



APPLICATION FOR CLMPO DISCRETIONARY FUNDS

Surface Transportation Block Grant - Urban (STBG-U) *see eligibility*

Transportation Alternatives (TA) *see eligibility*

Congestion Mitigation & Air Quality Improvement (CMAQ) *see eligibility*

Project Title:	Springfield School District Safe Routes to Schools Program Grant FY 20-21		
Agency Applying:	Point2point at Lane Transit District		
Staff Contact:	Theresa Brand	Staff Phone:	541-682-6132
Staff Email:	Theresa.Brand@LTD.org		

Funding Request:	<p>\$ 106,268.00 from STBG Funding for a two year targeted program seeking to complete the startup phase of the Springfield SRTS program in the Springfield Public School (SPS) District. The funding request is as follows: Year 1 = \$47,164 + Year 2 = \$49,444 (with \$9661 in match provided by the school districts. This funding would support the partial cost of a SRTS Coordinator (.50 FTE), with SPS paying the remaining balance of the position (.50 FTE). This request is for additional funds to fully fund the SRTS Regional Program adding the Springfield School District Program and helping to align the funding cycles between all three school district programs.</p>
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Enter the total amount of funding being requested through this application. Do not include any match or other fund amounts in this figure. If project is selected for funding, local match will be required and is assumed to be available to applicant. Total non-federal funding must meet minimum match requirement of 10.27% (STBG-U & TA) or 20% (CMAQ) **of total cost**. Funding program to be determined upon project selection by MPO committee based on eligibility in consultation with applicant.

Existing or New TIP Project	
<input type="checkbox"/> Existing	<input checked="" type="checkbox"/> New
STIP Key Number (if applicable):	
Other funds (besides match) committed for this project:	\$72,000 Jane Higdon Foundation Grant, \$75,000 CMAQ SRTS Program Assistance, Springfield School District \$40,000 transportation funds annually above match requirement.

Description of Project
Include scope, location, project phases and timeframe:

Point2point at Lane Transit District is requesting funding for a two year targeted program seeking to complete the startup phase of the Springfield SRTS program in the Springfield Public School (SPS) District. This funding would support the partial cost of a SRTS Coordinator (.50 FTE), with SPS paying the remaining balance of the position (.50 FTE).

This funding will provide a bridge to then align the funding request with the other 2 regional Safe Routes to Schools Program funding request which will sunset in FY 21.

The Springfield Safe Routes to Schools Coordinator if funded, would continue to be housed in the SPS Transportation Office and would be responsible for the planning and implementing of a comprehensive Safe Routes to School Program which includes expanding SRTS Pedestrian and Bicycle Safety Education programs, partnered encouragement events, collaboration with the Springfield Police Department, engineering and infrastructure improvements, and both qualitative as well as quantitative evaluation efforts.

Additionally, the Springfield SRTS Coordinator position is a critical component in the City of Springfield’s focused approach to identify and treat safety concerns around SPS school sites. This approach leverages supporting policy language in local and regional transportation plans as well as the expanding list of cultivated regional SRTS partners.

As a result of the completion of the SRTS Action Plans for schools in the Urban Growth Boundary (15 plans), the Springfield SRTS program will now begin to deliver on the items in those plans in close collaboration with the school teams that partnered and assisted in their creation.

STBG-U, TA, and CMAQ funds are awarded through a competitive selection process. Proposed projects are first screened for program eligibility by MPO staff. Initial project rating is then completed by the Technical Advisory Sub-Committee (TASC) through a consensus process based on how well the projects address the region’s identified priorities. TASC is a sub-committee of the Transportation Planning Committee (TPC), which ultimately provides funding recommendations to the Metropolitan Policy Committee (MPC) for approval upon public review. Approved CMAQ projects are reviewed by ODOT and FHWA/FTA for ultimate eligibility determination.

Improves Safety (regional priority)		if applicable
Goals:	<ul style="list-style-type: none"> -Improve safety for users of all transportation modes (motorist, pedestrians, and bicyclists) -Promote the use of multi-use paths and/or increase the walkability and bikeability of the surrounding area. 	
Describe how the project meets these goals:		
<p>The Springfield School District serves 16 of the 55 total schools in the region (which includes the Bethel and 4J School Districts) accounting for 34% of all K-8th grade students. With the startup of the Springfield SRTS program (the youngest of the three regional SRTS programs) and with the recent completion of the all but one of the school action plans, the Springfield SRTS program is close to achieving long-term sustainability. As the program shifts focus toward cultivating strategic partnerships, it is in a unique position to provide sustained and equitable safety and encouragement programming.</p> <p>Dedicated funding over the next two year period will enable the Springfield School District, with assistance from Point2point, to provide a strong foundation to address the following key issues.</p>		

The Springfield SRTS program will be working to manage and assist in helping to reduce the symptoms stemming from the following four problem issues:

Need for Safe Travel for Springfield Youth:

Springfield school boundaries are in many cases bisected by collector and arterial streets that create objective hazards for students trying to use active modes to get to school. Centennial and Maple Elementary School and Hamlin Middle School Boundaries are broken up by Centennial Ave (Major Collector). Two Rivers-Dos Rios Elementary and Hamlin Middle School Boundaries are split by Pioneer Parkway which is an ODOT arterial facility. Guy Lee Elementary Boundary is bisected by Harlow Rd which is a major collector known for speeding traffic. The ODOT-owned Main Street (HWY 126) bisects the city East and West and is a notorious crash corridor; it divides boundaries for Agnes Stewart Middle, Thurston Middle, Riverbend Elementary, Ridgeview Elementary, and Thurston Elementary, as well as Thurston High School. Yolanda Elementary and Briggs Middle School are both located on Yolanda Ave, a historically county-owned facility which has major problems with dozens of parents parking in the bike lanes which were previously on-street parking. Page Elementary is on Hayden Bridge Rd. which is the continuation of Harlow Rd. on the east-side of Pioneer Parkway, and which lacks bike lanes through most of the facility between Pioneer Parkway and 19th.

Lack of Designated Physical Education Teachers in Springfield Public Schools:

The Springfield SRTS program, in accordance with language in the Eugene-Springfield Safe Routes to School Strategic Plan, has identified goals and metric based benchmarks around Pedestrian and Bicycle Safety Education Programs. A popular national model in the SRTS community is to use the 'Train the Trainer' approach where contracts are written to teach PE teachers how to run a successful BSE or PSE program. This model works well for a large number of schools, but does not work in the many schools that do not have designated PE teachers. Springfield Public Schools is a district that does not have elementary PE teachers. The program has taken a different approach and cultivated a strong partnership with Willamalane, the Springfield Parks District. Willamalane is in its first year taking on BSE for Springfield Public Schools. The Springfield SRTS coordinator will be working to support this program in the startup phase and documenting best practices to be shared throughout the state.

Need for Outreach & Education around Recent & High Risk Infrastructure:

The Springfield SRTS program and subsequent partners have worked to deliver 22+ infrastructure solutions over the last 5 years resulting in thousands of our roads most vulnerable users experiencing improved safe travel during their school commute trip. According to a study conducted by the American Planning Association (APA), "Schools in Washington DC, Florida, Texas and Oregon showed an average 25 percent increase in walking and bicycling to school over a five-year period associated with education and encouragement programs, and an average 18 percent increase associated with infrastructure improvements. This means that a school that combines infrastructure improvements with education and encouragement programs is likely to see increases in walking or biking of up to 43 percent." The Springfield SRTS coordinator will work in innovative ways to fill in gaps between infrastructure solutions and community education around safe usage of the 22+ newly developed community assets. The Springfield SRTS Coordinator will champion a new approach in field-based education for the Oregon SRTS movement by piloting the first of its kind

comprehensive, Infrastructure Educator Program. This citizen task-force will be made up of individuals who are passionate about traffic safety and active transportation. They will be trained and assigned to work sites throughout the Springfield urban growth boundary. They will be branded with common reflective "Infrastructure Educator" reflective vests and will be assigned to sites based on three main factors: new infrastructure, high-risk infrastructure, or recent active transportation-related crash sites. These educators will be trained to safely and effectively discourage unsafe behaviors and encourage best practices. These champions will be recruited by partnering with the, Bachelors of Science in Nursing candidates emphasizing youth injury prevention, Springfield Bicycle and Pedestrian advisory committee, Safe Kids West, local businesses, and other transportation safety partners (LCOG, Safe Lane Coalition, etc.)

Equity Needs in Historically Underserved Communities:

The Eugene-Springfield SRTS program has taken a comprehensive approach to integrating the Equity E into regional programming by intentionally assigning equity initiatives to action items called out in the Eugene-Springfield Safe Routes to School Strategic Plan. The regional team recently hired the services of Alai Reyes-Santos PhD through Alai Community Consulting to run a workshop aimed to better inform the outreach and event work done in the three district's low income and Latinx communities. The workshop looked at demographic data for the districts and found that Springfield has a number of low income populations that far exceed state averages and do not exist in the same concentrations in Eugene. The Springfield SRTS coordinator will take recommendations from the recently completed Equity Workshop with assistance from the Point2point Regional Schools Coordinator to create targeted outreach and relationship building strategies in these identified communities.

Preserves Existing Transportation Assets (regional priority)		if applicable
Goal:	Meet a minimum Pavement Condition Index on high volume Arterials, Collectors and Multi-Use Paths.	
Describe how the project meets this goal:		
<p>Over the past 12 years, Oregon Safe Routes to School infrastructure grants have invested nearly \$1 million in bicycle/pedestrian improvements at and near schools in the Central Lane MPO area. The project will continue to enhance these investments by teaching children how to safely navigate their way to school using these pathways and will motivate parents to allow their children to use active transportation, thereby improving the value and effectiveness of the infrastructure improvements, and reducing the wear and tear on street facilities that would require preservation investments.</p>		

Preserves or Enhances Transit Services (regional priority)		if applicable
Goal:	Maintain or increase transit ridership.	
Describe how the project meets this goal:		

The Springfield Safe Routes to School Program Coordinator works as a part of the Regional SRTS team, supported by Point2point at Lane Transit District to encourage active transportation trips made to and from school. Lane Transit District will be reinstating the Student Transit Pass Program (STPP) in the Fall of 2019 and will be collaborating with the regions Safe Routes to School team to promote STPP.

Reduces Greenhouse Gas Emissions (regional priority)		if applicable
Goal:	Reduce greenhouse gas emissions by reducing congestion, increasing operational efficiency, supporting alternative modes, and managing transportation demand.	
Describe how the project meets this goal:		
<p>The Springfield Safe Routes to School Coordinator works to reduce drive alone trips to and from schools. Objectives outlined in the Eugene-Springfield Safe Routes to School Strategic Plan (2017-2021) break out quantitative goals for each of the ‘Six SRTS E’s’. The E’s are Engineering, Encouragement, Evaluation, Education, Enforcement, and Equity. Each of these focus areas takes a targeted approaches to safely shifting student travel behavior towards active modes of transportation.</p>		

Additional Project Benefits		where applicable
Congestion Reduction	Describe the congestion reduction benefits anticipated as a result of this project.	
<p>By reducing school commute peak hour congestion and dispersing demand off of the current highway and road system to other modes and routes, the SRTS program maximizes use of existing Transportation investments such as bikeways, sidewalks, and ridesharing online software. In doing so, overall capacity improves on all local, regional, and state road facilities. The SRTS project educates and encourages the safe use of existing infrastructure investments to boost numbers of students who walk and bike and carpooling services.</p>		
Emissions Benefits	Describe the emissions benefits anticipated as a result of this project. Be as specific as possible	
<p>When children chose active transportation to and from school, this reduces 2 car trips a day for each family going to that school x 275 school days a year x 2 mile average trip to school x 20 mpg = 22,000 trips reduced with related Co2 savings.</p>		
SOV Reliance	How will the completed project impact reliance on single occupancy vehicles?	
<p>As more students walk and bike safely to school, there is a corresponding reduction in the use of SOV for families not needing to drive their students to and from school each day.</p> <p>The Springfield Safe Routes to School Program targets two main populations who might be considered in the ‘Interested but Concerned’ stage of behavior change. Those two populations are parents with young children and students. Both of these groups have real barriers to mode shift because of their lack of skills training, lack of confidence in infrastructure, lack of proper equipment and other very legitimate concerns. The Springfield SRTS program, along with the regional team, use the six E’s (Engineering, Encouragement, Evaluation, Education,</p>		

Enforcement, and Equity) to work with these populations in partnership with both government and private sector groups to facilitate removing these barriers towards a shift to more active modes of transportation.	
Multiple Modes	How will completed project benefit more than one mode or purpose (i.e., roadway & transit, bicycle & roadway users, or roadway & identified freight route)?
<p>SRTS also promotes “Walk & Stride,” drop off points for parents to foster physical activity to school along a safe route. In addition Point2point Solutions augments SRTS by offering school families a tailored carpool matching service, SchoolPool. Children receive health benefits of walking and school zones are less congested through reduction of school peak hour traffic.</p> <p>Measures: # of students walking, # of SchoolPool matches and the number of students in walking school buses each week.</p>	
Connectivity	Will completed project fill in key gaps in the transportation system, complete system components, or provide better pedestrian, bicycle, or roadway connectivity at a regional scale?
<p>The Safe Routes to School project assists jurisdictions by identifying key gaps in bicycle and pedestrian infrastructure necessary for safe walking and bicycling to school. The SRTS Coordinators have developed an Infrastructure Prioritization Tool that is used to help prioritize the needed infrastructure investments near and around the regional schools.</p>	
System Preservation	Describe any system preservation benefits as a result of this project.
<p>Over the past 12 years, Oregon Safe Routes to School infrastructure grants have invested nearly \$1 million in bicycle/pedestrian improvements at and near schools in the Central Lane MPO area. The project will continue to enhance these investments by teaching children how to safely navigate their way to school using these pathways and will motivate parents to allow their children to use active transportation, thereby improving the value and effectiveness of the infrastructure improvements, and reducing the wear and tear on street facilities that would require preservation investments.</p>	
Access to Opportunity	Describe any access to opportunity benefits as a result of this project.
Freight	Will completed project improve the freight system and freight movement?
<p>For schools near freight corridors, increased walking and biking reduces peak hour congestion and improves freight mobility.</p>	
Public Health	Will the completed project provide public health benefits?
<p>Safe Routes to School's methods of education and encouragement increase the number of children walking and bicycling to school with important public health consequences of increased physical activity and improved air quality.</p> <p>Increased Physical Activity The project will continue to encourage safe, healthy and active transportation among K-8 students and families. Children today are simply not getting enough physical activity, contributing to growing rates of obesity and obesity-related health problems such as diabetes. The current level of service encourages thousands of local school age children to use active transportation to and from school. Additional benefits include the teaching of safe mobility habits for all trips the students take both on school days and on all other trips.</p>	

<p>Consider:</p> <ol style="list-style-type: none"> 1) Over the past 40 years, rates of obesity have soared among children of all ages in the United States, and approximately 25 million children and adolescents—more than 33%—are now overweight or obese or at risk of becoming so. (American Medical Association, 295, no. 13, 2006.) 2) The prevalence of obesity is so great that today’s generation of children may be the first in over 200 years to live less healthy and have a shorter lifespan than their parents. (New England Journal of Medicine: Volume 352: March 2005.) 3) Walking one mile to and from school each day is two-thirds of the recommended sixty minutes of physical activity a day. (AJPM 2003:25 (4)) 4) An analysis of SRTS effect on Monroe Middle School students’ physical activity showed a 30% increase in walking trips after one-year of SRTS (2008-2009) with the average rising from 27% to 35% of total trips taken. 5) The program's use of existing route map resources illustrate additional community recreational locations (parks, recreation centers, pools) within walking and bicycling and nearby transit stop locations. The livability benefits of SRTS directly address an epidemic facing today's communities. <p>Improved Air Quality</p> <ol style="list-style-type: none"> 1) Children exposed to traffic pollution are more likely to have asthma, permanent lung deficits, and a higher risk of heart and lung problems as adults. (Epidemiology, Volume 16, No. 6, November 2005.) 2) Over the last 25 years, among children aged 5 to 14, there has been a 74 percent increase in asthma cases. In addition, 14 million days of school are missed every year due to asthma. (Centers for Disease Control and Prevention, http://www.cdc.gov/HealthyYouth/asthma/index.htm.) 3) Returning to 1969 levels of walking and bicycling to school would save 3.2 billion vehicle miles, 1.5 million tons of carbon dioxide and 89,000 tons of other pollutants—equal to keeping more than 250,000 cars off the local, regional, and state facilities per year. (“Emission Facts: Average Annual Emissions and Fuel Consumption for Passenger Cars and Light Trucks,” U.S Environmental Protection Agency. Available at http://www.epa.gov/otaq/consumer/f00013.htm.) <p>Measures: The use of ODOT Health & Transportation Tool to assess the health savings from the use of active transportation.</p>
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Other	What other benefits will the completed project provide that would be of interest to the selection committee
<p>The Eugene Springfield SRTS is committed to equitable programming and evaluates equity in several ways:</p> <p>Who: Demographics of school districts including race, socioeconomic class, gender, and unique populations (such as people with disabilities).</p> <p>Where: Spatial distribution of services, programs and infrastructure projects. Streets in lower income communities are more dangerous for people who walk or ride bicycles, due to an absence of protective infrastructure and street design. [Bridging the Gap. “Income Disparities in Street Features that Encourage Walking.” 2012.] Injuries to people walking and bicycling are much more frequent in lower-income neighborhoods than in upper-income neighborhoods. [“Neighborhood Social Inequalities in Road Traffic Injuries: The Influence of Traffic Volume and Road Design.” <i>American Journal of Public Health</i>, 102(6): 1112-1119, 2012.]</p> <p>What: Projects that increase accessibility, opportunities and benefits across all populations.</p> <p>The regional SRTS program incorporates equity into its assets by:</p> <p>Equity in Education: The Regional SRTS program’s education component engages students in the</p>	

classroom mainly for bike safety and pedestrian safety classes, and occasionally other events. Equity considerations include who gets these services across all districts, and cultural competency of the information is presented.

Key components include:

- o Classes spread across the district evenly, reaching all schools
- o Materials available in Spanish
- o Hiring of diverse instructors
- o Training on how to present material in a culturally competent manner

Equity in Engineering/Infrastructure

The Regional SRTS team works regularly with city and county planners, School District maintenance departments and others to direct infrastructure to be provide safe routes to and from school with specific focus on under-served populations and schools.

Equity in Encouragement Events

It is critical to note for SRTS events who participates, the location, and the overall programming for cultural relevancy. In addition, SRTS programs partner with other organizations that work with specific populations' increases the SRTS reach to underserved groups.

Equity in Evaluation

Evaluation equity is addressed at the programming level to examine equity goals within the administration of SRTS work. In evaluation work (surveys, tallies, participation numbers, etc.) it is important to identify variables of race, gender, ability, income, whenever possible to help identify and understand any potential barriers for participation.

For program eligibility information follow links below:

STBG-U eligibility: <http://www.lcog.org/DocumentCenter/View/5482>

TA eligibility: <http://www.lcog.org/DocumentCenter/View/5453>

CMAQ eligibility: <http://www.lcog.org/DocumentCenter/View/5481>

APPLICATION DUE DATE: August 26, 2019

PLEASE SUBMIT APPLICATION ELECTRONICALLY TO DAN CALLISTER, LCOG: dcallister@lcog.org

Last Saved: August 28, 2019