



# FUNDING APPLICATION for Discretionary Federal Funds through CLMPO

The *Application Instructions* is a companion document to this application and provides section-by-section instructions, additional details, and helpful hyperlinks to assist applicants as they complete the application.

Section 1: Applicant Information			
Date:	5-18-2022		
Sponsoring Organization:	City of Eugene		
Contact Person & Title:	Shane Rhodes		
Contact e-mail:	srhodes@eugene-or.gov	Phone:	541-682-5094

Section 2: Project Information <i>(see instructions)</i>			
Project Title:	Bike Share Planning & Operations		
Project Benefit:			
Location:	Eugene		
Project Limits:	Current bike share operating area; generally, Valley River Center and Whiteaker on the west to Walnut Street on the east and Autzen Stadium on the north to 29 <sup>th</sup> Avenue on the south.		
Length in Feet:			
Functional Class:			
Traffic Volume (yr):			
Bike/Ped Volumes (yr):	600 rides per day	STIP Key Number:	
On the NHS? (yes/no):		Project includes bike/ped facility? (yes/no):	
State Senate District(s):	<input type="checkbox"/> 4 <input type="checkbox"/> 6 <input type="checkbox"/> 7	State Rep. District(s):	<input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 11 <input type="checkbox"/> 12 <input type="checkbox"/> 13 <input type="checkbox"/> 14
Project Description:			

Funding from the Central Lane MPO is requested to support a gap in PeaceHealth Rides operational funding for 2022 and 2023. This funding will also enable planning for future bike share system expansion, increase outreach, and identify additional bike share partners. Continued growth in bike share ridership is critical to reaching city goals around mode share and greenhouse gas emissions.

<b>Section 3: Eligibility</b>	Yes	No	N/A
Is the project within the <b>Central Lane MPO boundaries?</b> See Instructions if uncertain.	x		
<b>General Federal Aid Eligibility:</b> Does the project meet the general requirements for federal aid projects as outlined in Title 23, U.S.C.?	x		
<b>RTP:</b> Is the project listed in, consistent with, or able to be added to the financially constrained Regional Transportation Plan (RTP) during project time frame?	x		
RTP project number: <input type="text"/>			
<b>State/Local Plans:</b> Is the project identified in an adopted state or local plan?			
Describe:			
<b>Sufficient Funding:</b> Is the total of requested funds plus local match and other committed funds sufficient to complete the project?	x		

Provide information if the answer is "No" or "N/A" for any of the above eligibility questions:

This application does not require applicants to identify a specific funding program for their proposed project. Due to the numerous funding programs, each with its own set of eligibility criteria, each application that meets the general eligibility criteria will be prioritized according to its merits. A staff committee will work in consultation with project sponsors to identify a suitable funding program or combination of programs for successful projects.

<b>Section 4: Project Budget and Funding Request Summary:</b>					
-All amounts must reflect year of expenditure dollars (correcting for inflation)					
-Federal funds require 10.27% match from non-federal sources.					
Estimated Total Project Cost		<b>\$72,440</b>			
Project Phase	Estimated FFY to Obligate	Federal Funds Requested	Required Match (10.27%)	Additional Committed Funding (incl. Fed.)	Estimated Total Cost
<b>Planning*</b>		\$	\$	\$	\$
<b>Design/Prelim. Engineering</b>		\$	\$	\$	\$
<b>Right of Way</b>		\$	\$	\$	\$
<b>Utility Relocation</b>		\$	\$	\$	\$
<b>Construction</b>		\$	\$	\$	\$
<b>Other</b>		\$65,000	\$7,440	\$	\$72,440
<b>Total request of federal funds:</b>		<b>\$ 65000</b>	<b>\$7,440</b>	<b>\$</b>	<b>\$72,440</b>
Enter amounts and sources of "Additional Committed" funding:	\$	Source:			
	\$	Source:			
	\$	Source:			
	\$	Source:			
*State and Federal agencies will not typically approve a project with both a Planning and a Design/Engineering phase under a single Key Number. If your project includes funding for both phases, please explain why.					
Provide other funding information, as relevant:					

### **Section 5: Regional Primary Funding Considerations**

The 2045 RTP identifies 7 general goals and 28 specific objectives to achieve those goals. The following subset of objectives was identified by the MPO as the primary funding considerations for this call for projects:

- Eliminate fatal and serious injury crashes for all modes of travel.
- Preserve and maintain transportation system assets to maximize their useful life and minimize project construction and maintenance costs.
- Eliminate barriers that people of color, low-income people, youth, older adults, people with disabilities and other historically excluded communities face meeting their travel needs.
- Reduce the transportation system's vulnerability to natural disasters and climate change.
- Improve public health by providing safe, comfortable, and convenient transportation options that support active living and physical activity for all ages and abilities to meet daily needs and access services.
- Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.
- Strive to reduce vehicle-related greenhouse gas emissions and congestion through more sustainable street, bike, pedestrian, transit, and rail network design, location, and management.
- Complete gaps in the regional bicycle and pedestrian networks, including paths.

Describe how the proposed project supports the primary funding considerations listed above (up to three):

Bike share in Eugene has proven to be very popular since launch in 2018. Now marketed and operated by a local nonprofit, Cascadia Mobility, bike share is as popular as ever, averaging over 600 trips per day. Recent technology upgrades, improved maintenance and redistribution, and improved community connections are some of the reasons bike share is well positioned to continue to increase ridership.

The work Cascadia Mobility will do to continue bike share operations and assist Eugene and Springfield explore system expansion, increase outreach, and identify additional partners helps to achieve the following goals:

- Eliminate barriers that people of color, low-income people, youth, older adults, people with disabilities and other historically excluded communities face meeting their travel needs.

Access to transportation is a key social determinant of health. Through targeted education, outreach and partnership with community based organizations and health organizations that serve disadvantaged populations, plus a discounted rate plan available for low income clients of partner community based organizations, Cascadia Mobility is working to lower barriers to access to bike share.

- Improve public health by providing safe, comfortable, and convenient transportation options that support active living and physical activity for all ages and abilities to meet daily needs and access services.

Bike share is an easy, fun, and affordable way to get around. Bike share lowers the barrier for access to a bike, any time. The more people we can get riding bike share, the closer we come to achieving this objective.

<ul style="list-style-type: none"> <li>• Increase the percentage of trips made using active and low carbon transportation modes while reducing vehicle miles traveled within our region.</li> </ul> <p>Encouragement programs for bike share, expanded partnerships, and increased system size will all lead to improved network connection and an increase in the percentage of trips made by bike.</p>
<b>Additional Project Benefits</b>
Describe any other project benefits worth consideration by those reviewing this application.
Bike share makes use of bike infrastructure and lowers the bar for access to bikes. Bike share helps “normalize” biking by making bikes accessible to all. The more people see bikes, the more people are likely to bike, the more bike infrastructure is needed. Bike share is a catalyst to expand use of active transportation and the infrastructure that supports it.

<b>Section 6: Performance Measures:</b>			
Indicate which performance measure(s) this project supports. See Instructions for more details.			
<b>a. Roadway Safety</b>			
<input type="checkbox"/> Serious Injuries and Fatalities per vehicle-mile traveled	<input type="checkbox"/> Number of Serious Injuries and Fatalities for non-motorized users		
<input type="checkbox"/> Number of Serious Injuries and Fatalities			
<b>b. Pavement and Bridge Condition on the NHS</b>			
<input type="checkbox"/> Condition of Interstate Pavements	<input type="checkbox"/> Condition of NHS Bridges		
<input type="checkbox"/> Condition of Non-Interstate NHS Pavements			
<b>c. Performance of the NHS</b>			
<input type="checkbox"/> Percent of reliable person-miles on Interstate	<input type="checkbox"/> Truck Travel Time Reliability on Interstate		
<input type="checkbox"/> Percent of reliable person-miles on NHS			
<b>d. Transit Asset Management</b>			
<input type="checkbox"/> Percent of vehicles that exceed useful life benchmark	<input type="checkbox"/> Percent of facilities < 3 on the TERM scale		
<b>e. CMAQ Performance Measures</b>			
<input type="checkbox"/> Total Emissions Reductions (PM10)	<input type="checkbox"/> Annual hours of peak hour excessive delay		
<input type="checkbox"/> Percent of non-SOV travel			
<b>Section 7: Air Quality Status</b>		Yes	No
a. Is the project exempt from air quality conformity analysis? see <a href="#">40 CFR Sec. 93.126</a>		x	
b. If exempt, under what category is the project exempt? (e.g. Safety – Railroad/Highway Crossing)			
Other – Activities which do not involve or lead directly to construction – planning activities conducted pursuant to Titles 23 and 49 U.S.C.			

Section 8: Submittal Approval	
Project Sponsor Authority Information	
The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.	
Authorizing Authority Name:	City of Eugene
Authorizing Authority Title: (e.g. Mayor, Executive Director, etc.)	Transportation Planning Manager
<input checked="" type="checkbox"/> Submittal was approved by the identified authorizing individual.	
Co-Sponsor Authority Information (if applicable)	
Authorizing Authority Name:	
Authorizing Authority Title:	
<input type="checkbox"/> Submittal was approved by the identified authorizing individual.	

Section 9: Project Summary Sheet
Follow the <i>Application Instructions</i> to complete the project summary sheet form and submit it with this completed application.

Email this completed application in Word format together with the completed Project Summary Sheet to [dcallister@lcog.org](mailto:dcallister@lcog.org) or by mail to:

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 Lane Council of Governments  
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