FY 2023 Low or No Emission Grant Program and the Grants for Buses and Bus Facilities Competitive Program

Applicant and Proposal Profile

Is this a resubmission due to an invalid/error message from FTA? ○ Yes ◉ No

Is this application for:
(If applying to both programs, please check both boxes)

☒ Low-No (FTA-2023-002-TPM-LWNO)
☒ Buses and Bus Facilities (FTA-2023-003-TPM-BUS)

Note: If applying to both programs, applicants should enter information for both programs on this form but **Must** submit the application package including the Supplemental Form and attachments, to **Each** respective Opportunity ID on Grants.Gov for each program. That is, complete one form, but submit it to both programs in Grants.gov.

Section I. Applicant Information (NOFO Section C.1)

Organization Legal Name: City of Ocala

FTA Recipient ID Number: 1034

Organization Chief Executive Officer:
(name and direct phone number): Tye Chighizola 352-401-3992

Applicant Eligibility:
○ Direct or Designated Recipient
○ State
◉ Local Governmental Authority
○ Federally-Recognized Indian Tribe

Project Location
(as of 2010 Census):
☐ Large Urbanized Area (200,000+ people)
☒ Small Urbanized Area (50,000-199,999 people)
☐ Rural (less than 50,000 people)

Description of Service Provided and Areas Served:

Since 1998, SunTran has provided fixed-route service with the purpose of providing safe, comfortable, and accessible transit services as a viable means of mobility to the citizens and visitors of Ocala and Marion County. The City of Ocala is the administrative agency for SunTran and has contracted with RATP Dev (a transit operation & management company) to perform operational and maintenance activities. SunTran provides fixed-schedule service on seven routes operating on Weekdays and Saturdays with six of the seven routes meeting at the centrally located Downtown Transfer Station. Marion Transit Services, the Transportation-Disadvantaged (TD) service provider in Marion County, is contracted through RATP Dev to provide ADA paratransit service for SunTran. SunTran fixed-route services experienced significant ridership decrease during the COVID-19 pandemic- approximately 55%. After the city retook the ownership of the SunTran in 2019 from Marion/Ocala Transportation Planning Organization (TPO), the city completed an overall redesign of the transit network, introduced 9 new buses, and improved bus stop amenities to address the ridership decline issue and promote passenger's riding experience. Recent data statistics showed that the combined ridership between 12/2022 and 02/2023 was approximately 70 percent of the combined ridership between 12/2019 and 02/2020. SunTran is on track to recover and preparing proactively for the fast-growing population of Marion County.

Located in north central Florida, the Ocala urbanized area is located within Marion County, a geography spanning 1,663 square miles. In addition to Ocala, Marion County encompasses the cities of Belleview and Dunnellon and towns of McIntosh and Reddick. SunTran's service area is characterized by low-density development that challenges the viability of fixed-route transit service. Nevertheless, Downtown Ocala, Silver Springs Shores, and the SW College Road (SR-200) corridor feature transit-supportive populations and employment densities. Other areas in urgent need of high-quality transit services include Northwest Ocala, featuring four mega-distribution centers that create thousands of transportation and warehousing jobs, and the On-top-of-the-World elderly community.

Marion County's population is growing and diversifying; between 2014 and 2019, the county added nearly 19,000 residents (3,800 annually on average), 14,000 of which identify as nonwhite. The recent population influx into Florida since 2021 adds approximately 9,880 people to Marion County annually, which is likely to push Marion County's population to 400,000 in 2024 and 500,000 by 2040, according to the Ocala/Marion County Chamber and Economic Partnership.

According to the 2020 National Emissions Inventory (NEI) Data, Marion County, in terms of mobile vehicle sources, ranked 13 out of Florida's 67 counties regarding Emissions of CO, NOX, Sulfur Dioxide, and PM2.5 , respectively, and 16 out of 67 Florida counties regarding Emissions of PM10. Marion County has reached pollution levels similar to those of the counties with much higher populations and employment like Brevard (pop: 616,628), Volusia (pop: 564,412), and Pinellas (pop: 956,615) counties.

The rapid population and employment growth will further pressure the elevated pollution levels in Marion County, which brings critical challenge for SunTran to provide expanded transit service to the unmet needs while minimizing the environmental impact and improving the quality of life of local communities.

Congressional Districts (Project Location)

Congressional District

FL-003

FL-006

Section II. Project Information (NOFO Section C.3 and D.2.6)

About the Project

Project Title:
(descriptive title of this project)

Electric Bus Vehicle Purchase and Expansion of Existing Maintenance Facility

Project Executive Summary:

This project involves a purchase of 31 electric vehicles and construction of necessary infrastructure and equipment to support the maintenance and operation of the 31 electric vehicles. Of all the 31 electric vehicles, 26 (5 of them are spare vehicles) will be small cutaway vans used to fulfill our on-demand microtransit service to areas with lower densities of people and jobs, but with higher densities of underserved populations who tend to be more reliant on transit services. The remaining 5 vehicles (1 of them is spare vehicle) will be 35-foot buses that provide weekday peak-hour service improvement to our core service area and expanded service to our most transit-supportive corridor, SR-200. It also includes an expansion of existing maintenance facility to house two bus bays and supporting equipment dedicated to the needs of servicing the electric buses.

Propulsion Type (note: for facility projects, please select the predominant propulsion type used at the facility):

- [x] Battery electric*
- [ ] CNG
- [ ] Diesel
- [ ] Diesel-electric hybrid
- [ ] Gasoline
- [ ] Hydrogen fuel cell*
- [ ] Other

If Other, specify:

*Battery electric vehicles, hydrogen fuel cell vehicles, or facility projects for those types of vehicles are considered zero-emission projects; the applicant must address whether it is using 5% of funding for workforce development training in the Project Budget section and include a Zero-Emission Transition Plan.

Project Type:

- [ ] Bus Replacement
  - Number of buses to be replaced:
- [ ] Bus Rehabilitation
  - Number of buses to be rehabilitated:
- [ ] Bus Facility Replacement
- [ ] Bus Facility Rehabilitation
- [x] Bus Facility Expansion
- [x] Battery Electric Chargers
  - Number of chargers requested: 31
- [x] Bus Equipment
- [x] Other

If Other, specify: This project includes purchase of 31 new electric vehicles for service improvement/ expansion, and necessary supporting equipment and infrastructure, and the expansion of existing maintenance facility.

Section III. Evaluation Criteria (NOFO Section E)

***** Address each of the evaluation criteria as described in the Notice of Funding Opportunity.*****

Demonstration of Need

Since retaking the ownership of SunTran in 2019, the City of Ocala has been making a tremendous effort to provide customer-oriented, environmental-friendly, and efficient transit services to local communities. However, the following unmet needs present severe challenges for SunTran to continue the provision of high-quality transit services:

1. Weekday peak-hour service improvement to the core service area

Four fixed routes, including Purple, Orange, Blue, and Green routes, serve the downtown and surrounding core areas. These four routes carry approximately 76 percent of weekday system-wide ridership, which is critical for SunTran riders to fulfill their weekday transportation needs. However, the current fixed-route service headway is 70 minutes, making passengers wait an extended time at the downtown Transfer Station, especially during peak-hour service. The last two SunTran Transit Development Plan (TDP) major

updates showed "more frequent service on existing routes" is one of the top three desirable service improvements. Therefore, the addition of two 35-foot electric bus vehicles to these four core routes during weekday peak-hour periods would reduce the service headway to 45 minutes, which significantly improves the customers' riding experience.

2. Mobility-on-Demand Microtransit Services

Except for the core service area, the rest of Marion County is mostly characterized by lower population and employment densities, narrow roadway networks, gated communities, and other factors that hinder the provision of traditional fixed-route services cost-effectively. The latest TDP has identified the crucial need to use the on-demand microtransit to serve the areas with higher densities of underserved populations who tend to be more reliant on transit services:

• Sunday service in the core service area - Sunday service is one of the most frequently referenced improvements by SunTran customers. The provision of Sunday service will make SunTran a 7-day service provider and fulfill the community's Sunday transportation needs, like shopping, church visits, and social purposes.
• Northwest Ocala - this area features four mega distribution centers that hire thousands of transportation and warehousing workers. Traditional bus services don't serve this community well as they do not work normal business hours and have inconsistent travel patterns. Microtransit service can provide them with the door-to-door and time-sensitive service they need.
• Silver Springs Shores & Belleview - this area is characterized by lower population and employment densities but higher minority and low-income populations. There are several major shopping destinations, like Walmart, Publix, ALDI, and other destinations scattered all over this area. Microtransit service is a good fit for this area with widespread origins and destinations.
• Southwest SR-200 Area – SW SR-200 corridor area features medium-to-high-density residential and commercial developments and is experiencing the highest development in Marion County. More than 1200 townhomes, duplexes, and apartment units to meet growing workforce housing demands and more than 200,000 square feet of commercial space are planned to be built within the next 3 years. It also has a large elderly community, with an existing 5,300 homes and an overall 10,000 units potential. Microtransit services can provide dynamic and convenient service to the elderly population and the growing workforce in this area.

3. SR-200 Corridor Fixed-Route Service Expansion

The purposes of the two routes are to connect the SW SR-200 microtransit services to major activity centers located within SW SR-200 region and facilitate the riders in the SW SR-200 region to transfer to other routes at the downtown transfer station.

The expansion of SunTran Maintenance facility (built in 2005 and rated as condition 4) will house two new dedicated electric bus bays and other service equipment to support servicing the electric bus vehicles.

Demonstration of Benefits

Note: If applying to both programs, be sure to select "yes" and provide a response to both questions below.

Is this application for the Low-No program? (•) Yes ( ) No

Please describe how the proposed project will support the statutory requirements of the Low-No Program (See 49 U.S.C. 5339(c)(5)(A)):

The proposed project will allow Ocala SunTran to expand their fleet by deploying five 35' buses and twenty-six vans using zero emission battery electric vehicle (BEV) technology. Using current operating statistics from existing SunTran vehicles, the thirty-one proposed vehicles will cover an estimated 1,700,00 miles annually. If the fleet expansion used conventionally fueled internal combustion engine (ICE) vehicles instead of the proposed BEVs, they would consume an estimated 197,000 gallons of gasoline annually and an estimated 25,700 gallons of diesel annually. Deploying BEVs instead of new model year 2023 ICE vehicles would save an estimated 1470 metric tons of direct carbon emissions and 1742 g (grams) of tailpipe particulate matter (PM2.5), which has a considerable health impact on the local community. The carbon emissions and PM2.5 reductions for BEVs over ICE vehicles considers emissions associated with using the local grid mix in Florida to charge the proposed thirty-one BEVs.

Refer to Attachment A – Benefits Calculation Methodology for more details on the emissions estimates shown above.

Is this application for the Buses and Bus Facilities program? (•) Yes ( ) No

Please describe the benefits of the proposed project:

The benefits of this project are summarized as follows. Data is based on the latest ACS 5-year Estimate and Census 2020.

EV (Electric Vehicle) Microtransit features the following benefits over traditional fixed routes:

Headway: Microtransit's wait is predicted in real time (normally under 30 mins), while headway for SunTran existing fixed routes is 70 mins.
Stop: Microtransit has virtual stops near rider's origins and destinations, which greatly improve access and mobility by eliminating first-last mile from/to destinations, while fixed routes have fixed stops.
Dispatching Technology: Microtransit features real-time dispatch based on passenger requested times/locations, while fixed routes have pre-determined route alignment and schedules.
Emissions: Microtransit uses electric-powered downsized cutaway vans, while traditional bus uses diesel-powered 35-ft buses.

Weekday Service headway Improvement and Sunday Service in the core service area - The addition of two electric 35-foot bus vehicles to the core routes will improve the existing peak-hour service headway from 70 mins to 45 mins. The Sunday microtransit will fill the service gap of service span for SunTran by adding Sunday service. The Sunday microtransit service area (15 sq mi) will serve approximately 27,400 people and 32,000 jobs. Of all the 27,400 people, 33% of people live in households earning less than 150 percent of the poverty line (countywide: 25.8%) and 49% of people are non-white or of Hispanic/Latino origin (county-wide: 40%). Also, 12% of households are car-free (countywide: 4.8%). The area also contains facilities serving disadvantaged populations, like the Center for Independent Living and Florida Center for the Blind, and 15 existing affordable housing complexes.

Northwest Ocala - Microtransit service will serve the area's four mega-distribution centers with employees working on various working schedules who need on-demand and door-to-door services. Of the 3,800 population and 4,100 jobs in this area (11 sq mi), 57% of people live in households earning less than 150 percent of the poverty (countywide: 25.8%) and 66% are non-white or of Hispanic/Latino origin (Countywide: 40%). 9 percent of households are car-free (countywide: 4.8%).

Silver Springs Shores & Belleview - Microtransit will be a good fit for this area with scattered origins/destinations and a narrow roadway network. Of the 22,200 population in this area (13 sq mi), 38% of people live in households earning less than 150 percent of the poverty line (countywide: 25.8%) and 51% are non-white or of Hispanic/Latino origin (countywide: 40%). 9 percent of households are car-free (countywide: 4.8%).

Southwest SR-200 Area - Three microtransit service zones will serve SW SR-200 Area. North Zone contains 12,000 jobs, 14,800 people, and 3,500 households. 47% of people are non-white or of Hispanic/Latino origin (countywide: 40%) and 7% of households are car-free (countywide: 4.8%). Central and South Zones feature gated elderly communities. 71% of the population (12,800) in the Central zone and 52% of the population (9,600) in the South Zone are elderly people aged 65 and older (countywide: 28.7%). They are a transit-dependent population that needs accessible, door-to-door, and predictable microtransit services.

SR-200 Corridor Fixed Routes – SR-200 corridor is the busiest corridor with booming population and workforce. Since the proposed microtransit services primarily serve within their pre-defined zones, the lack of connection between zones and area's hotspots may prevent riders completing inter-zonal trips. Two fixed routes will be initiated to provide essential connections between activity centers in SW-200 region and integration of microtransit services into SunTran's fixed-route network.

The expansion of the existing maintenance facility can modernize the maintenance facility for the full-service needs of electric bus vehicles and get well prepared for the future full electric bus transition.

Planning and Local/Regional Prioritization

If selected for funding award, the City of Ocala can obligate funds for this project within 12 months. This proposal is consistent with the transit priority of the region as well as the State of Florida.

Providing safe and efficient transit service that is accessible to all citizens, especially disadvantaged persons, is the major goal in both the City of Ocala's and Marion County's comprehensive plans. Transit is also identified by the City of Ocala as a viable way to reduce non-point sources of air pollution resulting from automatic traffic. (See Attachment B)

The Ocala Marion Transportation Planning Organization (TPO) has shown historical, on-going support for transit. The City of Ocala works closely with the Marion/Ocala TPO in developing effective, applicable strategies to meet the area's long-range transit needs. References in support of transit are found throughout the adopted Ocala Marion 2045 Long Range Transportation Plan. Specifically, Goal 1, Objective 1.1 aims to increase transit ridership by providing more frequent and convenient service. The "Technology Projects' section specifically recognized microtransit as an emerging trend that could transform how public transit may be delivered, especially to lower-density areas that are not cost-effective to serve with conventional fixed-route services. Chapter 7, "Unfunded projects," include unfunded transit service improvement/expansion needs, which includes existing route service frequency improvement and new circulator services in Silver Springs Shores & Belleview area, Northwest Ocala, and SW SR 200 area. (See Attachment B)

A letter of support from Ocala Marion TPO Board for this application is also included (See Attachment C). The TPO is committed to assist in ensuring that a Transportation Improvement Program/State Transportation Improvement Program (TIP/STIP) amendment process is completed, should this project be selected for funding.

The latest SunTran TDP (FY 2023 - FY 2032) major update analyzed the latest transit industry trends and local transit needs. It supports this proposed project as follows (See Attachment B):

1. Goal 1 of "Goals and Objectives" is to enhance the integration of transit services to support environmental sustainability and address equity issues within the community. Objective 1.1 specifies developing a Zero Emissions Fleet Transition Plan by 2023, and Objective 1.2 specifies to pursue funding opportunities to assist purchase of Electric Vehicles and related Infrastructure.
2. Objective 4.3 of Goal 4: Maximize the productivity and financial efficiency of transit operations indicates the need to evaluate the feasibility of automated, connected, electric and shared (ACES) vehicles and other emerging technologies.

The TDP 10-Year Implementation Plan identified unfunded short-term needs that include peak-hour service frequency improvement to Green, Blue, Orange, Purple Routes, Sunday Microtransit services, NW Ocala Microtransit service, SW SR 200 Microtransit service, New SR 200 Corridor Fixed Route (Yellow B).

Letters of support from state representatives are included in this application (See Attachment C). Other letters of support from local non-profit organizations can also be found in Attachment C.

Local Financial Commitment

Matching Funds Amount: 4,041,706

Provide information on the source, availability, and supporting documentation:

The City of Ocala will rely on the FDOT Transportation Development Credits (TDC) for this application. The City of Ocala works closely with FDOT as its partner for numerous local projects. (e.g., SunTran Administrative & Maintenance Facility Renovation Project). As a committed partner, FDOT makes toll revenue credits available to Florida transit systems for use as a match on eligible transit capital projects, authorized by Title 23 U.S.C. FODT has verified this project's eligibility for use of state TDC, which the City of Ocala can use as a match on this project (See Attachment E for the Letter of Commitment from FDOT), and this information is included in the project budget. The TDC amount for the match is approximately$4.05 million.

The City of Ocala understands that the service expansion will result in the need for additional operating funding. Currently, the city has capital funding for and is completing the design of key infrastructure developments (e.g., a downtown restroom facility and ticketing kiosk, bus shelters and related ADA improvements, etc.) and has applied for an FTA 5307 Consolidated Capital Grant, which

is in its final FTA review, to pay for the construction phase of these projects. The city is also in the process of renovating the SunTran Administration / Maintenance Facility. Since our infrastructure needs are already being met, the city will be able to focus applying for FTA 5307 Grants, FDOT PTGA Grants and other grants to meet the funding requirement of the service improvements/expansions. (See Attachment C for a letter of Support from City Council)

The City is also working closely with Marion County to secure additional operating funds to provide transit service to more Marion County residents. During the development of SunTran's 10-year update to its Transit Development Plan, Marion County requested SW SR-200 North, Central, and South zones microtransit. The City of Ocala and Marion County will be renegotiating their interlocal agreement for support of SunTran this summer. The need for additional operational funding has already been broached and was outlined in the TDP's Financial Plan. The city intends to negotiate a new local share percentage with Marion County based on expanded service into the County.

Marion County fully supports the City of Ocala's application to these two programs. (See Attachment C for a Letter of Support from the Board of County Commissioners)

Project Budget

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
35-ft Buses GILLIG	5	968,595	0	0	0	4,842,975	X
Van Ford-E Transit (all inclusive, delivery)	26	130,000	0	0	0	3,380,000	X
Configurable/Options - GILLIG	5	135,000	0	0	0	675,000	X
Delivery - GILLIG	5	17,500	0	0	0	87,500	X
Diagnostic Tools & Laptop	1	5,000	0	0	0	5,000	X
Pre/Post Buy America Audit	2	16,000	0	0	0	32,000	X
Depot Chargers with Dispensers (equipment only) (For 35-ft Bus)	5	126,400	0	0	0	632,000	X
Depot Chargers with Dispensers (Equipment Only) (For Vans)	22	2,036	0	0	0	44,792	X

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Depot Chargers with Dispensers (Van Super Chargers)	4	31,900	0	0	0	127,600	X
Power Infrastructure Upgrade	2	25,000	0	0	0	50,000	X
Depot Charger/Dispenser Installation	31	4,700	0	0	0	145,700	X
Existing Facility Expansion Design, Engineering, & Construction	1	4,725,755	0	0	0	4,725,755	X
Bus OEM Operator, Maintenance, First Responder Training	1	75,000	0	0	0	75,000	X
Lively Technical College (LCT) FDOT-Sponsored Training Programs	1	222,500	0	0	0	222,500	X
Microtransit Software Training Programs (EV Operation)	1	75,000	0	0	0	75,000	X
City of Ocala Automative Internship Program	1	200,000	0	0	0	200,000	X
PPE, Tools, and Equipment	1	150,000	0	0	0	150,000	X
Workforce Development Assessment	1	66,000	0	0	0	66,000	X
NTI Training	1	20,000	0	0	0	20,000	X

Description	QTY	Federal Amount Requested	Local Match Amount	Other Federal Funds	Other	Total Cost	
Project Management and Technical Support	1	610,000	0	0	0	610,000	X
Total:		16,166,822	0	0	0	16,166,822	

Does the project budget include funding for workforce development activities or training at the National Transit Institute (NTI)? **Note: if selecting "yes", please ensure a unique line item is listed in the project budget above for this activity.** (●) Yes ( ) No

For any zero emission related project (vehicle, facility, or equipment), is 5% of the project budget for workforce development training as outlined in the applicant's Zero-Emission Transition Plan? **Note: if including any request for workforce development activities, please ensure a unique line item is listed in the project budget above.** (●) Yes ( ) No

If no, an explanation must be provided for the project to be eligible.

Project Scalability

Is project scope scalable? (●) Yes ( ) No

If Yes, specify minimum Federal Funds necessary: 13,331,011

Provide explanation of scalability with specific references to the budget line items above:

The requirement for the number of vehicles can be reduced as they exemplify the full level-of-service to the proposed service areas. Some of the areas can have initial microtransit service set up to provide minimal transit service, and with the demand stabilized and increasing, more transit vehicles can be added later to improve the level of service. The minimum electric bus vehicles required for this project is described below:

1. The peak-hour frequency improvement to core routes (2 GILLIG 35-foot Electric Buses)
2. Sunday Microtransit services in core service area (4 Ford E-Transit 350 Cutway Vans)
3. Northwest Ocala Microtransit (1 Ford E-Transit 350 Cutaway Van)
4. Silver Springs Shores & Belleview Microtransit (3 Ford E-Transit 350 Cutaway Vans)
5. SR-200 Area Microtransit (5 Ford E-Transit 350 Cutaway Vans)
6. SR-200 Corridor Fixed Route (1 GILLIG 35-foot Electric Bus)

The total number of minimal required 35-foot electric buses and electric cutaway vans is 3 and 13, respectively. To satisfy FTA spare ratio requirements, 1 35-foot electric bus and 3 electric cutaway vans will be included in our request. Therefore, after downscaling, the project requires 4 35-foot electric buses and 16 electric cutaway vans.

The expansion of the existing SunTran maintenance facility is not scalable as it is required for electric bus servicing, maintenance, and repair.

Project Implementation Strategy

Can this project be obligated in a grant within 12 months? (•) Yes ( ) No

Please describe the project implementation strategy:

SunTran has selected the Center for Transportation and the Environment (CTE) to serve as project manager and provide technical assistance. GILLIG will be responsible for manufacture and delivery of five Battery Electric Buses (BEBs). Creative Bus Sales will be responsible for delivery of 26 electric cutaway vans.

Grant funds can be obligated within 12 months of selection and the project can be implemented within a reasonable time frame. CTE's Zero-Emission Bus (ZEB) Smart Deployment Methodology is specifically designed to help agencies understand ZEB technologies and how to successfully deploy them. CTE's approach equips agency staff with a robust understanding of the ZEB market and technology options, as well as the impact that these options have on operational strategies and related costs. CTE's services are based on the ZEB Smart Deployment Methodology and reflected in the Project Management Plan (Attachment G), which includes nine primary tasks. The project timeline (Attachment H) includes the necessary milestones for successful project implementation and sequenced appropriately for the project. GILLIG, Creative Bus Sales, CTE and SunTran are ready to initiate project immediately upon award.

The project, if funded, will be included in the amended Transportation Improvement Program (TIP) as confirmed by the Letter of Support from Ocala/Marion TPO (See attachment C)

The proposed project is expected to qualify for a categorical exclusion under the National Environmental Policy Act (NEPA) (23 CFR 771.118) as the bus deployments do not change the function of SunTran's service. The installation of charging infrastructure will occur within the confines of an existing facility.

In addition, the expansion of the maintenance facility will require formal approval from the City of Ocala and Marion County. Both entities approved this project. (See Attachment C for the City of Ocala's Letter of Support and Marion County's Letter of Support)

For more information on project partners, see below section entitled Partnership Provision.

Project Timeline (Please be as specific as possible)

Timeline Item Description	Timeline Item Date
FTA Award & Project Partner Contracts Start	07/01/2023
FTA Award & Project Partner Contracts End	11/17/2023
Project Planning & Initiation Start	01/01/2024
Project Planning & Initiation End	01/31/2024
Maintenance Facility Expansion Engineering & Design Start	01/25/2024
Maintenance Facility Expansion Engineering & Design End	04/15/2024
Requirements Analysis Start	02/01/2024
Requirements Analysis End	05/31/2024

Maintenance Facility Expansion Permitting Start	04/15/2024
Maintenance Facility Expansion Permitting End	07/25/2024
Bus Procurement & Build Start	06/03/2024
Bus Procurement & Build End	04/30/2026
Infrastructure Procurement & Installation Start	06/03/2024
Infrastructure Procurement & Installation End	01/31/2025
Maintenance Facility Expansion Construction Start	07/25/2024
Maintenance Facility Expansion Construction End	08/25/2025
Bus & Infrastructure Deployment Start	04/01/2026
Bus & Infrastructure Deployment End	04/30/2026
Workforce Development Start	06/03/2024
Workforce Development End	04/30/2026
Deployment Validation Start	03/02/2026
Deployment Validation End	05/31/2027
Project Close-out Start	06/01/2027
Project Close-out End	08/31/2027
Project Management & Reporting Start	01/01/2024
Project Management & Reporting End	08/31/2027

Partnership Provision

Note: the partnership provision is only applicable to low or no emission projects that are applying to the Low-No Program or both the Low-No and Bus Program. Projects applying only to the Bus program are not eligible to use the partnership provision. See NOFO Section C(1).

Is this application a partnership between an eligible applicant and one or more partners? (●) Yes ( ) No

If yes, please list project partners

Project Partners

Bus OEM - GILLG LLC

Project Management - Center for Transportation and the Environment (CTE)

Van OEM - Creative Bus Sales & Forest River Bus

Power Infrastructure Upgrade & Supply - Ocala Electricity Utility (OEU)

Facility Design, Engineering, and Construction Management - Kimley-Horn

Provide a description of the partner(s) qualifications:

GILLIG is a privately owned American manufacturer of heave duty low floor transit buses located in Livermore, CA and is the leading supplier of heavy-duty transit buses to cities throughout the U.S. GILLIG has been producing transportation vehicles in the U.S. for 130 years and is a Federal Transit Administration (FTA) qualified Transit Vehicle Manufacturer (TVM). GILLIG meets all the FTA requirements imposed on grantees of Federal funding, including DBE Goals, Buy America Provisions and Bus Testing Requirements. GILLIG's battery electric bus brings to market the most comprehensive, advanced battery electric bus by using the Cummins electrified powertrain technology which provides the benefit of full local service support with hundreds of service centers throughout the country. Cummins in Ocala is the existing go-to facility when SunTran buses need major repair, engine rebuild, and other necessary services. For a more detailed description of GILLIG's qualifications, please see attachment I for Letter of Commitment and Statement of Qualifications.

The Center for Transportation and the Environment (CTE) is the national leader in providing technical assistance for zero-emission bus (ZEB) deployments, guiding transit agencies through battery-electric and fuel cell electric bus deployment projects while minimizing project risks. CTE developed a Zero-Emission Bus (ZEB) Smart Deployment Methodology to assist transit agencies in their zero-emission bus deployments. The cornerstone of CTE's approach is to apply our modeling and analysis tools to match transit service requirements with the right ZEB technologies and operational strategies. CTE's approach equips agency staff with a robust understanding of the ZEB market and technology options as well as the impact that these options have on operational strategies and related costs. Transit agencies supported by CTE's Smart Deployment service have either deployed or will soon deploy more than 700 zero-emission buses. A Letter of Commitment and Statement of Qualifications can be found in Attachment I.

Forest River Bus is the largest shuttle bus manufacturer in North America and has demonstrated it will continue being the leader in the commercial bus market by offering sustainable zero-emission buses and vans as part of their core product portfolio. Forest River Bus is working with its dealers, transit agencies and all of its customers to achieve 100 percent of vehicles offered are electric and zero-emission by 2030. See Attachment I for a Letter of Commitment.

Creative Bus Sales, Inc. began serving the needs of California transportation providers in 1980 under the name of Creative Transportation Services, Inc. (CTS). In 1980, CTS was sold and became Creative Bus Sales, Inc. Tony Matijevich subsequently purchased Creative in 1993. Prior to the purchase Tony was the President of ElDorado National, the largest manufacturer of small and mid-size buses in the nation. Under the current leadership and vision, Creative Bus Sales has become the largest volume small and mid-size bus dealership in the United States. Creative is unique in the bus industry as a dealer that focuses only on the needs of the commercial bus customer. See Attachment I for a Letter of Commitment.

Kimley-Horn is currently under contract with the City of Ocala for Bus Facility Design Services and is a multi-disciplinary engineering firm with broad capacity to provide design, engineering, and land development services. Also, It is actively supporting the design and engineering of transit facilities, including EV facilities, throughout the United States and includes an experienced team of staff familiar with FTA grant requirements for facilities of this size and scale. See Attachment I for a Letter of Commitment.

Ocala Electric Utility OEU) is the City of Ocala's primary electricity provider and committed to provide power infrastructure upgrade

needed for this project. See Attachment I for a Letter of Commitment from OEU.

Technical, Legal, and Financial Capacity

The City of Ocala has the technical capacity to implement this project. The City of Ocala's staff comprises a diverse and dynamically talented pool of professionals, administrators, engineers, technicians, and mechanics with organizational experience. Adequate resources will be used to assure project deadlines, tasks, deliverables, and reporting are controlled so that outputs and outcomes are successfully accomplished. In addition, our partners, including project management consultant, electric bus providers, and charging equipment providers, will provide technical support to the city whenever necessary.

The City of Ocala is a recipient of numerous FTA grants and can implement FTA-funded projects in accordance with this grant application, the FTA's Master Agreement, and all applicable laws and regulations.

The City of Ocala is eligible and authorized under state and local law to request, receive, and dispose FTA funds and to and administer FTA funded projects. The City of Ocala staff is familiar with FTA vehicle procurement requirements and has executed major capital in recent years, including acquisition of nine vehicles (seven 35-foot Diesel GILLIG Buses in 2020 and two Ford E450 Cutaway Vehicles 2019) through the CARES Act.

The City of Ocala has demonstrated ability to manage FTA grant funds and has constant and predictable revenue streams. The city develops a balanced budget annually for SunTran in accordance with the City of Ocala and Marion County budgeting procedures and uses industry standard budgetary controls.

SunTran's most recent 2019 FTA Triennial Review found no deficiencies with FTA requirements for financial management, financial capacity, or technical capacity. The City has no outstanding legal, technical, or financial issues that bring the feasibility of the project into question.