



**Benton County
Statewide Transportation Improvement Fund
Advisory Committee**

AGENDA

**Monday, January 23, 2023; 9:00 AM – 10:00 AM
Madison Avenue Meeting Room, 500 SW Madison Avenue**

Meeting is virtually accessible from either a computer, tablet or smartphone.

<https://meet.goto.com/218530709>

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Access Code: [218-530-709](tel:218-530-709)

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1. Call Meeting to Order/Introductions
2. Public Comments
3. Approval of December 12th & 19th Meeting Minutes
4. Review of FY23-25 Benton County STIF Discretionary Projects (see Staff Report)
5. Adjournment

Benton County STIF Advisory Committee Members

Hal Brauner

Representative of Seniors (65+)

Janeece Cook

Representative of People with Low-income

Cameo Perrells

Representative of People with Disabilities

Greg Gescher

Representative of Public Transportation
Provider

Meredith Williams

Representative of Educational Institution

Heidi Henry

Environmental Advocate

David Rabinowitz

Bicycle & Pedestrian Advocate

Nick Meltzer

Representative of Local Government

Gary Stockhoff

Ex-Officio, Benton County

Bradley Dillingham
Qualified Entity Staff

Tiffany Plemmons
Qualified Entity Staff

Lisa Scherf
Qualified Entity Staff

This agenda is available in alternate format upon request. For an alternate format, or if you have any questions, please contact Tiffany Plemmons, Transit Program Assistant
tiffany.plemmons@corvallisoregon.gov, 541-766-6772



***** Memorandum *****

TO: Benton County Statewide Transportation Improvement Fund (STIF) Advisory Committee
FROM: Brad Dillingham, Special and Rural Transit Coordinator
SUBJECT: FY 2023-25 STIF Discretionary project Review
DATE: January 16, 2023 (for January 23, 2023 meeting)

BACKGROUND

Three public transit funding programs are established through the Statewide Transportation Improvement Fund (STIF): Formula, Discretionary, and Statewide Transit Network. In its last meeting, the Benton County STIF Advisory Committee provided a formal recommendation to the Benton County Board of Commissioners (BOC) for the Formula portion of Benton County's STIF Fund allocation, both population- and payroll based allocations. These recommendations were approved without changes at the BOC's January 3, 2023 meeting. Public Transportation Service Providers (PTSPs) across the state submitted applications for funding from the STIF Discretionary Fund and the Statewide Transit Network Program on November 30th, 2022. These funds are competitive and are awarded depending on how well they address the criteria found in OARS 732-044-0005, 732-044-0015, and 732-044-0020 (Attachment A).

The table below shows the total STIF Discretionary Funds that are available throughout the State:

Funding Sources	Amount
STIF Formula	\$242.7 M
STIF Discretionary	\$13.5 M
STIF Intercommunity Discretionary	\$10.8 M
Technical Resource Center	\$2.7 M
Total STIF Funding	\$269.7 M

The Discretionary Fund is intended to provide a flexible funding source to improve public transportation in Oregon. It can be used for operations (such as a pilot program), but is not a source of ongoing operations funding. The intercommunity Discretionary Fund is for improving connections 1) between communities; and 2) between communities and other key destinations important for a connected Statewide Transit Network. As a competitive funding source, ongoing operations projects are subject to risk of not receiving continuous funding.

DISCUSSION

Per the STIF Rules, the STIF Advisory Committees are to provide a recommendation to ODOT as to whether funding should be awarded for each STIF Discretionary application that the Qualified Entity (QE - Benton County) receives from ODOT. While not required, each Advisory Committee may also recommend a prioritized list of projects to ODOT. The STIF Advisory Committee input on STIF Discretionary applications is due back to ODOT on February 6, 2023.

Per the guidance provided by ODOT, when reviewing a project proposal for acceptance, rejection or prioritization, the Advisory Committee shall consider the extent to which the project meets the criteria established by the Oregon Transportation Commission. These criteria are shown in Attachment A.

Discretionary project applications were received by the following Public Transportation Service Providers (PTSPs) within Benton County: City of Albany, Benton County, and the Oregon Cascades West Council of Governments. The total of these FY 2023-25 projects, which were forwarded to the Benton County STIF Advisory Committee, is \$4,670,000. Staff will lead the Committee through a simple evaluation of the projects. Full applications can be found in Attachment B and a brief summary of each project follows, from the applicant descriptions:

Albany Transit System - Bus replacement for Linn-Benton Loop service (\$900,000)

This project would provide the Linn-Benton Loop (Loop) service with its first Hybrid-Electric bus. The vehicle that would be funded by this project is needed for continued operation of the Loop expansion implemented in December of 2021. This phase of implementation includes extended service hours (until 10 pm), and all-day 30-minute service between Oregon State University and Linn-Benton Community College. The Loop service has been restructured from two one-way loops into three bidirectional routes, allowing operating resources to be matched to the areas of highest demand. Once funds are secured, the City of Albany will follow established guidance and purchasing rules to procure the bus. It is anticipated that the bus will be delivered within 12 to 18 months of the purchase order and be put into active service in the FY 2023-25 biennium.

Benton County - Vehicle Purchase (\$770,000)

Benton County, like many transit agencies, has an aging fleet. This grant, if awarded, would pay for the purchase of four replacement vehicles. Of the vehicles being replaced, one is a Category D vehicle used for fixed-route service and the other three are Category E vehicles that are primarily used for paratransit and demand-response services. All targeted vehicles are well beyond their useful life.

NOTE: The original application was for the replacement of five vehicles for a total cost of \$1,015,000. The request was adjusted to make the grant application more competitive.

OCWCOG - OSU and LBCC Mobility Hub Construction (\$3,000,000)

This grant would fund construction of two mobility hubs, located at Oregon State University in Corvallis and at Linn Benton Community College in Albany, both of which function as key transit hubs

in the region. The scope of this project includes final design, permitting, agency coordination, bidding and construction, construction administration, and reporting. OCWCOG currently has a grant to complete 60% design for these two hubs and this grant would continue the momentum of the project, significantly improving two transit stops that currently function as “transit centers” with few amenities. Proposed amenities at both sites include improved passenger waiting and loading areas, new shelters and lighting to improve personal security for people waiting, covered bike parking, micro-mobility flex zone for scooters, bike share, or other future micro-mobility options, EV charging, ride-hailing pick up zones, an information and wayfinding kiosk, and improved street crossings.

ACTION REQUESTED

Review STIF Discretionary and Intercommunity Projects received from PTSPs, considering the review criteria. Provide an “Award” or “Do Not Award” determination for each project. Determine if the Committee wishes to prioritize the projects or add additional comments regarding any of the projects.

Attachments: A – ODOT 2020 Discretionary Solicitation Selection Criteria Framework
 B – STIF Discretionary Grant Applications

732-044-0000

Purposes of the Funds

- (1) The Discretionary Fund is intended to provide a flexible funding source to improve public transportation in Oregon. It is not a source of ongoing operations funding.
- (2) The Intercommunity Discretionary Fund is for improving connections between communities and between communities and other key destinations important for a connected Statewide Transit Network. As a competitive funding source, ongoing operations Projects are subject to risk of not receiving continuous funding.

Statutory/Other Authority: ORS 184.619, ORS 184.658 & ORS 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History:

[PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018](#)

732-044-0005

Project Eligibility and Match

(1) Projects eligible to receive grants under the Discretionary Fund include, but are not limited to: capital projects such as vehicles, facilities, equipment, and technology, as well as mobility management, planning, and research. Pilot operations projects may be considered for funding if the application includes a feasible financial plan for ongoing operations beyond the initial pilot period.

(2) Projects eligible to receive grants under the Intercommunity Discretionary Fund include, but are not limited to: capital Projects such as vehicles, facilities, equipment, and technology as well as mobility management, planning, research, and operations. Pilot and ongoing operations projects may be considered for funding under the Intercommunity Discretionary Fund if the application includes a feasible financial plan for ongoing operations beyond the initial pilot period.

(3) Projects eligible to receive grants under the Discretionary and Intercommunity Discretionary Funds must appear in a Local Plan, as defined in OAR 732-040-0005(17), or be a Project that meets one or more of the characteristics in sections (4)(a)(C)-(D) of this rule.

(4) Match Requirements:

(a) An applicant shall demonstrate the ability to provide a match of at least 20 percent of the total Project's cost, unless any of the following characteristics exist in which case the applicant shall demonstrate the ability to provide a 10 percent match:

(A) The Project will predominantly serve or provide access to and from rural communities (communities outside of urbanized areas with populations of 50,000 people or less);

(B) The Project will serve an area located outside of a Public Transportation Service Provider's geographic jurisdiction;

(C) The Project will fill a significant gap in the Statewide Transit Network; or

(D) The Project will provide statewide benefits to multiple Public Transportation Service Providers. The applicant shall identify the benefits to areas outside the jurisdiction where the Project will be located.

(b) After determining whether an applicant meets one or more of the characteristics listed in 732-044-0005(4)(a)(A-D), the Agency shall propose a match requirement of 20 percent or 10 percent of the total

project cost for each Project recommended for award, considering both individual applicant needs and overall fund availability.

(c) Eligible Project match sources may include federal funds and certain state funds (STIF Formula or Special Transportation Funds) for public transportation purposes, local funds, private contributions, and in-kind labor or contributions. Match contributions, including Capital Assets such as property, shall be used only once as match on a single Project and may not be used again as a match. Fare box revenues are not eligible match.

Statutory/Other Authority: ORS 184.619, ORS 184.658 & ORS 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History:

[PTD 3-2022, amend filed 05/24/2022, effective 07/01/2023](#)

[PTD 1-2022, amend filed 01/25/2022, effective 01/25/2022](#)

[PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018](#)

732-044-0010

Solicitation and Application Submission Periods

- (1) The Agency shall announce time periods and dates for submitting applications for funding.
- (2) Applications that are rejected may be resubmitted during subsequent application submission periods.
- (3) The Agency may combine Discretionary Fund and Intercommunity Discretionary Fund solicitations with each other or with other state or federal fund solicitations and offer them in a single grant solicitation cycle.

Statutory/Other Authority: ORS 184.619, ORS 184-658 & ORS 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History:

[PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018](#)

732-044-0015

Application Requirements

- (1) Public Transportation Service Providers interested in receiving discretionary STIF moneys shall submit a written application to the Agency.
- (2) The Agency will prescribe the application format and content. At a minimum, for each Project proposed, the grant application must include:
 - (a) A description of the Project scope, schedule, budget, deliverables and expected quantifiable outcomes;
 - (b) A phasing plan for multi-phase Projects that is planned to be completed after the funding period specified in the solicitation;
 - (c) A description of how the Project will support the purpose, as applicable, of either the Discretionary Fund or the Intercommunity Discretionary Fund, as described in OAR 732-044-0000;
 - (d) A budget that specifies amounts by source, including match and any other funds that may be leveraged to complete the proposed Project;

- (e) A list of any Sub-Recipients of the grant funds, if applicable;
- (f) For capital construction Projects, documentation to validate the Project schedule and costs and documentation of control of any real property, as applicable;
- (g) A description of the dollar amount and source of the applicant's matching funds as described in OAR 732-044-0005(4); and
- (h) A written explanation of how the applicant meets the Recipient Qualifications described in OAR 732-044-0020.

Statutory/Other Authority: ORS 184.619, ORS 184.658 & ORS 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History:

[PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018](#)

732-044-0020

Recipient Qualifications

- (1) Only Public Transportation Service Providers are eligible to be Recipients of Discretionary Fund and Intercommunity Discretionary Fund moneys.
- (2) Recipients shall meet, or demonstrate the capacity to meet, the following qualifications, as applicable to the type of Project being funded.
 - (a) Be an entity eligible to enter into agreements;
 - (b) Have the legal, managerial and operational capacity to perform the Project within the agreed schedule;
 - (c) Not be debarred or suspended from receiving federal grants;
 - (d) Maintain compliance with federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health, as applicable;
 - (e) Comply with applicable laws, these rules, and the policies of the applicable grant fund;
 - (f) Properly use STIF moneys; and
 - (g) Perform the Project in a safe, prudent and timely manner.
- (3) A Recipient may require additional eligibility qualifications of Sub-Recipients.
- (4) The Recipient shall confirm the eligibility of a Sub-Recipient prior to distributing STIF moneys and entering into an agreement with the Sub-Recipient.
- (5) The Recipient shall ensure that Sub-Recipients maintain eligibility while receiving STIF moneys.
- (6) If the Agency determines that a Sub-Recipient has been ineligible for any period during which it receives STIF moneys, the Agency shall require the Recipient to repay moneys received by the Sub-Recipient during the period of ineligibility. If a Recipient determines that a Sub-Recipient becomes

ineligible at any time when it was receiving STIF funds, the Recipient shall promptly notify the Agency's STIF Administrator in writing.

Statutory/Other Authority: ORS 184.619, ORS 184.658 & ORS 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History:

[PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018](#)

732-044-0025

Advisory Committee Review of Projects Under the Discretionary STIF Funds

- (1) The Agency shall provide a copy of any grant application it receives to the appropriate Qualified Entity.
- (2) Each Qualified Entity that receives a copy of a grant application from the Agency shall review the application and provide a written funding recommendation on the Project to the Agency following consultation with its Advisory Committee or the joint Advisory Committee in which it participates.
- (3) An Advisory Committee shall conduct its review and activities in compliance with its written bylaws, as described in OAR 732-040-0030.
- (4) Each Qualified Entity shall submit its funding recommendation to the Agency within the timelines specified in the grant solicitation cycle.
- (5) Each Qualified Entity may recommend a prioritized list of Projects that concern the Qualified Entity's(ies') area(s) of responsibility. Each Qualified Entity shall provide the prioritized list of Projects, if any, to the Agency within the timelines specified in the grant solicitation cycle.
- (6) When reviewing a Project proposal for acceptance, rejection or prioritization, a Qualified Entity shall consider the extent to which the Project:
 - (a) Supports the Purpose, as applicable, of the Discretionary Fund or the Intercommunity Discretionary Fund, as described in OAR 732-044-0000;
 - (b) Meets the criteria established under OAR 732-044-0030(1); and
 - (c) Meets any additional criteria established by the Commission.

Statutory/Other Authority: ORS 184.619, 184.658, 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History:

[PTD 5-2020, amend filed 09/23/2020, effective 09/23/2020](#)

[PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018](#)

732-044-0030

Project Selection

- (1) The Commission shall determine its investment priorities with input from the Public Transportation Advisory Committee prior to Agency public notice of grant solicitation for discretionary STIF moneys. The Commission's investment priorities are:

- (a) Improvement of Public Transportation Service to Low-Income Households;
 - (b) Improved Coordination between Public Transportation Service Providers and reduced fragmentation of Public Transportation Services;
 - (c) Consistency with Oregon Public Transportation Plan goals, policies, and implementation plans, including:
 - (A) Integrated public transportation planning where affected communities planned or partnered to develop proposed Projects.
 - (B) Technological innovations that improve efficiencies and promote a seamless and easy to use Statewide Transit Network.
 - (C) Advancement of State greenhouse gas emission reduction goals.
 - (D) Support or improvement of a useful and well connected Statewide Transit Network;
 - (d) Operations Projects that do not substantially rely on discretionary state funding beyond a pilot phase;
 - (e) Geographic equity or an ability to leverage other funds (these factors apply when all other priorities are held equal); and
 - (f) Other factors as determined by the Commission.
- (2) The Agency shall review applications for compliance with the Application Requirements described in OAR 732-044-0015. The Agency may ask the applicants to supply missing information or to provide clarification about the meaning or intent of any portion of an application. Applicants shall respond to Agency inquiries within the time frame described in the solicitation documents.
- (3) The Agency shall make Project applications available to ACTs for review and comment to the Public Transportation Advisory Committee.
- (4) The Agency shall prepare a recommendation to Public Transportation Advisory Committee with a prioritized list of applications to be accepted and applications to be rejected considering input from the Advisory Committees and ACTs.
- (5) The Public Transportation Advisory Committee shall review and recommend a list of prioritized Projects for funding to the Commission, considering input from the Agency, Advisory Committees, and ACTs.
- (6) The Commission shall determine the acceptance or rejection of grant applications for discretionary STIF moneys.
- (7) The Agency shall email notice of the Commission's determination to applicants within seven days of the Commission's determination.

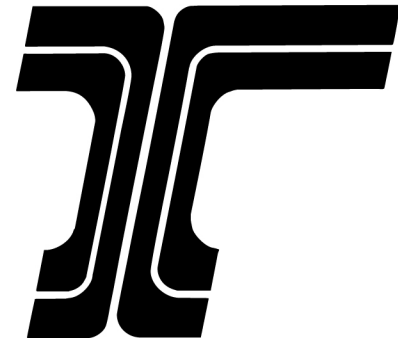
Statutory/Other Authority: ORS 184.619, ORS 184.658 & ORS 184.761

Statutes/Other Implemented: ORS 184.751-184.766

History:

[PTD 1-2018, adopt filed 06/26/2018, effective 07/01/2018](#)

Oregon Department of Transportation



STIF Discretionary and Statewide Transit Network Application: FY 2023-25

Applicant Information

Agency Legal Name

City of Albany

Project Title

Bus replacement for Linn-Benton Loop service

Agency Legal Address

333 Broadalbany Street SW, Albany, Oregon 97321

Application Contact Name

Barry Hoffman

Application Contact Title

Transit Manager

Application Contact Email Address

barry.hoffman@cityofalbany.net

Application Contact Phone Number

(541) 497-3176

Name of Person Signing Agreement

Chris Bailey

Title of Person Signing Agreement

Public Works Director

Email Address of Person Signing Agreement

chris.bailey@cityofalbany.net

Phone Number of Person Signing Agreement

15419177629

Agency Information

1. Transit Agency Type

City

1.A Does the agency have any existing grant agreements with ODOT?

Yes

2. What is the main type of service that will be supported by this award?

Fixed Route

3. Would this award support ongoing operations of an existing service?

Yes

3.A Brief history of current project/service. What, if any, elements of the proposed project differ from existing efforts and services?

The Linn-Benton Loop has been providing Public Transit commuter service between Albany and Corvallis for nearly 40 years. The loop is funded by a partnership between multiple agencies. The service operation is provided by the City of Albany. This project supports the capital needs of the loop and assures the reliability of the existing expanded service.

Risk Assessment Information

4. Did your agency have any turnover of management or financial staff in the last two years?

No

5. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

Yes

6. What type of accounting system does your agency use?

Automated

7. Does your agency have a system in place that will account for 100 percent of each employee's time?

Yes

8. Did your staff members attend required training and meetings during the previous biennium?

Yes

9. Was your agency audited by the federal government in the past two years?

Yes

9.A If yes, did the audit result in one or more findings?

No

10. Did your agency stay on budget in the past two years?

Yes

Agency Qualifications

11. Describe how your agency has the legal, managerial and operational capacity to perform and report on project progress within the scope, schedule and budget of the anticipated grant agreement. (Description of operational capacity should apply specifically for the workload of projects in this application.)

The responsibility for procuring this bus will be the primary workload of the Transit Manager. The city plans to use the State price agreement. The City of Albany, dba Linn-Benton Loop, has been a Public

Transportation Service Provider in Oregon for over 35 years and is eligible to be a Recipient of STF Discretionary Fund and STF Intercommunity Discretionary Fund moneys. The Federal Transit Administration has recently conducted a triennial review of Albany's transit programs and had no findings related to the legal, managerial and operational capacity to perform public transportation projects. The City of Albany will perform the projects within the agreed schedule. The City of Albany has not been debarred or suspended from receiving federal grants. The City of Albany has maintained compliance with federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health, as applicable

12. Certification of Compliance

By checking this box, the applicant certifies that if they are awarded funding, they will meet and ensure compliance for the term of the agreement with applicable federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health.

Yes

13. Do you plan to use a Sub-Recipient or contractor to implement the grant supported activity?

No

14. If you seek the 10 percent match reduction, does the project meet one or more of the four factors identified in OAR 732-044-0005(4)(a)? Select each factor that you believe is exemplified by the proposed project.

Serves an area outside of the applicant's geographic jurisdiction

15. Will federal funds be used to complete this project?

No

Project Information

16.A Project Title

Bus replacement for Linn-Benton Loop service

16.B Describe the project to be funded. Clearly describe what the requested fund award would be used to accomplish, detailing the specific tasks and deliverables. Where relevant, identify the origin and destination of the proposed service as well as each municipality visited along the route. Please see page 7 of the application instructions for additional guidance on writing a project description.

This project would provide the Linn-Benton Loop Service with its first Hybrid bus. This Hybrid bus will reduce emissions while providing reliable service between Corvallis and Albany. The vehicle that would be funded by this project is a necessary component for continued operation of the Loop expansion implemented in December of 2021. This phase of implementation includes extended service hours (until 10 pm), and all-day 30-minute service between the core markets at Oregon State University and Linn-Benton Community College. The Loop service has been restructured from two one-way loops into three bi-directional routes. This allows operating resources to be matched to the areas of highest demand. The routes will passenger crowding, improve service clarity, and allow for greater flexibility as the partners look to fulfill service needs.

This project will involve procurement of one Hybrid bus. As soon as funds are secured the City of Albany will follow established guidance and purchasing rules to procure the bus. Ideally the bus will be delivered within 12 to 18 months of the purchase order and the bus will go into active service in the current biennium.

17. What is the minimum project cost that will still allow your project to proceed?

\$900,000.00

18. Select the fund source(s) for which you would like to compete and that you believe your project is eligible to receive. Check all that apply.

STIF Discretionary

STIF Intercommunity Discretionary

19. Why is this an important project? What are the consequences of this project not receiving funding?

This project replaces a bus purchased with 2010 ARRA funding with a New Hybrid bus. This 2010 ARRA bus has met its useful life. The current condition is fair to poor, and maintenance costs are high, and the bus is unreliable in daily service. We can only use the current bus as a backup when other buses need maintenance. The loop system needs a bus that can be used in daily service to provide reliable, comfortable, and safe public transit.

If the city does not receive funding for this bus from the STIF discretionary fund. The old unreliable diesel bus will have to continue to be used as a backup which creates the potential for service disruptions. The City of Albany would be forced to find other national competitive capital funding for this bus replacement (5339) which will delay the purchase. The city has requested matching funding for this bus from both Benton and Linn Counties QE stif formula funds. This reinforces the longtime county partnerships that support the Linn-Benton Loop.

20. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements?

No

Oregon Transportation Commission Investment Priorities

Equity and Public Transportation Service to Low-Income Households

21. Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

Census data shows low-income households increasing across the region: about 40% of households in Albany, and 44% in Corvallis, earn less than 200% of the federal poverty level. Linn and Benton Counties experienced an approximately an increase in low-income households between 2009 and 2022 both with nearly 40% of total households, or about 13,000 low-income households in Benton County, and 18,200 in Linn County. The Loop Service Enhancement Plan included a rider survey showing that 45% of riders had annual household incomes less than \$25,000, and nearly three-quarters (71%) had household incomes below \$50,000.

The Loop serves seniors and persons with disabilities who need to take public transportation between Albany and Corvallis. From the Hubs in each city senior and disabled riders can access the local transit network and travel to and from health, social, shopping, and mental health services in each city.

OSU and LBCC students make up a majority of today's Loop ridership (63% according to the 2014 Albany Transit Development Plan). These students ride fareless today due to OSU and LBCC's financial partnership on the Loop routes. Students will continue to be a strong rider market for the Loop, as the student population is steady or increasing, and there are Loop trips over bus capacity today. LBCC staff has also noted that their enrollment increases significantly during economic downturns and see the Loop as providing critical transportation capacity. OSU and LBCC have a degree partnership program that relies

on easy movement between the institutions. Students by their very nature are often considered low income and have difficulty affording a personal vehicle, gas and insurance. These low-income students are served by the Loop between our communities.

Coordination of Public Transportation Services

22. Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

The Loop Bus Expansion project will indirectly support collaboration between multiple agencies and communities, by enabling the partners to meet demand through the ongoing Service Enhancement – The Linn-Benton Loop connects directly Albany Transit System, the Linn Shuttle, and Corvallis Transit System. The loop serves as the major public transportation link between Albany and Corvallis. This project replaces an older bus mainly used as a backup with a modern Fuel-Efficient vehicle. The Loop is guided by its own Board, advised by a regional Technical Advisory Committee (TAC) made up of local transit operating agencies, and operated by the Albany Transit System. The Board includes representatives from each of the government jurisdictions in the region, including representatives from the Metropolitan Planning Organizations (MPOs). The MPOs in turn have representatives from local cities and organizations.

Passengers will appreciate the modern technology and passenger comfort and amenities that this new bus will be equipped with. Including "where's my bus" features, as well as automated interior announcement of bus stops and connections to other systems.

Environmental and Public Health

23. Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes. How does this project support applicant's climate planning efforts?

This vehicle will be the first Hybrid diesel electric vehicle in the City of Albany fleet to be used for the Linn-Benton Loop system. It is a goal in the region to transition from traditional diesel vehicles to alternative fuel or Low/no emission vehicles which will reduce GHG emissions in the Corvallis and Albany areas. Public transportation by its very nature contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants by single occupant vehicles.

Safety, Security, and Community Livability

24. Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

Public transportation promotes community livability by efficiently and effectively moving people of all ages and abilities to and from homes, jobs, businesses, schools and colleges, and other destinations. A new bus will improve the passenger experience and attract new riders to try the Linn-Benton Loop system. At each hub of the Loop in Corvallis and Albany there are connections to bike paths, bike storage capacity and a location to lock a bicycle under lighting. The Loop system connects directly with Albany Transit System, Corvallis Transit System, The Linn Shuttle, and the Philomath Connection, as well as Amtrak and Point system. Anyone in these communities can access the transit system nearby to where they live, and the Loop is the link that can connect them to their destination and home again most efficiently. Most of the populace of the communities of Sweet Home, Lebanon, Albany, and Corvallis can access the transit network and move between communities without the need of a single occupant vehicle, and with bike, pedestrian and ADA access.

25. Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

Public transportation trips are safe; riders feel safe and secure during their travels. A new bus will improve the passenger experience by providing a top-of-the-line vehicle with the safety, comfort, and technology customers deserve. The new vehicle will be a 35-foot bus, which will allow the Linn-Benton Loop to increase capacity and passenger comfort over the current fleet, which includes 30- and 35-foot vehicles; the service is capacity-constrained when classes get out and a high volume of students needs to travel between the OSU and LBCC campuses to their next classes. A new, low/ no emission bus also improves passenger comfort and the image of the transit service, which has been shown to increase ridership. New vehicles make transit riders feel valued and shows passengers that the agency is focusing on their well-being. A new vehicle improves passenger perception of the agency and helps retain existing passengers and attract new riders.

Statewide Transit Network Connections

26. Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

Corvallis and Albany have strong local transit and transportation networks that are developing rapidly to provide great local mobility options. The Loop forms an essential connection between them. More than 5,000 people traveled between Albany and Corvallis for work every day in 2015, almost all by private vehicle. The total number of trips is even greater, as there are additional trips for recreation, shopping and education, and the region continues to grow. About 4,500 students at Oregon State University and Linn-Benton Community College are enrolled in a degree partnership program that lets them to take classes at both colleges.

The service improves connectivity to Albany Station, where passengers can connect to regional services such as Amtrak, and the POINT service. This connection will make it easier for residents and visitors to travel to Eugene, Salem or Portland or out of stat destinations without a car, reducing regional greenhouse gas emissions and helping reduce traffic externalities. The vehicle will allow increased service frequency between the two regions. Greater service frequency will mean greater rider convenience, reducing rider barriers by allowing passengers greater flexibility and more available seats. This is expected to increase ridership of the Linn-Benton Loop and encourage people to switch from driving to consistently riding the bus.

Funding and Strategic Investment

27. Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

The bus that this vehicle replaces will meet the current need of providing the enhanced Loop service with a reliable, comfortable and safe bus. This bus will be in use for the public for at least the next decade. providing reliable transit into the mid 2030's

28. If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

N/A

29. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

NO

30. Capital Asset Purchases

Describe proposed capital purchases. If no capital assets are included in your application, type N/A.

The City of Albany will purchase one 35-foot Hybrid transit bus designed to hold at least 32 seated passengers with two wheelchair areas deployed. The city plans to purchase this bus from the State of Oregon price agreement

Project Details

Task Category

Vehicle Purchase

Vehicle Purchase

Is this a vehicle expansion, vehicle replacement, or both?

Vehicle Replacement

Vehicle Replacement

Vehicles to be replaced

Year	Make	Model	Vehicle ALI	VIN	# of seats	# of ADA stations	Fuel System	Current Mileage	Date Mileage Recorded
2010	Eldorado National	EZ Rider II	11.1X.02 Bus STD 35 FT	1N9M MACL8 AC084 280	36	2	Diesel (D)	279,862	10/31/2022

Condition of Vehicles

VIN	Condition	Explain vehicle maintenance history, right-sizing justification, etc.
1N9M MACL8A C084280	Marginal	This bus has become difficult to maintain in good working order. many of the systems are obsolete, the 2010 emissions control systems are difficult to maintain. These Eldorado ARRA buses were never great (even when new) but we've made do with them.

Will you use the Oregon state price agreement contract?

Yes

Vehicles to be purchased

Vehicle ALI	Make/Model	Quantity	Cost Each	Total	# of seats / # ADA stations	# of seats with ADA deployed	Fuel System	Est. Order Date	Est. Delivery Date
11.12.02 Bus STD 35 FT	TBD	1	\$900,000.00	\$900,000.00	36	30	Hybrid Diesel (HD)	7/31/2023	9/30/2024

Total:

Grand

1

Total:
\$900,000.0
0

Total Task Cost (Grant Amount + Match Amount)
\$900,000.00

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF
Intercommunity/5311f (80% State/Fed Share)
\$720,000.00

Match Amount - STIF Discretionary/STIF
Intercommunity/5311f (20% Local Share)
\$180,000.00

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount - STIF Discretionary/STIF
Intercommunity (90% State Share)
\$810,000.00

Match Amount - STIF Discretionary/STIF
Intercommunity (10% Local Share)
\$90,000.00

Application Totals

Match Sources

Match Sources	Amount
Local	\$90,000.00
Local	\$90,000.00

Are matching funds of at least 20% of project costs available if the project is awarded?
Yes

What percent of funds will be used for demand response transportation?
0%

Percent of funds used for fixed route transportation
100%

Note on Application Totals: If applying for 5311(f) Operating, a 50% match rate is applied to identified Operating costs. However, the application form automatically applies a 20% match rate to the full Project Cost, including Operating costs. Therefore, Section 5311(f) applicants should ensure the accuracy of the Total Task Cost for each Task Category, as the 20% match rate will only apply to non-Operating costs in a 5311(f) grant award. The form is unable to calculate an accurate application total using two different match rates.

Application Totals Summary By Task - 20% Match Rate

Task Category	Task Project Cost	Task Grant Amount	Task Match Amount
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Vehicle Expansion	\$0.00	\$0.00	\$0.00
Vehicle Replacement	\$900,000.00	\$720,000.00	\$180,000.00
Equipment Purchase	\$0.00	\$0.00	\$0.00
Facility Purchase	\$0.00	\$0.00	\$0.00
Signs/Shelters	\$0.00	\$0.00	\$0.00
Planning	\$0.00	\$0.00	\$0.00
Project Administration	\$0.00	\$0.00	\$0.00
Operating	\$0.00	\$0.00	\$0.00
Preventive Maintenance	\$0.00	\$0.00	\$0.00
Mobility Management	\$0.00	\$0.00	\$0.00
	Total Project Cost: \$900,000.00	Total Grant Amount: \$720,000.00	Total Match Amount: \$180,000.00

Application Totals Summary By Task - 10% Match Rate (For Qualified Applicants)

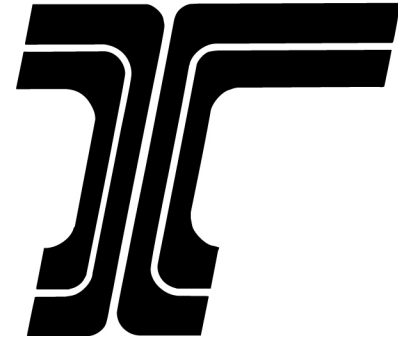
Task Category	Task Project Cost	Task Grant Amount	Task Match Amount
Vehicle Expansion	\$0.00	\$0.00	\$0.00
Vehicle Replacement	\$900,000.00	\$810,000.00	\$90,000.00
Equipment Purchase	\$0.00	\$0.00	\$0.00
Facility Purchase	\$0.00	\$0.00	\$0.00
Signs/Shelters	\$0.00	\$0.00	\$0.00
Planning	\$0.00	\$0.00	\$0.00
Project Administration	\$0.00	\$0.00	\$0.00
Operating	\$0.00	\$0.00	\$0.00
Preventive Maintenance	\$0.00	\$0.00	\$0.00
Mobility Management	\$0.00	\$0.00	\$0.00
	Total Project Cost:	Total Grant Amount:	Total Match Amount:

\$900,000.00

\$810,000.00

\$90,000.00

Oregon Department of Transportation



STIF Discretionary and Statewide Transit Network Application: FY 2023-25

Applicant Information

Agency Legal Name

Benton County

Project Title

Vehicle Purchase

Agency Legal Address

1245 NE 3rd St, Corvallis, Oregon 97330

Application Contact Name

Brad Dillingham

Application Contact Title

Special & Rural Transportation Coordinator

Application Contact Email Address

brad.dillingham@corvallisoregon.gov

Application Contact Phone Number

(541) 754-1748

Name of Person Signing Agreement

Gary Stockhoff

Title of Person Signing Agreement

Public Works Director

Email Address of Person Signing Agreement

gary.stockhoff@co.benton.or.us

Phone Number of Person Signing Agreement

5417666010

Agency Information

1. Transit Agency Type

County

1.A Does the agency have any existing grant agreements with ODOT?

Yes

2. What is the main type of service that will be supported by this award?

Fixed Route

3. Would this award support ongoing operations of an existing service?

No

Risk Assessment Information

4. Did your agency have any turnover of management or financial staff in the last two years?

No

5. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

Yes

6. What type of accounting system does your agency use?

Combined

7. Does your agency have a system in place that will account for 100 percent of each employee's time?

Yes

8. Did your staff members attend required training and meetings during the previous biennium?

Yes

9. Was your agency audited by the federal government in the past two years?

No

10. Did your agency stay on budget in the past two years?

Yes

Agency Qualifications

11. Describe how your agency has the legal, managerial and operational capacity to perform and report on project progress within the scope, schedule and budget of the anticipated grant agreement. (Description of operational capacity should apply specifically for the workload of projects in this application.)

Benton County is a county within the State of Oregon. It has a County Counsel, management staff for its transit agency and it contracts its operations to a winning contractor every 3 - 5 years. For a vehicle purchase agreement, the RFP, ordering and delivery process will be co-managed between the Special & Rural Transportation (SRT) Coordinator and the County's Fleet Manager. The grant reimbursements and documentation requirements will be managed by the SRT Coordinator.

12. Certification of Compliance

By checking this box, the applicant certifies that if they are awarded funding, they will meet and ensure compliance for the term of the agreement with applicable federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health.

Yes

13. Do you plan to use a Sub-Recipient or contractor to implement the grant supported activity?

No

14. If you seek the 10 percent match reduction, does the project meet one or more of the four factors identified in OAR 732-044-0005(4)(a)? Select each factor that you believe is exemplified by the proposed project.

Not applying for 10% match reduction

15. Will federal funds be used to complete this project?

No

Project Information

16.A Project Title

Vehicle Purchase

16.B Describe the project to be funded. Clearly describe what the requested fund award would be used to accomplish, detailing the specific tasks and deliverables. Where relevant, identify the origin and destination of the proposed service as well as each municipality visited along the route. Please see page 7 of the application instructions for additional guidance on writing a project description.

Benton County, like many transit agencies has an aging fleet. This grant, if awarded, would pay for the purchase of 5 replacement vehicles. Of the vehicles being replaced, two of them are Category D vehicles used for fixed-route service and the other 3 are Category E vehicles that are primarily used for paratransit and demand-response services. All targeted vehicles are well beyond their useful life:

- 1) Bus 140, 1GBE5V1G39F413061, 2009 Ford El Dorado, 170,692 miles, -7.2 useful life remaining;
- 2) Bus 167, 1FD4E4FS5FDA27610, 227,782 miles, 2016 Ford E450, -0.4 useful life remaining;
- 3) Bus 156, 2C4RDGBG1ER114438, 2014 Dodge Caravan, 162,236 miles, -4.9 useful life remaining;
- 4) Bus 162, 57WML2A60EM101705, MVLLC MV-1, 73,060 miles, -2.5 useful life remaining;
- 5) Bus 163, 1FBVU4XGKB29187, Ford Transit. 123,239 miles, -2.2 useful life remaining

Benton County has in the past used conversion kits on its vehicles so that both propane and gasoline fuel can be used. This provides financial flexibility for the County during a time when gasoline prices are extraordinarily high.

17. What is the minimum project cost that will still allow your project to proceed?

\$825,000.00

18. Select the fund source(s) for which you would like to compete and that you believe your project is eligible to receive. Check all that apply.

STIF Discretionary

19. Why is this an important project? What are the consequences of this project not receiving funding?

Benton County has an aging fleet and the demand for service is consistently increasing. Our vehicles are getting older, which means that they are getting more expensive to maintain and they are spending more time in the shop. If we have to remove any more vehicles from service, we will reach a point where we will need to start denying service to people. Benton County is a paratransit service provider and is federally obligated to be reliable for the users of its paratransit system. In addition to this, Benton County is funded by the FTA and ODOT to provide affordable and reliable fixed-route service. The age of our vehicles will

make it increasingly difficult to facilitate the goals of our agency, as well as the goals of ODOT and the FTA.

20. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements?

No

Oregon Transportation Commission Investment Priorities

Equity and Public Transportation Service to Low-Income Households

21. Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

Benton County provides affordable fixed-route transit service between Linn, Benton, and Lincoln Counties, as well as a fareless transit service between Corvallis and Adair Village. In addition to this, Benton County provides a fareless countywide demand-response service and a fareless paratransit service. The service is incredibly affordable and accessible to most of Benton County. Having a safe and well-maintained fleet allows us to continue to provide this service.

Coordination of Public Transportation Services

22. Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

City of Corvallis Contracts with Benton County to provide paratransit service to the Corvallis and Philomath areas. Having a healthy fleet will allow us to continue to provide this service, fulfilling our obligations to the Cities of Corvallis and Philomath, and the Federal paratransit regulations. Benton County also works in partnership with Lincoln County to provide the Coast to Valley Express. Our ability to provide coordinated service in this partnership is heavily dependent on the status of our fleet.

Environmental and Public Health

23. Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes. How does this project support applicant's climate planning efforts?

Benton County provides four round-trips per day between Corvallis and Adair Village, and another 4 round-trips per day (through a partnership with Lincoln County) between the Oregon Coast, Corvallis Area, and the Amtrak Station in Albany, which connects to the rest of the United States. By maintaining our fleet inventory, we are able to continue to provide---and potentially expand---these services, which consistently reduce the level of single-occupancy vehicle use for regional travel.

Safety, Security, and Community Livability

24. Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

Our fixed-route services converge at the Downtown Transit Center in Corvallis and our stops are located in areas that are easy to connect to via transit and/or bicycle. the Coast to Valley Express connects to the Amtrak system at the Albany Amtrak Station and it also makes multiple stops at the future OSU Mobility Hub Location. Maintaining the fleet inventory will allow us to continue to improve connections to other

modes of transportation.

25. Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

Older vehicles can be dangerous for the passengers, the driver, and other vehicles on the road. As vehicles age, they become less predictable and are more likely to have failures. This project will allow us to replace our older vehicles with new vehicles, providing a safer service for users, operators, and others. Additionally, with new vehicles comes upgraded technologies and features that will improve the effectiveness of the operator, as well as, the safety of the overall service.

Statewide Transit Network Connections

26. Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

This project would support the statewide transit network because it will allow Benton County to provide its intercommunity services. Benton County provides regional transit that is set to expand further in the upcoming biennium. The connections that are made through the work done by Benton County and its partners is crucial to the connectivity of the Oregon.

Funding and Strategic Investment

27. Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

Investing in this project will allow for Benton County to maintain its service levels over the next five years. As mentioned before, Benton County provides integral East-West transit options throughout the Oregon Cascades West region and is set to expand further, adding North-South transit options to Oregonians looking to travel between Corvallis, Eugene, and Monmouth. Benton County is unable to consistently and reliably provide its services if the fleet becomes too old and is not periodically and adequately replaced with new vehicles.

28. If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

N/A

29. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

N/A

30. Capital Asset Purchases

Describe proposed capital purchases. If no capital assets are included in your application, type N/A.

Replacement vehicles:

2 New Category D vehicles with propane conversion engines that can be used on regional fixed-route services.

3 new Category E vehicles with hybrid gas/electric engines, which can be used for demand-response service and paratransit.

Project Details

Task Category

Vehicle Purchase

Vehicle Purchase

Is this a vehicle expansion, vehicle replacement, or both?

Vehicle Replacement

Vehicle Replacement

Vehicles to be replaced

Year	Make	Model	Vehicle ALI	VIN	# of seats	# of ADA station s	Fuel System	Current Mileage	Date Mileage Recorded
2009	Ford	EI Dorado	11.1X.04 Bus < 30 FT	1GBE5 V1G39 F4130 61	22	2	Gas (G)	170,692	10/12/2022
2016	Ford	E450	11.1X.04 Bus < 30 FT	1FDFF 4FS5F DA276 10	16	2	Gas (G)	227,782	10/12/2022
2014	Dodge	Grand Caravan	11.1X.15 Vans	2C4RD GBG1 ER114 438	5	1	Gas (G)	162,236	10/12/2022
2016	Ford	Transit 350	11.1X.15 Vans	1FBVU 4XG6G KB291 87	10	2	Gas (G)	123,239	10/12/2022
2014	MV, LLC	MV-1	11.1X.15 Vans	57WM L2A60 EM101 705	5	1	Gas (G)	73,060	10/12/2022

Condition of Vehicles

VIN	Condition	Explain vehicle maintenance history, right-sizing justification, etc.
1GBE5V1G39F 413061	Poor	Vehicle significantly exceeds useful lifetime and has a significant number of miles. \$38,367 has been spent on maintaining this vehicle through its lifetime.
1FDFF4FS5FD A27610	Poor	Vehicle significantly exceeds useful lifetime and has a significant number of miles. \$46,286 has been spent on maintaining this vehicle through its lifetime.
2C4RDGBG1E R114438	Poor	Vehicle exceeds its useful lifetime and has a significant number of miles. \$21,790 has been spent on maintaining this vehicle through its lifetime.

1FBVU4XG6GK Marginal Vehicle exceeds its useful lifetime and has a significant number of miles. \$27,099 has been spent on maintaining this vehicle through its lifetime.

57WML2A60E Marginal Vehicle has less miles as the others but has exceeded its useful lifetime. \$14,716 has been spent on maintaining this vehicle through its lifetime.

Will you use the Oregon state price agreement contract?

Yes

Vehicles to be purchased

Vehicle ALI	Make/ Model	Quantity	Cost Each	Total	# of seats / # ADA stations	# of seats with ADA deployed	Fuel System	Est. Order Date	Est. Delivery Date
11.12.04 Bus < 30 FT	Ford F550	2	\$245,000.00	\$490,000.00	1,602	14	Propane (LPG)	7/3/2023	6/30/2025
11.12.15 Vans	Ford Transit 350	3	\$175,000.00	\$525,000.00	802	6	Hybrid Gas (HG)	7/3/2023	6/30/2025
Total:			5	Grand Total:					
				\$1,015,000.00					

Total Task Cost (Grant Amount + Match Amount)

\$1,015,000.00

Project Task and Match Amounts

20% Match Rate Calculations

**Grant Amount - STIF Discretionary/STIF
Intercommunity/5311f (80% State/Fed Share)**
\$812,000.00

**Match Amount - STIF Discretionary/STIF
Intercommunity/5311f (20% Local Share)**
\$203,000.00

Application Totals

Match Sources

Match Sources	Amount
State	\$203,000.00

Are matching funds of at least 20% of project costs available if the project is awarded?

Yes

What percent of funds will be used for demand response transportation?

52%

Percent of funds used for fixed route transportation

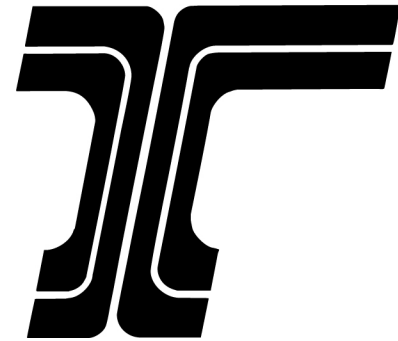
48%

Note on Application Totals: If applying for 5311(f) Operating, a 50% match rate is applied to identified Operating costs. However, the application form automatically applies a 20% match rate to the full Project Cost, including Operating costs. Therefore, Section 5311(f) applicants should ensure the accuracy of the Total Task Cost for each Task Category, as the 20% match rate will only apply to non-Operating costs in a 5311(f) grant award. The form is unable to calculate an accurate application total using two different match rates.

Application Totals Summary By Task - 20% Match Rate

Task Category	Task Project Cost	Task Grant Amount	Task Match Amount
Vehicle Expansion	\$0.00	\$0.00	\$0.00
Vehicle Replacement	\$1,015,000.00	\$812,000.00	\$203,000.00
Equipment Purchase	\$0.00	\$0.00	\$0.00
Facility Purchase	\$0.00	\$0.00	\$0.00
Signs/Shelters	\$0.00	\$0.00	\$0.00
Planning	\$0.00	\$0.00	\$0.00
Project Administration	\$0.00	\$0.00	\$0.00
Operating	\$0.00	\$0.00	\$0.00
Preventive Maintenance	\$0.00	\$0.00	\$0.00
Mobility Management	\$0.00	\$0.00	\$0.00
	Total Project Cost: \$1,015,000.00	Total Grant Amount: \$812,000.00	Total Match Amount: \$203,000.00

Oregon Department of Transportation



STIF Discretionary and Statewide Transit Network Application: FY 2023-25

Applicant Information

Agency Legal Name

Oregon Cascades West Council of Governments

Project Title

OSU and LBCC Mobility Hub Construction

Agency Legal Address

1400 Queen Ave SE, Suite 205, Albany, Oregon 97322

Application Contact Name

Nicholas Meltzer

Application Contact Title

Transportation Programs Manager

Application Contact Email Address

nmeltzer@ocwcog.org

Application Contact Phone Number

(541) 758-1911

Name of Person Signing Agreement

Ryan Vogt

Title of Person Signing Agreement

Executive Director

Email Address of Person Signing Agreement

rvogt@ocwcog.org

Phone Number of Person Signing Agreement

(541) 924-8465

Agency Information

1. Transit Agency Type

Intergovernmental Entity

1.A Does the agency have any existing grant agreements with ODOT?

Yes

2. What is the main type of service that will be supported by this award?

Fixed Route

3. Would this award support ongoing operations of an existing service?

No

Risk Assessment Information

4. Did your agency have any turnover of management or financial staff in the last two years?

Yes

5. Does your agency have an accounting system that allows you to completely and accurately track the receipt and disbursement of funds related to the award?

Yes

6. What type of accounting system does your agency use?

Combined

7. Does your agency have a system in place that will account for 100 percent of each employee's time?

Yes

8. Did your staff members attend required training and meetings during the previous biennium?

No

9. Was your agency audited by the federal government in the past two years?

No

10. Did your agency stay on budget in the past two years?

Yes

Agency Qualifications

11. Describe how your agency has the legal, managerial and operational capacity to perform and report on project progress within the scope, schedule and budget of the anticipated grant agreement. (Description of operational capacity should apply specifically for the workload of projects in this application.)

This will be the third biennium OCWCOG has requested STIF discretionary funding. The current and previous biennium OCWCOG has successfully delivered or is in the process of delivering six agreements with ODOT Public Transit, totaling close to \$1 million. In addition, we work extensively with other sections of ODOT on programmatic funding. Annually this amounts to approximately \$750,000 that bill quarterly to different departments, provide progress reports on, and establish successful working relationships with ODOT as well as local stakeholders. Overall, OCWCOG receives over \$30 million a year in state and federal funding, and we have an audit each year to insure we have appropriate practices in place to deliver these funds.

12. Certification of Compliance

By checking this box, the applicant certifies that if they are awarded funding, they will meet and

ensure compliance for the term of the agreement with applicable federal, state and local laws and regulations including, and not limited to, those pertaining to passenger transportation, civil rights, labor, insurance, safety and health.

Yes

13. Do you plan to use a Sub-Recipient or contractor to implement the grant supported activity?

Yes

13.A If Yes, please list the Sub-Recipient(s) and describe how the applicant will provide sufficient Sub-Recipient/contractor oversight to ensure eligibility is maintained while receiving STIF Discretionary or Statewide Transit Network moneys.

OCWCOG already has a contractor completing design up to 60% and if awarded the grant we will amend the contract to complete design to 100% Plans, Specifications and Estimates. We will also be letting this project out for construction, and we have included funds for a construction manager to oversee the process. In addition, the property owners of both sites will co-manage the letting and construction oversight.

14. If you seek the 10 percent match reduction, does the project meet one or more of the four factors identified in OAR 732-044-0005(4)(a)? Select each factor that you believe is exemplified by the proposed project.

Predominantly serves or provides access to and from rural communities

Serves an area outside of the applicant's geographic jurisdiction

Fills a significant gap in the Statewide Transit Network

Provides statewide benefits to multiple Public Transportation Service Providers outside of the area where the proposed project will be located

15. Will federal funds be used to complete this project?

No

Project Information

16.A Project Title

OSU and LBCC Mobility Hub Construction

16.B Describe the project to be funded. Clearly describe what the requested fund award would be used to accomplish, detailing the specific tasks and deliverables. Where relevant, identify the origin and destination of the proposed service as well as each municipality visited along the route. Please see page 7 of the application instructions for additional guidance on writing a project description.

This grant would fund construction of two mobility hubs, located at OSU's main campus in Corvallis and at Linn Benton Community College in Albany, both of which function as key transit hubs in the region. The scope of this project includes final design (100% PS&E), permitting, agency coordination, bidding and construction, construction administration, and reporting.

OCWCOG currently has a grant to complete 60% design for these two hubs and this grant would continue the momentum of the project, significantly improving two transit stops that currently function as transit centers with zero amenities. The backbone service these mobility hubs will serve is the Linn Benton Loop, which has seen ridership rebound to 95% of pre-pandemic levels, demonstrating the need for regional transit and intercity connections. However, they also support fixed route service from Sweet Home to Newport, enabling residents and visitors to connect within and beyond points in our region.

Existing transit stops at Oregon State University (OSU) and Linn Benton Community College (LBCC) are identified as Key Transit Hubs within ODOT's 2020 Key Transit Hub Report. Both sites are served by

multiple local and regional transit providers, enabling passengers to connect to the Coast, the Corvallis-Albany region, eastern Linn County, Portland and Eugene. The core service, the Linn Benton Loop, provides 20 trips a day between OSU, the Corvallis Downtown Transit Center, LBCC, and Albany Station from 7 AM until 7 PM. This loop connects both campuses to regional transportation hubs.

The mobility hubs will provide additional system capacity; improve customer experience; provide common space for transfers between the many service providers using these stops; connect transit riders with other modes of transportation; and improve regional connections locally and throughout the Willamette Valley and coastal Oregon. People will be able to travel from Newport to the Amtrak Station in Albany and back, and comfortably wait in covered, well lit shelters with real time bus arrival information.

Proposed amenities at both sites include improved passenger waiting and loading areas, new shelters and lighting to improve personal security for people waiting, covered bike parking, micromobility flex zone for scooters, bike share, or other future micromobility options, EV charging, ride-hailing pick up zones, an information and wayfinding kiosk, and improved street crossings. Both hubs will also add electrical conduit for EV bus charging, anticipating the transition to an EV fleet.

OSU Site:

The OSU Campus Mobility Hub will be located near McNary Hall on SW Jefferson. This hub will serve intercity transit services, improve the attractiveness and visibility of transit to get to and from the Corvallis campus, and increase the utility of bicycling and other travel modes.

Mobility hub amenities will be located in the open space between the existing sidewalk and the north side curb of SW Jefferson Avenue. New 16' long shelters will add improved amenities for people waiting for transit, provide covered bike parking, and accommodate and future micromobility (bike or scooter share) parking. A modular custom shelter design will demarcate the mobility hub as a cohesive experience for riders transitioning from bike, bus and micromobility modalities.

Access will be available for people walking from Jefferson Way, from the McNary Hall complex and plaza to the south, bicyclists on Jefferson, current and future transit operations, freight/delivery operations, and general-purpose traffic on Jefferson. The project also proposes a mid-block crossing of Jefferson at the east end of the mobility hub.

LBCC Site:

The LBCC mobility hub would be located near Takena Hall on Ellingson Rd SW. In addition to amenities listed above, the mobility hub will include a new public restroom and new space for community art. Based on a desire to consolidate shelter space close to the front of the campus, the mobility hub location will minimize travel through parking lots for buses and will consider how users will access the hub to avoid extended walking, biking, and rolling through parking lots. The LBCC site will also include designated carshare parking spaces, widened sidewalks, and a new restroom.

17. What is the minimum project cost that will still allow your project to proceed?

\$3,000,000.00

18. Select the fund source(s) for which you would like to compete and that you believe your project is eligible to receive. Check all that apply.

STIF Discretionary

STIF Intercommunity Discretionary

19. Why is this an important project? What are the consequences of this project not receiving funding?

The construction of these mobility hubs will strengthen the regional transit system, enabling an even higher level of seamless travel by the public. It will encourage the use of public transit through offering dry and comfortable shelters between transfers. It will encourage connections to transit via walking and biking, reducing reliance on single occupancy vehicles. However, these mobility hubs do not just serve the

Cascades West Region. Currently these stops are served by intercity transit that connects to Portland, Eugene, the entire Oregon Coast, and points beyond Oregon via the Amtrak station in Albany. This project is about improving transit for visitors and residents across the Willamette Valley and Coastal Oregon.

The impacts will be felt locally as well; both of these stops connect to local service provided by Albany Transit System and Corvallis Transit System.

If this project does not receive funding, passengers will continue to have a subpar experience, be less invested in taking transit, and will be more likely to travel via single occupancy vehicles. As evidenced by the winter Oregon weather, would you want to wait 5, 10 or 20 minutes for a transfer with inadequate shelter, no lighting, and no idea when your bus will arrive?

20. Will this project involve breaking ground or any other activity that might require environmental review per federal requirements?

Yes

If yes and funded by 5311f, a [federal environmental worksheet](#) including site map(s) showing placement of each item must be submitted to PTD and, where any federal funding will be used to support the project, be approved by FTA prior to payment for any ground-disturbing activities.

If yes and funded by STIF Discretionary, a [state environmental worksheet](#) including site map(s) showing placement of each item must be submitted to PTD and, where any state funding will be used to support the project, be approved by PTD prior to payment for any ground-disturbing activities.

Environmental approvals may extend the timeframe of your project, so start early.

Oregon Transportation Commission Investment Priorities

Equity and Public Transportation Service to Low-Income Households

21. Describe how this project would support and improve access for vulnerable populations and/or historically marginalized communities.

Mobility hubs are tools for cost-effectively enhancing multimodal mobility in areas with high needs or deficient transit service and increase options for transit-disadvantaged populations. Mobility hub investments will serve socioeconomically vulnerable and transit underserved areas. The development of accessible, affordable, and reliable mobility options plays an important role in addressing transportation equity by unlocking new regional connection, enhancing the transfer and waiting environment to make it more comfortable, and providing last mile options.

These mobility hubs will support enhanced regional transit connections to essential destinations in Corvallis, Albany, and beyond. The hubs are critical transfer points in the regional transit system facilitating travel for veterans on the coast to healthcare in the valley, students at OSU to the Amtrak train station in Albany, and essential service for those without personal vehicles to reach jobs, friends and family. Transit-

dependent populations in the region rely on transit for day-to-day travel. Mobility hub investments will support these equity populations by opening up enhanced regional transit connections, while also providing much improved first/last mile options to actually reach their final destinations. The communities of concern are detailed below and shown in the attached maps.

Notably, 40.2% of the population within a quarter mile of the local transit routes served by these hubs are low income, and 8.2% of the population does not have access to a vehicle. Many transit trips are to essential destinations such as everyday shopping, medical appointments, employment centers, and social services. Improved connections to transit would alleviate burdens on low-income populations or households without a vehicle and enable them to access daily destinations.

Within ¼ mile of the local transit routes, 22.5% of the population identify as a race other than White. The mobility hubs will serve the diverse student populations at both schools, and more broadly serve BIPOC residents of the region.

Older adults make up 14% of the population served by these transit routes. Transit is an important tool in helping older adults stay connected, reach medical appointments and meet everyday needs.

Youth under 18 make up 18.4% of the population within ¼ mile of these routes. Transit provides a safe and inexpensive means of getting around, especially important for young people from lower income families.

Coordination of Public Transportation Services

22. Describe how this project would improve the passenger experience, benefit multiple transit providers, or involve consolidation, coordination, or resource sharing between agencies, including use of transportation data and technology.

System Capacity: Both the Albany and Corvallis transit centers are at capacity; these mobility hubs will serve as secondary transit centers for the region's many transit providers and unlock new opportunities for increased service and new regional transit connections.

Seamless Transfers: Mobility hubs will connect existing interagency transit services to provide a regional transit system. Transit options include City-operated local bus services, intercity rail service, private intercity bus services, and intercampus service to OSU and LBCC. Mobility hubs will help facilitate seamless transfers between these various transit services by providing a single, easily accessible transfer point. These mobility hubs could also potentially lead to consolidating overlapping services in local and intercity transit.

Interagency Cooperation: Recommendations for designing and implementing mobility hubs are identified in a number of transit agency and regional transportation system plans, including Corvallis' Transit Development Plan, Corvallis' Climate Action Plan, Albany's Transit Development Plan, and both Linn and Benton Counties Transportation System Plan. OCWCOG will be working with the Cities within the region, as well as local and regional transit providers and the academic campuses, to develop the mobility hubs plan.

Passenger Experience and Data Sharing: This project will allow cities to share lessons learned during early stages of mobility hub implementation, especially in the areas of data sharing, micromobility parking and passenger loading, education/outreach, and equity. Eventually, OCWCOG and transit agencies could consider integrated fare systems to create a more seamless multimodal experience for users. Integrated fare and information systems will allow for data sharing and ease of use across all transportation options, including transit, ride hailing, bikeshare, carshare, and parking.

Public-Private Partnerships: Local and regional agencies (such as OCWCOG) are often the driving force behind developing and implementing mobility hubs, although operations are usually shared with private

sector mobility providers or programming partners. To fully implement a mobility hub concept, public agencies will create multimodal "flex" spaces within mobility hub areas that will accommodate a range of privately-run mobility services such as bikeshare/scooter docking, electric vehicle charging, or rideshare drop-off/pick-up.

Environmental and Public Health

23. Describe how this project would go beyond providing an alternative to personal car use to reduce greenhouse gas emissions, reduce pollution, and/or support positive health outcomes. How does this project support applicant's climate planning efforts?

Mobility hubs are an effective tool to combat climate change that contributes to the overall resiliency of the region.

Pollution and GHG Reduction: By providing access to a diverse array of multimodal travel options, the region will decrease reliance on single occupancy vehicle trips. Keeping pollution-causing vehicles off the road will reduce greenhouse gas emissions and improve air quality for the region. Additionally, providing EV charging allows passenger cars, microtransit vehicles, shuttles, and future EV buses to charge at mobility hubs.

Reduce Need for Parking: Mobility hub investments provide multimodal travel options and close first/last mile gaps to transit. This is especially important for OSU and LBCC, as broadening transportation options for students and faculty will reduce reliance on parking and would allow the college and university to avoid constructing additional parking to match increases in enrollment. With the gradual return of in-person classrooms and hybrid learning, there are opportunities to support student travel with mobility hub services.

Health: Shared micromobility services will transform the standard transit centers into innovative and functional hubs, and will improve public health through the promotion of active transportation. By providing access to green transportation options at mobility hubs, including covered bike parking, improved pedestrian networks, and bike/scooter share programs, cities and transit agencies can close first/last mile gaps.

Mode Shift: Mobility Hubs can be leveraged as a Transportation Demand Management (TDM) strategy as a way to maximize transportation options and encourage people to choose alternatives to driving alone. At OSU, the mobility hub is an essential component of the school's strategy to increase the portion of students, staff and faculty choosing not to drive.

Compact Development: Mobility hubs will also support or catalyze broader, district-wide improvements in walkable, mixed-use, transit-friendly communities. Urban redevelopment and transit-oriented development (TOD) zones are ripe for mobility hub investments.

Safety, Security, and Community Livability

24. Describe how the project would increase use and participation in active transportation, and support connections between transit and other travel modes like biking and walking.

Most transit trips begin or end as pedestrian trips, and access to transit is most directly assessed based on the existence (or lack of) safe and accessible pedestrian facilities. Mobility hubs will close gaps in the existing transit network by expanding options to utilize the active transportation network. Mobility hubs will also rely on a safe and comfortable network of sidewalks, bike routes, or trails and should feature clearly marked crossings.

Increases Shared Micromobility: Additional micromobility and bike parking options at these hubs will improve access to transit by foot, by bike, or using a mobility device. Active transportation options available at mobility hubs will include bike and scooter share programs, improved long-term bicycle parking,

wayfinding and bike route maps, and a safe network of sidewalks and roadway crossings.

Utilizes Existing Active Transportation Networks: Mobility hubs will tie into existing pedestrian and bike networks and will consider future plans for new bike routes, sidewalk improvements, and other active transportation facilities.

Integrates with Existing Plans: The mobility hub strategy will integrate with existing plans such as OSU's Sustainable Transportation Strategy, Corvallis TSP, LBCC's Facilities Comprehensive Master Plan, and Corvallis-Albany Bikeway Project for both mobility hub elements and improved active transportation connections. OSU plans to partner with the City of Corvallis to develop key segments of the low stress bikeway network from the Corvallis TSP. OSU's Strategy also includes plans to implement a system of shared bicycles, scooters, or other micromobility devices, which would directly tie into the mobility hub network. LBCC's Facilities Comprehensive Master Plan includes projects to improve pedestrian facilities, including new pedestrian crosswalks near the mobility hub. The planned Corvallis-Albany Bikeway Project will offer a new connection for pedestrians and cyclists to travel between North Albany and Downtown Corvallis.

Increases ADA and pedestrian accessibility: Both proposed mobility hubs will provide safe and convenient connections for pedestrians. The project proposes a mid-block crossing of Jefferson with ADA-compliant ramps to improve connectivity to the active transportation network. ADA-complaint sidewalks will be constructed to provide an accessible path to all mobility hub features.

25. Describe how the project would support and improve safety of passengers in transit vehicles and safety of other roadway users.

Safety for users is a key objective of the mobility hubs, and the improvements will help to improve safety for all modes.

New Crosswalks: Both hubs will include improved crosswalks and pedestrian connections, making it safer to access transit on both campuses. The LBCC Facilities Comprehensive Master Plan includes new crosswalks near the mobility hub site; the OSU mobility hub will include a crosswalk within the driveway area, and another crossing Jefferson at the east end of the hub. It will also include pavement markings for the bike lanes, delineating bike priority where transit vehicles will enter and exit the hub.

Defined Spaces: The mobility hub concept increases separation between vehicles and pedestrians, cyclists, and transit users. The physical design of the mobility hubs will help to clearly delineates space for each mode, including multiple transit services, pedestrians, cyclists, ride hailing services, microtransit, shared mobility, and road users. By defining spaces, providing shelters and protected waiting areas, and adding new marked crossing locations, there will be less conflict between vehicles and other users.

Traffic Calming: Mobility hubs will act as a traffic calming element by increasing the visibility of pedestrians and transit users and reinforcing to drivers that the mobility hub vicinity is a multimodal zone. As well, the mobility hubs are part of a strategy to encourage students and staff to use transit to access the campuses, and reduce the number of drive alone trips, and limiting the number of cars on campus can have positive safety benefits by reducing the potential for crashes.

Personal Safety: Both mobility hubs will include additional lighting, which improves safety and personal security. Lighting increases the visibility for people walking and biking at night, making it easier for drivers to see people on the street and reducing the potential for accidents. Lighting can also increase the sense of personal security for people using the mobility hubs after dark, and it's possible that lighting may be a crime deterrent as well.

Shelter from Elements: The mobility hubs will add covered shelters at waiting areas to provide transit users protection from inclement weather.

Statewide Transit Network Connections

26. Describe how this project would support and improve the utility and connectivity of the Statewide Transit Network and/or create a foundation for future Statewide Transit Network improvements.

The mobility hubs will be constructed at existing transit stops at OSU and LBCC; both sites are identified as Key Transit Hubs in ODOT's 2020 Key Transit Hub Report. Both locations are served by multiple local and regional transit providers, enabling passengers to connect to the Coast, the Corvallis-Albany region, eastern Linn County, Portland, Eugene, and beyond. The core service, the Linn Benton Loop, provides 20 trips a day between OSU, the Corvallis Downtown Transit Center, LBCC, and Albany Station from 7 AM until 7 PM. This loop connects both campuses to regional transportation hubs.

The mobility hubs will provide for easier connections for travelers and increase options for transfer points among services. The transit centers of Albany and Corvallis are both at capacity, and the mobility hubs will ease the strain on those facilities and provide redundancy for people transferring between services. The hubs will also open new opportunities for increased service and new regional transit connections.

Connections to both cities' transit centers, in turn provide more connections to regional transit options, both public and private. Albany Station is served by Amtrak passenger rail service; Corvallis TC has many private regional bus connections. Residents of the region would be better connected to all of these services with the creation of these mobility hubs. Mobility hubs would define a seamless transfer point to connect these regional services.

The Albany and Corvallis areas are important centers in the Mid-Willamette Valley and serve as economic and educational hubs. Many people travel daily to and from the two cities, including residents, employers, visitors, and students. The proposed mobility hubs will improve connections between these communities and make it easier for transit riders to access other regions of the state. In addition to multiple local services, many private regional bus services and Amtrak provide connections to Portland, Eugene, and the Coast.

Funding and Strategic Investment

27. Describe why investment in this project makes sense from both the perspective of current need and long term Oregon transit needs.

The State of Oregon Public Transportation Plan has ten goals, of which this project addresses five. This project will improve the customer experience (Goal 1), increase access to public transit (Goal 2), expand access to undeserved populations (Goal 4), make strategic investments (Goal 9) and improve coordination among agencies (Goal 10). This project is not aspirational, and is not from a plan on a shelf somewhere. Through the preliminary design process, OCWCOG has brought together multiple transit agencies, two colleges, and two metropolitan planning organizations. It has local and regional support, and will improve transit access for travelers across the state. It is supported by the Linn Benton Loop Technical Advisory Committee and governing board. There is a rarely a project with support this broad, that will improve access to such a large audience, that is also supported through state and local plans. They will be in service for 30 years or more, and are a sound strategic investment for the future of transit in the Cascades West region and State of Oregon.

28. If this project will last beyond the 2023-25 biennium, describe the plan for ongoing funding including match. If not applicable, type N/A.

N/A

29. Does this project depend on other funding sources including other discretionary grants whose outcomes are uncertain? If yes, please list those fund sources. If not applicable, type N/A.

N/A

30. Capital Asset Purchases

Describe proposed capital purchases. If no capital assets are included in your application, type N/A.

Two mobility hubs will be constructed as part of this project, one on Oregon State University's campus and one on Linn Benton Community College's campus. Both schools have committed to maintaining the assets for their useful life.

31. Real Property and Construction Projects

Project File Upload

OCWCOG Mobility Hub Property Letter Certification.pdf

Project Details

Task Category

Facility Purchase

Facility Purchase

Facility Request

Facility Description (Major activities, Siting and Right-of-Way, Planning, Architecture, Engineering, Project Management, Construction Contracting, Inspecting and Permitting, Interior Surfaces and Furnishings)	Quantity	Cost Each (Project Cost)	Total Cost	Est. Order Date	Est. Delivery Date
OSU Mobility Hub, final design, permitting, construction, construction management	1	\$1,500,000.00	1,500,000.00	7/3/2023	9/30/2024
LBCC Mobility Hub, final design, permitting, construction, construction management	1	\$1,500,000.00	1,500,000.00	7/3/2023	9/30/2024

Grand Total:
3,000,000.00

Total Task Cost (Grant Amount + Match Amount)

\$3,000,000.00

Project Task and Match Amounts

20% Match Rate Calculations

Grant Amount - STIF Discretionary/STIF

Match Amount - STIF Discretionary/STIF

Intercommunity/5311f (80% State/Fed Share)
 \$2,400,000.00

Intercommunity/5311f (20% Local Share)
 \$600,000.00

10% Match Rate Calculations (For Qualified Applicants)

Grant Amount - STIF Discretionary/STIF Intercommunity (90% State Share)
 \$2,700,000.00

Match Amount - STIF Discretionary/STIF Intercommunity (10% Local Share)
 \$300,000.00

Application Totals

Match Sources

Match Sources	Amount
Local - Benton County STIF Formula	\$150,000.00
Local - Linn County STIF Formula	\$150,000.00

Are matching funds of at least 20% of project costs available if the project is awarded?
 Yes

What percent of funds will be used for demand response transportation?
 0%

Percent of funds used for fixed route transportation
 100%

Note on Application Totals: If applying for 5311(f) Operating, a 50% match rate is applied to identified Operating costs. However, the application form automatically applies a 20% match rate to the full Project Cost, including Operating costs. Therefore, Section 5311(f) applicants should ensure the accuracy of the Total Task Cost for each Task Category, as the 20% match rate will only apply to non-Operating costs in a 5311(f) grant award. The form is unable to calculate an accurate application total using two different match rates.

Application Totals Summary By Task - 20% Match Rate

Task Category	Task Project Cost	Task Grant Amount	Task Match Amount
Vehicle Expansion	\$0.00	\$0.00	\$0.00
Vehicle Replacement	\$0.00	\$0.00	\$0.00
Equipment Purchase	\$0.00	\$0.00	\$0.00
Facility Purchase	\$3,000,000.00	\$2,400,000.00	\$600,000.00
Signs/Shelters	\$0.00	\$0.00	\$0.00
Planning	\$0.00	\$0.00	\$0.00

Project Administration	\$0.00	\$0.00	\$0.00
Operating	\$0.00	\$0.00	\$0.00
Preventive Maintenance	\$0.00	\$0.00	\$0.00
Mobility Management	\$0.00	\$0.00	\$0.00
	Total Project Cost: \$3,000,000.00	Total Grant Amount: \$2,400,000.00	Total Match Amount: \$600,000.00

Application Totals Summary By Task - 10% Match Rate (For Qualified Applicants)

Task Category	Task Project Cost	Task Grant Amount	Task Match Amount
Vehicle Expansion	\$0.00	\$0.00	\$0.00
Vehicle Replacement	\$0.00	\$0.00	\$0.00
Equipment Purchase	\$0.00	\$0.00	\$0.00
Facility Purchase	\$3,000,000.00	\$2,700,000.00	\$300,000.00
Signs/Shelters	\$0.00	\$0.00	\$0.00
Planning	\$0.00	\$0.00	\$0.00
Project Administration	\$0.00	\$0.00	\$0.00
Operating	\$0.00	\$0.00	\$0.00
Preventive Maintenance	\$0.00	\$0.00	\$0.00
Mobility Management	\$0.00	\$0.00	\$0.00
	Total Project Cost: \$3,000,000.00	Total Grant Amount: \$2,700,000.00	Total Match Amount: \$300,000.00

Document Upload (Optional)

OCWCOG_MobilityHub_PlanViewsandRendering.pdf

OCWCOG_MobilityHub_LettersofSupport.pdf

OCWCOG_MobilityHub_Regional Transit Connections Map.pdf

OCWCOG_MobilityHub_Service Area Demographics Map.pdf

