

Lead Agency Information

Name:	Sonoma County Transit		
Address:	355 West Robles Avenue		
City, State Zip Code:	Santa Rosa, CA 95407		
County:	Sonoma	Regional Entity:	MTC
Agency Website:	www.sctransit.com		
Approved Title VI (Date)*:	4/26/2016 (See Title VI approval letter attached to this application).		
Link to Agency's Approved Title VI Plan:	A copy of SCT's approved Title VI Plan is attached to this application.		

*Please provide a copy of your FTA/Caltrans Approval Letter as an attachment to your FY18-19 LCTOP Allocation Request.

Allocation Request Prepared by	
Name:	Bryan Albee
Title:	Transit Systems Manager
Phone #:	707-585-7516
E-mail:	bkalbee@sctransit.com

Contact (if different then "Prepared by")	
Name:	Steven Schmitz
Title:	Transit Specialist II
Phone #:	707-585-7516
E-mail:	steven@sctransit.com

Authorized Agent	
Name:	Johannes J. Hoevertsz
Title:	Director of Transportation & Public Works
Phone #:	707-565-2231
E-mail:	johannes.hoevertsz@sonoma-county.org

Legislative District Numbers						
Assembly*:	10	4	2			
Senate*:	3	2				
Congressional*:	5	2				

*if you have more Districts please provide an attachment

Project Summary

Name: <i>No more than 180 characters.</i>	Electric Bus Purchases				
Description (Short): <i>No more than 370 characters.</i>	Purchase of two 30-foot electric-powered buses that will be available for deployment on local routes serving the Town of Windsor and the City of Sonoma. (Note: Final Resolution, signed Authorized Agent Form and signed Certifications and Assurances documents will be submitted upon approval by the Sonoma County Board of Supervisors at their meeting on April 30, 2019.)				
Type:	Capital				
Sub-Type	Purchase replacement zero-emission vehicle(s) (may include equipment/infrastructure)				
Total Years of Rollover:	0		Remaining years of Rollover:	0	
Start date (anticipated):	8/1/2019		End date (anticipated):	4/1/2021	
General Area (City/County):	County of Sonoma				
Specific Area (Lat-Long of the project in decimal degrees separated by a comma "," (e.g., 34.413775, -119.848624). For multiple locations, list each separated by a semicolon ";")	Lat-Long data for bus stops on local routes operated in the Town of Windsor and City of Sonoma are provided on the Excel spreadsheet attached to this application.				
Project Life - For capital projects, state the "Useful Life" of the project. For operation projects state the number of months service will be funded.					
Capital:	12 Years		Operations:		
Funding:	99313:	\$510,600	99314:	\$47,833	Total: \$558,433

**FY 2018-2019 LCTOP
Allocation Request**

Approved LONP:	No		LONP Approval date:	
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FY 2018-2019 LCTOP

Allocation Request

Funding Information

<i>LCTOP Allocation Year</i>	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	Total
PUC 99313 Amount:		\$510,600					\$510,600
PUC 99314 Amount:		\$47,833					\$47,833
Total LCTOP Funds:	\$0	\$558,433	\$0	\$0	\$0	\$0	\$558,433
Other GGR Funds:							\$0
Other Funds:		\$371,567					\$371,567
Total Project Cost:	\$0	\$930,000	\$0	\$0	\$0	\$0	\$930,000

Lead Agency:	Sonoma County Transit	Amount:	PUC Funds Type:
Contact Person:	Steven Schmitz		99313
Contact Phone #:	707-585-7516	\$47,833	99314
Contact E-mail:	steven@sctransit.com		

Contributing Sponsor:	Metropolitan Transportation Commission	Amount:	PUC Funds Type:
Contact Person:	Craig Bosman	\$510,600	99313
Contact Phone #:	(415) 778-6770		99314
Contact E-mails:	cbosman@bayareametro.gov		

Contributing Sponsor:		Amount:	PUC Funds Type:
Contact Person:			99313
Contact Phone #:			99314
Contact E-mails:			

Contributing Sponsor:		Amount:	PUC Funds Type:
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Contact Person:			99313
Contact Phone #:			99314
Contact E-mails:			

Total FY 18-19 LCTOP Funding

Supplanting Funds - Describe how the LCTOP funds will not supplant other funding sources.
LCTOP funds will not be used to supplant other funds to complete this project.

Fully Funded Project - Provide a description of the status of all the funds to be used to completely fund this project.
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Allocation Request**

The budget for this project includes \$558,433 in LCTOP funding, \$232,258 in local Transportation Development Act (TDA) funding allocated to the County of Sonoma - Sonoma County Transit, and \$139,309 in Transportaton Fund for Clean Air (TFCA) funding through the Bay Area Air Quality Management District.

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Allocation Request

Funding Plan

Proposed Total Project Cost								
Component	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
PA&ED	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PS&E	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
R/W	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Veh/Equip Purchase	\$0	\$930,000	\$0	\$0	\$0	\$0	\$0	\$930,000
Operations/Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$930,000	\$0	\$0	\$0	\$0	\$0	\$930,000

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase		\$558,433						\$558,433
Operations/Other								\$0
TOTAL	\$0	\$558,433	\$0	\$0	\$0	\$0	\$0	\$558,433

Funding Source: Transportation Development Act (TDA)								
Component	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase		\$232,258						\$232,258
Operations/Other								\$0
TOTAL	\$0	\$232,258	\$0	\$0	\$0	\$0	\$0	\$232,258

Funding Source: Transportation Fund for Clean Air (TFCA)								
Component	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase		\$139,309						\$139,309
Operations/Other								\$0
TOTAL	\$0	\$139,309	\$0	\$0	\$0	\$0	\$0	\$139,309

Funding Source:								
Component	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0

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Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FY 2018-2019 LCTOP

Allocation Request

Funding Plan

Funding Source:								
Component	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0

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Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project/Agency Information

Project Description - Describe the project using comprehensive overall project description regarding improvements to be made and/or increased level of service (include for operations projects number of trips, span, frequency improvements and number of days of operation; for capital projects include product specifications). *No more than 10 lines.*

LCTOP funding is being requested by Sonoma County Transit (SCT) to assist with the purchase of two electric-powered buses that will be available for deployment on local routes operated in the Town of Windsor and City of Sonoma. The low-floor buses will be 30-feet in length and equipped with 22 seats, wheelchair securement areas, security cameras, AVL systems and have a range of approximately 150 miles on a single charge. SCT typically deploys smaller buses (30-feet or less in length) on its local routes. This LCTOP funding will assist with the purchase of the fourth and fifth 30-foot electric-powered buses for SCT's fixed-route fleet. LCTOP funding allocated in previous years was used to assist with the purchase of SCT's first 30-foot electric-powered bus, which is now being deployed in-service in the City of Sebastopol. The second and third electric-powered buses, which will be deployed in the cities of Rohnert Park and Cotati, are currently being manufactured by BYD and are due to be delivered to SCT by the Summer of 2020.

Agency Service Area - Describe the project area including the city, town, community (rural, suburban, urban & demographics). *No more than 10 lines.*

The County of Sonoma is a rural/suburban area located in the San Francisco Bay Area approximately 50 miles north of the Golden Gate Bridge. There are nine incorporated cities in Sonoma County with a total population of just over 500,000. Sonoma County is one of the largest County's in the Bay Area covering over 1,600 square miles. Sonoma County Transit provides fixed-route transit service that connects all nine incorporated cities and most other towns located in the unincorporated areas of the County. SCT is the local transit operator for the incorporated cities of Cloverdale, Healdsburg, Windsor, Sebastopol, Sonoma, Rohnert Park and Cotati. Sonoma County's demographics are generally less diverse than most other counties in the San Francisco Bay Area. According to recent census figures, Sonoma County's total population was 62% White/Caucasian, 27% Hispanic/Latino, 4% Asian, 2% African American, and the remaining 5% Other. The median household income was \$71,769 and the number of persons below the poverty level was estimated to be 10.7% of Sonoma County's total population.

Agency Service - Describe the service you provide and how the project plays into your overall operations plan. *No more than 10 lines.*

Sonoma County Transit operates a total of twenty-eight (28) routes including a mix of intercity, commuter express, and local routes throughout the County of Sonoma. Local service is provided within the cities of Cloverdale, Healdsburg, Windsor, Sebastopol, Rohnert Park, Cotati, and the Lower Russian River and Sonoma Valley areas. With the start of commuter rail service by Sonoma Marin Area Rail Transit (SMART) in Sonoma County in August 2017, SCT also introduced new feeder shuttle routes serving several of SMART's stations. Due to current operating range limitations, SCT's electric-powered buses will be available for deployment on local routes, which includes local routes operated in the Town of Windsor and City of Sonoma. During FY 2017-18, SCT provided a total of 916,541 unlinked fixed-route trips and 59,214 unlinked ADA paratransit trips.

Agency Fare - Describe the fare structure for your system and how the project will affect that structure if at all.

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Cash fares for Sonoma County Transit's local routes are currently \$1.50 for regular adults, \$1.25 for youth and \$0.75 for seniors and persons with disabilities. This project will not affect SCT's current fare structure.

Project/Agency Information (continued)

Project Costs - Describe the assumptions and process for how the projects costs were developed. *No more than 10 lines.*

As mentioned previously under project description, this LCTOP funding will assist with the purchase of the fourth and fifth 30-foot electric-powered buses for SCT's fixed-route fleet. LCTOP funding allocated in previous years was used to assist with the purchase of SCT's first 30-foot electric-powered bus, which is now being deployed in-service in the City of Sebastopol. The second and third electric-powered buses, which will be deployed in the cities of Rohnert Park and Cotati, are currently being manufactured by BYD and are due to be delivered to SCT by the Summer of 2020. With the assumption that SCT will be purchasing two additional 30-foot electric-powered buses also from BYD, costs are estimated based on SCT's previous procurements from BYD.

Project Planning - Explain the planning process this project went through, including any public outreach/input, or workshops.

The purchase of 30-foot electric buses for Sonoma County Transit's fixed-route fleet is included in the current version of its Short Range Transit Plan.

Environmental Justice - Explain how your agency designed the project to avoid substantial burden on *any* low income disadvantaged community.

This project was designed to avoid sustaintial burden on any low income disadvantaged communities. The 30-foot electric-powered buses to be purchased will be deployed on Sonoma County Transit's local routes located in the Town of Windsor and City of Sonoma based on current range limitations only. As the operating range for electric-powered buses expands, SCT will deploy its electric-powered buses on additional intercity routes, as determined feasible.

Project GHG Benefits

Greenhouse Gas Reductions - Describe qualitatively how this project will reduce greenhouse gas emissions. For example, expanded/enhanced transit service will improve headways thus making transit a more convenient option of transportation thus increasing ridership, reducing Vehicle Miles Traveled (VMT) and reducing GHG.

On the local routes operated in the Town of Windsor and City of Sonoma, Sonoma County Transit deploys buses that are fueled by compressed natural gas (CNG). This project will replace two CNG-fueled buses with two zero-emission electric-powered buses. The deployment of the zero-emission electric-powered buses will help to reduce greenhouse gas emissions.

Greenhouse Gas Reductions - Please provide quantitative information requested below and explanation/support for the data provided.

	Value	Explanation
Year 1 (Yr1) - First year of service, or year that capital improvements will be completed.	2021	The two zero-emission electric-powered buses are expected to be deployed into service by late FY 2021.
Year F (YrF) - Final year that the service is funded or the final year of the capital improvements useful life.	2033	The end of the useful life of the two buses is anticipated to be in late FY 2033.
Project Yr1 Ridership - Estimated annual ridership contributed by the new service or capital improvement in Yr1.	425	Total combined ridership on local routes 32 and 66 of approximately 42,500 in FY 17-18 is anticipated to increase an estimated 1% due to the novelty of the new zero-emission electric-powered bus.
Project F Yr. Ridership - Estimated annual ridership contributed by the new service or capital improvement in YrF.	425	Total combined ridership on local routes 32 and 66 of approximately 42,500 in FY 17-18 is anticipated to increase an estimated 1% due to the novelty of the new zero-emission electric-powered bus.
Adjustment (A) - Adjustment factor to account for transit dependency. Default: 0.5 for local bus service and 0.83 for long distance commute service.	0.50	Using the default for local bus service.
Trip Length (L) - Length (miles) of average auto trip reduced or average passenger trip length (miles).	8.33	Systemwide average weekday passenger trip length as reported in the FY 17-18 National Transit Database (NTD).
Project Useful Life	12	This is calculated based on the values above.
Total Project Ridership Increased	5,100	This is calculated based on the values above.
Total Project VMTs Reduced	21,242	This number is calculated based on the values above.
Estimated Total Project GHG (mtco2) Reduction:	2024.63	This number is calculated based on the values from above and the QM-Tool tab.

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LCTOP Emission Reductions /Total LCTOP Funds Requested	3625.55964	This number is calculated based on the values from above and the QM-Tool tab.
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Project Benefits

Job Support Benefits (Refer to Read Me for more information)

Primary Project Activity <i>(select from drop down)</i>	Procurement of Buses
% of Project Budget Associate with Primary Activity	100%
Secondary Project Activity <i>(select from drop down)</i>	
% of Project Budget Associate with Tertiary Activity	
Secondary Project Activity <i>(select from drop down)</i>	
% of Project Budget Associate with Tertiary Activity	

Travel Cost Savings Benefits

	Value	Explanation
Standard Fare Cost for Project (\$/Trip)	\$0.00	Project will not provide service.
Reduced Fare Cost (\$/Trip)	\$0.00	Project will not reduce fares.
Transit Facility Parking Cost (\$/Trip)	\$0.00	Project will not provide service.
Avoided Parking Cost (\$/Trip)	\$0.00	Project will not provide service.
Avoided Toll Cost (\$/Trip)	\$0.00	Project will not provide service.

Transit Mode Share (increase mobility): Describe how this project will increase transit mode share (increase mobility).

The new 30-foot electric-powered buses will be deployed on Sonoma County Transit's local routes operating in the Town of Windsor and City of Sonoma. These local routes connect to feeder bus routes that serve the Sonoma Marin Area Rail Transit (SMART) commuter rail stations located on Airport Blvd. (near the Sonoma County Airport) and in the City of Petaluma. The novelty of the new buses will help to increase transit mode share by promoting use of convenient feeder bus routes that provide service to the Airport Blvd. SMART station and Petaluma SMART station.

Co-Benefits - Check all additional Benefits/Outcomes.

☐ **Improved Safety**

☒ **Improved Public Health**

☒ **Reduced Operating/Maintenance Costs**

☐ **Increase System Reliability**

☐ **Other Benefits**

☐ **Coordination with Educational Institution**

☐ **College** ☐ **Grades K-12**

☐ **Promotes Active Transportation**

☒ **Promotes Integration w/ other modes**

Co-Benefits - Describe benefits indicated above and other benefits not listed.

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This project will improve public health through the deployment of a new zero-emission electric-powered buses on Sonoma County Transit's local routes operated in the Town of Windsor and City of Sonoma. The deployment of zero-emission electric-powered buses will reduce greenhouse gas emissions, and help reduce air pollution and related public health issues. Also, overall operating and maintenance costs for the new zero-emission electric-powered buses is expected to be less than the costs for a similar CNG-fueled bus. In addition, because the new electric-powered buses will be deployed on local routes in the Town of Windsor and City of Sonoma with connections to feeder bus routes serving SMART commuter rail, they will help to promote the intergration of bus and rail service in Sonoma County.

Priority Populations Benefits

Does your Service Area have a Disadvantaged Community? <i>(as defined by SB 535)</i>	Yes
Is the project located within the boundaries of a disadvantaged community census tract?	No
Is the project located within the boundaries of a low-income community census tract?	Yes
Is the project located outside of a disadvantaged community, but within 1/2 mile of a disadvantage community and within a low-income census tract?	No
Is the project a new or expanded transit service that connects with transit service serving a disadvantaged communities?	No
Is the project a transit fare subsidies or network and fare integration technology improvements, including, but not limited to, discounted or free student transit passes	No
Is the project a purchase of zero-emission transit buses and/or supporting infrastructure?	Yes

Identify the Project Census Tract(s) <i>(please use the 10-digit identification code) :</i>	6097153200 (DAC in SCT Service Area), 6097153808 (Low-Income Community in Windsor), 6097150305 (Low-Income Community in Sonoma), 6097150203 (Low-Income Community in Sonoma)
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Identify an important community or household need and evaluate whether the project provides a benefit that meaningfully addresses that need. <i>(For more information please review Read Me) :</i>	
Identify Specific Common Needs of Priority Populations <i>(if you select letter D. in question above):</i>	

Priority Populations Community Need: Describe, in detail the identified community need(s) and how the project meets the need(s), including the levels of community engagement.
The project will not benefit the DAC (6097153200) located in Sonoma County Transit's service area. This project is the purchase of a zero-emission transit bus and is, therefore, waived from DAC expenditure requirements per SB 1119.

Identify the Specific Priority Population Benefit:	F. Project creates or improves infrastructure or equipment that reduces criteria air pollutant or toxic air contaminant emissions on regular scheduled routes that are primarily within a disadvantaged or low-income community (e.g., rail electrification, zero-emission bus);
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DAC Benefit - Explain, in your own words, how the project will benefit Disadvantaged Community(ies) within your service area.

The project will not benefit the DAC (6097153200) located in Sonoma County Transit's service area. This project is the purchase of a zero-emission transit bus and is, therefore, waived from DAC expenditure requirements per SB 1119.

Low-Income Community or Low-Income Household Benefit - Explain, in your own words, how the project will benefit Low-Income Community(ies) or Low-Income Households within the project area.

There are twenty-five (25) Low-Income census tracts located within Sonoma County Transit's service area. Local routes 32 and 66 provide service to three (3) Low-Income census tracts located within the Town of Windsor and City of Sonoma. Of the three buses deployed weekdays on local routes 32 and 66, two will be the new zero-emission electric-powered buses. Two buses are deployed on these local routes on Saturday, which will be the new zero-emission electric-powered buses. Therefore, of the total 97,321 revenue miles operated per year on local routes 32 and 66, approximately 68% or 66,421 revenue miles will be operated with zero-emission electric-powered buses reducing air pollution in these Low-Income census tracts.

Low-Income Community or Low-Income Household within 1/2 a mile of a Disadvantaged Community Benefit - Explain, in your own words, how the project will benefit Low-Income Community(ies) or Low-Income Households within the project area.

The project is not located within 1/2 mile of the DAC (6097153200) located in Sonoma County Transit's service area. This project is the purchase of a zero-emission transit bus and is, therefore, waived from DAC expenditure requirements per SB 1119.

Amount funds to benefit a DAC: \$	0
Amount funds to benefit Low-Income Households & Residents: \$	558,433
Amount funds to benefit Low-Income Households or Resident within 1/2 mile of a DAC: \$	0