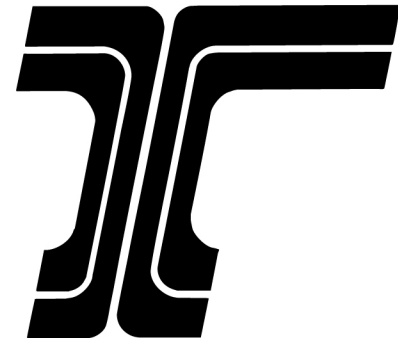


Oregon Department of Transportation



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

