due to their ability to accommodate more batteries, operate longer ranges and have a larger share of the transit bus market. Whereas most buses have a width of 102", the RIDE 30' bus is well suited for local routes since its 96" width allows for improved maneuverability on neighborhood streets. It is projected that the bus will have a minimum range of 160 miles when factoring passengers, weather and other factors that impact electric vehicle range. In addition, the new bus will be similar to Sonoma County Transit's existing fleet both inside and out and will feature a video security system, the NextBus passenger information system, an electronic farebox and other safety systems common to Sonoma County Transit's fleet. SCT is planning to deploy the new bus on its Healdsburg Shuttle, Route 67.

This procurement, in accordance with cooperative purchase Contract 06719-01 with RIDE, follows prescribed pricing of \$850,523, including options and sales tax. The price includes a reduction of \$97,750 as this purchase qualifies for a California Hybrid and Zero-Emission Truck and Bus (HVIP) voucher discount that is paid directly to the manufacturer by the State of California. RIDE's proposal is based on pricing under their contract with Washington State, number 06-719-01. As with prior bus purchases, the proposed agreement allows for changes requested by Sonoma County Transit during manufacture for inclusion of features/options unknown at this time. The contingency funds will be reserve TDA funds.

SCT will receive a total of \$2,120,000 in grant funding for the purchase of the proposed bus, as well as the installation of 10 shelters and a bus charging facility in Healdsburg. The State housing grant also provides \$1,250,000 for three years of operating assistance for the local Healdsburg Shuttle, Route 67. The housing grant is anticipated to be finalized by June 2025. The purchase of the requested bus is required by the grant. Due to the long lead time associated with bus purchases, this request is being made now so that the bus will arrive in April 2026 to coincide with implementation of the other elements of the grant in June 2026. The grant will make using local transit more convenient by providing increased service on the Healdsburg Shuttle.

**Strategic Plan:**

This item directly supports the County's Five-year Strategic Plan and is aligned with the following pillar, goal, and objective.

**Pillar:** Climate Action and Resiliency

**Goal:** Goal 4: Maximize sustainability and emissions reductions in all County Fleet vehicles

**Objective:** Objective 1: Where feasible, phase out County (owned or leased) gasoline powered light-duty cars, vans, and pickups to achieve a 30% zero-emission vehicle light-duty fleet by 2026.

**Racial Equity:**

**Was this item identified as an opportunity to apply the Racial Equity Toolkit?**

No

**Prior Board Actions:**

11/12/2024 - Board approved purchase of seven 40' electric transit coaches from Gillig, LLC, for \$9,546,656

along with a 10% contingency of \$954,666.

01/31/2023 - Board approved purchase of ten 40' Proterra Electric transit coaches from Proterra Operating Company, Inc., for \$11,315,742 (includes 10% contingency.) In March 2024, this order was decreased to five coaches due to Proterra filing bankruptcy in August 2023. The County's contract was assumed in bankruptcy by Proterra's successor company, Phoenix Motors. The five buses associated with this order are expected to be delivered by November 2025.

**FISCAL SUMMARY**

<b>Expenditures</b>	<b>FY24-25 Adopted</b>	<b>FY25-26 Projected</b>	<b>FY26-27 Projected</b>
Budgeted Expenses			
Additional Appropriation Requested	\$935,575		
<b>Total Expenditures</b>	<b>\$935,575</b>		
<b>Funding Sources</b>			
General Fund/WA GF			
State/Federal	\$935,575		
Fees/Other			
Use of Fund Balance			
General Fund Contingencies			
<b>Total Sources</b>	<b>\$935,575</b>		

**Narrative Explanation of Fiscal Impacts:**

A budget adjustment will be required to appropriate these expenditure and revenue funds for the current fiscal year due to the recent acquisition of the state housing grant. The total anticipated cost of this bus purchase under the proposed agreement is \$935,575, including a 10% contingency. (41401-34040102) Future operating assistance funds will be requested during the budget process for the appropriate fiscal year.

**Narrative Explanation of Staffing Impacts (If Required):**

None.

**Attachments:**

Agreement for One - 30' Heavy-Duty, Low-Floor, Electric Transit Buses with Ride Coach & Bus

**Related Items "On File" with the Clerk of the Board:**

None.