Capital Plan
2026-2028

Approval by Board of Directors
Sept 2, 2026

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OmniTrans
Connecting Our Community.

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EXECUTIVE SUMMARY

In line with Omnitrans' Strategic Plan and Short-Range Transit Plan, the agency 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 2031, 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 2026-2028 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's goals that provide the foundation for this Capital Plan:

1. *Grow Ridership*
2. *Safe and Reliable Transit Services*
3. *Become an employer of choice*
4. *Long-term funding stability, particularly operational efficiency*
5. *Promote Transit as a Critical Part of the Mobility Landscape*

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 identifies which unconstrained projects meet the most agency goals to provide direction to Omnitrans staff for 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 major and 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
  - Bus stop improvements/amenities
  - Future bus rapid transit lines
  - Permanent hydrogen fueling facility
  - Enterprise Resource Planning

- **Priority 2:**
  - Lighting and security systems at bus stops
  - Transit signal priority/synchronization
  - Vehicle automation technology
  - OmniRide vehicles for microtransit expansion
  - Non-revenue vehicle replacements

- **Priority 3:**
  - Electronic customer information screens
  - New West Valley paratransit facility
  - Transit center upgrades in partnership with cities
  - Future phases of San Bernardino Transit Center, including Transit Oriented Development opportunities

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.

INTRODUCTION

Omnitrans' Capital Plan for FY 2026-2027 and FY 2027-2028 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 Omnitrans' 2026-2031 Strategic Plan and the 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 2031, 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 near-term projects in the fiscally constrained project list (shown in Attachment A) for which funding has been identified. 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 the following fiscal year July 1st through June 30th). Additionally, a fiscally unconstrained plan of agency priority projects is included in this plan (shown in Attachment B).

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 Finance department will discuss projects with each department director for a list of capital projects with expected timelines, approximate total costs, project descriptions, and which agency goals are fulfilled by the project.

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 in order to meet the agency's goals. 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, Blais & Associates, on contract through April 2028. 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 April 2022, 6 out of 8 grant applications have been awarded with a cumulative sum of $14,323,986.

Figure 1: Community Project Funding Check presentation from Congressman Aguilar

CAPITAL PLAN GOALS

The mission of the Omnitrans Capital Plan is to position the agency for continued growth while sustainably providing safe and reliable transit services that connect our region and strengthen the economy. The plan provides transparency and direction to guide the agency in future projects and grant applications. Omnitrans will prioritize capital projects in accordance with how well they align with the following goals which are in alignment with the 2026-2031 Strategic Plan:

1) ***Grow Ridership****:* 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 aimed at modernizing bus stops and stations, enhance customer experience through new farebox technologies, expanding the core network, expanding coverage through OmniRide, and more.

2) ***Safe and Reliable Transit Services****:* 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 improving safety and personal security for customers and employees. The FTA also requires that 1% of FTA 5307 funds be used toward safety and security annually, which also provides funding for these projects.

3) ***Become an Employer of Choice****:* This capital plan includes projects to meet the demands of today's workforce, including using technology to improve employees' ability to work efficiently, and promoting employees' career development.

4) ***Secure Long-term Funding Stability****:* Omnitrans is committed to continuing its fiscally secure position through advocacy for increased funding levels and securing additional funding sources, particularly that allow for funding flexibility. This Capital Plan positions the agency to pursue new grant opportunities while priority is given to projects that provide a strong return on investment and promote operational efficiency.

5) ***Promote Transit as a Critical Part of the Mobility Landscape***: Beyond simply providing bus service, Omnitrans seeks to highlight the importance of transit for the region. Omnitrans' services expand opportunities for residents, enhance economic growth and improve the quality of life. This Capital Plan includes projects to advance the BRT network, including a future third BRT corridor along one of the top candidate routes — as well as transit center upgrades developed in partnership with member cities and future phases of the San Bernardino Transit Center.

Figure 2: New battery electric bus which will serve on the sbX Purple Line.

REGULATORY COMPLIANCE

In addition to the Strategic Plan goals, 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:

a) *Innovative Clean Transit Rule.* Omnitrans has diligently and judiciously worked to advance its zero-emission fleet in compliance with CARB's Innovative Clean Transit (ICT) Rule. The ICT requires the conversion of Omnitrans' entire fleet of 40-foot buses to zero-emission by 2040 (see Figure 2), with 100% purchases of zero-emission vehicles starting in 2029. In the midst of new technologies and the high costs for purchasing zero-emission buses and constructing charging/fueling infrastructure, Omnitrans has sought all possible grant funding sources to help fund this effort.

b) *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 maintaining 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 updated in September 2025.

c) *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 the next section.

OMNITRANS CAPITAL PROJECTS

The table in Attachment A lists all of 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. Projects that meet at least half of the goals (five or more) are listed as Priority 1. Projects that meet three or four 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, and Planning Projects):

- **Priority 1:**
    - Zero-emission vehicles and infrastructure
    - Revenue vehicle replacements
    - I Street operating and maintenance facility rehabilitation
    - Bus stop improvements/amenities
    - Future bus rapid transit lines
    - Permanent hydrogen fueling facility
    - Enterprise Resource Planning
- **Priority 2:**
    - Lighting and security systems at bus stops
    - Transit signal priority/synchronization
    - Vehicle automation technology

  - OmniRide vehicles for microtransit expansion
  - Non-revenue vehicle replacements

- **Priority 3:**
  - Electronic customer information screens
  - New West Valley paratransit facility
  - Transit center upgrades in partnership with cities
  - Future phases of San Bernardino Transit Center

The following sections provide a more in-depth picture of the agency's largest projects in need of capital funding.

ZERO-EMISSION FLEET AND RELATED INFRASTRUCTURE

The California Air Resources Board adopted the Innovative Clean Transit (ICT) regulation for transit agencies in December 2018. Agencies of Omnitrans' size were required to begin phasing in purchases of zero-emission vehicles into their bus replacement cycles by 2023. By 2029, all new bus purchases would need to be zero emission with the full conversion the fleet to zero-emission (either battery-electric or hydrogen) by 2040.

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.

While Omnitrans has taken a conservative approach to the new zero emission technology to ensure that buses can provide the service to meet community needs, Omnitrans' general approach has been that Bus Rapid Transit routes (including the sbX Green Line and sbX Purple Line) will be electric. With a dedicated fleet and space at the end of line station for on-route opportunity charging, battery electric buses (BEBs), despite having a lower range, can continue service without the need to return to the yard for charging. For other fixed route buses, Omnitrans is considering Fuel Cell Electric Buses (FCEB). (See further below for details on Omnitrans' hydrogen fueling facility project.) Omnitrans has not yet determined the exact mix of BEBs and FCEBs, but both will likely be needed to 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 and potentially hydrogen fueling infrastructure.

Omnitrans has developed a fleet replacement schedule in line with the agency's 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). Attachment C shows the Fleet plan and phased purchasing of zero emission buses. Omnitrans' first four battery electric buses, along with charging infrastructure, have been in service since spring 2021.

In 2025, Omnitrans received 18 electric buses 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 expanded to accommodate charging future electric vehicles at the West Valley facility. The charging facility is expected to be commissioned in late summer 2026.

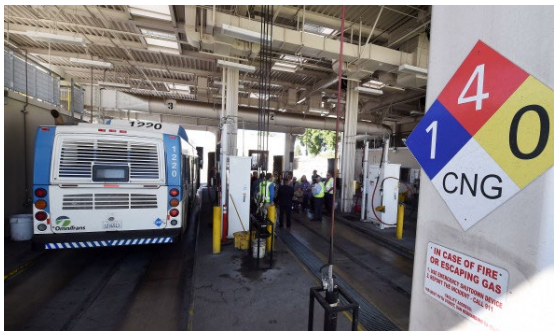

Figure 1: Omnitrans' existing CNG buses

Figure 2: One of Omnitrans' new electric buses

In addition to expanding battery electric bus charging infrastructure, Omnitrans is now beginning to take steps to have in-house capabilities for hydrogen fueling. See below for further details on Omnitrans' need for a permanent hydrogen fueling facility.

I STREET OPERATING AND MAINTENANCE FACILITY REHABILITATION

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 project scope of work includes the following:

- Constructing a new bus wash and chassis maintenance bay.
- Rehabilitating and expanding bus parking, reconfiguring employee parking.
- Installing new perimeter fencing (block wall next to residential), gates, lighting, drought-tolerant landscaping, sidewalk, curb, and gutter.
- Rehabilitating the classroom portion of the maintenance building to include a new public entrance to facilitate office space and accessibility upgrades to the restrooms.
- Upgrading the office building, including ADA upgrades to doorways and restrooms, HVAC, and window replacements.
- Replacing a water main.
- Improved pedestrian accessibility to the street.
- Providing a temporary construction trailer for administrative workers.
- Upgrades to the patio area.

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.

Phase 1 of the project, which includes grading, paving and fencing is projected to start in late 2026 or early 2027. Phase 1 costs are estimated at $10 million. The remining elements of the project are in final review and will be considered after phase 1 with an estimated cost range of $10-$20 million based on the exact scope of the upgrades.

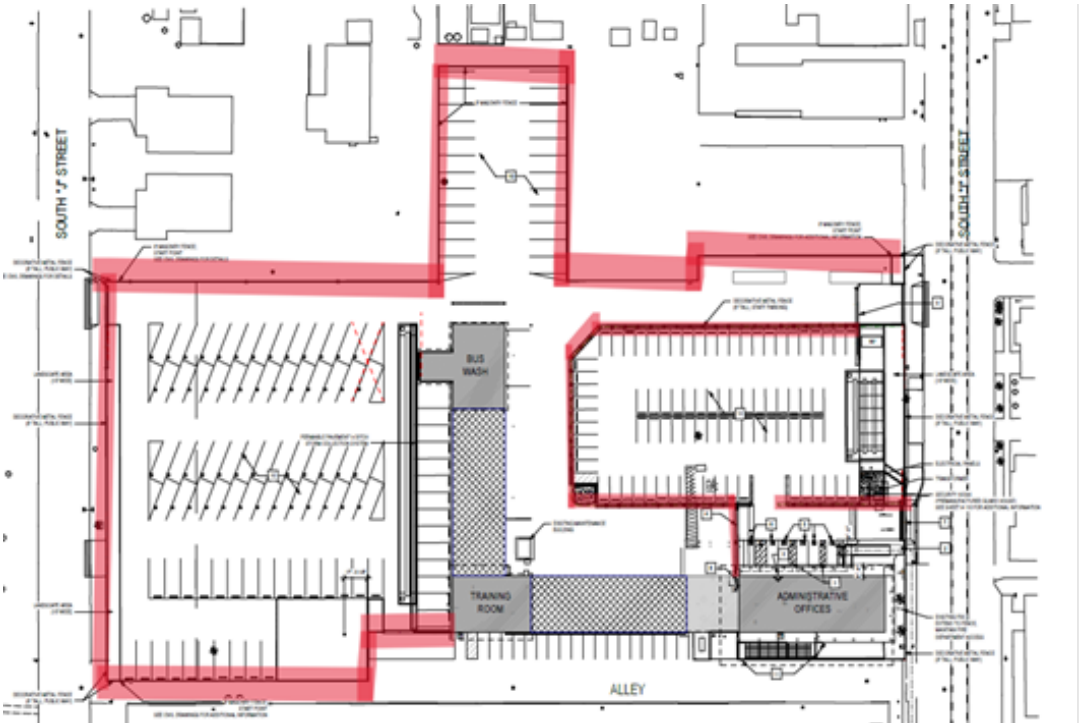

Figure 3: Site Plan for I Street Facility Rehabilitation Project with Phase 1 noted in red.

BUS STOP IMPROVEMENTS/AMENITIES

Many of Omnitrans' bus stops need ADA compliance improvements, seating, bus shelters, and additional lighting. Upgrades will be prioritized at the highest-ridership stops. Locations where improvements can make the greatest difference for transit-dependent riders, disadvantaged communities, seniors, and riders with disabilities — especially at stops where high heat exposure, long transfer points, or poor pedestrian access creates additional hardship will be considered as well. 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. Omnitrans stops and stations team install bus stops signs, benches, trash cans, and shelters; pick up trash; pressure wash; remove graffiti; and repair damage to shelters. As Omnitrans has been increasing its efforts

in recent years to deploy more customer amenities such as benches and shelters at bus stops, many of Omnitrans' bus stops present challenges with installing these amenities. The lack of a larger concrete boarding areas (approximately 10-feet by 25-feet) limits the installation of benches and shelters.

Omnitrans collaborates with member jurisdictions to make ADA improvements at bus stops particularly sidewalk boarding areas. This then enables Omnitrans to install benches and shelters to improve the customer experience. Omnitrans typically obtains funding or helps member jurisdictions obtain funding, through SBCTA's Transportation Development Act Article 3 call for projects every two years. In 2014, Omnitrans also used Active Transportation Program grant from Caltrans (Federal Highway Administration funds) to construct access improvements at and around future West Valley Connector station locations. Increasingly, Omnitrans has been working with member jurisdictions and private developers/property owners to incorporate ADA access improvements, seating, and shelters into new city projects and developments.

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 implementing a wide-spread program to install pole-mounted solar lights at bus stops throughout Omnitrans' system to improve safety and visibility at bus stops.

Figure 4: One of Omnitrans' standard shelters.

Figure 5: Omnitrans premium shelter

Figure 6: Pole-mounted bus stop solar light.

FUTURE BUS RAPID TRANSIT (BRT) CORRIDORS

The 2010 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 elements such as transit signal priority, enhanced customer amenities, and queue jumps which result 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 9). The second will be the sbX Purple Line

/ West Valley Connector Phase 1 which is currently under construction and is anticipated to begin operations in early 2027. (The West Valley Connector will not follow the exact routing of the Holt Boulevard Corridor as envisioned in the 2010 System-Wide Transit Corridors Plan. The final alignment is shown in purple in Figure 10).

In 2025, SBCTA, in coordination with Omnitrans, finalized their Long-Range Multimodal Transportation Plan which included the most recent iterations of the 2010 System-Wide Transit Corridors Plan and identified the current potential development of these Bus Rapid Transit routes. Among the top three routes, Omnitrans and SBCTA are currently undergoing the process of identifying the third BRT route to develop in the Omnitrans service area. The top 3 candidate corridors under consideration are: San Bernardino Avenue, Baseline-Highland, and Foothill Blvd.

Omnitrans customers and potential transit riders typically report that frequency and travel speed would encourage them to ride transit more often. Omnitrans and SBCTA are striving toward developing a regional network of bus rapid transit corridors to provide faster, high-quality transit service to retain and attract new riders.

Table 1: Future Priority Transit Corridors

Study Corridors	Current Route(s)	Tier	Cities that the corridor will connect
San Bernardino Avenue: Ontario Mills to San Bernardino Transit Center	1, 19, 61	Top	San Bernardino, Colton, Rialto, Fontana, Ontario
Baseline-Highland: San Bernardino Transit Center to Greenspot Road	3, 4	Top	San Bernardino, Highland
Foothill Blvd: Victoria Gardens to San Bernardino Transit Center	14, 66	Top	San Bernardino, Rialto, Fontana, Rancho Cucamonga
Euclid Ave: Foothill Blvd to Corona West Metrolink Station	83	Future	Upland, Ontario, Chino, Corona
Haven Ave: Chaffey College to Hamner Ave	81, 380	Future	Rancho Cucamonga, Ontario, Eastvale
Riverside Ave: N Riverside to Riverside Metrolink Station	22	Future	Rialto, Colton, Riverside
Sierra Ave: I-15 to Slover	10, 15, 19, 61, 82, 367, OmniRide	Future	Fontana
Edison-Grand: Hamner Ave to Chino Hills Pkwy	None	Future	Chino Hills, Chino, Ontario, Eastvale

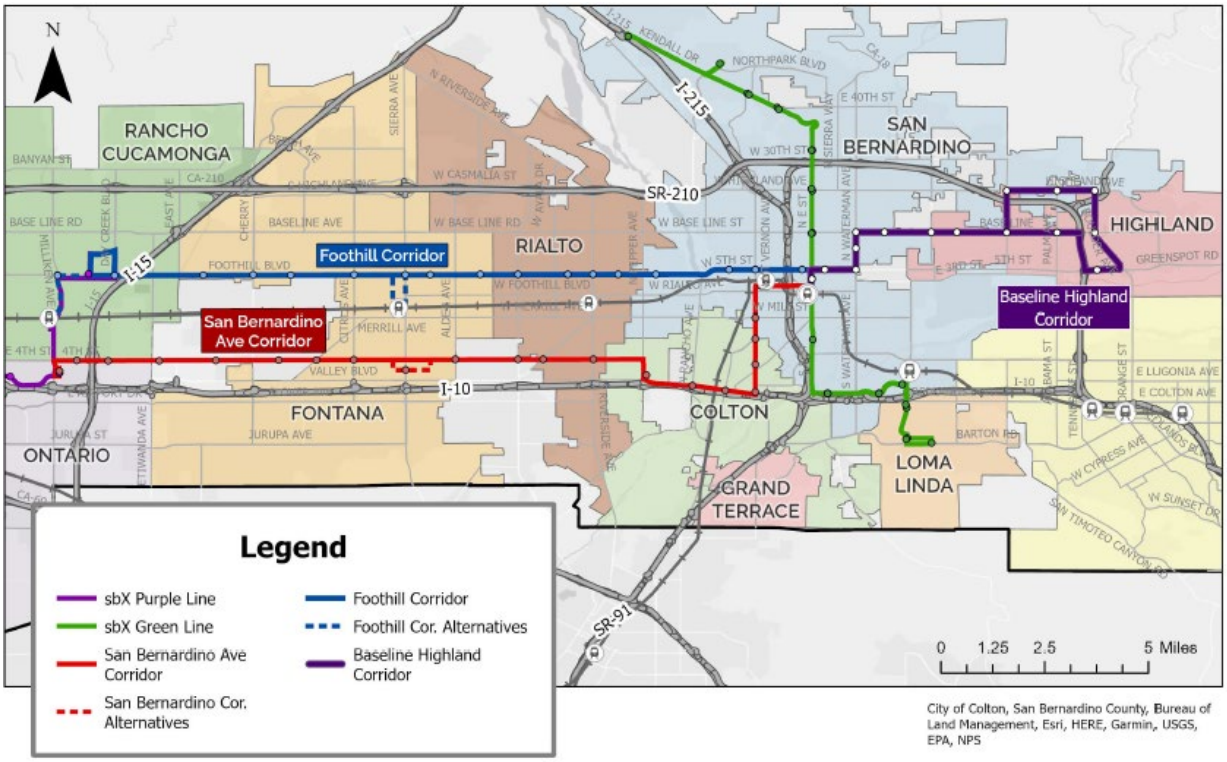

Figure 9: Omnitrans Top 3 Priority Transit Corridors (2025)

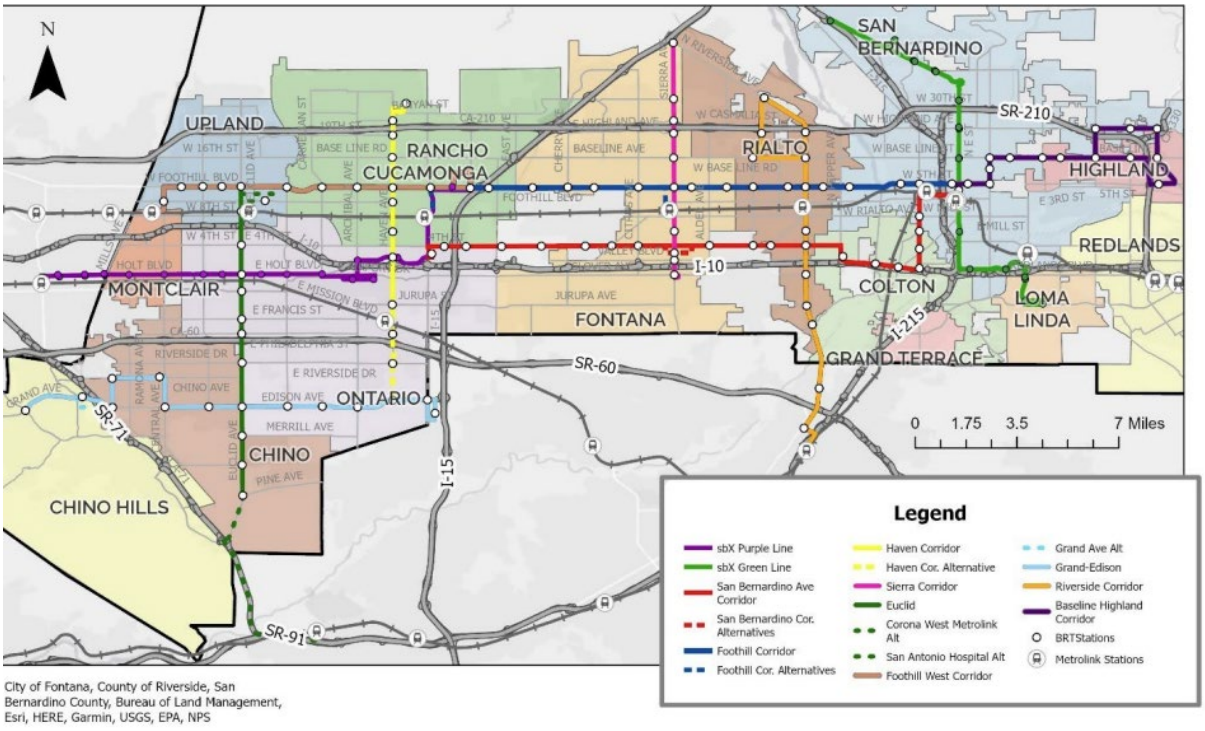

Figure 10: Long Range Multimodal Transportation Plan (2025)

HYDROGEN FUELING FACILITY PROPERTY

In compliance with the ICT and to investigate other zero-emission propulsion technology, Omnitrans is exploring hydrogen powered Fuel Cell Electric Buses (FCEB). Currently, battery electric buses do not have the range that Omnitrans needs to provide service on most of its fixed routes without additional buses, staffing, or charging infrastructure. All these would significantly increase the cost of service beyond what would be sustainable for the agency. As a result, Omnitrans has begun to test FCEB's, which have a higher range that is comparable to the current compressed natural gas (CNG) buses that Omnitrans uses.

In 2022, Omnitrans was awarded an FTA Low- and No-Emission Grant Award for four FCEB's. Through the grant Omnitrans also installed a temporary fueling facility to test and pilot these buses. However, the temporary fueling facility will only be able to fuel a few buses. Additionally, the cost of fuel for the temporary fueling facility is costly as it is gaseous hydrogen rather than liquid. Due to limited space at the East Valley yard and nearby sensitive land uses as well as the cost savings in using liquid hydrogen, a separate location will be needed for a fueling facility.

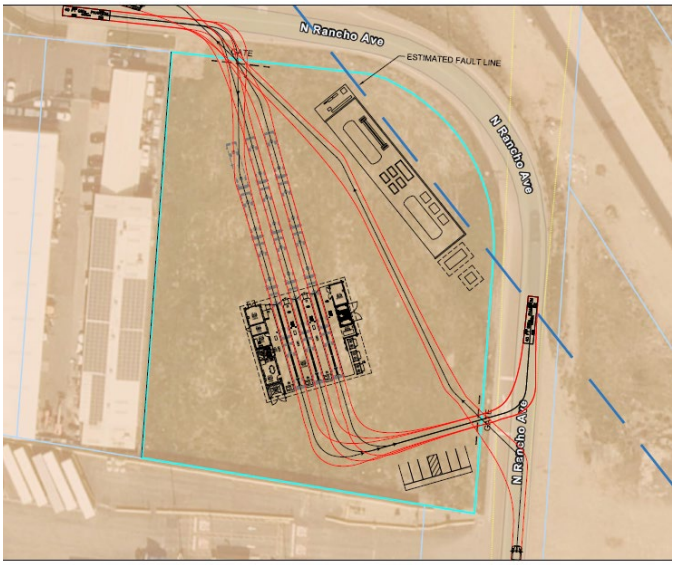

Figure 7: Conceptual layout for facility

In 2025, Omnitrans began a formal site selection process, and both environmental and acquisition processes are underway. A site was identified 0.8 miles from the East Valley facility. But due to the site's location near a fault, a geotechnical study will be necessary to identify and mitigate safety hazards associated with the development of the facility. Upon acquisition of the land, Omnitrans will continue to finish a conceptual design for the hydrogen fueling facility that will be used for a design-build package. If the site is deemed unsuitable for hydrogen from the geotechnical study, Omnitrans plans to use the land for additional storage and bus parking to accommodate expansions of the fleet due to space constraints at East Valley. Other sites will be reconsidered for the hydrogen fueling site should the geotechnical study indicate the site is unsuitable for the fueling facility.

FUNDING

Omnitrans receives regular funding from various federal and state sources for its capital budget. While the amounts and the projects funded vary from year to year, 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
FTA	5307	Federal	Can be used for all capital projects or eligible operating expenses such as preventive maintenance. One percent of 5307 funds must be spent on security/safety projects.
FTA	5307 CMAQ	Federal	Highway funds transferred to FTA to use for bus purchases
FTA	5310	Federal	ADA capital expenses (i.e., paratransit vehicles)
FTA	5337	Federal	Fixed route / guideway state of good repair
FTA	5339	Federal	Buses and bus facilities
State of California	LCTOP	State	Capital or operating that reduce GHG emissions
State of California	SB 1	State	State of Good Repair capital or operating projects

GRANTS

Table 3 shows a high-level summary of the potential grant sources 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. This aligns with the goal of securing long-term funding stability, specifically to seek new and additional funding sources and funding flexibility.

Blais & Associates, on contract until April 2028, 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 also helps Omnitrans assess the potential competitiveness of a project for a grant and the costs and benefits of applying for the grant.

Table 3. Typical competitive funding sources for capital projects

Funding Source	Funding Program	Funding Type	Potential Eligible Projects	Typical Size of Grant Award
Department of Transportation (DOT)	Better Utilizing Investments to Leverage Development (BUILD)	Federal	Alternative fuel buses, planning for new services, signal synchronization, workforce development center, alternative vehicle charging/fueling	$16.3 million average in 2025

Funding Source	Funding Program	Funding Type	Potential Eligible Projects	Typical Size of Grant Award
			infrastructure, bus stop improvements, improved parking facilities.	
FTA	Buses and Bus Facilities Program	Federal	Replace or rehab buses or facilities.	Average of $6.4 million in 2025
FTA	Low or No Emission Grant Program (Low/No)	Federal	Alternative fuel buses, facility upgrades for charging/fueling infrastructure.	Average of $10 million in 2025
FTA	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.	Average of $560,000 in 2025
Federal Highway Administration (FHWA)	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.	Average of $4.52 million in 2025
California State Transportation Agency (CalSTA)	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.	Average of $75.2 million in 2025
California Transportation Commission (CTC)	Solutions for Congested Corridors Grant Program	State	Zero emission buses, transit hubs or stations, advanced technology, fare integration / fare Modernization, public transit facilities. SBCTA, not Omnitrans, would be eligible applicant.	Average of $69 million in 2025
CARB	Clean Mobility Options Voucher Program	State	Operation of microtransit/mobility-on-demand services, zero-emission vehicles, charging infrastructure, planning, public engagement.	$1.5 million limit
CARB	Sustainable Transportation Equity Project (STEP) Implementation grants	State	Transit station improvements, transit operations improvements, transit passes, microtransit, network/fare integration, wayfinding/signage, etc.	Average of $4.5 million in 2025.

Funding Source	Funding Program	Funding Type	Potential Eligible Projects	Typical Size of Grant Award
CARB	HVIP Clean Truck and Bus Incentives	State	Vouchers to help supplement cost differential for replacing CNG vehicles with zero-emission vehicles.	$2.2 billion for 10k+ vehicles in 2025
SBCTA	Transportation Development Act Article 3 Transit Stop Access Improvements Program	Local	Improvements at or immediately around transit stops—bus stop pads, shelters, benches, lighting, signage, as well as active transportation infrastructure.	Total of $1.29 million in 2025
Caltrans	Sustainable Transportation Planning Grant	State	Regional and local transportation planning studies and activities that advance sustainable community and greenhouse gas reduction goals, such as transit oriented development strategies and active transportation network plans.	Average of $400,000 in 2025
FTA	CIG	Federal	Large capital projects for new or expanded fixed-guideway transit systems (e.g., light rail, heavy rail, commuter rail, streetcar, BRT) that require a multi-year construction-grant agreement.	Average of $60-70 million in 2024
HCD	AHSC	State	Mixed-income housing developments combined with transit- and active-transport-oriented infrastructure that reduce driving and support compact, walkable neighborhoods.	Average of $39.8 million in 2025 (Round 9)
CEC	Energiize	State	Infrastructure projects for zero-emission medium- and heavy-duty vehicle charging and fueling (e.g., electric-truck charging stations, hydrogen refueling and megawatt-charging systems) used by fleets and transit agencies.	Rough average of $1-2 million.
Federal	Congressional Appropriations	Federal	Specific project funding offered by federal elected representatives of Omnitrans service areas	$850,000 - $1M previous awards

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

The Federal Transportation Improvement Program (FTIP) is a federally mandated, four-year program that lists proposed transportation projects receiving federal funds over a six-year period. As the metropolitan planning organization (MPO) for the region, the Southern California Association of Governments (SCAG) develops the FTIP in partnership with the six county transportation commissions (CTCs) of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura, as well as Caltrans Districts 7, 8, 11, 12 and Headquarters. Projects in the FTIP include highway improvements, transit, rail and bus facilities, high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, signal synchronization, intersection improvements,

freeway ramps, and non-motorized projects for bicycles and pedestrians. Omnitrans collaborates with SBCTA to update the FTIP on any transit projects receiving federal funds every two years noting any changes to current projects or new projects.

The FTIP update for 2027 is currently underway with an expected adoption in fall of 2026. The following table and Attachment D show the projects Omnitrans has submitted for inclusion in the 2027 FTIP. For the most current FTIP, visit SCAG's webpage: https://scag.ca.gov/ftip. Transit projects can be found by County. For detailed breakdowns by funding source for the draft FTIP item, see Attachment D.

Table 4: Federal Transportation Improvement Plan (current draft table)

Projected Capital Funding based on FTIP				
TIP Number	**PROJECT**	**Prior**	**FY 26-27**	**FY 27-28**
981111	Transit Enhancements	$9,609,000	$400,000	
981122	PM – Vehicles	$120,145,000	$5,000,000	
20020806	Facilities Improvements	$61,285,000	$5,125,000	
20040211	Paratransit Vehicle Replacements	$25,799,000	$2,559,000	$2,185,000
20060601	Tire Lease	$12,056,000	$601,000	
SBD31055	IT – Hardware and Software	$56,366,000	$2,000,000	
SBD31804	Support Vehicles	$8,521,000		$500,000
SBD90105	Bus Replacements	$214,819,000	$22,260,000	$24,957,000
981114	Security	$3,815,000	$200,000	

* FY 27-28 projects could shift from the time of this report. To see finalized list at the time of its release, it will be available at the following link: https://scag.ca.gov/ftip.

NEXT STEPS

Following Board adoption, Omnitrans staff and Blais & Associates will use the priority framework and projects in Attachment B to guide grant pursuits and target the funding sources in Table 3 for the highest-priority unfunded projects. As funding is secured, projects will be incorporated into the annual budget process and submitted to SBCTA and SCAG for inclusion in the next FTIP update. This Capital Plan will be updated every two years and presented to the Board for approval, reflecting progress on funded projects and any shifts in agency priorities.

ATTACHMENT A –FISCALLY CONSTRAINED LIST OF OMNITRANS CAPITAL PROJECTS

Fleet Replacement (Maintenance)	Estimated Cost	Expected Fiscal Year of Completion
Marketing Van	$66,540	2027
18 CNG Buses	$16,088,607	2027
16 Battery Electric Buses	$34,018,898	2027
18 Relief Vehicles	$559,124	2028
36 CNG Buses	$35,214,804	2029
Facilities Projects (Maintenance)	**Estimated Cost**	**Expected Fiscal Year of Completion**
Furniture Replacement	$30,000 annually	Ongoing
Interior Lighting Upgrade	$1,000,000	2027
EV & WV Interior & Exterior Paint	$500,000	2027
Methane & Hydrogen Detection System	$800,000	2028
HVAC Replacement	$8,200,000	2028
Restroom Remodel	$1,319,688	2028
I Street Facility Rehabilitation – Phase 1	$10,000,000	2030
Safety/Security Projects (Safety/Security)	**Estimated Cost**	**Expected Fiscal Year of Completion**
Solar Lights	$140,000	Ongoing
Card Access Project	$2,250,000	2027
Technology Projects (IT)	**Estimated Cost**	**Expected Fiscal Year of Completion**
Datacenter Hardware	$500,000	2027
sbX E-tel Refresh	$250,000	2027
ERP Replacement	$5,000,000	2028
Farebox Replacement	$4,700,000	2028

CAD/AVL Upgrade	$3,000,000	2028
OBVSS Laptop Refresh	$40,000	2029
Workstation Refresh	$75,000	Ongoing
Planning Projects (Strategic Development)	**Estimated Cost**	**Expected Fiscal Year of Completion**
Bus Stop Amenities – Article 3	$445,000	Ongoing
Green Line Electrification	$24,000,000	2029

ATTACHMENT B – FISCALLY UNCONSTRAINED LIST OF OMNITRANS CAPITAL PROJECTS

Fleet Replacement	Description	Responsible Department	Rough Order of Magnitude Cost	Expected Fiscal Year of Completion	Ridership	Safe & Reliable	Employer	Operational Efficiency	Mobility Landscape	ICT	SGR	ADA
15 ZE Buses	See below for full fleet plan	Maintenance	$36,000,000	2030	X	X		X	X	X	X	
13 ZE Buses	See below for full fleet plan	Maintenance	$31,200,000	2032	X	X		X	X	X	X	
12 ZE Buses	Additional vehicles for service outlined in unconstrained plan of the Short Range Transit Plan.	Maintenance	$28,800,000	TBD	X	X		X	X	X		
28 Access Vehicles	Used to provide paratransit services for Access customers and some fixed routes that use smaller 25-foot cutaway buses.	Maintenance	$7,000,000	2028	X	X		X			X	X
2 Support Vehicles for Mobility Services	Used to travel to community events, travel training, and more.	Maintenance	$60,000	2028			X	X			X	X
3 Facilities Trucks	Used primarily by maintenance team for improvements on facilities and at stops and stations	Maintenance	$300,000	2029		X	X				X	
2 Road Call Trucks	Maintenance trucks that go out to do minimal repairs on buses to ensure they can safely make it back to the maintenance shop.	Maintenance	$200,000	2029		X	X	X			X	
Facilities Projects	**Description**	**Responsible Department**	**Rough Order of Magnitude Cost**	**Expected Fiscal Year of Completion**								
Shop Equipment: Sheet Metal Cutting	Equipment needed for facilities repairs and fleet maintenance	Maintenance	$50,000	2027		X	X	X			X	
Shop Equipment: Drop Lights	Equipment to improve maintenance facility and provide better visibility	Maintenance	$50,000	2027		X	X				X	
I-Street Modernization (Phase 2)	Upgrades to the I-Street facility and additional infrastructure to support Access operations	Maintenance	TBD	2032		X	X	X			X	X
Safety/Security Projects	**Description**	**Responsible Department**	**Rough Order of Magnitude Cost**	**Expected Fiscal Year of Completion**								
East Valley Gates & Fencing	Key preventative maintenance for facility safety and security	Safety & Security	$250,000	2028		X	X				X	
WVC Real Time Camera Feed	A core component to Bus Rapid Transit, this will provide additional layer of security to the West Valley Connector	Safety & Security	TBD	2028		X	X	X				
sbX Lighting	BRT enhancement feature to improve safety at bus stops.	Safety & Security	TBD	2029	X	X					X	

Technology Projects	Description	Responsible Department	Rough Order of Magnitude Cost	Expected Fiscal Year of Completion	Ridership	Safe & Reliable	Employer	Operational Efficiency	Mobility Landscape	ICT	SGR	ADA
TSP - Cellular	Technology to support transit signal priority and improve bus operations	IT	$75,000	2027	X	X		X	X			
Document Management System	Centralized system for operations, ensure strict regulatory compliance, and reduce paperwork for overall operational efficiency.	IT	$1,000,000	2028		X	X	X			X?	
Customer Information Screens	Real-time information dashboards on arrival times, bus routes, and more.	IT	TBD	TBD	X							
Fare Technology Upgrades	Farebox upgrades to include tap-to-pay functionality for improved customer experience	IT	TBD	TBD	X	X		X			X	
Automated Vehicle Technology	Exploration of new automated vehicle technology to see the potential for how it can be integrated into transit operations in the future	IT	TBD	TBD					X			

Planning Projects	Description	Responsible Department	Rough Order of Magnitude Cost	Expected Fiscal Year of Completion	Ridership	Safe & Reliable	Employer	Operational Efficiency	Mobility Landscape	ICT	SGR	ADA
Green Line Median Project	Currently, the sbX Green Line's centerline is lined with plastic posts. This has created some safety issues with motorists driving through these bollards into the dedicated transitway. This project proposes replacing the plastic bollards with a concrete median to provide a stronger physical barrier and prevent these incursions.	Strategic Development	$500,000	2028		X		X			X	
sbX Lane Paint	As part of the Green Line Median Project, Omnitrans in collaboration with the City of San Bernardino is looking at red paint in the sbX lane to alert drivers to the bus only lane. This project's purpose is to support and greater safety and driver awareness along the corridor.	Strategic Development	$1,600,000	2027		X		X				
Bus Stop Amenities, Lights, and Improvements	Omnitrans procures and installs shelters and amenities for bus stops including benches, shelters, lights, and real-time arrival information. Omnitrans also partners with cities for sidewalk improvements that bring stops into ADA compliance and create the space for these amenities at bus stops. Omnitrans is also looking into replacing the UMO IQ NextBus signs at stops. These signs identify stops by their ID and provide next trip information.	Strategic Development	$1,200,000	ongoing	X	X					X	X
Geotech Survey for Land Acquisition	As part of the land acquisition, Omnitrans will need to conduct geotechnical surveys to ensure that any future fueling facility can safely be constructed on the site.	Strategic Development	$300,000	2027		X				X		
Hydrogen Facility Land Purchase	Omnitrans is pursuing purchasing an empty parcel under a mile away from the East Valley Maintenance Facility (at the intersection of 5th Street and N Ranch Ave) as a hydrogen fueling facility to facilitate the agency's compliance with CARB regulations mandating zero-emission bus fleets by 2040.	Strategic Development	$3,000,000	2027		X		X		X		
Fueling Facility	Upon acquisition of a property and conceptual design, Omnitrans will do a design-build procurement for the construction of the hydrogen fueling facility	Strategic Development	TBD	TBD	X	X		X	X	X		
Next BRT Corridor	Omnitrans is currently engaging with our municipal stakeholders in identifying the next BRT corridor that will be pursued. The corridors under consideration are: Foothill Corridor, Baseline-Highland Corridor, and San Bernardino Ave Corridor.	Strategic Development	TBD	TBD	X	X			X	X		

Planning Projects	Description	Responsible Department	Rough Order of Magnitude Cost	Expected Fiscal Year of Completion	Ridership	Safe & Reliable	Employer	Operational Efficiency	Mobility Landscape	ICT	SGR	ADA
TSP Implementation on corridors	Omnitrans is partnering with SBCTA on two priority efforts stemming from the 2025 Long-Range Multimodal Transportation Plan: a study to identify the top BRT corridor among three finalists (kicked off April 2026), and a TSP implementation study to improve bus speeds and on-time performance by integrating signal priority technology with planned "smart corridors" and Omnitrans' forthcoming CAD/AVL system.	Strategic Development	TBD	TBD	X	X			X			
Microtransit Vehicles & Expansion	Omnitrans is looking at options to further expand OmniRide-- a microtransit service in areas with land uses that are less supportive of fixed-route transit. Currently, we have Chino Hills, Upland, and Bloomington that enjoy OmniRide services. Potential zone expansions include areas such as: Muscoy, North Rialto/Fontana, Yucaipa, Grand Terrace, South Ontario/Chino, North Rancho Cucamonga, and Colton.	Strategic Development	TBD	TBD	X	X			X			
New West Valley Paratransit Facility	All Access vehicles are currently stored in San Bernardino. To service West Valley, vehicles must travel long distances, which greatly contributes to inefficiencies. A facility in West Valley would allow for efficient operations and reduced operating costs.	Strategic Development	TBD	TBD	X	X	X	X				X
Transit Center upgrades in partnership with cities	Omnitrans continues to work with our partner cities to identify opportunities for potential upgrades to our transit centers, such as improved shelters and benches, opportunity charging for our battery electric buses, and more.	Strategic Development	TBD	TBD	X	X			X		X	
Future phases of development at San Bernardino Transit Center	To support ridership and affordable housing goals, Omnitrans envisions transit-oriented development at the San Bernardino Transit Center on the southwest corner of E-Street and Rialto.	Strategic Development	TBD	TBD	X	X			X			

ATTACHMENT C – FLEET PLAN

Bus Series	Bus Model	Type	In Srvc Year	Useful Life	Eligible to Repower	Eligible to Replace	Fuel Type	Fleet Size	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40	FY41
6000	SSR-1565	60'	2012	14	2018	2026	CNG	14	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1250	SR-1677	40'	2012	14	2018	2026	CNG	20	20	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1280	SR-1280	40'	2014	14	2020	2028	CNG	16	16	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1301	SR-1965	40'	2015	14	2021	2029	CNG	15	15	15	15		-	-	-	-	-	-	-	-	-	-	-	-
1321	SR-2029	40'	2016	14	2022	2030	CNG	13	13	13	13	13		-	-	-	-	-	-	-	-	-	-	-
1341	SR-2214	40'	2018	14	2024	2032	CNG	24	24	24	24	24	24	24	-	-	-	-	-	-	-	-	-	-
2500	SR-2508	40'	2020	12	2026	2032	ELEC	4	4	4	4	4	4	4	-	-	-	-	-	-	-	-	-	-
6015	SR-2252	60'	2018	14	2024	2032	CNG	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	-	-
2341	SR-2340	40'	2019	14	2025	2033	CNG	23	23	23	23	23	23	23	23	-	-	-	-	-	-	-	-	-
WVC	WVC Fleet	40'	2025	12	2031	2037	ELEC	18	18	18	18	18	18	18	18	18	18	18	18	-	-	-	-	-
HFC	New FCEB	40'	2025	12	2031	2037	HFC	4	4	4	4	4	4	4	4	4	4	4	4	-	-	-	-	-
New	Replacement of SR-1337	40'	2026	14	2031	2039	CNG	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	-	-
New	Replacement of SR-1565	60'	2027	12	2032	2038	BEB	16	-	16	16	16	16	16	16	16	16	16	16	16	16	16	-	-	-
New	Replacement of SR-1677	40'	2028	14	2032	2040	CNG	20	-	-	20	20	20	20	20	20	20	20	20	20	20	20	20	20
New	Replacement of SR-1280	40'	2028	14	2034	2040	CNG	16	-	-	16	16	16	16	16	16	16	16	16	16	16	16	16	16
New	Replacement of SR-1965	40'	2029	12	2035	2041	ZEB*	15	-	-	-	15	15	15	15	15	15	15	15	15	15	15	15	15
New	Replacement of SR-2209	40'	2030	12	2036	2042	ZEB	13	-	-	-	-	13	13	13	13	13	13	13	13	13	13	13	13
New	Replacement of SR-2214	40'	2032	12	2038	2044	ZEB	24	-	-	-	-	-	-	24	24	24	24	24	24	24	24	24	24
New	Replacement of SR-2508	40'	2032	12	2038	2044	ZEB	4	-	-	-	-	-	-	4	4	4	4	4	4	4	4	4	4
New	Replacement of SR-2340	40'	2033	12	2039	2045	ZEB	23	-	-	-	-	-	-	-	23	23	23	23	23	23	23	23	23
New	Replacement of WVC Fleet	40'	2037	12	2043	2049	ZEB	18	-	-	-	-	-	-	-	-	-	-	-	18	18	18	18	18
New	Replacement of 4 FCEB	40	2038	12	2044	2050	ZEB	4	-	-	-	-	-	-	-	-	-	-	-	4	4	4	4	4
New	Replacement of sbX BEB	60'	2039	12	2045	2051	ZEB	16	-	-	-	-	-	-	-	-	-	-	-	-	-	16	16	16
New	Replacement of 18 CNG	40'	2040	12	2046	2052	ZEB	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	18
									170	172	172	172	172	172	172	171	171	171	171	171	171	171	171	171

Current as of May 2026

ATTACHMENT D –FEDERAL TRANSPORTATION IMPROVEMENT PROJECTS 2027 DRAFT

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20020806	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	$66,410	4TL104	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
NCR86 - MAINTENANCE/STORAGE FACILITY-UPGRADE		NO	27-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED

DESCRIPTION

TRANSIT - FACILITIES - IMPROVEMENT/UPKEEP OF FACILITIES. ZEB INFRASTRUCTURE, EV PORTABLE HYDROGEN FUELING STATION ONSITE; WV CONTINUATION OF OVERHEAD CANOPY INSTALLATION SUPPORTING BEB CHARGING (TDC: FY25/26 - CMAQ CON $459, 5307LA CON $309; FY26/27 5307LA CON $200; FY26/27 CMAQ CON $459)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	$14,668	$1,000	$0	$0	$0	$0	$0	$0	$15,668
CON	5307RS-Riverside/San Bernardino Urbanized	$6,816	$0	$0	$0	$0	$0	$0	$0	$6,816
CON	5339C-LOW OR NO EMISSION VEHICLE	$7,531	$0	$0	$0	$0	$0	$0	$0	$7,531
CON	5339LA-LOS ANGELES -LONG	$2,900	$0	$0	$0	$0	$0	$0	$0	$2,900
CON	5339RS-Riverside/San Bernardino Urbanized	$3,800	$0	$0	$0	$0	$0	$0	$0	$3,800
CON	AGENCY	$720	$0	$0	$0	$0	$0	$0	$0	$720
CON	CAP AND TRADE PROGRAM	$119	$125	$0	$0	$0	$0	$0	$0	$244
CON	CMAQ	$15,950	$0	$0	$0	$0	$0	$0	$0	$15,950
CON	CMAQ-C2	$0	$4,000	$0	$0	$0	$0	$0	$0	$4,000
CON	County General Funds	$3,069	$0	$0	$0	$0	$0	$0	$0	$3,069
CON	FTA 5307 UZA FORMULAR	$1,120	$0	$0	$0	$0	$0	$0	$0	$1,120
CON	LOCAL TRANS FUNDS	$1,035	$0	$0	$0	$0	$0	$0	$0	$1,035
CON	Low Carbon Transit Operations Program	$1,324	$0	$0	$0	$0	$0	$0	$0	$1,324
CON	PUBLIC TRANS MODERINAZATION IMP	$1,309	$0	$0	$0	$0	$0	$0	$0	$1,309
CON	STATE TRANSIT ASSIST	$924	$0	$0	$0	$0	$0	$0	$0	$924
TOTAL	TOTAL	$61,285	$5,125	$0	$0	$0	$0	$0	$0	$66,410

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20040211	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	$30,543	20040211	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
PAR16 - PARATRANSIT VEHICLES-REPLACEMENT-GAS/DIESEL		NO	27-00

SCAG_APPROVED	STATE_APPROVED	FEDERAL_APPROVED

DESCRIPTION

REPLACEMENT PARATRANSIT VEHICLES REPLACING PARATRANSIT VEHICLES ON OMNITRANS ACCESS FLEET;08-50;2011-50;2013-15;2014-15 vehicles; 2021/22 - vehicles. (TDC: FY25/26 5310LA CON $85; FY26/27 5310LA CON $90)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	$5,273	$0	$0	$0	$0	$0	$0	$0	$5,273
CON	5307RS-Riverside/San Bernardino Urbanized	$5,146	$0	$0	$0	$0	$0	$0	$0	$5,146
CON	5310LA-LOS ANGELES -LONG	$6,458	$450	$0	$0	$0	$0	$0	$0	$6,908
CON	5310RS-Riverside/San Bernardino Urbanized	$563	$0	$0	$0	$0	$0	$0	$0	$563
CON	CMAQ-C2	$0	$2,109	$2,185	$0	$0	$0	$0	$0	$4,294
CON	FTA 5307 UZA FORMULAR	$4,621	$0	$0	$0	$0	$0	$0	$0	$4,621
CON	PUBLIC TRANS MODERINAZATION IMP	$2,470	$0	$0	$0	$0	$0	$0	$0	$2,470
CON	STATE TRANSIT ASSIST	$1,268	$0	$0	$0	$0	$0	$0	$0	$1,268
TOTAL	TOTAL	$25,799	$2,559	$2,185	$0	$0	$0	$0	$0	$30,543

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20060601	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	$12,657	4OM0701	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
TRN06 - ADMINISTRATIVE EQUIPMENT-NEW		NO	27-00

SCAG APPROVED | STATE APPROVED | FEDERAL APPROVED

DESCRIPTION

CAPITALIZATION OF LEASES - FOR CONTRACTORS, RADIO SITES, APC, TIRE LEASES (TDC: FY 25/26 5307LA CON $120; FY26/27 5307LA CON $120)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	$5,274	$601	$0	$0	$0	$0	$0	$0	$5,875
CON	5307RS-Riverside/San Bernardino Urbanized	$2,017	$0	$0	$0	$0	$0	$0	$0	$2,017
CON	FTA 5307 UZA FORMULAR	$2,689	$0	$0	$0	$0	$0	$0	$0	$2,689
CON	LOCAL TRANS FUNDS	$892	$0	$0	$0	$0	$0	$0	$0	$892
CON	STATE TRANSIT ASSIST	$1,184	$0	$0	$0	$0	$0	$0	$0	$1,184
TOTAL	TOTAL	$12,056	$601	$0	$0	$0	$0	$0	$0	$12,657

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
20150307	OMNITRANS	San Bernardino	TCM Committed	SCAB	$14,034	4TL104	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
TDM20 - RIDESHARING		NO	27-00

SCAG APPROVED | STATE APPROVED | FEDERAL APPROVED

DESCRIPTION

COUNTY-WIDE VANPOOL PROJECT (Ongoing)(TDC: FY25/26 5307RS CON $391, 5307LA CON $16, FY27/28 5307LA CON $200, 5307RS CON $600, FY28/29 5307LA CON $200, 5307RS CON $600)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	$80	$0	$1,000	$1,000	$0	$0	$0	$0	$2,080
CON	5307RS-Riverside/San Bernardino Urbanized	$1,954	$0	$3,000	$3,000	$0	$0	$0	$0	$7,954
CON	FTA 5307 (FHWA TRANSFER FUNDS)	$4,000	$0	$0	$0	$0	$0	$0	$0	$4,000
TOTAL	TOTAL	$6,034	$0	$4,000	$4,000	$0	$0	$0	$0	$14,034

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
981111	OMNITRANS	San Bernardino	EXEMPT - 93.127	SCAB	$10,009	981111	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
TRRH6 - PASSENGER STATIONS/FACILITIES-REHAB/IMPROVEMENTS		NO	27-00

SCAG_APPROVED | STATE_APPROVED | FEDERAL_APPROVED

DESCRIPTION

TRANSIT - ENHANCEMENTS: 1% TRANSIT ENHANCEMENTS TO INCREASE ACCESSIBILITY TO BUS STOPS (ongoing) (TDC: FY 25/26 5307LA CON $109; FY26/27 5307LA CON $60, 5307RS CON $20)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	$6,155	$300	$0	$0	$0	$0	$0	$0	$6,455
CON	5307RS-Riverside/San Bernardino Urbanized	$977	$100	$0	$0	$0	$0	$0	$0	$1,077
CON	FTA 5307 UZA FORMULAR	$774	$0	$0	$0	$0	$0	$0	$0	$774
CON	LOCAL TRANS FUNDS	$985	$0	$0	$0	$0	$0	$0	$0	$985
CON	PUBLIC TRANS MODERINAZATION IMP	$150	$0	$0	$0	$0	$0	$0	$0	$150
CON	STATE TRANSIT ASSIST	$568	$0	$0	$0	$0	$0	$0	$0	$568
TOTAL	TOTAL	$9,609	$400	$0	$0	$0	$0	$0	$0	$10,009

Draft 2027 Federal Transportation Improvement Program
San Bernardino County
Transit - Project Listing
(In $000`s)

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
981114	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	$4,015	981114	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
SEC53 - SECURITY		NO	27-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED

DESCRIPTION

TRANSIT - SECURITY CAPITALIZATION OF SECURITY COSTS (TDC: FY25/26 5307LA CON $40; FY26/27 5307LA CON $40)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	$2,069	$200	$0	$0	$0	$0	$0	$0	$2,269
CON	5307RS-Riverside/San Bernardino Urbanized	$601	$0	$0	$0	$0	$0	$0	$0	$601
CON	FTA 5307 UZA FORMULAR	$734	$0	$0	$0	$0	$0	$0	$0	$734
CON	LOCAL TRANS FUNDS	$221	$0	$0	$0	$0	$0	$0	$0	$221
CON	STATE TRANSIT ASSIST	$190	$0	$0	$0	$0	$0	$0	$0	$190
TOTAL	TOTAL	$3,815	$200	$0	$0	$0	$0	$0	$0	$4,015

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
981122	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	$125,145	981122	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
BUN07 - BUS SERVICE EQUIPMENT/OPERATING EQUIPMENT		NO	27-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED

DESCRIPTION

CAPITALIZATION OF PREVENTIVE MAINTENANCE (TDC to match: FY25/26 5307LA CON $98, 5307RS CON $3,859; FY26/27 5307RS CON $1,000)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	$40,299	$0	$0	$0	$0	$0	$0	$0	$40,299
CON	5307RS-Riverside/San Bernardino Urbanized	$70,577	$5,000	$0	$0	$0	$0	$0	$0	$75,577
CON	STATE TRANSIT ASSIST	$9,269	$0	$0	$0	$0	$0	$0	$0	$9,269
TOTAL	TOTAL	$120,145	$5,000	$0	$0	$0	$0	$0	$0	$125,145

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD31055	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	$58,366	SBD31055	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
TRN06 - ADMINISTRATIVE EQUIPMENT-NEW		NO	27-00

SCAG_APPROVED	STATE_APPROVED	FEDERAL_APPROVED

DESCRIPTION

TRANSIT ADMINISTRATION EQUIPMENT PURCHASE COMPUTER HARDWARE & SOFTWARE FOR MIS. (TDC: FY25/26 5307LA CON $219; FY26/27 5307LA CON $200, 5307RS CON $200)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	$16,337	$1,000	$0	$0	$0	$0	$0	$0	$17,337
CON	5307RS-Riverside/San Bernardino Urbanized	$13,131	$1,000	$0	$0	$0	$0	$0	$0	$14,131
CON	ARRA - FTA 5307	$6,776	$0	$0	$0	$0	$0	$0	$0	$6,776
CON	FTA 5307 UZA FORMULAR	$11,699	$0	$0	$0	$0	$0	$0	$0	$11,699
CON	LOCAL TRANS FUNDS	$1,542	$0	$0	$0	$0	$0	$0	$0	$1,542
CON	PUBLIC TRANS MODERINAZATION IMP	$2,766	$0	$0	$0	$0	$0	$0	$0	$2,766
CON	STATE TRANSIT ASSIST	$4,115	$0	$0	$0	$0	$0	$0	$0	$4,115
TOTAL	TOTAL	$56,366	$2,000	$0	$0	$0	$0	$0	$0	$58,366

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD31084	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	$9,021	SBD31084	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
BUN07 - BUS SERVICE EQUIPMENT/OPERATING EQUIPMENT		NO	27-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED

DESCRIPTION

BUS SYSTEM-SERVICE VEHICLES, PURCHASE SEVERAL REPLACEMENT SERVICE VEHICLES FY15 - 45 (TDC: FY24/25 5307RS CON $65; FY 25/26 5307LA CON $120; FY27/28 5307LA CON $100)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	$3,431	$0	$500	$0	$0	$0	$0	$0	$3,931
CON	5307RS-Riverside/San Bernardino Urbanized	$2,999	$0	$0	$0	$0	$0	$0	$0	$2,999
CON	FTA 5307 UZA FORMULAR	$933	$0	$0	$0	$0	$0	$0	$0	$933
CON	PUBLIC TRANS MODERINAZATION IMP	$677	$0	$0	$0	$0	$0	$0	$0	$677
CON	STATE TRANSIT ASSIST	$481	$0	$0	$0	$0	$0	$0	$0	$481
TOTAL	TOTAL	$8,521	$0	$500	$0	$0	$0	$0	$0	$9,021

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
SBD90105	OMNITRANS	San Bernardino	EXEMPT - 93.126	SCAB	$262,036	SBD90105	Transit

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
BUR17 - BUSES-REPLACEMENT-ALTERNATIVE FUEL		NO	27-00

SCAG_APPROVED	STATE_APPROVED	FEDERAL_APPROVED

DESCRIPTION

BUS SYSTEM-BUSES BUS REPLACEMENTS ALT. FUEL. 2019 - 30 and 15 coaches per year after 2023. 2024 - 10 40'ZEB and 4 60'ZEB replacement; 2025 - 10 40'CNG and 3 60'CNG replacement; 2026 - 4 60'CNG and 3 60'ZEB replacement. (TDC FY25/26 5339LA CON $103, 5339RS CON $292, CMAQ CON $232; FY26/27 5307LA CON $200, 5307RS CON $200, CMAQ CON $2,324; FY27/28 CMAQ CON $2,863)

PHASE	FUND SOURCE	PRIOR	26/27	27/28	28/29	29/30	30/31	31/32	FUTURE	TOTAL
CON	5307LA-LOS ANGELES/LONG	$6,652	$1,000	$0	$0	$0	$0	$0	$0	$7,652
CON	5307RS-Riverside/San Bernardino Urbanized	$5,000	$1,000	$0	$0	$0	$0	$0	$0	$6,000
CON	5339C-LOW OR NO EMISSION VEHICLE	$10,259	$0	$0	$0	$0	$0	$0	$0	$10,259
CON	5339LA-LOS ANGELES -LONG	$9,350	$0	$0	$0	$0	$0	$0	$0	$9,350
CON	5339RS-Riverside/San Bernardino Urbanized	$14,071	$0	$0	$0	$0	$0	$0	$0	$14,071
CON	CAP AND TRADE PROGRAM	$1,400	$0	$0	$0	$0	$0	$0	$0	$1,400
CON	CMAQ	$59,357	$0	$0	$0	$0	$0	$0	$0	$59,357
CON	CMAQ-C2	$0	$20,260	$24,957	$0	$0	$0	$0	$0	$45,217
CON	Community Proj Funding-Congressionally	$850	$0	$0	$0	$0	$0	$0	$0	$850
CON	County General Funds	$1,400	$0	$0	$0	$0	$0	$0	$0	$1,400
CON	FTA 5307 (FHWA TRANSFER FUNDS)	$65,125	$0	$0	$0	$0	$0	$0	$0	$65,125
CON	FTA 5307 UZA FORMULAR	$9,965	$0	$0	$0	$0	$0	$0	$0	$9,965
CON	FTA 5309(a) GUIDEWY	$5,000	$0	$0	$0	$0	$0	$0	$0	$5,000
CON	Low Carbon Transit Operations Program	$7,461	$0	$0	$0	$0	$0	$0	$0	$7,461
CON	PUBLIC TRANS MODERINAZATION IMP	$16,355	$0	$0	$0	$0	$0	$0	$0	$16,355
CON	SB1 STATE OF GOOD REPAIR	$364	$0	$0	$0	$0	$0	$0	$0	$364
CON	STATE TRANSIT ASSIST	$2,210	$0	$0	$0	$0	$0	$0	$0	$2,210
TOTAL	TOTAL	$214,819	$22,260	$24,957	$0	$0	$0	$0	$0	$262,036