



## FY 2019-2020 LCTOP

### Allocation

<b>Lead Agency:</b>	Sonoma County Transit
<b>Project Title:</b>	Electric Bus Purchase
<b>Regional Entity:</b>	Metropolitan Transportation Commission
<b>County:</b>	Sonoma

**Lead Agency:** I certify the scope, cost, schedule, and benefits as identified in the attached Allocation Request (Request) and attachments are true and accurate and demonstrate a fully funded operable project. I understand the Request is subject to any additional restrictions, limitations or conditions that may be enacted by the State Legislature, including the State's budgetary process and/or auction receipts. In the event the project cannot be completed as originally scoped, scheduled and estimated, or the project is terminated prior to completion, Lead Agency shall, at its own expense, ensure that the project is in a safe and operable condition for the public. I understand this project will be monitored by the California Department of Transportation - Division of Rail and Mass Transportation.

<b>Authorized Agent:</b>	Johannes J. Hoevertsz
<b>Title:</b>	Director of Sonoma County Transportation and Public Works
<b>Lead Agency:</b>	County of Sonoma – Sonoma County Transit
<b>Signature:</b>	
<b>PUC Funds Type:</b>	<b>99313</b> \$ Amount of 99313 Funds
<b>PUC Funds Type:</b>	<b>99314</b> \$ 47,335

**Contributing Sponsor(s):** The contributing sponsor is an entity that passes funds to the Lead Agency to support a project. The contributing sponsor could be the regional entity (PUC 99313) passing their funds to a recipient agency within their region or a recipient agency (PUC 99314) passing their funds through to either a regional entity or a recipient agency within their region. The contributing sponsor(s) must also sign and state the amount and type of LCTOP funds (PUC Sections 99313 and 99314) they are contributing the project. Sign below or attach a separate officially signed letter providing that information. If there is more than one contributing sponsor, please submit additional page, or a letter from the additional Contributing Sponsors.

<b>Authorized Agent:</b>	Alix Bockelman
<b>Title:</b>	Deputy Executive Director, Policy
<b>Lead Agency:</b>	Metropolitan Transportation Commission
<b>Signature:</b>	<i>MTC will provide signed letter to Caltrans.</i>
<b>PUC Funds Type:</b>	<b>99313</b> \$ 510,392
<b>PUC Funds Type:</b>	<b>99314</b> \$ Amount of 99314 Funds

## Lead Agency Information

<b>Name:</b>	Sonoma County Transit		
<b>Address:</b>	355 West Robles Avenue		
<b>City, State Zip Code:</b>	Santa Rosa, CA 95407		
<b>County:</b>	Sonoma County		
<b>Regional Entity:</b>	Metropolitan Transportation Commission		
<b>Agency Website:</b>	<a href="http://www.sctransit.com">www.sctransit.com</a>		
<b>Approved Title VI (Date):</b>	8/15/2019 (See Title VI approval letter attached to this application).		
<b>Link to Agency's Approved Title VI Plan:</b>	A copy of SCT's approved Title VI Plan is attached to this application.		

Allocation Request Prepared by	
<b>Name:</b>	Bryan Albee
<b>Title:</b>	Transit Systems Manager
<b>Phone #:</b>	707-585-7516
<b>E-mail:</b>	<a href="mailto:bkalbee@sctransit.com">bkalbee@sctransit.com</a>

Contact (if different then "Prepared by")	
<b>Name:</b>	Steven Schmitz
<b>Title:</b>	Transit Specialist II
<b>Phone #:</b>	707-585-7516
<b>E-mail:</b>	<a href="mailto:steven@sctransit.com">steven@sctransit.com</a>

Authorized Agent	
<b>Name:</b>	Johannes J. Hoevertsz
<b>Title:</b>	Director of Transportation & Public Works
<b>Phone #:</b>	707-565-2231
<b>E-mail:</b>	<a href="mailto:johannes.hoevertsz@sonoma-county.org">johannes.hoevertsz@sonoma-county.org</a>

Legislative District Numbers						
<b>Assembly*:</b>	10	4	2			
<b>Senate*:</b>	3	2				
<b>Congressional*:</b>	5	2				

\*if you have more Districts, please provide an attachment

## Project Summary

<b>Name:</b> <i>No more than 180 characters.</i>	Electric Bus Purchase					
<b>Description (Short):</b> <i>No more than 370 characters.</i>	Purchase of one 35-foot electric-powered buses that will be available for deployment on local routes serving the cities of Rohnert Park and Cotati. (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 during their meeting on April 14, 2020.)					
<b>Type:</b>	Capital					
<b>Sub-Type</b>	Purchase replacement zero-emission vehicle(s) (may include equipment/infrastructure)					
<b>Total Years of Rollover:</b>	0		<b>Remaining years of Rollover:</b>	0		
<b>Start date (anticipated):</b>	08/01/20		<b>End date (anticipated):</b>	12/31/20		
<b>General Area (City/County):</b>	County of Sonoma					
<b><u>Please provide specific area information for the project in the Lat-Lon tab.</u></b>						
<b>Identify the Project Census Tract(s) (10-digit identification code):</b>	6097153200 (DAC partially located in Rohnert Park), 6097151201 (Low-Income Community in Rohnert Park and Cotati), 6097151308 (Low-Income Community in Rohnert Park), 6097151305 (Low-Income Community in Rohnert Park), 6097151301 (Low-Income Community in Rohnert Park and Cotati), 6097151204 (Low-Income Community in Cotati).					
<b>Project Life -</b> For capital projects, state the "Useful Life" of the project. For operation projects state the number of months service will be funded.						
<b>Capital:</b>	12 Years		<b>Operations:</b>			
<b>Funding:</b>	99313:	\$510,392	99314:	\$47,335	<b>Total:</b>	\$557,727
<b>Approved LONP:</b>	No		<b>LONP Approval date:</b>			

LCTOP FY 2019-2020  
Allocation Request

### Funding Information

<i>LCTOP Allocation Year</i>	<b>Prior</b>	<b>FY 19-20</b>	<b>FY 20-21</b>	<b>FY 21-22</b>	<b>FY 22-23</b>	<b>FY 23-24</b>	<b>Total</b>
<b>PUC 99313 Amount:</b>		\$510,392					\$510,392
<b>PUC 99314 Amount:</b>		\$47,335					\$47,335
<b>Total LCTOP Funds:</b>	\$0	\$557,727	\$0	\$0	\$0	\$0	\$557,727
<b>Other GGR Funds:</b>							\$0
<b>Other Funds:</b>							\$0
<b>Total Project Cost:</b>	\$0	\$557,727	\$0	\$0	\$0	\$0	\$557,727

<b>Lead Agency:</b>	Sonoma County Transit	<b>Amount:</b>	<b>PUC Funds Type:</b>
<b>Contact Person:</b>	Steven Schmitz		99313
<b>Contact Phone #:</b>	707-585-7516	\$47,335	99314
<b>Contact E-mail:</b>	steven@sctransit.com		

<b>Contributing Sponsor:</b>	Metropolitan Transportation Commission	<b>Amount:</b>	<b>PUC Funds Type:</b>
<b>Contact Person:</b>	Anne Spevack	\$510,392	99313
<b>Contact Phone #:</b>	415-778-6611		99314
<b>Contact E-mails:</b>	<a href="mailto:aspevack@bayareametro.org">aspevack@bayareametro.org</a>		

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

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

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

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

<b>Total FY 19-20 LCTOP Funding</b>	<b>\$557,727</b>
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<b>Supplanting Funds</b> - 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.

<b>Fully Funded Project</b> - Provide a description of the status of all the funds to be used to completely fund this project.
The budget anticipates that this project will be fully-funded with \$557,727 in LCTOP funding.

LCTOP FY 2019-2020  
Allocation Request

## Funding Plan

Proposed Total Project Cost								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	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	\$557,727	\$0	\$0	\$0	\$0	\$0	\$557,727
Operations/Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>TOTAL</b>	\$0	\$557,727	\$0	\$0	\$0	\$0	\$0	\$557,727

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase		\$557,727						\$557,727
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$557,727	\$0	\$0	\$0	\$0	\$0	\$557,727

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

## Funding Plan

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
<b>TOTAL</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

## **Project Information**

**1) 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 12 lines***.

LCTOP funding is being requested by Sonoma County Transit (SCT) to assist with the purchase of one electric-powered bus that will be available for deployment on local routes operated in the cities for Rohnert Park and Cotati. The low-floor bus will be 35-feet in length and equipped with 32 seats, 2 ADA-compliant wheelchair securement areas, security cameras, AVL systems and have a range of approximately 150 miles on a single charge. SCT typically deploys smaller buses (35-feet or less in length) on its local routes. This requested LCTOP funding will assist with the purchase of a sixth 35-foot or less electric-powered bus for SCT's fixed-route fleet. LCTOP funding allocated in FY 2015 and FY 2016 was used to assist with the purchase of SCT's first 30-foot electric-powered bus, which is now in-service on a local route serving the City of Sebastopol. LCTOP funding allocated in FY 2017 and FY 2018 was used to purchase Sonoma County Transit's second and third electric-powered buses, which are due to be delivered in summer 2020 and will be deployed on various local routes including those operated in the cities of Rohnert Park and Cotati, respectively. The fourth and fifth 30-foot electric-powered buses will be purchased with FY 2019 LCTOP funding and will be deployed on local routes serving the Town of Windsor and City of Sonoma.

**2) Project Planning** - Explain the planning process this project went through and how it was designed/Planned to avoid substantial burden on any low income disadvantaged community (*include any public outreach/input, or workshops*). ***No More than 12 lines***.

The purchase of electric-powered buses for Sonoma County Transit's fixed-route fleet is included in the current version of its Short Range Transit Plan. This project was designed to avoid sustaintial burden on any low income disadvantaged communities. The 35-foot electric-powered bus to be purchased will be deployed on Sonoma County Transit's local routes located in the cities of Rohnert Park and Cotati 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.

**3) Project Costs** - Describe how the project costs were developed and provide an itemized cost breakdown. ***No more than 10 lines***.

As mentioned previously under project description, this LCTOP funding will assist with the purchase of a sixth 35-foot or less electric-powered bus for SCT's fixed-route fleet. LCTOP funding allocated in FY 2015 and FY 2016 was used to assist with the purchase of SCT's first 30-foot electric-powered bus, which is now in-service on a local route serving the City of Sebastopol. LCTOP funding allocated in FY 2017 and FY 2018 was used to purchase Sonoma County Transit's second and third electric-powered buses, which are due to be delivered in summer 2020 and will be deployed on various local routes including those operated in the cities of Rohnert Park and Cotati, respectively. The fourth and fifth 30-foot electric-powered buses will be purchased with FY 2019 LCTOP funding and will be deployed on local routes serving the Town of Windsor and City of Sonoma. With the assumption for this project that SCT will be purchasing a 35-foot electric-powered bus from BYD, the cost is estimated to be approximately \$550,000 based on SCT's recent electric-powered bus procurements from BYD.

### **Agency Information**

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

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.

**5) Agency Service Area** - Describe the agency's service area including the city, town, or 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 (SCT) 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.

**6) Agency Service** - Describe the transit service provided and how the project plays into the overall operations. *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. In conjunction with the start of commuter rail service by the 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 35-foot electric-powered bus will be available for deployment on local routes, which includes local routes operated in the cities of Rohnert Park and Cotati. During FY 2018-19, SCT provided a total of 906,863 unlinked fixed-route trips and 58,772 unlinked ADA paratransit trips.



## 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 cities of Rohnert Park and Cotati, Sonoma County Transit currently deploys buses that are fueled by compressed natural gas (CNG). This project will replace one CNG-fueled bus with one zero-emission electric-powered bus. The deployment of an additional zero-emission electric-powered bus will help reduce greenhouse gas emissions.

**Greenhouse Gas Reductions** - Please provide quantitative information requested below and explanations supporting the data provided.

	Value	Explanation
<b>Year 1 (Yr1)</b> - First year of service, or year that capital improvements will be completed.	2021	The zero-emission electric-powered bus is expected to be deployed into service by early FY 2021.
<b>Year F (YrF)</b> - 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 electric-powered bus is anticipated to be in late FY 2033.
<b>Project Yr1 Ridership</b> - Estimated annual ridership contributed by the new service or capital improvement in Yr1.	410	Total combined ridership on local routes 10, 12 and 14 of approximately 41,000 in FY 18-19 is anticipated to increase an estimated 1% due to the novelty of the new zero-emission electric-powered bus.
<b>Project F Yr. Ridership</b> - Estimated annual ridership contributed by the new service or capital improvement in YrF.	410	Total combined ridership on local routes 10, 12 and 14 of approximately 41,000 in FY 18-19 is anticipated to increase an estimated 1% due to the novelty of the new zero-emission electric-powered bus.
<b>Adjustment (A)</b> - Adjustment factor to account for Choice Riders. You may use defaults values listed on pg.16 in the read me.	0.50	Using the default for local bus service.
<b>Trip Length (L)</b> - Length (miles) of average auto trip reduced or average passenger trip length (miles). You may use defaults values listed in the read me.	8.33	Systemwide average passenger trip length as reported in the 2017 National Transit Database (NTD), per CARB's recommended default value.
<b>Project Useful Life</b>	12	This is calculated based on the values above.
<b>Total Project Ridership Increased</b>	4,920	This is calculated based on the values above.
<b>Total Project VMTs Reduced</b>	20,492	This number is calculated based on the values above.
<b>Total Project GHG Emission Reductions (MTCO<sub>2</sub>e)</b>	898.02	This number is calculated based on the values from above and the QM-Tool tab.
<b>LCTOP Project GHG Emission Reductions (MTCO<sub>2</sub>e)</b>	898.02331	This number is calculated based on the values from above and the QM-Tool tab.



## **Project Benefits**

### **Job Support Benefits** *(Refer to Read Me for more information or CARB Co-Benefits website)*

<b>Primary Project Activity</b> <i>(select from drop down)</i>	Procurement of buses
<b>% of Project Budget Associated with Primary Activity</b>	100%
<b>Other Project Activity</b> <i>(select from drop down)</i>	
<b>% of Project Budget Associated with Other Activity</b>	
<b>Other Project Activity</b> <i>(select from drop down)</i>	
<b>% of Project Budget Associated with Other Activity</b>	

### **Travel Cost Savings Benefits**

	<b>Value</b>	<b>Explanation</b>
<b>Standard Fare Cost for Project (\$/Trip)</b> <i>(Average fare associated with the project)</i>	<b>\$0.00</b>	Project will not provide service.
<b>Reduced Fare Cost (\$/Trip)</b> <i>(Average fare after reduction associated with the project)</i>	<b>\$0.00</b>	Project will not reduce fares.
<b>Transit Facility Parking Cost (\$/Trip)</b> <i>(Average cost to park to use transit associated with project)</i>	<b>\$0.00</b>	Project will not provide service.
<b>Avoided Parking Cost (\$/Trip)</b> <i>(Average avoided parking cost associated with project)</i>	<b>\$0.00</b>	Project will not provide service.
<b>Avoided Toll Cost (\$/Trip)</b> <i>(Average avoided toll cost associated with project)</i>	<b>\$0.00</b>	Project will not provide service.

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

The new 35-foot electric-powered bus will be deployed on Sonoma County Transit's local routes providing service in the cities of Rohnert Park and Cotati. These local routes serve the Sonoma Marin Area Rail Transit (SMART) commuter rail stations located on Rohnert Park Expressway in the City of Rohnert Park and on East Cotati Avenue in the City of Cotati. The novelty of the new bus will help to increase transit mode share by promoting use of local bus routes that provide convenient service to and from the Rohnert Park and Cotati SMART stations, respectively.

### **Co-Benefits - Check all additional Benefits/Outcomes.**

<input type="checkbox"/> Improved Safety	<input type="checkbox"/> Coordination with Educational Institution
<input checked="" type="checkbox"/> Improved Public Health	<input type="checkbox"/> College <input type="checkbox"/> Grades K-12
<input checked="" type="checkbox"/> Reduced Operating/Maintenance Costs	<input type="checkbox"/> Promotes Active Transportation
<input type="checkbox"/> Increase System Reliability	<input checked="" type="checkbox"/> Promotes Integration w/ other modes

### **Co-Benefits - Describe benefits checked above and other benefits not listed.**

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

### Priority Populations Benefits

<b>Does your Agency's Service Area have a Disadvantaged Community?</b> (as defined by SB 535)	Yes
<b>Is the project located within the boundaries of a disadvantaged community census tract?</b>	Yes
<b>Is the project located within the boundaries of a low-income community census tract?</b>	Yes
<b>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?</b>	Yes
<b>Priority Population Community Engagement: Identify the specific assessment for the Community Engagement Co-benefit (High, Medium, Low):</b> <i>*See Read Me pg 23 for more information</i>	Low

<b>Please provide the amount of FY 19-20 LCTOP Funds benefiting Priority Populations:</b> <i>(Total should not exceed total FY 19-20 LCTOP project funding)</i>	
<b>Amount funds to benefit a DAC: \$</b>	557,727
<b>Amount funds to benefit Low-Income Households &amp; Residents: \$</b>	0
<b>Amount funds to benefit Low-Income Households or Resident within 1/2 mile of a DAC: \$</b>	0

<b>Priority Population Community Need:</b> Select the method your agency used for identifying an important community or household need. <i>(For more information please review Read Me) :</i>	
<b>Priority Population Community Need:</b> Identify the specific Common Needs of Priority Populations <i>(if you select letter D. in question above):</i>	

<b>Priority Populations Community Need:</b> Based on selection above, describe, in your own words the method your agency used to identified an important community need(s), including the levels of community engagement.

<b>Priority Population Benefit:</b> Select the benefit your project provides to the community or household.	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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**Priority Population Benefit: DAC Benefit -** Based on the selection above, explain in your own words, how the project will benefit Disadvantaged Community(ies) within your service area.

The project will benefit DAC census tract 6097153200 located in Sonoma County Transit's service area. However, this project is the purchase of a zero-emission transit bus and is, therefore, waived from DAC expenditure requirements per SB 1119.

**Priority Population Benefit: Low-Income Community or Low-Income Household Benefit -** Based on selection above 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 partially located within low-income community census tract 6097151201 in Sonoma County Transit's service area. However, this project is the purchase of a zero-emission transit bus and is, therefore, waived from DAC expenditure requirements per SB 1119.

**Priority Population Benefit: Low-Income Community or Low-Income Household within 1/2 a mile of a Disadvantaged Community Benefit -** Based on selection above 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 partially located within low-income community census tract 6097151201 within 1/2 mile of DAC census tract 6097153200 located in Sonoma County Transit's service area. However, this project is the purchase of a zero-emission transit bus and is, therefore, waived from DAC expenditure requirements per SB 1119.

**SB 1119 Project Criteria:** *See Read Me for more information.*

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?	No
Is the project a new or expanded transit service that connects with transit service serving a disadvantaged communities?	No

**SB 1119 Project Criteria:** Explain how your new or expanded transit service connects to transit service serving a Disadvantaged Community.