



# Fiscal Years 2022 & 2023

## Capital Plan



For approval by Board of Directors

**September 1, 2021**

Omnitrans  
1700 W. Fifth St.  
San Bernardino, CA 92411



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## **i. EXECUTIVE SUMMARY**

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In line with Omnitrans' Strategic Plan and ConnectForward Short-Range Transit Plan, Omnitrans is focused on maintaining a fiscally secure future, operating efficiently, and seeking new funding sources. While Omnitrans' standard formula funding will allow the agency to maintain status quo service levels with a balanced operating forecast through at least 2030, current formula funding will not support the agency's long-term capital needs or support additional operating needs to meet agency goals, such as improving service and amenities for customers and meeting regulatory requirements such as zero-emission fleet conversion and state of good repair.

This FY 2022-2023 Capital Plan documents Omnitrans' capital needs and sets forth an agency strategy for pursuing funding sources to meet the capital needs. This Capital Plan will assist Omnitrans in planning proactively to advance projects and obtain new funding for projects designated as a priority in this Capital Plan, in line with agency strategic goals.

Following are the agency goals that provide the foundation for this Capital Plan:

- Regulatory compliance, such as:
  - Innovative Clean Transit Rule.
  - State of Good Repair.
  - Americans with Disabilities Act.
- Continuity of business goals.
- Vehicle replacements.
- Customer-focused improvements (attracting and retaining ridership) / enhancing regional mobility.
- Safety and security.
- Sustainability (fiscal and environmental).
- Strong return on investment / reduce operating costs.
- Innovation/technology.
- Workforce development.

This Capital Plan includes a listing of agency capital projects, some of which currently have funding identified and some of which do not. Attachment A provides a financially constrained list

of projects that are fully funded, and Attachment B provides a financially unconstrained list of projects that are not yet fully funded.

This Plan prioritizes the unconstrained list of projects and provides direction to Omnitrans staff to seek new potential funding sources, such as grant funds, to complete the priority projects. The unconstrained project list is prioritized by how many goals are met by each project, as shown in Attachment B.

Below is a concise summary of the unconstrained (not fully funded) capital projects, listed by priority. The projects are described in detail later in this Capital Plan.

- Priority 1:
  - Zero-emission vehicles and infrastructure.
  - Revenue vehicle replacements.
  - “I” Street operating and maintenance facility rehabilitation.
  - On-board driver safety barriers.
  - Bus stop improvements/amenities.
  - Future bus rapid transit lines in partnership with SBCTA.
- Priority 2:
  - West Valley facility bus wash upgrade.
  - Solar power generation and storage.
  - New West Valley paratransit facility.
  - Lighting and security systems at bus stops.
  - Transit signal priority/synchronization.
  - Electronic customer information screens.
  - Fare collection system upgrades.
  - OmniRide microtransit expansion.
- Priority 3:
  - Non-revenue vehicle replacements.

- Vehicle automation technology.
- Fare technology.
- Transit center upgrades in partnership with cities.
- Future phases of San Bernardino Transit Center.
- Limited-stop express bus routes and other expansion of services.

As further described in this Capital Plan, Omnitrans and its grant services consultant will seek funding for these projects, with the established priorities in mind. Depending on the cost and ease of finding funding for the projects, some lower priority projects may be able to move forward faster than some higher-priority projects for which funding may take more time to obtain. This Capital Plan will provide a basis for Omnitrans to develop strategies for advancing high-priority projects in the most effective way to obtain the funding needed to complete them.



## 1. INTRODUCTION

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This document is Omnitrans' first Capital Plan. This FY 2022-2023 Capital Plan outlines and describes capital projects that Omnitrans plans to implement in furtherance of the agency's goals set forward in its other plans, such as the Strategic Plan and ConnectForward Short-Range Transit Plan.

Omnitrans is focused on maintaining a fiscally secure future, operating efficiently, and seeking new funding sources. While Omnitrans' standard formula funding will allow the agency to maintain status quo service levels with a balanced operating forecast through at least 2030, current formula funding will not support the agency's long-term capital needs or support additional operating needs to meet agency goals. The goals of this Capital Plan are described in detail in Section 2.

The Capital Plan includes a fiscally unconstrained plan of agency priority projects (shown in Attachment B). The near-term projects for which funding has been identified are included in the fiscally constrained project list (shown in Attachment A). Fiscally constrained projects to be implemented in each fiscal year will be approved by the Board of Directors in each year's annual Budget (approval occurs in May for each following fiscal year July 1<sup>st</sup> through June 30<sup>th</sup>).

Following approval by the Board of Directors, the Capital Plan will be updated every two years, or sooner if a major change is needed. Each update will be presented to the Board of Directors for approval. For each update, staff in the Strategic Development and Finance departments will conduct a call for projects by asking department directors for a list of capital projects with expected timelines, approximate total costs, project description, and which agency goals are fulfilled by the project.

A selection panel will evaluate and score the projects based upon the criteria and goals outlined in the Capital Plan. The selection panel will be made up of a member from the Procurement Department, the Finance Department, and the Strategic Development Department. Selection panel members shall not vote on or influence projects from their own department. The selection panel will score the projects according to the Capital Plan goals and will sort them by priority.

The selection panel will present the recommended project list to the Senior Leadership Team and CEO/General Manager, who will approve the final recommended list of projects to be included in the draft Capital Plan. The draft Capital Plan will then be presented to the Board of Directors for approval.

The Capital Plan provides direction to Omnitrans staff to seek innovative new funding sources to complete the fiscally unconstrained projects (Attachment B) in the Capital Plan. Omnitrans staff will prioritize efforts to seek funding for projects designated as the highest priority in the Capital Plan. Depending on the cost and ease of finding funding for the projects, however, some lower priority projects may be able to move forward faster than some higher-priority projects for which funding may take more time to obtain.



To assist with seeking new funding sources, Omnitrans has a grant services consulting firm on contract through June 2023. The firm, Blais & Associates, wrote a Grant Needs Assessment for Omnitrans in September 2020. The Needs Assessment is included in Attachment C. The Needs Assessment is a living document which contains the list of capital projects contained in this Capital Plan and potential funding sources for them. The Needs Assessment will be updated to reflect the list of projects reflected in the Capital Plan.

The grant services firm conducts ongoing research into the potential funding sources available, and when they identify a funding source that may be a good potential source to fund one of the projects in Omnitrans' Capital Plan, they provide information to Omnitrans such as the prospective chances of winning the grant and what is needed to apply for the grant. If Omnitrans is interested, Blais & Associates assists Omnitrans with completing and submitting the grant application. Since March 2020, three of the six grant applications submitted by Blais & Associates on behalf of Omnitrans were awarded.



## 2. CAPITAL PLAN GOALS

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The mission of the Omnitrans Capital Plan is to attract and retain customers while supporting employees and maintaining safety, security, environmental sustainability, and fiscal sustainability as an agency. Omnitrans will prioritize capital projects in accordance with how well they align with the following goals:

- *Regulatory compliance.* Everything Omnitrans does must comply with a slate of Federal, State, and local regulations, including from funding agencies such as Federal Transit Administration (FTA), California Transportation Commission (CTC), California Air Resources Board (CARB), Southern California Air Quality Management District (SCAQMD), and more. Major regulations affecting Omnitrans' Capital Plan include the following:
  - *Innovative Clean Transit Rule.* In the coming years, Omnitrans faces substantial costs for complying with certain regulations. For example, CARB's Innovative Clean Transit Rule requires the conversion of Omnitrans' entire fleet of 40-foot buses to zero-emission by 2040, with phased-in purchases of zero-emission vehicles starting to be required in 2023. (More detail about the ICT and Omnitrans' plan for complying with it can be found in Section 3). The costs of purchasing zero-emission buses and constructing charging/fueling infrastructure go far beyond Omnitrans' standard formula funding, so Omnitrans is seeking all possible grant funding sources to help fund this effort.
  - *State of Good Repair.* Omnitrans also incurs substantial capital costs for replacing, repairing, and upgrading infrastructure, equipment, and facilities to comply with FTA's guidance for asset management and maintain capital assets, such as fleet and facilities, in a state of good repair. Omnitrans tracks the age and condition of all its capital assets, including vehicles, facilities, and bus stop amenities, and follows FTA guidance for determining the useful life of each asset. Omnitrans then determines when each asset needs to be rehabilitated or replaced, in line with Omnitrans' Transit Asset Management Plan (2018).
  - *Americans with Disabilities Act (ADA).* The ADA requires access improvements at bus stops, which also require substantial funding and close partnerships with member jurisdictions to implement. This is further described in Section 3.
- *Vehicle replacements.* As mentioned under Regulatory Compliance above, Omnitrans uses a substantial portion of its regular formula capital funds to repair or replace capital assets including vehicles, to maintain them in a state of good repair in accordance with FTA guidance. In line with Omnitrans' 2018 Transit

Asset Management Plan, Omnitrans undertakes a mid-life engine rebuild for 40-foot vehicles to extend their useful life from the FTA-approved useful life of 12 years to 14 years, and typically replaces them at 14 years. Smaller cutaway vehicles are replaced at seven years in accordance with FTA guidance.

- *Customer-focused improvements (attracting and retaining ridership) / enhancing regional mobility.* To attract new riders and retain existing customers, Omnitrans remains focused on improving speed, efficiency, connectivity, and ease of use of its services. This Capital Plan includes capital projects as well as implementation of new services. While typically intended for one-time implementation of projects, capital grant funds are sometimes also available for piloting a new service or service expansion for a limited time. This Capital Plan, as well as Omnitrans' ConnectForward Short-Range Transit Plan, will help Omnitrans to obtain grant funding to implement operation of new or expanded services to meet customers' needs.
- *Safety and security.* Safety is Omnitrans' highest priority. Omnitrans continuously listens to and acts upon feedback from customers and employees to improve safety and personal security on buses, at bus stops, and at work. This Capital Plan includes capital projects to improve safety or personal security for customers and employees. Omnitrans will be completing its Bus Stop Safety Improvement Plan in Fiscal Year 2022, which will include project concepts and proposals for projects to improve safety at and around bus stops. The Bus Stop Safety Improvement Plan will help to secure future grant funding for these projects. The FTA also requires that 1% of FTA 5307 funds be used toward safety and security annually, which also provides funding for these projects.
- *Sustainability (fiscal and environmental).* Financial and environmental sustainability are core to Omnitrans' mission, vision, and strategic goals. Omnitrans signed on to the American Public Transportation Association (APTA) Sustainability Commitment in 2014. APTA defines sustainability as preserving the environment, being socially responsible and maintaining economic vitality, with an overall contribution to quality of life.
- *Strong return on investment / reduce operating costs.* This capital plan prioritizes Omnitrans' fiscally unconstrained (unfunded capital projects) based on how many agency goals are met by each project. One of the goals is return on investment and reduction of operating costs; such projects make use of one-time capital grant funds to improve Omnitrans' operational efficiency and reduce future operational costs.
- *Innovation/technology.* Omnitrans continually strives to make use of available technology to improve operating efficiency, improve the customer experience, support our employees, and protect the environment. Omnitrans has already implemented mobile fare payment, for example, and is currently implementing a

federal grant-funded project to install contactless mobile fare payment readers on buses and improve mobile app integration for mobile fare payment. This capital plan includes additional innovative/technology projects, such as transit signal priority and automated vehicle technology to improve operations, safety, and the customer experience.

- *Workforce development.* This capital plan includes projects to meet the demands of today's workforce, including improving employee safety, using technology to improve employees' ability to work efficiently, and promoting employees' career development.

### 3. OMNITRANS CAPITAL PROJECTS

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The table in Attachment A lists Omnitrans' fiscally constrained (funded) capital projects. The table in Attachment B lists all fiscally unconstrained (not fully funded) projects for which Omnitrans will seek grant funding, with a description, rough order of magnitude cost, approximate timeline, and agency goals that are met by the project. The projects are then sorted into broad priority categories (which are listed and described further below) based on how many goals are met by each project.

Priority is indicated for the projects above. Projects that meet at least half of the goals (six or more) are listed as Priority 1. Projects that meet three to five goals are listed as Priority 2. Projects that meet one or two goals are listed as Priority 3. Within each priority grouping, there is no further prioritization of individual projects.

While the priority designation will help guide Omnitrans staff and grant services consultant as to which projects to seek funds for, there may be lower-priority projects for which funding may become available more readily; and some higher-priority projects may take longer to implement depending upon the ease of finding funding and the ease of developing and implementing the project.

Omnitrans' fiscally unconstrained capital projects are sorted by priority as follows (projects are also categorized in Attachment B by project type, including Vehicle Purchases, Facilities Projects, Safety/Security Projects, Technology Projects, Customer Amenities Projects, and Services):

- Priority 1:
  - Zero-emission vehicles and infrastructure.
  - Revenue vehicle replacements.
  - "I" Street operating and maintenance facility rehabilitation.
  - On-board driver safety barriers.
  - Bus stop improvements/amenities.
  - Future bus rapid transit lines in partnership with SBCTA.
- Priority 2:
  - West Valley facility bus wash upgrade.
  - Solar power generation and storage.
  - New West Valley paratransit facility.

- Lighting and security systems at bus stops.
- Transit signal priority/synchronization.
- Electronic customer information screens.
- Fare collection system upgrades.
- OmniRide microtransit expansion.
- Priority 3:
  - Non-revenue vehicle replacements.
  - Vehicle automation technology.
  - Fare technology.
  - Transit center upgrades in partnership with cities.
  - Future phases of San Bernardino Transit Center.
  - Limited-stop express bus routes and other expansion of services.

The following sections provide a more in-depth picture of the agency's largest projects in need of capital funding. This information will help the agency to seek grant funds to pursue implementation of these projects.

## **Zero-Emission Fleet and Related Infrastructure (Priority 1)**

The California Air Resources Board adopted the Innovative Clean Transit (ICT) regulation for transit agencies in December 2018. Agencies of Omnitrans' size are required to begin phasing in purchases of zero-emission vehicles into their bus replacement cycles by 2023 and to fully convert their bus fleets to zero-emission (either battery-electric or hydrogen) by 2040. The regulation currently applies to Omnitrans' entire 40' bus fleet and exempts cutaway vehicles and 60' articulated buses until 2026.

The San Bernardino County Transportation Authority (SBCTA) hired consulting firm WSP to complete a San Bernardino Countywide Zero-Emission Bus Study Master Plan, which was completed in summer 2020. The Master Plan includes an in-depth analysis of the bus purchases and infrastructure Omnitrans will need to comply with the State of California's Innovative Clean Transit (ICT) regulation, along with estimated costs and maintenance needs.

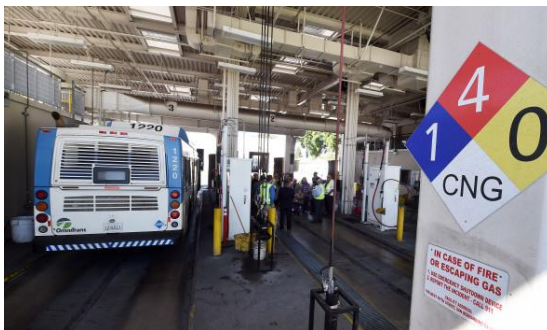
Omnitrans has not yet determined the exact number and type of vehicles that will be purchased but will likely need a mix of battery electric and hydrogen-fueled vehicles to meet needed ranges and meet Omnitrans' operational requirements. Both Omnitrans' East Valley Operating &

Maintenance Facility in San Bernardino and West Valley Operating & Maintenance Facility in Montclair will need to be outfitted with electric charging infrastructure. Omnitrans staff have been working with Southern California Edison's Charge Ready program to identify and plan for the electrical grid supply needs for supporting the charging infrastructure. Omnitrans has obtained funding through SCE Charge Ready and SCAQMD to complete electrical infrastructure upgrades to support the first electric vehicles being deployed at the East Valley and West Valley facilities in 2021 and will be applying for future Charge Ready funds for future electrical infrastructure.

Omnitrans has developed a fleet replacement schedule in line with the agency's 2018 Transit Asset Management Plan, which includes replacing existing 40-foot buses with battery electric buses once they exceed their useful life (typically 12-14 years), starting in 2024. Omnitrans' first four battery electric buses, along with charging infrastructure, will be in service in spring 2021, with two buses operating out of the West Valley facility and two out of East Valley.

In 2024, Omnitrans will be adding another 18 electric buses at the West Valley facility to operate the West Valley Connector sbX bus rapid transit line. A reconfiguration of the bus yard and an overhead canopy structure will accommodate pantograph charging and solar panels. The modular overhead canopy structure will be able to be added to and expanded to accommodate charging future electric vehicles at the West Valley facility. (Vehicles and infrastructure work will be procured by Omnitrans with funding from the West Valley Connector project budget and are fully funded).

Solar power generation and battery storage at the West Valley and East Valley facilities will also help offset Omnitrans' added electrical costs for electric bus charging and is being planned for as part of the facility upgrades needed to convert Omnitrans' fleet to zero-emission. Overhead pantograph charging structures will accommodate solar panels.



**Figure 1. Omnitrans' existing CNG buses**



**Figure 2. One of Omnitrans' new electric buses**

OmniTrans' planned bus purchases through 2040 are shown in Table 1 below.

**Table 1. Planned Bus Purchases**

BUS YEAR	TOTAL BUSES	ZERO-EMISSION BUSES				CNG BUSES			
		NUMBER	%	BUS TYPE	FUEL TYPE	NUMBER	%	BUS TYPE	FUEL TYPE
2020*	4	4	100%	40'	BEB	0	0%	-	-
2021	0	0	0%	-	-	0	0%	-	-
2022	0	0	0%	-	-	0	0%	-	-
2023	0	0	0%	-	-	0	0%	-	-
2024	18	18	100%	40'	BEB	0	0%	-	-
2025	22	6	27%	40'	BEB	16	74%	40'	CNG
2026	27	14	52%	40'/60'	BEB	13	48%	40'/60'	CNG
2027	7	3	43%	40'	BEB	4	57%	60'	CNG
2028	16	8	50%	40'	BEB	8	50%	40'	CNG
2029	15	15	100%	40'	BEB/FCFB	0	0%	-	-
2030	13	13	100%	40'	BEB/FCFB	0	0%	-	-
2031	0	0	0	-	-	0	0%	-	-
2032	29	29	100%	40'/60'	BEB/FCFB	0	0%	-	-
2033	23	23	100%	40'	BEB/FCFB	0	0%	-	-
2034	0	0	0%	-	BEB/FCFB	0	0%	-	-
2035	0	0	0%	-	BEB/FCFB	0	0%	-	-
2036	18	18	100	40'	BEB/FCFB	0	0%	-	-
2037	8	8	100%	40'	BEB/FCFB	0	0%	-	-
2038	18	18	100%	40'/60'	BEB/FCFB	0	0%	-	-
2039	24	24	100%	40'	BEB/FCFB	0	0%	-	-
2040	28	28	100%	40'/60'	BEB/FCFB	0	0%	-	-



## **“I” Street Operating and Maintenance Facility Rehabilitation (Priority 1)**

The “I” Street operating and maintenance facility in San Bernardino, which is used to operate OmniAccess paratransit service and fixed route service with 25-foot cutaway buses or vans, needs to be rehabilitated to a state of good repair. The 45-year-old facility currently has an asset condition assessment of “2 – marginal” in Omnitrans’ Transit Asset Management Plan. The project scope of work will include the following:

- Constructing a new bus wash and chassis maintenance bay.
- Rehabilitating and expanding bus parking.
- Installing new perimeter fencing, gates, lighting, drought-tolerant landscaping, sidewalk, curb, and gutter.
- Rehabilitating classroom portion of maintenance building to include new public entrance to facilitate OmniAccess customer eligibility screening, office space, and accessibility upgrades to restrooms.
- Upgrading the office building, including ADA upgrades to doorways and restrooms, HVAC, and window replacements.
- Replacing a water main.

The existing building needs to be brought up to standard with ADA and other building codes/regulations. Expansion of bus parking is needed to accommodate future needs, especially as Omnitrans has moved to provide more fixed-route bus service with cutaway buses that are serviced out of the “I” Street facility. The facility also currently does not have an automated bus wash, which takes additional staff time to wash buses by hand, out in the open without a shade structure.



**Figure 3.**  
Upgrades are needed to doorways and restrooms.



**Figure 4.** Buses are currently washed by hand.



**Figure 5.** Bus parking needs to be expanded as buses currently park on dirt.



**Figure 6. Initial concept for "I" Street Facility Rehabilitation Project**

## Driver Safety Barriers (Priority 1)

Although all buses currently have a thin plexiglass driver barrier installed at the outset of the COVID-19 pandemic, Omnitrans plans to install heavy-duty safety barriers onboard all buses to protect operators from potential security incidents.



**Figure 7. Existing COVID-19 Barriers**

## Bus Stop Improvements/Amenities (Priority 1)

OmniTrans operates at approximately 2,400 bus stops throughout our service area. Nearly all of these stops are in public right-of-way owned by OmniTrans' JPA member agencies. OmniTrans partners with JPA member agencies to identify needed improvements and helps find funding for improvements; JPA member agencies then lead the design and construction of the improvements, such as ADA-compliant sidewalk boarding areas, sidewalk connecting to the intersection, and curb ramps. OmniTrans is then able to install amenities such as benches and bus shelters at the bus stops.

Funding for ADA access improvements and amenities at bus stops is available through SBCTA's Transportation Development Act Article 3 Call for Projects every two years. Increasingly, OmniTrans has also been working with member jurisdictions and private developers/property owners to incorporate ADA access improvements, seating, and shelters into city projects or private development projects.

Twelve of OmniTrans' sixteen member jurisdictions participate in OmniTrans' Passenger Amenity Program, which allows OmniTrans to install bus shelters with advertising panels and use the advertising revenues toward the cost of in-house maintenance of bus stops, including installation of bus stops signs, benches, trash cans, and shelters; trash pickup; pressure washing; graffiti removal; and repairing damage to shelters.

At the highest-ridership bus stops, OmniTrans has also been deploying premium shelters with solar-powered electronic signage to display real-time bus arrival information. OmniTrans has also been deploying a wide-spread program to install pole-mounted solar lights at bus stops throughout OmniTrans' system. OmniTrans is also currently developing a Bus Stop Safety Improvement Plan, which will recommend projects for future funding to improve safety at OmniTrans' bus stops.



**Figure 8.** A ten-foot-wide sidewalk boarding area allows for installation of a bus shelter.



**Figure 9.** OmniTrans Premium Bus Shelter.



**Figure 10.** Pole-mounted bus stop solar light.

## **Future Bus Rapid Transit (BRT) Corridors (Priority 1)**

The System-Wide Transit Corridors Plan for the San Bernardino Valley, adopted by the Omnitrans Board of Directors in 2011, identified ten corridors for bus rapid transit service. Omnitrans' long-term vision is a connected system of bus rapid transit corridors with transit signal priority and enhanced customer amenities, which results in faster transit travel times, improved transit experience, and seamless transit connections throughout the San Bernardino Valley.

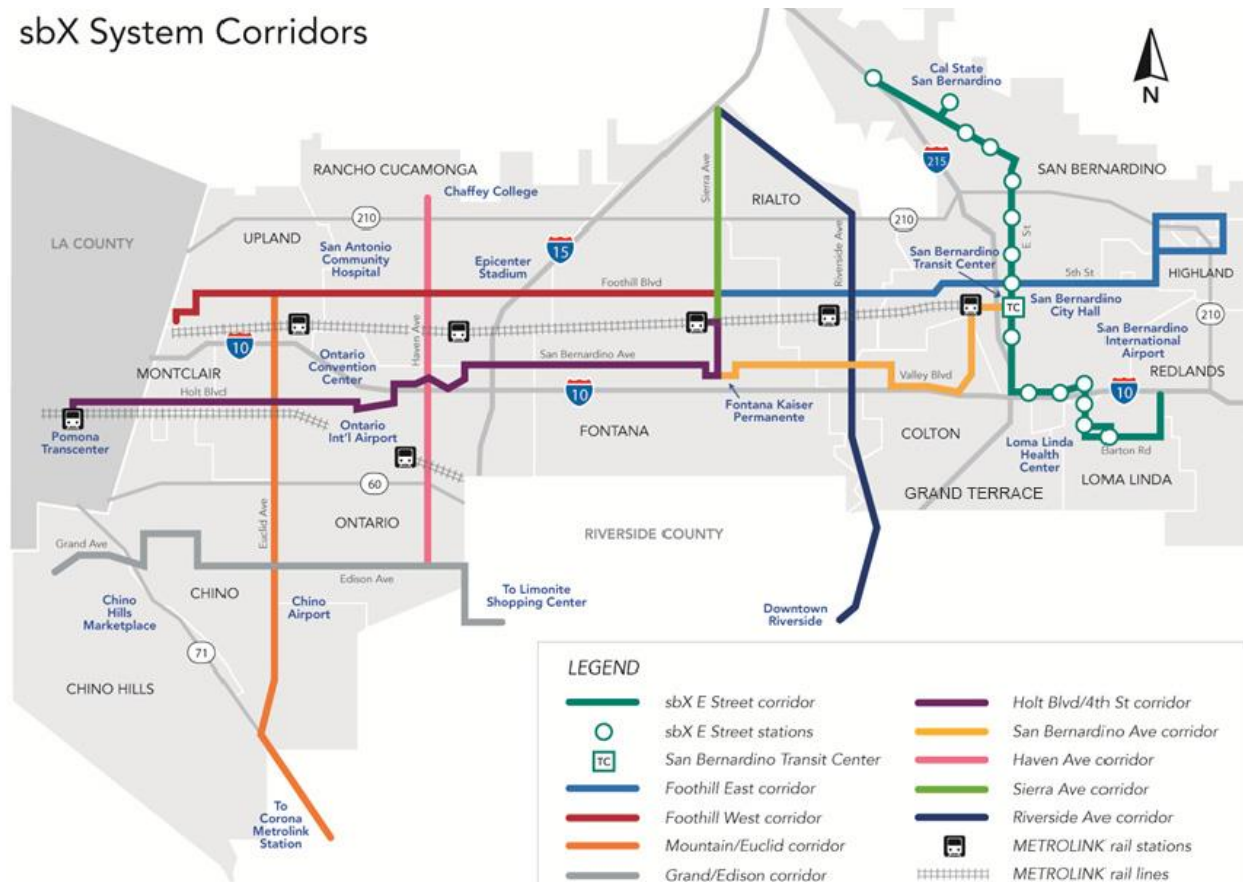
The first BRT line to be implemented from the System-Wide Transit Corridors Plan was the sbX Green Line / "E" Street Corridor in San Bernardino and Loma Linda, which started service in 2014. (The sbX Green Line is shown in green in Figure 11). The second will be the sbX Purple Line / West Valley Connector Phase 1, currently in final design and scheduled to begin operations in 2024. (The West Valley Connector will not follow the exact routing of the Holt Boulevard Corridor as envisioned in the 2011 System-Wide Transit Corridors Plan, shown in purple in Figure 11).

Future BRT corridors are included in SBCTA's Long Range Transit Plan and SCAG's Connect SoCal Regional Transportation Plan, with implementation expected by 2045. SBCTA will soon be updating its Long-Range Transit Plan to reflect an updated plan for implementation of the system of BRT corridors. SBCTA is the lead agency for developing and building future BRT corridors, with Omnitrans involved as the FTA grant applicant, owner, and operator.

Omnitrans customers and potential transit riders typically report that frequency and travel speed would encourage them to ride transit more often. Local buses get stuck in the same traffic as other vehicles; thus, bus travel can be slow due to making frequent stops as well as waiting for transfer times between routes. Thus, Omnitrans and SBCTA are striving toward developing a regional system of bus rapid transit corridors to provide faster, high-quality transit service to retain and attract new riders.



## sbX System Corridors



**Figure 11. System-wide vision of bus rapid transit lines (2011)**

### West Valley Paratransit Facility (Priority 2)

OmniTrans plans to purchase property and construct a new paratransit facility to replace its current leased paratransit facility in West Valley, referred to as the “Feron Street” facility. OmniTrans will need to purchase four to six acres of property in a West Valley location in an industrial or commercial zone with convenient freeway access, on which to construct a new facility that meets all current environmental and other Federal regulations and provides the space needed for OmniTrans’ cutaway vehicle fleet, including possible future expansion.

## 4. FUNDING

Table 2 shows a listing of Omnitrans' regular formula funding sources that can be used for capital projects.

**Table 2. Typical sources of Omnitrans formula funding that can be used for capital projects.**

Funding Source	Funding Program	Funding Type	Types of Projects Funded	Approximate Annual Amount to Omnitrans
<b>FTA</b>	5307	Federal	Can be used for all capital projects or eligible operating expenses such as preventive maintenance. 1% of 5307 funds must be spent on security/safety projects.	\$16.9 million
<b>FTA</b>	5307 CMAQ	Federal	Highway funds transferred to FTA to use for bus purchases	\$7.4 million
<b>FTA</b>	5310	Federal	ADA capital expenses (i.e., paratransit vehicles)	\$0.35 million
<b>FTA</b>	5337	Federal	Fixed route / guideway state of good repair	TBD
<b>FTA</b>	5339	Federal	Buses and bus facilities	\$2.1 million
<b>State of California</b>	LCTOP	State	Capital or operating that reduce GHG emissions	Varies
<b>State of California</b>	SB 1	State	State of Good Repair capital or operating projects	Varies

Table 3 shows the amount of typical formula funds expected to be available to Omnitrans, which can be used for capital projects. These funds are being used to fund the fiscally constrained list of projects in Attachment A.

**Table 3. Projected availability of capital formula funds**

Funding Sources	Projected Capital Funding Available (in millions)			
	FY 2022	FY 2023	FY 2024	FY 2025
<b>FTA 5307 *</b>	\$16.90	\$16.90	\$17.40	\$17.60
<b>FTA 5307 CMAQ</b>	\$7.40	\$7.00	\$8.60	\$8.90
<b>FTA 5310</b>	\$0.35	\$0.35	\$0.35	\$0.35
<b>FTA 5339</b>	\$2.10	\$2.10	\$2.10	\$2.10

<b>LCTOP (Operator portion)</b>	\$0.10	\$0.10	\$0.10	\$0.10
<b>SB 1</b>	\$0.20	\$0.20	\$0.20	\$0.20
<b>Total</b>	<b>\$27.05</b>	<b>\$26.65</b>	<b>\$28.75</b>	<b>\$29.25</b>

\* FTA 5307 funds can be used for operating expenses such as preventive maintenance or for capital expenses.

The fiscally unconstrained list of projects shown in Attachment B contains large, long-term projects with costs far above the typical available formula funds shown in Table 3; thus, this Capital Plan provides direction to seek additional funding sources for those projects.

Omnitrans' grant services consultant Blais & Associates completed a Grant Strategic Plan for Omnitrans in November 2020, which is included in Attachment C. The Grant Strategic Plan includes a comprehensive list of potential Federal, State, and local funding sources which may be a good fit for Omnitrans' major unconstrained projects. The Grant Strategic Plan is a living document that will be updated in accordance with Omnitrans' changing needs and priority projects.



Table 4 shows a high-level summary of the potential grant sources outlined in the Grant Strategic Plan that may be a good fit for the priority capital projects outlined in this Capital Plan. This Capital Plan will help Omnitrans to position its projects to be competitive for these grant fund sources, such as by reserving local match funds for the projects and lining up partnerships.

Blais & Associates, on contract until June 2023, continues to conduct ongoing grant research to make Omnitrans aware of potential funding sources expected to become available that may be a good fit for Omnitrans' potential projects. Blais & Associates also helps Omnitrans to assess the potential competitiveness of a project for a grant fund source and the costs and benefits of applying for the grant.

**Table 4. Typical competitive funding sources for capital projects**

Funding Source	Funding Program	Funding Type	Potential Eligible Projects	Typical Size of Grant Award
<b>Department of Transportation (DOT)</b>	Better Utilizing Investments to Leverage Development (BUILD)	Federal	Alternative fuel buses, planning for new services, signal synchronization, workforce development center, alternative vehicle charging/fueling infrastructure, bus stop improvements, improved parking facilities.	\$17 million average in 2020
<b>FTA</b>	Buses and Bus Facilities Program	Federal	Replace or rehab buses or facilities.	\$4.5 million average in 2020
<b>FTA</b>	Low or No Emission Grant Program (Low/No)	Federal	Alternative fuel buses, facility upgrades for charging/fueling infrastructure.	\$3 million average in 2020
<b>FTA</b>	Accelerating Innovative Mobility (AIM)	Federal	Enhanced real-time information, navigation, or data management, app improvements, enhanced fare collection system, vehicle automation technology, or microtransit / mobility on demand.	\$300,000 award typical
<b>Federal Highway Administration (FHWA)</b>	Advanced Transportation and Congestion Management Technologies Deployment Initiative	Federal	Advanced traveler information systems, advanced transportation management technologies, infrastructure maintenance/monitoring/condition assessment, advanced public transportation systems, data collection/analysis/dissemination systems, electronic payment systems, advanced mobility/technologies such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals.	\$5 million average in 2020
<b>California State Transportation Agency (CalSTA)</b>	Transit and Intercity Rail Capital Program (TIRCP)	State	Alternative fuel buses, charging/fueling infrastructure, microtransit service, maintenance facility upgrades or construction of new facilities, innovative fare payment systems, new operational models.	\$29 million average in 2020
<b>California Transportation Commission (CTC)</b>	Solutions for Congested Corridors Grant Program	State	Zero emission buses, transit hubs or stations, advanced technology, fare integration / fare Modernization, public transit facilities.	\$100 million average in 2020

Funding Source	Funding Program	Funding Type	Potential Eligible Projects	Typical Size of Grant Award
			SBCTA, not Omnitrans, would be eligible applicant.	
<b>CARB</b>	Clean Mobility Options Voucher Program	State	Operation of microtransit/mobility-on-demand services, zero-emission vehicles, charging infrastructure, planning, public engagement.	\$1 million limit
<b>CARB</b>	Sustainable Transportation Equity Project (STEP) Implementation grants	State	Transit station improvements, transit operations improvements, transit passes, microtransit, network/fare integration, wayfinding/signage, etc.	\$6 million average in 2020 for implementation grants
<b>CARB</b>	HVIP Clean Truck and Bus Incentives	State	Vouchers to help supplement cost differential for replacing CNG vehicles with zero-emission vehicles.	Typically \$180,000 per bus for 40-foot bus
<b>SCAQMD</b>	Carl Moyer Program	Local	Alternative fuel buses, infrastructure to fuel/power alternative fuel buses.	\$800,000 average in 2020
<b>SBCTA</b>	Transportation Development Act Article 3 Transit Stop Access Improvements Program	Local	Transit stop ADA access improvements, benches, and shelters.	Typically around \$700,000 available countywide and no more 10% awarded within one jurisdiction. Omnitrans and local jurisdictions can apply.

## ATTACHMENT A – FISCALLY CONSTRAINED LIST OF OMNITRANS CAPITAL PROJECTS

Facilities Projects	Responsible Department	Estimated Cost	Expected Fiscal Year of Completion
Shop equipment	Maintenance	\$ 500,000 annually	Ongoing
East Valley tire machine	Maintenance	\$ 50,000	2022
"I" Street methane detection system	Maintenance	\$ 1,135,970	2022
East Valley bus vacuum system upgrades	Maintenance	\$ 119,000	2022
East Valley facility furniture replacement	Maintenance	\$ 100,000	2022
East Valley pressure washer replacement	Maintenance	\$ 50,000	2022
West Valley fuel island replacement, concrete replacement, and drainage improvements	Maintenance	\$ 971,609	2022
East Valley and West Valley roof replacement	Maintenance	\$ 2,300,000	2022
East Valley and West Valley asphalt / concrete paving repairs	Maintenance	\$ 631,551	2022
East Valley restrooms remodel	Maintenance	\$ 1,000,000	2022
sbX upgrades	Maintenance	\$ 171,022	2022
sbX Hunts Lane station pylon replacement	Maintenance	\$ 136,386	2022
Facility upgrades	Maintenance	\$ 500,000	2022
East Valley and West Valley interior LED lighting upgrades	Maintenance	\$ 750,000	2022
East Valley and West Valley interior / exterior painting	Maintenance	250,000	2022
Transmission jacks	Maintenance	\$ 75,000	2022
East Valley and West Valley brake hub	Maintenance	\$ 250,000	2022
East Valley and West Valley facility HVAC replacements/upgrades	Maintenance	\$ 2,250,000	2023
East Valley rotary hoist control valves replacement	Maintenance	75,000	2023
West Valley methane detection system replacement	Maintenance	\$ 300,000	2023
East Valley methane detection system upgrades	Maintenance	\$ 850,000	2023
West Valley Connector vehicles and electric charging infrastructure at West Valley facility	Maintenance	funded in WVC budget through SBCTA	2024

West Valley and "I" Street facilities USTs manhole upgrade	Maintenance	\$ 750,000	2025
Technology Projects	Responsible Department	Estimated Cost	Expected Fiscal Year of Completion
Board room upgrade	IT	\$ 232,252	2022
FMLA tracking software	IT	282,412	2022
Employee timekeeping software	IT	\$ 250,000	2022
Cloud migration study	IT	\$ 100,000	2022
SAP EHP 7 & 8 software upgrade	IT	\$ 400,000	2022
Phone hardware refresh	IT	\$ 250,000	2022
Onboard mobile fare validators - 189 validators and app integration	Marketing / Maintenance	\$ 239,000	2022
sbX Green Line camera refresh	IT	\$ 435,000	2022
Datacenter hardware	IT	\$ 500,000	2022
CCTV	IT / Safety & Security	\$ 1,095,463	2022
On-board video surveillance system hardware replacement	IT	\$ 2,600,000	2023
Onboard WiFi - all buses	IT	\$ 600,000	2023
East Valley network equipment - WiFi	IT	\$ 300,000	2023
Card access system software/hardware replacement	IT / Safety & Security	\$ 1,500,000	2023
Point of sale software upgrade	IT	\$ 50,000	2023
Hardware refresh - VOIP	IT	\$ 3,000,000	2023
SAP Ariba Open Text software	IT	\$ 1,500,000	2023
SAP EAM (asset management) - mobile device	IT	\$ 1,500,000	2023
Workstation replacement	IT	\$ 275,000	2023
EHP 9 upgrade	IT	\$ 400,000	2023

ATTACHMENT B – FISCALLY UNCONSTRAINED LIST OF OMNITRANS CAPITAL PROJECTS

Vehicle Purchases	Description	Responsible Department	Rough Order of Magnitude Cost	Expected Fiscal Year of Completion	Priority	ICT / Zero-emission	Asset management / SOGR	ADA	Other regulatory compliance	Vehicle replacements	Customers	Safety/ security	Sustainability	ROI/operating costs	Innovation/ Technology	Workforce
Zero-emission vehicle purchases	Comply with State’s Innovative Clean Transit regulation by phasing in purchases of battery electric vehicles or hydrogen fuel cell vehicles in the replacement cycle starting in 2023 (Omnitrans' next scheduled replacements are in 2024). Regulation currently applies only to 40-foot vehicles.	Maintenance	Approximately \$200,000,000	2024 - 2040	1	X	X		X	X	X		X	X	X	
Revenue vehicle replacements	Ongoing needed vehicle replacements in compliance with FTA guidance for useful life of assets. (CNG vehicles such as OmniAccess vehicles, 60-foot articulated buses).	Maintenance	Approximately \$50,000,000 for 41 CNG vehicle replacements through 2040, and \$25,000,000 for OmniAccess cutaway vehicles through 2040	Ongoing	1		X		X	X	X			X		
Non-revenue vehicle replacements	Ongoing needed vehicle replacements in compliance with FTA guidance for useful life of assets (typically at least five years of useful life), including operator relief vehicles, supervisor vehicles, and service trucks.	Maintenance	Varies	Ongoing	3		X			X						
Facilities Projects	Description	Responsible Department	Rough Order of Magnitude Cost	Expected Fiscal Year of Completion	Priority	ICT / Zero-emission	Asset management / SOGR	ADA	Other regulatory compliance	Vehicle replacements	Customers	Safety/ security	Sustainability	ROI/operating costs	Innovation/ Technology	Workforce
Zero-emission infrastructure	Comply with State’s Innovative Clean Transit regulation by constructing electric charging infrastructure at East Valley and West Valley facilities, as well as en-route chargers at SBTC, Palm/Kendall sbX station, or other transit/transfer centers, to support battery electric buses.	Maintenance	Approximately \$25,000,000 to \$30,000,000	2023-2040	1	X	X				X	X	X		X	
“I” Street operating and maintenance facility rehabilitation	Bus wash; chassis maintenance bay; expanded bus parking; fencing, lighting, landscaping, and sidewalk; public entrance, office space, and restroom ADA upgrades in maintenance building; ADA upgrades, HVAC, and window replacements in office building; maintenance bay repairs; water main; conduit for future electric vehicle charging; manhole upgrades/replacements; and removal of unleaded fuel tanks.	Maintenance	\$7,000,000 (\$1,500,000 funded for design from Measure I S&D, \$5,500,000 for construction with local match funds provided from Measure I S&D funds)	2023	1		X	X	X			X		X		X
West Valley facility bus wash upgrade	Replacement of bus washing equipment and expansion of bus wash building.	Maintenance	\$4,000,000	2024	2		X		X			X				
Solar power generation and battery storage	Implement rooftop solar panels and/or solar canopies over parking lots and bus yards, to reduce long-term energy costs and offset power needs of electric vehicles. Part of a countywide initiative by SBCTA for solar on transportation facilities.	Maintenance	Approximately \$20,000,000 for all facilities, depending on method of implementation / financing mechanism	Mid-term	2						X		X	X	X	

New West Valley paratransit facility	Replace current paratransit facility in West Valley.	Maintenance	Approximately \$6,000,000 to \$10,000,000	Mid-term	2		X	X	X			X		X		
Safety/Security Projects	Description	Responsible Department	Rough Order of Magnitude Cost	Expected Fiscal Year of Completion	Priority	ICT/Zero-emission	Asset management / SOGR	ADA	Other regulatory compliance	Vehicle replacements	Customers	Safety/ security	Sustainability	ROI/operating costs	Innovation/ Technology	Workforce
Onboard driver barriers	Driver safety barriers on-board all buses.	Maintenance	\$1,400,000	2023	1				X		X	X		X	X	X
Lighting / Security systems at bus stops	Projects recommended in Omnitrans Bus Stop Safety Improvement Plan.	Strategic Development	Varies from \$1,000 for a pole-mounted solar light to higher costs for more complex projects	Mid-term	2						X	X			X	
Technology Projects	Description	Responsible Department	Rough Order of Magnitude Cost	Expected Fiscal Year of Completion	Priority	ICT/Zero-emission	Asset management / SOGR	ADA	Other regulatory compliance	Vehicle replacements	Customers	Safety/ security	Sustainability	ROI/operating costs	Innovation/ Technology	Workforce
Transit signal priority / synchronization	Implementation of transit signal priority and signal synchronization along high-ridership local Omnitrans bus routes.	Strategic Development	Approximately \$2,000,000 per corridor	Long-term	2						X			X	X	
Electronic customer information screens	Electronic customer information screens onboard buses and at transit centers / bus stops (such as for real-time arrival information, wayfinding, customer messaging, and advertising).	IT /Strategic Development	Ranges from approximately \$10,000 for a rugged digital display screen to \$150,000 for a solar-powered outdoor interactive digital kiosk	Mid-term	2						X	X			X	
Fare collection system upgrades	Replacement of 190 fareboxes and all fare collection vaults.	IT / Maintenance	\$4,300,000	2023	2		X		X	X				X	X	
Vehicle automation technology	Partner with technology company to pilot and test vehicle automation technology through operation of an automated shuttle.	Strategic Development / Operations	Unknown	Mid-term	3									X	X	
Fare technology	Contactless fare payment, regional integration.	Marketing	Unknown	Mid-term	3						X				X	
Customer Amenities Projects	Description	Responsible Department	Rough Order of Magnitude Cost	Expected Fiscal Year of Completion	Priority	ICT/Zero-emission	Asset management / SOGR	ADA	Other regulatory compliance	Vehicle replacements	Customers	Safety/ security	Sustainability	ROI/operating	Innovation/ Technology	Workforce
Bus stop improvements/amenities	Make safety and accessibility improvements in partnership with local jurisdictions, including sidewalk, boarding areas, curb ramps, crosswalks and install amenities including seating, shelter, solar lighting, trash receptacle, customer information, and solar-powered e-signs.	Strategic Development	Approximately \$50,000,000 to make access improvements and install amenities at all bus stops	Ongoing	1		X	X			X	X	X	X	X	
Transit Center upgrades	Transit center upgrades in partnership with cities.	Strategic Development	Varies	Mid-term	3						X	X				
Future phases of San Bernardino Transit Center	Possible future uses of SBTC site including Phase II building with meeting / training rooms, bike center, retail spaces, and possible transit-oriented development.	Strategic Development	Unknown	Near-term	3						X					X



Services	Description	Responsible Department	Rough Order of Magnitude Cost	Expected Fiscal Year of Completion	Priority	ICT/Zero-emission	Asset management / SOGR	ADA	Other regulatory compliance	Vehicle replacements	Customers	Safety/ security	Sustainability	ROI/operating	Innovation/ Technology	Workforce
Future bus rapid transit lines	Assist SBCTA with finding funds for and developing future bus rapid transit corridors consistent with SBCTA’s Long-Range Transit Plan.	Strategic Development	\$2 billion for 8-9 remaining corridors	2045	1	X		X			X	X		X	X	
OmniRide microtransit expansion	Implement future microtransit services in accordance with Connect Forward short-range transit plan.	Strategic Development / Operations (Special Transportation Services)	Varies. Approximately \$600,000 per year operating cost for two-vehicle, 14-hour per day, six-day per week operation for a new microtransit area, plus cost of vehicles.	Near- to mid-term	2						X			X	X	
Limited-stop express bus routes	Implement limited-stop service along high-ridership corridors, with minimal capital improvements, until funding is available for full bus rapid transit.	Strategic Development	Varies	Mid-term	3						X			X		
Other expansion of services	Expand or improve service in accordance with Connect Forward short-range transit plan, including expansion of frequency or span of hours on high-ridership routes, or addition of new routes to expand service coverage, connect to neighboring regional services, add freeway express routes, or implement new limited-stop express routes along high-ridership corridors.	Strategic Development	Varies	Near-term to long-term	3						X				X	

## **ATTACHMENT C – OMNITRANS GRANT NEEDS ASSESSMENT**

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# GRANT STRATEGIC PLAN



Irvine Business Center  
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November 2, 2020

# Getting Started

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## Needs Assessment Meeting

On August 4, 2020, Omnitrans leadership and staff participated in a conference call with staff from B&A Professional Grant Consulting (B&A) to conduct a grant needs assessment. A needs assessment is the critical first step in identifying grant programs that may be suitable for future projects and programs. Table 1 is a list of the participants.

Exploring current needs and looking to the future, Omnitrans staff articulated several projects and programs, spanning a variety of topics, that are either unfunded or underfunded. Additionally, B&A reviewed the Omnitrans Management Plan Fiscal Year 2021, Service Plan 2020-2021, Marketing Plan Fiscal Year 2020-2021, OmniConnects Fiscal Year 2015-2020 Short-Range Transit Plan, and Omnitrans Strategic Plan Fiscal Year 2017-2020 to identify additional needs that would be appropriate to add to the Grant Strategic Plan.

Omnitrans is well-positioned to receive grants from federal, state, and regional agencies because of an existing strong track record managing prior grant awards and motivated leadership and staff. The overall goal is to help Omnitrans secure grant revenue to help fund priority projects and programs that meet the needs of their customers, test new trends, and implement forward-thinking initiatives.

**Table 1**  
**Needs Assessment / Grant Strategy Participants**  
**August 4, 2020**

<b>Name</b> <i>(alphabetical order)</i>	<b>Title</b>
Destin Blais	Founder, B&A
Jeremiah P. Bryant	Director of Strategic Development
Julie Burnfield	Associate, B&A
Alex Chen	Director of Information Technology
Ben Greenbeck	System Coordinator
Anna Jaiswal	Development Planning Manager
Maurice Mansion	Treasury Manager
Dawn Olsgaard	Director, B&A
Connie Raya	Maintenance Director

## Current Grant Environment (as of August 4, 2020)

1. Omnitrans maintains a current and active grants.gov account.
2. The Strategic Development Department is responsible for finding and applying for grant opportunities, as well as managing grant funding and reporting to the grant agency.
3. Some departments are registered on listservs or have signed up for automatic notices for grant opportunities.
4. Awarded grants are managed in partnership with the Finance Department.
5. Staff requests debriefings from FTA or other grantor agency when a grant is denied funding. Submitted proposals typically receive high marks during debriefings with the reason for denial being there were insufficient funds to fund every worthy project, etc.
6. Collaboration occurs between departments when a grant proposal is being developed.
7. Local match requirements are handled on a case-by-case basis. The CEO/General Manager signs and submits grant proposals.
8. Prior competitive grant wins include:
  - a. A workforce development grant in partnership with the Leonard Transportation Center at California State University San Bernardino (ladders of opportunity);
  - b. Federal Transit Administration (FTA) Small Starts grant for sbX bus rapid transit project. The project was delivered on-schedule and under-budget. Omnitrans returned \$3 million in federal funding to the FTA due to cost under-runs;
  - c. FTA competitive Bus and Bus Facilities grants in 2012 and 2013 for San Bernardino Transit Center;
  - d. San Bernardino County Transportation Authority (SBCTA) TDA Article 3 grants for bus stop improvements;
  - e. Southern California Association of Governments (SCAG) planning grants for a Bus Stop Safety Improvement Plan and for planning internships;
  - f. South Coast Air Quality Management District (SCAQMD) Carl Moyer grants for cleaner compressed natural gas (CNG) engine repowers;
  - g. Volkswagen Mitigation funding (first come first served) for electric buses (voucher program); and
  - h. Grant funds through partnerships with other agencies, including the Transformative Climate Communities grant which included funding for transit vehicles, operations, bus shelters, passes, and travel training.
9. Omnitrans has an excellent relationship with the FTA Region 9 staff in San Francisco. Staff are willing to travel to Washington, D.C. to meet with the region's federal delegation and staff from various federal agencies to promote Omnitrans projects and programs and work to secure funding.

## Current Agency Environment and Initiatives

- Omnitrans senior leadership is providing direction to diversify and innovate in seeking non-traditional new funding sources. At the same time, a fiscally conservative outlook is maintained to ensure projects and programs are sustainable.

- Omnitrans does not currently employ the services of a state or federal advocacy firm; however, there is a possibility to utilize the SBCTA's, as needed.
- It is crucial to align resources with ridership and building a strong foundation from which Omnitrans can grow.
- Omnitrans needs to stay abreast of rapidly changing fleet technology and requirements. With a partner, Omnitrans has applied for autonomous vehicle grants but was not selected for funding.
- Staff has made significant efforts to apply for grant funding in previous years. At times, without a clear grant forecast, resources such as were not available to apply for grant funding when opportunities became available (i.e., project concepts were not sufficiently advanced or local match funding was not available). Omnitrans leadership and staff are motivated to strategically plan for funding opportunities to allow staff to adequately prepare for and apply for grant opportunities that target identified needs and for which Omnitrans is competitively positioned.
- The California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulations (adopted December 2018) requires the following:

The ICT regulation requires all public transit agencies to gradually transition to a 100% zero-emission bus (ZEB) fleet. Beginning in 2029, 100% of new purchases by transit agencies must be ZEBs, with a goal for full transition by 2040. It applies to all transit agencies that own, operate, or lease buses with a gross vehicle weight rating (GVWR) greater than 14,000 lbs. It includes standard, articulated, over-the-road, double-decker, and cutaway buses. Requirements differ for large and small transit agencies.

**Table 2**  
**ZEB Purchase Schedule for Large Transit**  
**(ZEB Percentage of Total New Bus Purchases)**

Year	Large Transit
2023	25%
2024	25%
2025	25%
2026	50%
2027	50%
2028	50%
2029	100%

- Omnitrans' has historically operated all CNG buses. Because many of Omnitrans' route blocks are not typically scheduled to come back to the maintenance facility to charge mid-day, with the range of electric buses available on the market, Omnitrans will likely need a combination of electric buses, in-route charging, and hydrogen fuel cell buses to meet the ICT requirement by 2040.
- SBCTA is planning to construct a hydrogen facility. There is a possibility that Omnitrans could share this facility.

- Service levels were reduced because of the COVID-19 pandemic and are gradually being reinstated but will likely remain slightly below the pre-COVID level depending upon budget and ridership demand.
- Omnitrans is increasingly contracting out more services using smaller vehicles, which are currently exempt from the zero-emission mandate.
- Four battery electric vehicles are starting operation mid-2021. Omnitrans is making modifications at the East Valley and West Valley facilities to accommodate these new vehicles.
- Most transit centers are owned by the City where the center is located. Ongoing operation and maintenance costs are the responsibility of the respective owner/City.
- Partnerships with SBCTA and local cities are crucial because Omnitrans does not control the roads and freeways, only operates on them.
- Any grant opportunities that include a partnership with SBCTA and/or other local municipalities are welcomed by Omnitrans.
- Omnitrans is willing to partner on regional fare initiatives with the understanding that other regional agencies will likely be the regional lead (not Omnitrans).
- Token Transit is current mobile ticket provider. Token Transit provided all programming and upfront capital in exchange for a transaction commission.
- Omnitrans receives FTA Section 5339 formula funds through the Urbanized Area (UZA) allocation process (approximately \$2.4 million annually). These funds can be “banked” if not used for immediate needs.



# B&A Approach

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## Align Omnitrans' needs with open grant solicitations:

B&A's research team monitors open grant solicitations weekly and enters opportunities into a master grant database. The B&A lead associate assigned to Omnitrans reviews open solicitations, compares them with Omnitrans' needs, and corresponds with staff to keep them up-to-date on relevant grant opportunities. The associate completes a Grant Activity Report (GAR) monthly and hosts a short check-in call to review the GAR and discuss any new needs.

## Select competitive grants and grant writing:

B&A's objective is to submit grant proposals on behalf of Omnitrans only after a thorough evaluation of the grant requirements and if there is a project or program that would compete on a better than average basis. All grant writing work is coordinated with appropriate Omnitrans staff and only after there is consensus that a grant application should be developed. Grant writing starts with in-depth research and investigation and culminates in a draft-oriented approach that allows Omnitrans staff to provide input at each step. B&A conducts a thorough internal quality assurance review of final documents before sending them to Omnitrans for final approval.

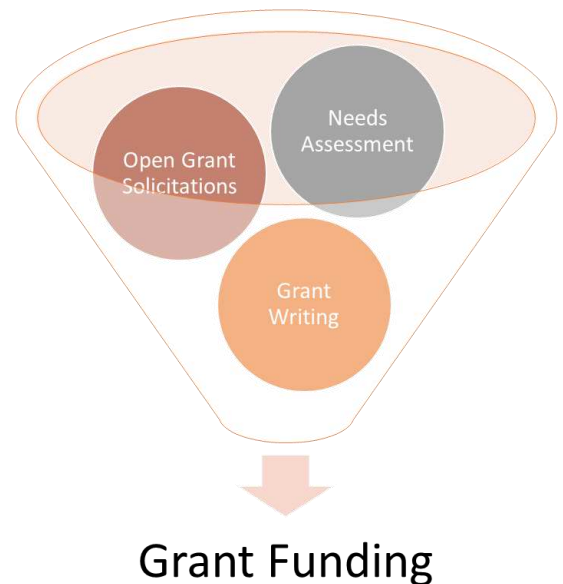


Image 2. B&A Strategic Approach

## Secure grant funding for Omnitrans projects:

B&A's funding approach incorporates three primary activities: needs assessment, monitoring and aligning open grant solicitations, and grant writing in tandem on a continuous basis. The ultimate objective is to secure grant funding to further Omnitrans' strategic vision. This is accomplished through the advancement of projects and programs that enhance the quality of life for Omnitrans' customers.

To that end, the balance of this Grant Strategic Plan is divided into three parts. Part 1 is a list of the current needs and desires as articulated during the needs assessment conference call on August 4, 2020, and researching applicable documents listed previously. Part 2 describes grant programs B&A recommends on a federal, state, and regional level. Part 3 provides a grant opportunity timeline for the grants identified in Part 2. Omnitrans projects and programs that initially appear to be well-aligned with the grant program's requirements are identified.

# Part 1: Project and Program Needs

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## Vehicles and Supporting Infrastructure

- **Purchase zero-emission vehicles** to meet State of California mandate. These vehicles could be electric or hydrogen. Currently, zero-emission could account for 25% of Omnitrans' services based on a roll-out Plan developed in early 2020.
- **Construct infrastructure to support zero-emission vehicles** to include fast-charging recharging stations at transit centers that could also be public access ports.
- **Purchase vehicles for microtransit service.** OmniRide microtransit will begin in Chino Hills and Chino in September 2020, operating with three vehicles. Omnitrans has identified six other locations for pilot projects to include first/last mile service. One priority service area is Bloomington (a Census-designated place) due to poor air quality and disadvantaged community demographics.
- **West Valley Connector (WVC) project requirements.**

**ABOUT THE WEST VALLEY CONNECTOR.** The WVC Project runs from the Pomona Downtown Metrolink station into Fontana, connecting to Ontario International Airport and two Metrolink stations serving two different Metrolink lines and multiple disadvantaged communities. Connections to Metrolink are at Rancho Cucamonga and Pomona Downtown.

SBCTA is leading the development of this project, with Omnitrans participating as the operator. Omnitrans applied for grant funding and has been entered into the Project Development phase of the Small Starts Program (Small Starts Program funding cannot be assumed at this time). Omnitrans is also contributing some funding to the project.

The WVC is proposed as a 100% zero-emission system, as the first stage of the San Bernardino County Zero-emission Bus Initiative. Headways will be 10 minutes in the peak commute period and 15 minutes off-peak, providing a high level of service to the community. The system will include 21 stations, off-board fare options, level boarding, transit signal priority (TSP), optimized operating plans, and stations with a branded shelter/canopy, security cameras, benches, lighting, and variable message signs. Approximately 3.5 miles of the 19-mile project will be constructed as dedicated bus-only lanes.

## Facilities, Buildings, Real Property

- **Rehabilitate one paratransit yard** (Omnitrans has two paratransit yards) and **replace the other.** The paratransit yards support transit service for seniors and disabled population.
- **Construct hydrogen refueling station** (no location identified; land acquisition would be required). Partnership with CTE and provider (e.g., Trillium) would be acceptable to Omnitrans.

- **Install/construct bus stop amenity improvements** (e.g., shelters, benches, trash receptacles). Some funding is provided by SBCTA for improvements, but additional funding is desired. Partnerships with cities on grant applications that will allow for bus stop improvements is also desired by Omnitrans (e.g., Caltrans' Active Transportation Program, Strategic Growth Council's Transformative Climate Communities program, etc.).

## Operating Costs

- **Projects that help reduce operating costs** including alternative energy to move toward electric infrastructure (solar and battery storage to support electricity needs of the planned electric buses as well as facilities).

## Technology & Improved Consumer Experience

- **Upgrade fare collection system** to include on-board mobile fare validation system.
- **Upgrade existing Transit App.** Omnitrans is pleased with Transit App but this technology is constantly evolving and changes quickly. The priority is to stay ahead of the evolutionary curve.
- **Upgrade on-board video system** on fixed route buses (current system is approximately eight years old).
- **Conduct marketing** to better brand and market the Transit App.
- **Enhanced real-time information** including current location of vehicle(s) and predictive arrival time to include electronic display systems at bus stops and transit centers.
- **Purchase software systems** to migrate Omnitrans' current system to Cloud-based system.
- **Partner with cities and region to install signal synchronization.**
- **Explore migrating Trapeze transportation software system to a voice-over system.**
- **Explore turn-by-turn navigation systems for buses.**

## Safety and Security

- **Install safety barriers on-board buses** for homeland security purposes.
- **Install security equipment at bus stops.** Omnitrans staff indicated that customers feel safer on the bus but less safe while waiting for the bus. Staff are currently working on a plan with SCAG to improve safety and security at bus stops.



**Image 3.** OmniRide microtransit service began September 2020, serving Chino and Chino Hills communities with three vehicles, operating 6:00 AM – 8:00 PM. Six other locations have been identified as pilots to include first/last mile service.

## Part 2: Aligning Grant Opportunities with Omnitrans Projects and Programs

Part 2 summarizes grant opportunities that initially appear aligned with Omnitrans' priorities and includes additional grant opportunities for future needs or possibilities that were not necessarily articulated by staff during the exploration phase.

Grant Opportunities Aligned with Omnitrans' Projects and Programs				
Key	Grant Program	Due Date/ Last Due Date	Project(s) or Notes Items in <b>RED</b> are specific to Omnitrans	Funding Request/Match
1	<p><b>Electrify America.</b> Electrify America was born from the Volkswagen (VW) Settlement consent decree and is designed as a wholly-owned subsidiary of VW. EA must be profitable after investing \$2 billion. Their core is as owner operator with 450 publicly-available sites and adding 800 more by end of 2021.</p> <p>"We bring in a new service utility 100% of the time with our installations; we would assess the feasibility and negotiate a contract that would operate akin to a license or lease; we would cover the upfront cost of the installation, hardware maintenance and then enter into a business arrangement where we are looking at covering the cost of electricity and would then add an ongoing maintenance fee." – <i>Rachel Moses, Electrify America</i></p>	Ongoing; reach out anytime	<p><b>Electrification of bus system – infrastructure and power necessary to support fleet</b></p> <p><b>Omnitrans is interested in discussing this with Electrify America as a potential financing strategy.</b></p> <p><b>Action Item: B&amp;A to set up call with Electrify America; Connie Raya to lead.</b></p>	<p>N/A – EA provides technical support and provides up front capital in exchange for long-term license or lease and ongoing maintenance fee</p> <p>Can also provide design and installation</p>
2	<p><b>Mobile Source Reduction Review Committee Major Event Center Transportation Program.</b> To align major event centers with operators of the cleanest vehicles and create a "zero or near-zero" emission transportation option for event attendees. The primary objective is to eliminate automobile trips, reduce automobile vehicle miles traveled (VMT), and reduce traffic congestion in the</p>	Ongoing; accepting proposals through 3/30/21	<ul style="list-style-type: none"> <li><b>Reduce direct operating costs for major event activities</b></li> <li><b>CSUSB?</b></li> <li><b>Motor Speedway?</b></li> </ul>	<p><b>Max Funding:</b> \$6.5 million</p> <p><b>Match:</b> 50%</p>

Grant Opportunities Aligned with Omnitrans' Projects and Programs				
Key	Grant Program	Due Date/ Last Due Date	Project(s) or Notes Items in <b>RED</b> are specific to Omnitrans	Funding Request/Match
	<p>vicinity of a major event center prior to, during, and following an event, resulting in a reduction in air pollutant emissions.</p> <p>Major Event Center – a Major Event Center is defined as a publicly or privately-owned, publicly accessible venue located within the geographical jurisdiction of the South Coast Air Quality Management District (SCAQMD) that possesses the following attributes, at a minimum:</p> <ul style="list-style-type: none"> <li>• Occupancy capacity of at least 7,500 people;</li> <li>• Average event attendance of at least 5,000 people; and</li> <li>• Dedicated parking</li> </ul>		<ul style="list-style-type: none"> <li>• Funds can only be used to offset direct operating costs, advertising, and promotion of the availability of the service</li> <li>• Challenge is complete trip requirement. At larger events people come from outside the service area.</li> <li>• Consider for Oak Glen in future years (partnership during apple growing season.</li> <li>• Consider for LA County fair in the future; cost would include trip and entrance and could be partnership with Fair (without duplicating Metrolink services.</li> <li>• Consider for Raceway events in the future.</li> </ul>	
3	<p><b>Volkswagen Mitigation Trust Fund for New Zero-Emission Buses (administered by San Joaquin Valley Air Pollution Control District for the entire State of California).</b> To provide funding for new zero-emission replacement buses for owners of transit, school, and shuttle buses. It supports advanced technology vehicle and equipment deployments and accelerates the zero-emission transformation of the heavy-duty fleet.</p>	First come first serve	<ul style="list-style-type: none"> <li>• Battery-electric transit buses</li> <li>• Hydrogen fuel cell buses</li> </ul> <p><b>Note: Omnitrans awarded funding for four electric buses which are currently in production (scheduled to arrive</b></p>	<p><b>Max Funding:</b> \$3.250 million</p> <p><b>Match:</b> 5-25%</p>

Grant Opportunities Aligned with Omnitrans' Projects and Programs				
Key	Grant Program	Due Date/ Last Due Date	Project(s) or Notes Items in <b>RED</b> are specific to Omnitrans	Funding Request/Match
	Funding available: \$130 million		<b>March 2021).</b>	
4	<b>CalOES Operational Area Homeland Security Funding.</b> The San Bernardino County Fire Office of Emergency Services is responsible for receiving and disseminating CalOES operational area homeland security funding. Participation in their quarterly meetings is required to participate in the process determining how best to use the regional allocation of funds each year.	September 2020	<ul style="list-style-type: none"> <li>• <b>Safety barriers on buses</b></li> <li>• <b>Transit security</b></li> </ul> <b>Action Item: B&amp;A to provide contact information for Omnitrans staff to connect to OA group.</b>	TBD
5	<b>California Energy Commission Blueprints for Medium- and Heavy-Duty Zero -Emission Vehicle Infrastructure.</b> For planning "blueprints" that will identify actions and milestones needed for implementation of medium- and heavy- duty zero-emission vehicles and the related electric charging and/or hydrogen refueling infrastructure. This is a <b>planning</b> grant to: <ul style="list-style-type: none"> <li>• Build upon, but not be duplicative of previous planning efforts funded through the CEC.</li> <li>• Be comprehensive and implementable to assist fleets in the complete transition to MD/HD zero-emission vehicles and infrastructure.</li> <li>• Identify electric charging and/or hydrogen refueling requirements needed for the planned transition to or acquisition of MD/HD vehicles.</li> </ul>	9/17/20	<b>Planning funds to chart next steps for:</b> <ul style="list-style-type: none"> <li>• <b>Zero-emission buses</b></li> <li>• <b>Electric charging of buses</b></li> <li>• <b>Hydrogen refueling stations</b></li> </ul> <b>Omnitrans completed a plan in 2020 (no current planning needs)</b>	<b>Max Funding:</b> \$200,000  <b>Match:</b> None
6	<b>California Energy Commission Zero-Emission Transit Fleet Infrastructure Deployment (Solicitation GFO-20-602). Formerly known as the Alternative and Renewable Fuel and Vehicle Technology Program).</b> To fund electric vehicle charging or hydrogen refueling infrastructure needed to support the large-scale conversion of transit bus fleets to zero-emission vehicles at multiple	10/2/20	<ul style="list-style-type: none"> <li>• <b>EV charging</b></li> <li>• <b>Hydrogen refueling</b></li> </ul>	<b>Max Funding:</b> \$5 million  <b>Match:</b> 25%

### Grant Opportunities Aligned with Omnitrans' Projects and Programs

Key	Grant Program	Due Date/ Last Due Date	Project(s) or Notes Items in RED are specific to Omnitrans	Funding Request/Match																				
	<p>transit agencies serving diverse geographic regions and populations.</p> <p>Total available funding: \$20 million</p> <p>Omnitrans is not eligible for this grant program this round but could be in future calls depending on fleet size to be converted.</p> <table><tr><th>Type of Fleet Conversion</th><th>Population</th><th>Total Buses Operated in Annual Maximum Service</th><th>Number of Zero-Emission Buses Supported by Infrastructure</th></tr><tr><td>Small fleet / Rural</td><td>Area with a population below 200,000*</td><td>Under 100</td><td>At least 30</td></tr><tr><td>Small fleet / Urban</td><td>Area with a population of at least 200,000</td><td>Under 100</td><td>At least 50</td></tr><tr><td>Large fleet / Urban</td><td>Area with a population of at least 200,000</td><td>100-250</td><td>At least 65</td></tr><tr><td>Small fleets / Shared</td><td>N/A</td><td>More than 100</td><td>At least 65</td></tr></table>	Type of Fleet Conversion	Population	Total Buses Operated in Annual Maximum Service	Number of Zero-Emission Buses Supported by Infrastructure	Small fleet / Rural	Area with a population below 200,000*	Under 100	At least 30	Small fleet / Urban	Area with a population of at least 200,000	Under 100	At least 50	Large fleet / Urban	Area with a population of at least 200,000	100-250	At least 65	Small fleets / Shared	N/A	More than 100	At least 65			
Type of Fleet Conversion	Population	Total Buses Operated in Annual Maximum Service	Number of Zero-Emission Buses Supported by Infrastructure																					
Small fleet / Rural	Area with a population below 200,000*	Under 100	At least 30																					
Small fleet / Urban	Area with a population of at least 200,000	Under 100	At least 50																					
Large fleet / Urban	Area with a population of at least 200,000	100-250	At least 65																					
Small fleets / Shared	N/A	More than 100	At least 65																					
7	<p><b>California Air Resources Board Clean Mobility Options Voucher Program.</b> Funding supports comprehensive project costs for up to one year of design and development activities prior to the launch of projects and two years of project implementation, including infrastructure and outreach. Applicants must operate projects for four years.</p>	<p>10/20/20</p> <p>First come, first served</p>	<ul style="list-style-type: none"><li>• <b>Zero-emission vehicles</b></li><li>• <b>Infrastructure</b></li><li>• <b>Planning</b></li><li>• <b>Outreach</b></li><li>• <b>Operations</b></li></ul> <p><b>Note: Omnitrans was awarded this funding in 2021.</b></p>	<p><b>Max Funding:</b> Up to \$1 million per project</p> <p><b>Local Match:</b> <b>Planning:</b> none</p>																				
8	<p><b>Southern California Association of Governments Sustainable Communities Program Planning Grant.</b></p> <ul style="list-style-type: none"><li>• Community or Area-Wide Active Transportation Plans: \$250,000</li><li>• Regional Corridor Plans: \$250,000</li></ul>	<p>Expect call to be released Fall 2020</p>	<ul style="list-style-type: none"><li>• <b>Planning grants</b></li><li>• <b>Funds released differently during current cycle – periodic calls for projects throughout 2020-21 with different focus areas for</b></li></ul>	<p><b>Max Funding:</b> TBD</p> <p><b>Match:</b> TBD</p>																				



Grant Opportunities Aligned with Omnitrans' Projects and Programs				
Key	Grant Program	Due Date/ Last Due Date	Project(s) or Notes Items in <b>RED</b> are specific to Omnitrans	Funding Request/Match
	<ul style="list-style-type: none"> <li>Infrastructure Demonstration Projects (Quick-Build): \$500,000</li> <li>Safety Strategic Plan: \$250,000</li> </ul> <p>Examples of prior winning applications:</p> <ul style="list-style-type: none"> <li>SBCTA – Redlands Rail Accessibility Plan (\$200,000)</li> <li>Long Beach DHHS – Long Beach Safe Routes to School Program (\$200,000)</li> <li>OCTA – Partnerships with Police (\$100,000)</li> <li>Anaheim – Center City Corridors Plan (\$225,000)</li> <li>Norwalk – Firestone Corridor/San Antonio Village Vision (\$100,000)</li> <li>Fontana – Urban Greening Landscape Plan (\$200,000)</li> </ul>		<p><b>each call.</b></p> <ul style="list-style-type: none"> <li><b>Quick start implementation grants (per SCAG contact)</b></li> </ul>	
9	<p><b>Caltrans Sustainable Transportation Planning Grant Program.</b> To fund a variety of planning activities that have a transportation nexus. Examples include:</p> <ul style="list-style-type: none"> <li>Identification of policies and procedures to integrate transit into the transportation system and planning process.</li> <li>Identification of policies, strategies, and programs to preserve transit facilities and optimize transit infrastructure.</li> <li>Projects that evaluate accessibility and connectivity of the multi-modal transportation network.</li> <li>Transit technical planning studies to optimize system performance.</li> </ul>	Expect call to be released end of 2020	<ul style="list-style-type: none"> <li><b>Planning</b></li> </ul>	<p><b>Max Funding:</b> Depends on planning category; \$100,000 to \$1 million</p> <p><b>Match:</b> 11.47% up to 20%</p>
10	<b>California Office of Traffic Safety. Various grant programs.</b>	Will begin new	<ul style="list-style-type: none"> <li><b>Real-time arrival digital</b></li> </ul>	TBD

Grant Opportunities Aligned with Omnitrans' Projects and Programs				
Key	Grant Program	Due Date/ Last Due Date	Project(s) or Notes Items in <b>RED</b> are specific to Omnitrans	Funding Request/Match
	Note: Additional information to follow.	call in December 2020	<b>displays</b>	
11	<b>San Bernardino County Transportation Authority Transportation Development Act Article 3 Biennial Call for Projects for Transit Stop Access Improvements.</b>  Eligible projects from 2019 call for projects: 1. Web-based mapping, photography or other visual imagery to provide information on stop accessibility to users of a transit system. 2. Retrofitting sidewalks with accessibility ramps to improve access to existing bus stops. 3. Construction of bus stop pads, including pads for bus shelters, but not including purchase and installation of bus shelters or benches at existing bus stop locations. 4. Construction of bus stop pads, including pads for bus shelters, but not including purchase and installation of bus shelters or benches at new bus stop locations. 5. Construction of new sidewalks to serve existing bus stop locations. 6. Construction of new sidewalks to serve new bus stop locations.	Spring 2021/ 5/3/19	<ul style="list-style-type: none"> <li><b>Transit stop access improvements</b></li> </ul> <b>Note: Omnitrans historically applies for and receives funds from this program.</b>	<b>Max Funding:</b> No more than 10% of funds available  <b>Local Match:</b> 10%
12	<b>FHWA Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program.</b> For surface transportation capital projects that will have a significant local or regional impact. Includes planning funds for feasibility studies, planning, design, and environmental. This program can fund transit-related projects that would be eligible under any FTA program including New Starts.	Spring 2021/ 5/18/20	<ul style="list-style-type: none"> <li><b>Alternative fuel buses</b></li> <li><b>Planning for new services (feasibility study, corridor plans, pre-construction activities)</b></li> <li><b>Signal synchronization</b></li> <li><b>Electric vehicle charging infrastructure</b></li> </ul>	<b>Max Funding:</b> \$25 million  <b>Match:</b> 20%

Grant Opportunities Aligned with Omnitrans' Projects and Programs				
Key	Grant Program	Due Date/ Last Due Date	Project(s) or Notes Items in <b>RED</b> are specific to Omnitrans	Funding Request/Match
	<p>Success rate is very low: 6-9% (55 projects awarded in 2019) Average grant award: \$16.3 million; high was \$25</p> <p>Examples of winning projects from previous rounds:</p> <ul style="list-style-type: none"> <li>CA: Antelope Valley Transit Authority, Lancaster (\$8.683 million) to purchase approximately eight 40-foot and twelve 30-foot zero-emission, battery-electric transit expansion buses as well as their corresponding chargers.</li> <li>Jacksonville, FL: City of Jacksonville &amp; Jacksonville Transportation Authority (\$25 million) to develop an expressway and install 15 autonomous shuttles to create an autonomous transit network.</li> </ul>		<ul style="list-style-type: none"> <li><b>Bus stop improvements</b></li> <li><b>Improved parking facilities</b></li> </ul>	
13	<p><b>Federal Transit Administration Low or No Emission Grant Program (Lo-No).</b> To support the transition of the nation's transit fleet to the lowest polluting and most energy efficient transit vehicles. Total funds available during last call: \$130 million High award: \$3 million (average: \$2.2 million) Examples of winning projects from previous rounds:</p> <ul style="list-style-type: none"> <li>CA: Southern California Association of Governments (\$2,000,000) - The Anaheim Transportation Network received funds to purchase advanced battery-electric buses.</li> <li>TX: Capital Metropolitan Transportation Authority (\$2,600,000) - Capital Metro received funds for battery electric buses to expand their electric bus fleet and evaluate the performance and interoperability of various technology providers and platforms.</li> <li>NV: Tahoe Transportation District (\$2,125,000) - The Tahoe Transportation District received funds for the purchase and installation of vehicles, charging infrastructure, and maintenance facility upgrades.</li> </ul>	<p>Spring 2021/ 3/17/20</p> <p>Note: FTA could give no definitive answer on timing for next call.</p>	<ul style="list-style-type: none"> <li><b>Alternative fuel buses acquisition or leasing</b></li> <li><b>Charging infrastructure to fuel/power alternative fuel buses</b></li> <li><b>Maintenance facility upgrades or construction of new O&amp;M facilities</b></li> <li><b>Innovative fare payment systems</b></li> <li><b>New operational models</b></li> </ul> <p><b>Note: Only one (1) award to a CA agency in FY2020 call for projects: \$6.253 million to Antelope Valley Transit Authority to purchase new electric buses to improve</b></p>	<p><b>Max Funding:</b> No minimum or maximum</p> <p><b>Match: 20%</b></p>

Grant Opportunities Aligned with Omnitrans' Projects and Programs				
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	In FY2020, FTA is encouraging applicants to propose projects that introduce innovative technologies or practices in support of FTA's Accelerating Innovative Mobility (AIM) initiative. FTA's focus is on the introduction of new technology not commonly found within U.S. transit systems such as integrated fare payment systems, new public transportation operational models, financial or procurement arrangements, or value capture.		<p>service efficiency to the cities of Palmdale, Lancaster, and Northern Los Angeles County.</p> <p>Omnitrans applied on 3/17/20 (and in 2019) and was not selected for funding; application was ranked Highly Recommended</p>	
14	<p><b>Federal Transit Administration Buses and Bus Facilities Program.</b> To assist in the financing for buses and bus facilities capital projects, including replacing, rehabilitating, purchasing, or leasing buses or related equipment, and rehabilitating, purchasing, constructing or lease bus-related services.</p> <p>High award from last round: \$17.2 million (\$4.5 million average award) Success rate from last round: 30%; 318 application submitted; 94 awarded</p> <p>Examples of winning projects:</p> <ul style="list-style-type: none"> <li>Fresno Council of Governments (Fresno County Rural Transit Agency) CA (\$5,145,281) - The Fresno Council of Governments received funding for the Fresno County Rural Transit Agency to construct a new state-of-the-art bus maintenance and operations facility. The new facility will improve safety, reliability and state of good repair for the transit system, which provides service to residents throughout the rural areas of Fresno County.</li> <li>Solano County Transit, CA (\$1,800,000) - Solano County Transit received funding to plan, construct, and install</li> </ul>	<p>Spring 2021/ 3/30/20</p> <p>Note: FTA could give no definitive answer on timing for next call.</p>	<ul style="list-style-type: none"> <li>Financing for buses</li> <li>Replace and rehab of buses</li> <li>Leasing buses and equipment</li> </ul> <p>Note: Omnitrans applied on 3/30/20 (and in 2018 and 2019) and was not selected for funding; application rated "Highly Recommended"</p>	<p><b>Max funding:</b> No minimum or maximum</p> <p><b>Match:</b> 20%</p>

Grant Opportunities Aligned with Omnitrans' Projects and Programs				
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	<p>electrical charging infrastructure to accommodate an all-electric bus fleet that is planned for the future. The project will improve safety and reliability for residents who use the transit service to travel in Solano County, which is part of the San Francisco Bay Area.</p> <ul style="list-style-type: none"> <li>City of Colorado Springs, CO (\$1,621,500) – Mountain Metropolitan Transit in Colorado Springs received funding to purchase battery electric buses and charging stations to expand transit service on one of its busiest routes. The buses will allow MMT to accommodate growing ridership and provide a responsive transit service for people accessing jobs, school and community services.</li> </ul>			
15	<p><b>South Coast Air Quality Management District Carl Moyer Program.</b> To obtain emission reductions of Nitrogen Oxides (NOx), Particulate Matter (PM10) and Reactive Organic Gases (ROG) from heavy-duty vehicles and other equipment operating in California as early and as cost-effectively as possible.</p> <p>Examples of Eligible Projects:</p> <ul style="list-style-type: none"> <li>Infrastructure to fuel or power a covered source under the CMP, including but not limited to: on-road heavy-duty vehicles</li> <li>On-road heavy-duty vehicles including transit/other buses</li> <li>Battery charging stations (Electric Vehicle Supply Equipment)</li> <li>Hydrogen fueling stations</li> <li>Renewable natural gas fueling stations</li> </ul>	Summer 2021/ 6/2/20	<ul style="list-style-type: none"> <li><b>Alternative fuel buses</b></li> <li><b>Infrastructure to fuel/power alternative fuel buses</b></li> </ul> <p><b>Note: Omnitrans previously was awarded funding for clean CNG engine repower of ~60 engines (2018), and was awarded funding for East Valley facility electrical charging infrastructure (2021).</b></p>	<p><b>Max Funding:</b> Varies</p> <p><b>Match:</b> 15%</p>
16	<p><b>Federal Highway Administration Advanced Transportation and Congestion Management Technologies Deployment Initiative.</b> To develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve</p>	Summer 2021/ 8/31/20	<ul style="list-style-type: none"> <li><b>Advanced traveler information systems</b></li> <li><b>Advanced transportation management technologies</b></li> </ul>	<p><b>Max Funding:</b> \$12 million</p> <p><b>Match:</b> 50%</p>

Grant Opportunities Aligned with Omnitrans' Projects and Programs				
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	<p>safety, efficiency, system performance, and infrastructure return on investment.</p> <p>Available funding during last call: \$60 million (\$10 million high award)</p> <p>Total number of expected awards per cycle: 5-10 total</p> <p>The Department is particularly interested in deployment programs and projects in the following areas:</p> <ul style="list-style-type: none"> <li>• Multimodal Integrated Corridor Management (ICM).</li> <li>• Installation of connected vehicle technologies at intersections and pedestrian crossing locations.</li> <li>• Unified fare collection and payment systems across transportation modes and jurisdictions.</li> <li>• Freight Community System.</li> <li>• Technologies to support connected communities.</li> <li>• Infrastructure Maintenance, Monitoring, and Condition Assessment.</li> <li>• Rural Opportunities to Use Transportation for Economic.</li> <li>• Success (R.O.U.T.E.S.) Initiative.</li> <li>• Complete Trip.</li> </ul>		<ul style="list-style-type: none"> <li>• <b>Infrastructure maintenance, monitoring and condition assessment</b></li> <li>• <b>Advanced public transportation systems.</b></li> <li>• <b>Data collection, analysis, and dissemination systems</b></li> <li>• <b>Electronic pricing and payment systems.</b></li> <li>• <b>Advanced mobility and technologies including dynamic ridesharing and information systems to support human services for elderly and disabled individuals</b></li> </ul>	
17	<p><b>California Air Resources Board Sustainable Transportation Equity Project (STEP): Planning grant program and Implementation grant program.</b> To increase transportation equity in disadvantaged and low-income communities.</p> <p>Round One: approximately 10 awards expected averaging \$200,000; \$20 million for three implementation grants.</p>	Summer 2021/ 8/31/20	<ul style="list-style-type: none"> <li>• <b>Planning for future infrastructure and services through community engagement</b></li> <li>• <b>Transit station improvements</b></li> <li>• <b>Transit operations improvements</b></li> <li>• <b>Transit passes</b></li> </ul>	<p><b>Max Funding:</b> None stated</p> <p><b>Local Match:</b> <b>Planning:</b> none <b>Implementation:</b> 20%</p>

Grant Opportunities Aligned with Omnitrans' Projects and Programs				
Key	Grant Program	Due Date/ Last Due Date	Project(s) or Notes Items in <b>RED</b> are specific to Omnitrans	Funding Request/Match
			<ul style="list-style-type: none"> <li>• <b>Microtransit</b></li> <li>• <b>Network/fare integration</b></li> <li>• <b>Wayfinding/signage</b></li> </ul> <p><b>Note: Omnitrans applied and was awarded funding in October 2020 for \$230,500 to develop the Omnitrans ConnecTransit Plan.</b></p>	
18	<p><b>California Transportation Commission Local Partnership Grant Program.</b></p> <p><b>Note: Omnitrans is not eligible to apply (cannot impose fees), but can partner with SBCTA or a City that can demonstrated it has imposed fees, including uniform developer fees or those that have sought and received voter approval of taxes, tolls, or fees, which taxes, tolls, or fees are dedicated solely to transportation improvements</b></p> <p><b>Eligible project types:</b> Improvements to transit facilities, including guideways, that expand transit services, increase transit ridership, improve transit safety, enhance access or convenience of the traveling public, or otherwise provide or facilitate a viable alternative to driving.</p> <p>The acquisition, retrofit, or rehabilitation of rolling stock, buses, or other transit equipment, including, but not limited to maintenance facilities, transit stations, transit guideways, passenger shelters, and fare collection equipment with a useful life of at least 10 years. The acquisition of vans, buses, and other equipment necessary for the provision of transit services for seniors and people with disabilities</p>	Summer 2021/ 6/12/20	<ul style="list-style-type: none"> <li>• <b>Alternative fuel buses acquisition</b></li> <li>• <b>Charging infrastructure to fuel/power alternative fuel buses</b></li> <li>• <b>Maintenance facility upgrades or construction of new O&amp;M facilities</b></li> <li>• <b>Innovative fare payment systems</b></li> <li>• <b>New operational model</b></li> <li>• <b>Bus shelter improvements</b></li> <li>• <b>Fare collection upgrades</b></li> </ul>	<p><b>Max funding:</b> Depends on population service</p> <p><b>Match:</b> 1:1</p>



Grant Opportunities Aligned with Omnitrans' Projects and Programs				
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	<p>by transit and other local agencies.</p> <p>Examples of other transit agencies successfully receiving these funds:</p> <ul style="list-style-type: none"> <li>• Los Angeles County Metropolitan Transportation Authority</li> <li>• Orange County Transportation Authority</li> <li>• Riverside County Transportation Authority</li> <li>• Sacramento Transportation Authority</li> </ul> <p><b>Note: A City in which Omnitrans operates could apply for this funding (if they are an eligible entity) to make modifications to their transit center or upgrade bus stops located within their jurisdiction</b></p>			
19	<p><b>California Transportation Commission Solutions for Congested Corridors Grant Program.</b> The primary evaluation criteria is based on how well a project meets the primary objective of the program of addressing congestion by making specific improvements designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits.</p> <p>High award in last cycle: \$223 million (\$111.7 million was average)</p>	Summer 2021/ 6/30/20	<ul style="list-style-type: none"> <li>• <b>Acquisition of zero-emission buses</b></li> <li>• <b>Transit hubs or stations</b></li> <li>• <b>Advanced technology</b></li> <li>• <b>Fare integration and fare modernization</b></li> <li>• <b>Public transit facilities</b></li> </ul> <p><b>NOTE: Omnitrans is not eligible to apply as a stand-alone applicant (Partnership with SBCTA required). Eligible entity must be the regional transportation planning agency or county transportation commission responsible for preparing the regional</b></p>	<p><b>Max funding:</b> No minimum or maximum</p> <p><b>Match:</b> none</p>

Grant Opportunities Aligned with Omnitrans' Projects and Programs				
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			<i>transportation improvement plan. (SBTCA may have applied for funding for West Valley Connector.)</i>	
20	<p><b>California State Transportation Agency (CalSTA) Transit and Intercity Rail Capital Program.</b> To fund projects that will modernize CA's intercity commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of green house gases, vehicle miles traveled, and congestion.</p> <p>Examples of eligible projects: Bus projects including: integrated ticketing and scheduling systems and related capital investments; projects enabling or enhancing shared-use corridors (both multi-operator passenger only corridors as well as passenger-freight corridors); related planning efforts focused on, but not limited to, delivery of integrated service not requiring major capital investment; and other service integration initiatives, bus rapid transit and other bus transit investments (including vanpool services operated as public transit and first-/last-mile solutions) and to increase ridership and reduce greenhouse gas emissions. This includes large scale deployment of zero- emission vehicles and the technologies to support them, and capital investments as a component implementing transit effectiveness studies that will contribute to restructured and enhanced service.</p> <p>2022 Call for Projects:</p> <ul style="list-style-type: none"> <li>• \$500 million is expected to be available with fund increasing incrementally to 2030</li> <li>• Post calendar year 2030 – State will need to seek extension to Cap and Trade program</li> </ul> <p>Funding/highly rated projects have dollar per ton of \$100/ton or</p>	<p>January 2022/ 1/16/20</p> <p>Next call expected in 2022</p>	<ul style="list-style-type: none"> <li>• <b>Alternative fuel buses acquisition or leasing</b></li> <li>• <b>Microtransit</b></li> <li>• <b>Charging infrastructure to fuel/power alternative fuel buses</b></li> <li>• <b>Maintenance facility upgrades or construction of new O&amp;M facilities</b></li> <li>• <b>Innovative fare payment systems</b></li> <li>• <b>New operational models</b></li> </ul> <p><b>NOTE: In 2020, Omnitrans was awarded \$15 million in partnership with SBCTA for electric vehicles for the West Valley Connector).</b></p>	<p><b>Max Funding:</b> No minimum or maximum</p> <p><b>Match:</b> None</p>

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Key	Grant Program	Due Date/ Last Due Date	Project(s) or Notes Items in <b>RED</b> are specific to Omnitrans	Funding Request/Match
	less.			
21	<p><b>Federal Transit Administration Mobility for All.</b> Must be a designated 5307, 5310, or 5311 recipient. For projects for transportation disadvantaged populations that improve the coordination of transportation services and non-emergency medical transportation services. \$3.5 million was available for funding.</p> <p>For capital projects. The funding seeks to improve mobility options through employing innovative coordination of transportation strategies.</p> <p>On June 5, 2020, FTA awarded \$3.5 million to 17 projects in 16 states to improve mobility and access to public transportation for older adults, people with disabilities, and low-income individuals. Only one award in California.</p> <ul style="list-style-type: none"> <li>CA: Access Services, serving 45 agencies in Los Angeles County, received funding for an accessible traveler mobile app that provides real-time arrival, trip booking and integrated mobile fare payment. \$330,000</li> <li>DC: The Metropolitan Washington Council of Governments received funding to develop a Rides to Health technology platform that integrates and synchronizes transportation services to/from dialysis centers, including making reservations, scheduling trips and monitoring on-time arrival. \$151,200</li> <li>GA: The Georgia DOT received funding to launch a regional rural transit/human services transportation program and develop a trip scheduling app and website in the state's coastal region. \$120,000</li> <li>IA: The Iowa DOT received funding on behalf of Heart of Iowa Regional Transit Agency to implement a travel training program with people and agencies in seven rural central Iowa counties to identify needs and funding support, develop partnerships and</li> </ul>	Unknown/ 1/6/19	<ul style="list-style-type: none"> <li><b>Real-time arrival information</b></li> <li><b>Upgraded technology and advanced app infrastructure</b></li> </ul>	<p><b>Max Funding:</b> \$3.5 million</p> <p><b>Match:</b> 20%</p>

Grant Opportunities Aligned with Omnitrans' Projects and Programs				
Key	Grant Program	Due Date/ Last Due Date	Project(s) or Notes Items in <b>RED</b> are specific to Omnitrans	Funding Request/Match
	inform about the benefits of rural transit. \$70,720			
22	<p><b>FTA Office of Research, Innovation, and Demonstration's Mobility Innovation Division (IMI) - Accelerating Innovative Mobility (AIM) Challenge</b> For projects that can accelerate the development, implementation, and adoption of innovative technologies, practices, and service models to improve mobility and enhance the rider experience, with a focus on innovative service delivery methods, creative financing, novel partnerships, and integrated pay systems.</p> <p>Available funding during last call: \$11 million Total # of awards during last call: 25; 11 awards to rural areas (37%); 1 award to project in California; 10 projects had specific services for people with disabilities, low-income, students, older adults, or other disadvantaged people groups.</p> <p>Awards announced: March 2020</p> <ul style="list-style-type: none"> <li>One (1) California award in March 2020: San Joaquin Regional Transit District; \$306,000 for app payment integration and trip planning across transit providers.</li> </ul> <p>Examples of eligible projects:</p> <ul style="list-style-type: none"> <li>Integrated scheduling, reservation, and payments across all mobility providers in a region. Innovative dynamic mobility hubs in rural areas.</li> <li>Innovative data tools to predict movement of all travelers on a transportation network to target transit services and provide more comprehensive traveler information.</li> <li>New operational models of bus service that are more flexible, better integrated into the community, and more appealing.</li> <li>Emerging approaches or technologies that enable access for all</li> </ul>	Unknown/ 4/17/20	<ul style="list-style-type: none"> <li><b>Cloud-based migration linking to better data management for traffic and transit</b></li> <li><b>Enhanced real-time information</b></li> <li><b>Improved navigation system (turn-by-turn)</b></li> <li><b>Enhanced app improvements</b></li> <li><b>Enhanced fare collection system</b></li> <li><b>Microtransit (aka mobility on demand)</b></li> </ul> <p><b>Note: Omnitrans applied for funding in 2020 and was not selected.</b></p>	<p><b>Max Funding:</b> No minimum of maximum limits</p> <p><b>Match:</b> 20%</p>

Grant Opportunities Aligned with Omnitrans' Projects and Programs				
Key	Grant Program	Due Date/ Last Due Date	Project(s) or Notes Items in <b>RED</b> are specific to Omnitrans	Funding Request/Match
	<p>populations to take advantage of mobility advances, including older Americans, school-aged populations traveling independently, and persons with disabilities.</p> <ul style="list-style-type: none"> <li>• Innovative projects to demonstrate market-ready or near market-ready transit automation for revenue service.</li> <li>• Novel partnerships with private, public, or nonprofit entities that connect riders to high-demand services or destinations.</li> </ul> <p>FTA previously packaged AIM as the Mobility on Demand Sandbox grant program which awarded \$8 million to 11 projects in 2016.</p>			
23	<p><b>Federal Transit Administration Innovations in Transit Public Safety.</b> To identify innovative solutions to reduce or eliminate human trafficking occurring on transit systems, protect transit operators from the risk of assault, and reduce crime on public transit vehicles and facilities.</p> <p>Total funds available during last call: \$2 million. This was a new program in 2019 with awards announced January 28, 2020. Twenty-one (21) awards were made with California receiving two:</p> <ol style="list-style-type: none"> <li>1. Santa Clara Valley Transportation Authority, \$350,000 to develop and implement Not on Transit campaign to combat human trafficking; and</li> <li>2. SunLine Transit Agency, \$37,320 to develop and implement a public service outreach campaign: human trafficking</li> </ol> <p>Examples of other awards:</p> <ul style="list-style-type: none"> <li>• Install communications equipment on buses to allow live remote monitoring of cameras on buses for enhanced safety (\$325,000)</li> <li>• Operator safety and rider awareness campaign (\$151,052)</li> <li>• Reduce operator assault prevention through on vehicle</li> </ul>	Unknown/ 5/28/19	<ul style="list-style-type: none"> <li>• <b>Protect transit operators</b></li> <li>• <b>Reduce crime on buses</b></li> <li>• <b>Reduce bus stop crime</b></li> </ul>	<p><b>Max funding:</b> No minimum or maximum</p> <p><b>Match:</b> 20%</p>

Grant Opportunities Aligned with Omnitrans' Projects and Programs				
Key	Grant Program	Due Date/ Last Due Date	Project(s) or Notes Items in <b>RED</b> are specific to Omnitrans	Funding Request/Match
	monitors that project camera views (\$60,000)			
24	<p><b>Federal Transit Administration Integrated Mobility Innovation (IMI) Demonstrations Program.</b> For projects that demonstrate innovative and effective practices, partnerships, and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience. This program integrates three distinct areas of inquiry: Mobility on Demand (MOD) and Sandbox Demonstrations; FTA's Strategic Transit Automation Research (STAR); and Mobility Payment Integration (MPI) to allow applicants to comprehensively plan multiple areas of mobility research.</p> <p>This was a new program in 2019. FTA announced 25 winning projects in 23 states on March 16, 2020, awarding \$20.3 million. Only one (1) award for California:</p> <ul style="list-style-type: none"> <li>\$306,000 to San Joaquin Regional Transit District to develop standard payment integration and trip planning apps across local and regional transit providers. Riders will be able to access and pay for services by multiple providers on the same trip. The project will include marketing and rider-education strategies.</li> </ul> <p>Examples of winning proposals:</p> <ul style="list-style-type: none"> <li>Central Ohio Transit Authority received \$1.7 million to develop a platform that combines traffic and transit management data and uses artificial intelligence to improve safety and efficiency, develop new channels of communication, and improve the rider experience across the region.</li> <li>Arlington, Texas received \$1.7 million to integrate autonomous vehicles into its on-demand car-sharing service, which will include a wheelchair accessible vehicle and accommodate University of Texas-Arlington students.</li> </ul>	Unknown/ 8/6/19	<ul style="list-style-type: none"> <li><b>Improve traveler experience and quality</b></li> <li><b>Safety concerns</b></li> <li><b>New technology for buses</b></li> </ul>	<p><b>Max funding:</b> No minimum or maximum</p> <p><b>Match:</b> 20%</p>

Grant Opportunities Aligned with Omnitrans' Projects and Programs				
Key	Grant Program	Due Date/ Last Due Date	Project(s) or Notes Items in <b>RED</b> are specific to Omnitrans	Funding Request/Match
	<ul style="list-style-type: none"> <li>Baldwin County (Alabama) Commission received approximately \$261,000 to replace its outdated 24-hour-advance request transportation system with an on-demand rural transit network tailored to increase access to jobs, schools, and health care appointments. Riders will benefit from integrated trip planning and payment mechanisms, as well as automated routing and scheduling.</li> </ul>			
25	<p><b>Center for Transportation and the Environment (CTE), Atlanta, Georgia.</b> The Center for Transportation and the Environment (CTE) is a nonprofit, 501(c)(3) organization that develops technologies and implements solutions to achieve energy and environmental sustainability. Since its founding in 1993, CTE has managed a portfolio of more than \$190 million in federal, state, and local cost-shared research, development, and demonstration projects involving more than 450 organizations in the advanced transportation technology field.</p> <p>The FTA awarded grant funds to the CTE to manage three cutting-edge transit projects focused on reducing energy consumption, greenhouse gases, and other pollutants. These projects are among the 27 projects chosen from more than 200 proposals submitted as part of FTA's Transit Investment in Greenhouse Gas and Energy Reduction (TIGGER) Program. The CTE will assist transit agencies in three states on bus replacement projects that will demonstrate the energy efficiency and cost effectiveness of fast charge, battery electric buses versus that of traditional diesel buses. Regional Transportation Commission in Reno, Nevada, Central Maryland Regional Transit in Columbia, Maryland, and StarMetro in Tallahassee, Florida will each replace three diesel buses with zero-</p>	N/A	<ul style="list-style-type: none"> <li><b>Conversion to electric or hydrogen power</b></li> </ul> <p><b>Action Item: Reach out to the CTE to understand their role in securing grants and/or providing technical assistance.</b></p>	N/A



Grant Opportunities Aligned with Omnitrans' Projects and Programs				
Key	Grant Program	Due Date/ Last Due Date	Project(s) or Notes Items in <b>RED</b> are specific to Omnitrans	Funding Request/Match
	emission electric buses.			

## Part 3: Grant Opportunity Timeline

To better plan for grant opportunities, Part 3 provides a timeline of grants and corresponding estimated due dates.

*Red shading = open call; hard deadline*

GRANT OPPORTUNITY TIMELINE																														
#	Grant Program	2020				2021								2022																
		Quarter:		Q3	Q4	Q1		Q2		Q3		Q4		Q1		Q2		Q3		Q4										
		Month:		SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV
--	Annual Advocacy and Education Trip to Washington, DC																													
1	EDA Public Works and Economic Adjustment Assistance																													
2	Electrify America																													
3	MSRC Major Event Center Transportation Program																													
4	Volkswagen Mitigation Trust Fund for New Zero-Emission Buses																													
5	CalOES Operational Area Homeland Security Funding																													
6	CEC Blueprints for Medium- and Heavy-Duty Zero-Emission Vehicle Infrastructure																													
7	CEC Zero-Emission Transit Fleet Infrastructure Deployment (Solicitation GFO-20-602)																													
8	CARB Clean Mobility Options Voucher Program																													
9	SCAG Sustainable Communities Program Planning Grant																													
10	Caltrans Sustainable Transportation Planning Grant Program																													
11	California Office of Traffic Safety – various grant programs																													
12	SBCTA Development Act Article 3 Biennial Call for Projects for Transit Stop Access Improvements																													
13	FHWA Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program																													
14	FTA Low or No Emission Grant Program (Lo-No)																													

GRANT OPPORTUNITY TIMELINE																														
#	Grant Program	2020				2021								2022																
		Quarter:		Q3	Q4	Q1		Q2		Q3		Q4		Q1		Q2		Q3		Q4										
		Month:		SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV
15	FTA Buses and Bus Facilities Program																													
16	South Coast AQMD Carl Moyer Program																													
17	FHWA Advanced Transportation and Congestion Management Technologies Deployment Initiative																													
18	CARB Sustainable Transportation Equity Project (STEP): Planning grant program and Implementation grant program																													
19	CTC Local Partnership Grant Program																													
20	CTC Solutions for Congested Corridors Grant Program																													
21	CalSTA Transit and Intercity Rail Capital Program																													
22	FTA Mobility for All	Unknown																												
23	FTA Accelerating Innovative Mobility Challenge (AIM)	Unknown																												
24	FTA Innovations in Transit Public Safety	Unknown																												
25	FTA Integrated Mobility Innovation Demonstrations Program	Unknown																												
26	Center for Transportation and the Environment (CTE)	N/A																												