

Lead Agency Information

Name:	Sonoma County Transit		
Address:	355 West Robles Avenue		
City, State, Zip Code:	Santa Rosa, CA 95407		
County:	Sonoma County		
Regional Entity:	Metropolitan Transportation Commission		
Title VI Attached:	Yes	Title VI Approval Date:	08/15/19

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

Contact (if different than "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 35-foot electric-powered buses that will be available for deployment on intercity routes serving the cities of Santa Rosa, Rohnert Park, Cotati and Petaluma. (Note: Final Resolution, signed Authorized Agent Form and Certifications and Assurances documents will be submitted upon approval by the Sonoma County Board of Supervisors on 5/11/21.)		
Type:	Capital		
Sub-Type	Purchase of replacement zero-emission vehicle(s) (may include equipment/infrastructure)		
Total Years of Rollover:	0	Remaining years of Rollover:	0
Start date (anticipated) :	08/01/21	End date (anticipated) :	12/31/22
General Area (City/County) :	County of Sonoma		

Please provide specific area information for the project in the Lat-Long tab.

Identify 10-digits of the Project Census Tract(s):	6097153001, 6097152802, 6097152100, 6097152000, 6097151900, 6097151402, 6097151402, 6097151307, 6097153200 (DAC), 6097151201, 6097151308, 6097151201, 6097151305, 6097151306, 6097151301, 6097151310, 6097151311, 6097151203, 6097151000, 6097150607, 6097150609, 6097150610, 6097150603, 6097150901, 6097150701, 6097150902
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Project Life: For capital projects, state the project useful life in years. For operation projects state the number of months a service will be funded.

Capital:	12 Years	Operations:	
Funding:	99313: \$285,901	99314: \$24,855	Total: \$310,756
Approved LONP:	No	LONP Approval date:	

Funding Information

LCTOP FY 2020-2021
Allocation Request

LCTOP Allocation Year	Prior	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	Total
PUC 99313 Amount:		\$285,901					\$285,901
PUC 99314 Amount:	\$0	\$24,855					\$24,855
Total LCTOP Funds:	\$0	\$310,756	\$0	\$0	\$0	\$0	\$310,756
Other GGR Funds:							\$0
Other Funds:		\$1,671,574					\$1,671,574
Total Project Cost:	\$0	\$1,982,330	\$0	\$0	\$0	\$0	\$1,982,330

Lead Agency:	Sonoma County Transit	Amount:	PUC Funds Type:
Contact Person:	Steven Schmitz		99313
Contact Phone #:	707-585-7516	\$24,855	99314
Contact E-mail:	steven@sctransit.com		

Contributing Sponsor:	Metropolitan Transportation Commission	Amount:	PUC Funds Type:
Contact Person:	Anne Spevack	\$285,901	99313
Contact Phone #:	415-778-6611		99314
Contact E-mails:	aspevack@bayareametro.org		

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

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

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

Total FY 20-21 LCTOP Funding	\$310,756
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Fully Funded Project: Provide a description of all the funds that will be used to complete this project and how LCTOP funds will not supplant other funding sources. Include the project ID and awarded funding amount from prior rollover

The budget anticipates that this project will be fully funded with a combination of LCTOP funds, FTA Section 5307 funds, FTA Section 5339 funds and Transportation Development Act funds. LCTOP funds will not be used to supplant other funds to complete this project.

Project Changes: If this is a rollover project with an approved CAP that added funds into the project in a previous year, provide the CAP approval date, project ID, and amount transferred. The amount should be reflected in the 'Prior' column above.

N/A

Funding Plan

Proposed Total Project Cost								
Component	Prior	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	Total

LCTOP FY 2020-2021
Allocation Request

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	\$1,982,330	\$0	\$0	\$0	\$0	\$0	\$1,982,330
Operations/Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$0	\$1,982,330	\$0	\$0	\$0	\$0	\$0	\$1,982,330

Low Carbon Transit Operations Program (LCTOP)								
Component	Prior	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase		\$310,756						\$310,756
Operations/Other								\$0
TOTAL	\$0	\$310,756	\$0	\$0	\$0	\$0	\$0	\$310,756

Funding Source: FTA Section 5307								
Component	Prior	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase		\$740,830						\$740,830
Operations/Other								\$0
TOTAL	\$0	\$740,830	\$0	\$0	\$0	\$0	\$0	\$740,830

Funding Source: FTA Section 5339								
Component	Prior	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase		\$415,485						\$415,485
Operations/Other								\$0
TOTAL	\$0	\$415,485	\$0	\$0	\$0	\$0	\$0	\$415,485

Funding Source: Transportation Development Act								
Component	Prior	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0
CON								\$0
Veh/Equip Purchase		\$515,259						\$515,259
Operations/Other								\$0
TOTAL	\$0	\$515,259	\$0	\$0	\$0	\$0	\$0	\$515,259

Funding Plan

Funding Source:								
Component	Prior	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	Total
PA&ED								\$0
PS&E								\$0
R/W								\$0

LCTOP FY 2020-2021
Allocation Request

CON								\$0
Veh/Equip Purchase								\$0
Operations/Other								\$0
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Source:								
Component	Prior	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	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 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	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 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	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 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	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

Project Information

1) Project Description - Provide a comprehensive project description. For operations projects, include: number of trips, span, frequency improvements, and number of days of operation. For capital projects, include: product specifications and identify all LCTOP funded components. *No more than 12 lines.*

LCTOP funding is being requested by Sonoma County Transit (SCT) to assist with the purchase of two 35-foot electric-powered buses that will be available for deployment on intercity routes 44 and 48 providing service to the cities of Santa Rosa, Rohnert Park, and Petaluma. The two low-floor buses 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 200 miles on a single charge. The electric-powered buses will be charged utilizing an existing charging station located at SCT's bus yard, which will be expanded to multiple charging stations over the next year. Also, a remote charging station is planned at the Petaluma Transit Mall located at the southern terminus of routes 44 and 48. This remote charging station in Petaluma will effectively expand the range of the electric buses beyond 200 miles.

2) Project Planning - Provide a detailed explanation of the project planning process and how it was designed to avoid substantial burden on any low- income, disadvantaged, and vulnerable populations. [Include any public outreach efforts, engagement events, community input, and 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 substantial burden on any low income disadvantaged communities by replacing old CNG vehicles with clean air electric buses, reducing air contaminants along the corridors. The 35-foot electric-powered buses to be purchased will be deployed on Sonoma County Transit's intercity routes located in the cities of Santa Rosa, Rohnert Park, Cotati and Petaluma based only on current range limitations for electric-powered buses. 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 - Provide an itemized breakdown of project components and describe how the cost estimations were developed. Total costs must correspond to the [Funding Information](#) section above. *No more than 10 lines.*

As mentioned previously under project description, LCTOP funding is being requested by Sonoma County Transit (SCT) to assist with the purchase of two 35-foot electric-powered buses that will be available for deployment on intercity routes 44 and 48 providing service to the cities of Santa Rosa, Rohnert Park, and Petaluma. The two low-floor buses 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 200 miles on a single charge. This requested LCTOP funding will assist with the first purchase of 35-foot electric-powered buses in SCT's fixed-route fleet. With the assumption for this project that SCT will be purchasing the 35-foot electric-powered buses from BYD, the cost is estimated to be \$1,982,330 (including options and delivery) 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.

All of Sonoma County Transit's local routes are currently fare-free. Cash fares on SCT's intercity routes currently range from \$1.50 to \$4.80 for adults, \$1.25 and \$4.55 for youth, and \$0.75 and \$2.40 for senior/disabled. 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 comprised of nine incorporated cities located in the San Francisco Bay Area approximately 50 miles north of the Golden Gate Bridge. Sonoma County's total population as of 2019 was 494,336. Sonoma County Transit (SCT) provides fixed-route transit and ADA paratransit 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 the 2019 American Community Survey estimate, Sonoma County's total population was 62.7% White, 27.3% Hispanic/Latino, 4.1% Asian, 1.3% Black, 0.5% Native American and 3.7% Other. The median household income was \$87,000 and the number of persons below the poverty level was estimated to be 6.8% of the total population.

6) Agency Service - Describe the transit service provided and how the project plays into the overall operations. Include how the COVID-19 pandemic has impacted transit service related to the project. *No more than 10 lines.*

Sonoma County Transit currently operates a total of eighteen (18) local and intercity routes. Local service is provided within the cities of Cloverdale, Healdsburg, Windsor, Sebastopol, Rohnert Park, Cotati, Sonoma, the Lower Russian River area and the Sonoma Valley area. SCT's 35-foot electric-powered buses will be available for deployment on intercity routes serving the cities of Santa Rosa, Rohnert Park, Cotati and Petaluma. During FY 2018-19 SCT provided a total of 906,863 fixed-route passenger trips and 58,772 ADA paratransit trips. During FY 2019-20 with the outbreak of COVID-19 and major decreases in ridership, four of SCT's underperforming intercity routes were suspended and the schedules for most core intercity routes were reduced. These route suspensions and reductions have continued into FY 2020-21, although the return of students on-campus again next fall is anticipated to increase ridership and the need for the restoral of some service.

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 mode of transportation thus increasing ridership, reducing Vehicle Miles Traveled (VMT) and reducing GHG.*

On the intercity routes operated to the cities of Santa Rosa, Rohnert Park, Cotati and Petaluma, Sonoma County Transit currently 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 additional zero-emission electric-powered buses will help reduce greenhouse gas emissions.

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

	Value	Explanation
Year 1 (Yr1) - First year of service, or year that capital improvements will be completed.	2023	The zero-emission electric-powered buses are expected to be deployed into service by FY 2023.
Year F (YrF) - Final year that the service is funded or the final year of useful life for capital improvements.	2035	The end of the useful life of the electric-powered buses is anticipated to be FY 2035.
Project Yr 1. Ridership Increase - Estimated annual ridership contributed by the new service or capital improvement in Yr1. Refer to FAQ.		N/A
Project F Yr. Ridership Increase - Estimated annual ridership contributed by the new service or capital improvement in YrF. Refer to FAQ.		N/A
Adjustment (A) - Adjustment factor to account for Choice Riders. You may use defaults values listed on page 18 of the Supplemental Guidance.	0.705	Adjustment factor for intercity service per CARB's recommended default value.
Trip Length (L) - Length (miles) of average auto trip reduced or average passenger trip length. You may use defaults values listed on page 18 of the Supplemental Guidance.	21.83	Average trip length for intercity service per CARB's recommended default value.
Project Useful Life	12	This is calculated based on the values above.
Total Project Ridership Increased	0	This is calculated based on the values above.
Total Project VMTs Reduced	0	This number is calculated based on the values above.
Total Project GHG Emission Reductions (MTCO₂e)	1,815.60	This number is calculated based on the values from above and the <u>QM-Tool tab</u> .
LCTOP Project GHG Emission Reductions (MTCO₂e)	1,815.60	This number is calculated based on the values from above and the <u>QM-Tool tab</u> .

Project Benefits

Job Support Benefits (Refer to LCTOP Guidelines and CARB Co-Benefits website for more information)

Primary Project Activity (select from drop-down)	Procurement of buses
% of Project Budget Associated with Primary Activity	100%
Other Project Activity (select from drop-down)	

LCTOP FY 2020-2021
Allocation Request

% of Project Budget Associated with Other Activity	
Other Project Activity <i>(select from drop-down)</i>	
% of Project Budget Associated with Other Activity	

Travel Cost Savings Benefits

Refer to page 5 on the Supplemental Guidance.

	Value	Explanation
Baseline Average One-Way Fare Cost (\$/One-Way Trip/Rider) <i>(Average fare per way prior to project implementation)</i>	\$2.10	SCT's average standard fare per intercity trip associated with this project (pre-COVID). The average intercity fare on SCT is based on a two-zone fare, which costs \$2.10 and assumes payment of an adult fare for the trip.
New Average One-Way Fare Cost (\$/One-Way Trip/Rider) <i>(Average fare per way prior to resulting from project)</i>	\$2.10	The project will not impact SCT's current fare structure.
Transit Facility Parking Cost (\$/Roundtrip/Rider) <i>(Average cost to park to use transit associated with project)</i>		(ex. The average transit facility parking cost is \$5 per day)
Avoided Parking Cost (\$/Roundtrip/Rider) <i>(Average avoided parking cost associated with project)</i>		(ex. The average parking cost in the project area is \$15 per day)
Avoided Toll Cost (\$/Roundtrip/Rider) <i>(Average avoided toll cost associated with project)</i>		(ex. The average tolling cost in the project area is \$10 per day)

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

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

Co-Benefits - Check all additional Benefits/Outcomes.

☒ **Improved Safety**

☒ **Improved Public Health**

☒ **Reduced Operating/Maintenance Costs**

☒ **Increase System Reliability**

☐ **Coordination with Educational Institution**

☐ **College** ☐ **Grades K-12**

☐ **Promotes Active Transportation**

☒ **Promotes Integration w/ other modes**

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

This project will improve public health through the deployment of a new zero-emission electric-powered buses on Sonoma County Transit's intercity routes serving the cities of Santa Rosa, Rohnert Park, Cotati and Petaluma. The deployment of additional zero-emission electric-powered buses will reduce greenhouse gas emissions, and help reduce air pollution and related public health issues. Also, overall maintenance costs for the new electric-powered buses are expected to be less than the costs for CNG-fueled buses. In addition, because the new electric-powered buses will be deployed on routes in the cities of Cotati and Petaluma directly serving SMART commuter rail stations, they will help promote the intergration of bus and rail service in Sonoma County. Furthermore, overall system reliability and safety will be improved with the addition of the new electric-powered buses because upgraded AVL and security camera systems will be included.

Priority Populations Benefits

Does your Agency's Service Area have a Disadvantaged Community? (as defined by SB 535)	Yes
Is the project located within the boundaries of a disadvantaged community census tract?	Yes
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?	Yes

Priority Population Community Engagement: Identify the specific assessment for the Community Engagement Co-benefit (High, Medium, Low): <i>*See Supplemental Guidance for more information</i>	Low
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Amount of FY 20-21 funds benefitting Disadvantaged Communities : \$	310,756
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Method: Select the method your agency used for identifying an important community or household need.	C. Where direct engagement is infeasible, look at the individual factors in CalEnviroScreen that are most impacting an identified disadvantaged or low-income community (i.e., factors that score above the 75th percentile), and confirm that the project will reduce the impacts of at least one of those factors.
Specific Common Need: Make a selection only if letter D is selected above.	

Priority Populations Community Needs Description: Expound on the selections above to describe the method that your agency used to identify important community needs. Provide details of any public outreach efforts, engagement events, community input, and workshops.

After reviewing the individual factors in CalEnviroScreen 3.0 for DAC census tract 6097153200, it was determined that Asthma had a percentile score of 80 and, therefore, a higher relative burden among residents. This project will purchase new zero-emission buses for deployment on routes providing service within this DAC census tract, which will reduce the impacts of Asthma on residents.

Priority Populations Benefits

Identify the Priority Population(s) that will benefit from this project.	Project provides benefits to a DAC
Priority Population Benefit: Select the benefit your project provides to the community or household.	A. Project reduces criteria air pollutant or toxic air contaminant emissions.
Priority Population Benefit: Based on the selections above, explain in greater detail how the project will provide benefits to the priority populations in your service area.	

LCTOP FY 2020-2021
Allocation Request

The project will benefit the residents in DAC census tract 6097153200 by improving public health through the deployment of new zero-emission electric-powered buses on Sonoma County Transit's intercity routes serving the cities of Santa Rosa, Rohnert Park, Cotati and Petaluma. The deployment of additional zero-emission electric-powered buses in this disadvantaged community will also help to reduce greenhouse gas emissions, air pollution and related public health issues.

SB 1119 Project Criteria: *See LCTOP Guidelines 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

Is the project a purchase of zero-emission transit buses and/or supporting infrastructure?

Is the project a new or expanded transit service that connects with transit service serving a disadvantaged communities?

SB 1119 Project Criteria: If this is a new or expanded service project, explain how it connects to a transit service that serves a Disadvantaged Community.