

CITY OF SANTA ROSA  
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL  
FROM: SHAWN SOSA, ADMINISTRATIVE ANALYST  
TRANSPORTATION AND PUBLIC WORKS

SUBJECT: RESOLUTION AUTHORIZING THE FILING AND EXECUTION OF  
AN APPLICATION FOR FUNDING FROM THE FEDERAL  
TRANSIT ADMINISTRATION LOW OR NO EMISSION BUS  
DISCRETIONARY GRANT PROGRAM REQUESTING \$3,095,459,  
AND COMMITTING ANY NECESSARY MATCHING FUNDS

AGENDA ACTION: RESOLUTION

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RECOMMENDATION

It is recommended by the Transportation and Public Works Department that the Council, by resolution, authorize the Director of Transportation and Public Works or designee to file and execute a grant application under the Federal Transit Administration Low or No Emission Bus Discretionary Grant Program requesting \$3,095,459 in federal funds for the purchase of electric buses, charging equipment, and installation of charging equipment, and commit any necessary matching funds.

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EXECUTIVE SUMMARY

The Federal Transit Administration (FTA) requires a resolution adopted by the governing board to be included in the grant application for the FTA Low or No Emission Bus Discretionary Program ("Low-No Program").

The Transportation and Public Works Department is preparing a grant application to purchase four electric buses, charging equipment, and the installation of charging equipment.

BACKGROUND

1. Section 5339(c) of Title 49, United States Code, as amended under the Fixing America's Surface Transportation (FAST) Act of 2015 provides funding for the Federal Transit Administration (FTA) Low or No Emission Bus Discretionary Program ("Low-No Program").

2. The Low-No Program provides funding for the purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities such as charging stations.
3. The FAST ACT authorizes the FTA to award grants for low or no emission buses through a competitive process.
4. Federal transit law authorized \$84.45 million in Fiscal Year 2018 for grants under the Low-No Program.
5. The Lo-No Program covers 85% of the costs to purchase electric buses and equipment, and requires a 15% local match of funds.

### PRIOR CITY COUNCIL REVIEW

On May 23, 2017, the City Council approved submission of an application for the 2017 FTA Low or No Emission Bus Discretionary Program.

### ANALYSIS

1. Transportation and Public Works wishes to submit an application for the acquisition of four all-electric buses. These four zero emission battery electric buses would replace three 2002 40' buses and one 2002 30' bus that have exceeded their useful life. The grant request will also include funding for charging equipment and related installation costs.
2. The Low-No Program grant will cover 85% of the costs to purchase the electric buses and required charging equipment.
3. If the grant is awarded to Santa Rosa, the 15% required match is anticipated to come from Transportation Development Act Article IV funds. The Transit Division will also pursue funds from the California Air Resources Board's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), which currently provides an incentive of \$150,000 per bus to support transit fleet electrification.
4. This project meets the goals of the City to reduce greenhouse gas emissions and provide more reliable transit service to the community.
5. The FTA requires a resolution of the City Council authorizing the submittal of the grant application and committing the matching funds for the grant.

## FISCAL IMPACT

This action has no impact on the General Fund. The required 15% local match of \$546,257 would be drawn from the Transit Division's annual allocation of Transportation Development Act Article IV funds. However, should the funding request be successful, the Transit Division, in collaboration with the selected vehicle manufacturer, will seek funding from the California Air Resources Board Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), which can be used as local match for federal funds. Currently HVIP awards vouchers worth \$150,000 per 40' transit bus.

## ENVIRONMENTAL IMPACT

This action is exempt from the California Environmental Quality Act (CEQA) because it is not a project which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, pursuant to CEQA Guideline section 15378.

## BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not applicable

## NOTIFICATION

Not applicable

## ATTACHMENTS

- Resolution

## CONTACT

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