

Oregon Department of Transportation



2027-2028 Competitive Transit Grant

Applicant Information

Agency Legal Name

City of Eugene

Agency Legal Street Address

180 W. 8th Ave.

City

Eugene

State

OR

Zip

97401

Application Contact First Name

Shane

Application Contact Last Name

Rhodes

Application Contact Position Title

Transportation Options Program Manager

Application Contact Email Address

srhodes@eugene-or.gov

Application Contact Phone

(541) 682-5094

First Name of Person Signing Grant Agreement

Jenny

Last Name of Person Signing Grant Agreement

Haruyama

Official who has authority to indebted agency or company

Title of Person Signing Grant Agreement

City Manager

FEIN (Federal Employer Identification Number)

93-6002160

UEID (Unique Entity Identification)

QC6XU4HJEZW3

Transit Agency Type**Does your agency have any existing grant agreements with ODOT?**☒ Yes☐ No**Authorized Representative****First Name****Last Name****Title****Email Address****Phone Number**

Flood Zones

Are any FTA-funded buildings that your transit agency owns located in a flood zone?

- ☐ Yes ☒ No

If you are not sure if your project is located in a flood zone, use the [Federal Emergency Management Act \(FEMA\) website](#) to locate the project address.

Do you have flood insurance?

- ☒ Yes ☐ No

Risk Assessment Information

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

- ☒ Yes
☐ No

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
☐ No

What type of accounting system does your agency use?

- ☐ Manual
☒ Automated
☐ Combined

An example of an Automated accounting system is a program tool such as QuickBooks. A Manual accounting system is a bookkeeping system for recording business activity transactions where financial records are kept without using a computer system with specialized accounting software. A Combined system uses a combination of the two systems.

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

- ☒ Yes
☐ No

What is the financial software utilized?

PeopleSoft

Did your staff members attend the Public Transportation Division's required trainings and meetings during prior grant award cycles?

- ☐ Yes
☒ No

Will applicant delegate the administration of the grant to a separate agency?

- ☐ Yes
☒ No

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

☒ Yes

☐ No

Is the Public Transportation Division currently conducting a forensic audit of your agency?

☐ Yes

☒ No

Was your agency audited by the State and/or Federal government in the past two years?

☐ Yes

☒ No

Delegation of Administration/Contracting

Do you plan to use a subrecipient or contractor to implement the grant supported activity?

☒ Yes

☐ No

List the subrecipient(s) and/or contractor(s).

Cascadia Mobility

Describe how your agency will provide sufficient subrecipient and/or contractor oversight to ensure eligibility is maintained for grant moneys.

There is a contract in place with Cascadia Mobility to operate our City owned bike share system. The Financial section of the contract lays out the budgeting and auditing required (see below).

5.0 Financial

Contractor will execute all elements of program administration, management, sales, marketing, and operations. 2021 City of Eugene Financial Commitments can be found in Exhibit D. Future city commitments, if any, shall be determined on an annual basis.

Contractor will collect rider revenue through their own contract with Mobility Cloud. Annually, after the end of the calendar year, Contractor and City will perform a reconciliation of the budget, sponsorship, rider revenues, and grant funds. A new budget will be created after this reconciliation that will determine what net revenues will be rolled over into the next year of operations and for what purposes it will be used.

Contractor will work with the City on fare structure and pricing models for memberships and rides and will make changes only after review and written approval from the City.

The City of Eugene holds the sponsorship contract with the title sponsor PeaceHealth, and will transfer these funds annually to Contractor after the annual budgeting process.

Contractor will work closely with PeaceHealth and will pursue, in partnership with the City, other sponsorships (station, bike, event, or other) and grants that align with the current sponsorship and contract.

Is the project a capital project or an operations project?

☐ Capital

☒ Operations

Applicants must fill out separate applications for capital and operations projects. They cannot be included on the same application.

Operations Project

Project Information

Project title

Two-Wheeled Transit Transition Funds

Project description

The City of Eugene seeks STIF Competitive Transit Grant funding to support operating costs for the regional bike share system as it transitions away from long-term private sponsorship by PeaceHealth. This funding will cover core operating costs, including system maintenance, rebalancing, customer service, and software platform needs. These investments will ensure uninterrupted service for riders while the City and other bike share program partners finalize a long-term public funding and governance model aligned with regional transportation goals.

This funding will bridge operating cost gaps as we sunset “PeaceHealth Rides” and work toward launching a new transit-integrated, and expanded bike share program in mid-2028. Continued bike share operations advance STIF objectives by providing low-cost, zero-emission mobility options for students, essential workers, and riders with limited transportation choices. The system strengthens first- and last-mile connections to LTD services, supports climate and equity goals, and maintains access to a vital transportation resource for neighborhoods with limited transit access.

The project stabilizes an important public mobility service during a critical transition and positions the system for long-term, community-centered success.

Does your agency operate a fixed route service?

☐ Yes ☒ No

Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed route trip serves the same origins and destinations, such as rail and bus (MB); unlike demand responsive (DR) and vanpool (VP) services.

Would this award support ongoing operations of an existing service or resume a recently reduced service?

☒ Yes ☐ No

Would this award support intercommunity service?

☐ Yes ☒ No

Will this award establish services on corridors that are identified in the Priority Intercity Bus Network Study?

☐ Yes ☒ No

Will this award support a new pilot project?

☐ Yes ☒ No

Pilot operations projects may be considered for funding if the application indicates a feasible financial plan for ongoing operations beyond the initial pilot period, per OAR 732-044-0005.

Would this award support purchased service?

☐ Yes ☒ No

Would this award support mobility management?

☐ Yes ☒ No

Would this award support preventative maintenance?

☐ Yes ☒ No

Project Service Area

Indicate the primary service area for the proposed project.

☒ Large urban

☐ Small urban

☐ Rural

Large Urban (over 200,000 population), Small Urban (50,000-200,000 population), and Rural (under 50,000 population).

If the proposed project spans more than one geographic type, use the most appropriate or majority of the project location.

Project Service Type

What is the main type of service that will be supported with this award?

☐ Commuter

☐ Complementary Paratransit

☐ Demand Response

☐ Deviated Fixed Route

☐ Intercity

☐ Fixed Route

☐ Paratransit

☒ Bike Share

Service Days and Times

Please populate the table with the start and end time of service for the appropriate day. If there is no service on a given day, please leave blank.

Days of Service	Start Time	End Time
Monday	12:00 AM	11:59 PM

Tuesday	12:00 AM	11:59 PM
Wednesday	12:00 AM	11:59 PM
Thursday	12:00 AM	11:59 PM
Friday	12:00 AM	11:59 PM
Saturday	12:00 AM	11:59 PM
Sunday	12:00 AM	11:59 PM

Project Administration

Will project administration be an element of the proposed project?

☐ Yes ☒ No

Project Delivery

Is this project part of a group of projects that are dependent on each other?

☐ Yes ☒ No

For example, bus washing station dependent on facility.

Does this project include tasks that are dependent on each other?

☐ Yes ☒ No

Please describe the task level deliverables.

Task 1: Contracting and Procurement
 Task 2: Bike Share System Operations
 Task 3: System Maintenance
 Task 4: Software Platform and Technology Services
 Task 5: Transition Planning and Long-Term Funding Strategy
 Task 6: Project Administration and Reporting

Where applicable, please include the request for proposal or invitation to bid issue date, contract award date, initial delivery date, final delivery date, and contract completion date.

On-going Operations or Recently Reduced Operations

For each on-going operations or recently reduced operations deliverable, please fill out the following section.

If there are multiple on-going operations or recently reduced operations deliverables in your project, please select "Add Deliverable" at the end of the section.

Ongoing Operations Deliverable 1

Provide a brief history of the current service or recently reduced service.

The regional bike share system launched in 2018 as PeaceHealth Rides through a partnership between the City of Eugene, LTD, the University of Oregon, and PeaceHealth. Since launch, the system has provided a reliable, low-cost, zero-emission travel option and strong first- and last-mile connections to transit.

The system has since grown to 450 bikes and an expanded service area. A Bike Share 2.0 Plan is now underway to guide the next phase of bike share, transitioning from private sponsorship to a publicly supported funding and governance model while planning for a future electrified and expanded system.

Describe any elements of the proposed project that differ from the existing or recently reduced service.

The proposed project differs from the existing service primarily in how the bike share system is funded and managed. Currently, the system operates under a model supported by private sponsorship. Under the proposed project, operations will transition to a publicly supported funding structure to ensure service continuity during the sponsorship wind-down period. This shift includes expanded public oversight, increased coordination with regional transit partners, and new operating funds that stabilize the system while long-term governance and funding strategies are finalized.

The operational delivery of the bike share system—maintenance, rebalancing, customer service, and software platform support—will remain consistent with the current service during this transition period. The key change is increased public funding and governance mechanisms that will sustain operations and position the system for future improvements identified through the Bike Share 2.0 planning process.

Provide the operations costs for the service for the previous fiscal year.

\$989,097.00

If the service operated in 2024, how many rides were provided? Answer N/A if not tracked.

201,058

If the service operated in 2025, how many rides were provided? Answer N/A if not tracked.

279,426

What is the predicted number of rides that will be served in the next full year of service? Answer N/A if not tracked.

325,000

What is the total project cost to support ongoing operations?

\$315,000.00

The total project cost is the award amount plus the 20% match.

Minimum project cost to support ongoing or recently reduced operations?

\$250,000.00

The total project cost is the award amount plus the 20% match.

Project Match

Match Source	Match Amount	Match Percentage	Match Status
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Local	\$63,000.00	100.00%	Secured
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\$63,000.00

100.00%

Project timeline milestones

These estimated dates will populate your statement of work if awarded. Note that for operations projects that are awarded STIF Discretionary or STIF Intercommunity funding, the target grant period will be July 2027 to June 2028.

How will you deliver the proposed project activity?

☐ In-house ☒ Contractor or Consultant

Contractor or Consultant

Request for Pricing (RFP) issue date

7/1/2027

Provide the RFP issue date for hiring the contractor or consultant.

Contract award date

7/30/2027

Provide the consultant or contractor contract award date.

Initial start date

7/31/2027

Provide the initial start date for the consultant or contractor work.

Final end date

6/30/2028

Provide the final end date for the consultant or contractor work.

Contract completion date

6/30/2028

Provide the date that the consultant or contractor contract is complete.

Task Level Deliverables

For each task in your ongoing operations or recently reduced deliverable, please fill out the section below. Select "Add Task" to add another task.

Task 1

Task title

Contracting and Procurement

Task description

- Issue Request for Proposals (RFP) (July 1, 2027).
- Complete proposal evaluation and select contractor (July 16, 2027)
- Execute operating contract or contract amendment (July 30, 2027)

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Task 2

Task title

Bike Share System Operations

Task description

- Daily system operations, including bicycle rebalancing, station functionality, and customer support.
- Regular rebalancing of bikes to maintain system availability and ensure equitable distribution across service areas.
- Quarterly reporting of key performance indicators (ridership, availability, equity access metrics, and operational uptime).

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Task 3

Task title

System Maintenance

Task description

- Preventive and corrective bicycle maintenance.
- Docking station and equipment maintenance.
- Documentation of maintenance activity and fleet condition by reporting period.

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Task 4

Task title

Software Platform and Technology Services

Task description

- Ongoing software licensing and technology support.
- System monitoring and updates to maintain reliability and data integrity.
- Delivery of monthly data exports for ridership and performance reporting.

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Task 5

Task title

Transition Planning and Long-Term Funding Strategy

Task description

- Development of a sustainable public governance and funding strategy for bike share operations.
- Stakeholder coordination with LTD, UO, City of Eugene, and other local partners.
- Final transition plan delivered at project closeout.

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Task 6

Task title

Project Administration and Reporting

Task description

- Submission of quarterly progress reports to ODOT, including expenditures, operations summaries, and outcomes.
- Final project report upon completion, summarizing all deliverables and outcomes.

Please provide a task description for this task. Where applicable, please include the request for proposal or invitation to bid date, contract award date, initial delivery date, final delivery date, and contract completion date.

Operations Project Total

Total Project Cost
\$315,000.00

Match Amount
\$63,000.00

Grant Amount
\$252,000.00

Budget

What is the estimated total cost to complete this project?	Estimated Match Amount	Estimated Grant Amount
\$315,000.00	\$63,000.00	\$252,000.00

Minimum award amount (grant share only, not including match) that will still allow your project to proceed?

\$250,000.00

If the amount requested in this application (and match) does not equal the total amount needed for the project, how will the remainder of the project be financed?

- ☐ Federal grants
- ☐ State grants
- ☐ Local grants
- ☒ Other

If you specified "Other", please describe.

Funding from LTD, University of Oregon, fares, and potentially other state or federal grants if needed.

Is your agency including in-kind match in the application?

☒ Yes ☐ No

If you answered "Yes", please indicate the type of in-kind match.

Fares/rider revenue are included as match.

In-kind match needs to be approved by PTD prior to award.

Scored Questions

The Scored Questions contain the primary questions that will be used to evaluate and score applications. The scoring weights are provided *in italics* in each section.

Please answer the questions completely with relevant details that will help the evaluation committee appraise the merits of the project. Examples of low scoring and high scoring answers are provided in the Application Instructions document.

Community Benefits

Operations Projects 30%, Capital Projects 20%

For the questions in this section, please describe how this project addresses important community needs and will deliver a significant benefit to the community.

Please explain how operations for the service were previously funded.

Since the system's launch in 2018, core bike share operations have been funded through a combination of state and regional transportation funds, user fees, smaller partner contributions from the City of Eugene, LTD, and the University of Oregon, and a long-term private sponsorship agreement with PeaceHealth. This sponsorship initially covered a large portion of annual operating costs, including system operations, maintenance, rebalancing, customer service, and technology platform expenses. However, as the system has expanded, titled sponsorship funds have decreased from a peak of approximately \$347,000 to \$200,000 in 2025 and will be ending in 2027.

Please explain why there are no longer sufficient funds to operate this service?

Together, these funding sources supported the system's day-to-day operating needs and enabled growth to a 450-bike fleet and expanded service area. From 2020 to 2025, the fleet grew by about 30 percent and total bike share trips increased by roughly 150 percent, while sponsorship support declined by approximately 40 percent. This widening gap between system demand and available operating funding has made the current model insufficient to sustain reliable operations without additional public investment.

Describe the need this project addresses. Please provide information to support these statements.

The bike share system provides an essential mobility option for students, essential workers, lower-income households, and residents living in areas with limited transportation choices. It also plays a key role in supporting first- and last-mile connections to transit, advancing regional climate goals, and reducing transportation barriers for underserved communities.

Describe how your agency determined this need existed, including any community engagement you conducted.

The City of Eugene identified the need for sustained operating support through ongoing system monitoring, partner coordination, and community engagement. Annual ridership data, fleet utilization rates, and equity access metrics consistently showed strong and growing demand for bike share services, even as available operating funds declined. Feedback from riders through customer service channels, community outreach events, and periodic surveys highlighted the importance of bike share as an affordable and reliable transportation option, especially for students, essential workers, and residents with limited mobility choices.

Input from regional partners—including LTD, the University of Oregon, local employers, and bike share users—further reinforced the system's value as a first- and last-mile connector and as an essential component of public transit. As part of the ongoing Bike Share 2.0 planning process, the City is working with partners to ensure continuous operations during the transition to a publicly supported funding model.

Describe the expected community benefits from this project.

This project will ensure uninterrupted access to an affordable, zero-emission transportation option that many community members rely on for daily travel. Continued bike share operations will support students, essential workers, lower-income households, and residents with limited mobility choices by maintaining a dependable service that reduces transportation barriers.

Stable operations will also strengthen first- and last-mile connections to transit, helping more riders combine bike share with LTD services for longer and more efficient trips. Sustaining the system during this transition period protects a key multimodal asset that supports regional climate goals, reduces congestion, and expands mobility options in underserved neighborhoods.

By bridging the current operating funding gap, the project will preserve a widely used public resource, maintain equitable access to transportation, and keep the system positioned for long-term improvements identified in the Bike Share 2.0 planning process.

If this project is not awarded funding from this solicitation, what are the expected impacts?

If the project is not awarded funding, the City will face challenges maintaining continuous bike share operations during the transition away from PeaceHealth's sponsorship. Without this funding, the system may need to reduce service levels, such as limiting fleet availability, station coverage, customer support, or rebalancing capacity. These reductions would affect riders who rely on the system for affordable, convenient mobility and first- and last-mile transit connections. In the absence of alternative funding, a temporary service reduction could become necessary, delaying progress toward establishing a stable, publicly supported operating model.

Does your project have the potential to increase the use of active transportation, including public transportation?

☒ Yes ☐ No

Please describe.

Yes. By preserving the regional bike share system, the project directly supports increased use of active transportation. Bike share itself is an active mode, and it also strengthens connections to LTD bus service by providing reliable first- and last-mile access. Maintaining system operations ensures that riders, especially those with limited transportation options, can continue choosing biking and transit instead of driving, which contributes to higher multimodal ridership overall.

Select all that apply to your project.

- ☐ Improves the passenger experience.
- ☒ Benefits multiple transportation service providers.
- ☒ Involves consolidation, coordination, or resource sharing between agencies.
- ☐ None apply to my project.

Describe how this project would improve each of the items you selected in the previous question.

Maintaining bike share operations directly supports Lane Transit District (LTD) by improving first- and last-mile access to bus service, increasing the reach and convenience of transit, and helping riders complete multimodal trips. The system also benefits the City of Eugene and City of Springfield by supporting their transportation, climate, and mode-shift goals, and it supports the University of Oregon by providing a high-use mobility option for students and staff.

The project promotes consolidation and coordination by aligning bike share operations with regional transit planning, integrating station siting with bus network needs, and coordinating service decisions with partner agencies. As the system transitions to a publicly supported model, the City is working closely with LTD, regional partners, and local institutions to create shared priorities, streamline decision-making, and improve regional mobility outcomes.

The project also enhances resource sharing by pooling funding, data, and operational insights across agencies. Bike share system data supports regional planning, helps LTD understand multimodal travel patterns, and supports more efficient placement of transit investments. Operational coordination reduces duplication and ensures that limited public resources are used effectively to support a unified mobility network.

Are there any additional community benefits for the proposed project that have not been addressed in the previous questions in this section?

☒ Yes ☐ No

Please describe.

- Supports local economic activity. Bike share connects riders to jobs, retail areas, events, and downtown destinations, helping sustain local businesses—especially in areas where parking or transit access is limited.
- Improves public health. By providing easy access to low-barrier physical activity, the system supports healthier travel habits and encourages more residents to incorporate active mobility into daily routines.
- Enhances transportation resilience. Maintaining a robust bike share system gives the community a reliable travel option during service disruptions, traffic congestion, or emergency events when multimodal flexibility is valuable.
- Promotes equitable access to mobility. The system continues to serve residents who do not own a car or face financial barriers to other modes. This widens mobility access without requiring additional personal expense.
- Supports climate and livability goals. Reducing short car trips improves air quality, reduces noise, and supports broader community sustainability initiatives.
- Strengthens the regional mobility network. Continuity of the bike share system helps maintain a predictable, multimodal environment that reinforces long-term planning and investment in integrated transportation options.

Safety

Operations Project 20%, Capital Projects 20%

This section evaluates how projects may enhance safety of vulnerable road users and transit riders.

What safety amenities are included in this project? Select all that apply.

- ☐ None
- ☐ Trimming
- ☐ Current arrival time tracker
- ☐ Lighting
- ☐ Cameras
- ☐ Seat belts
- ☐ Pedestrian or bicycle infrastructure
- ☒ Other

If you selected "Other", please describe.

- Improved bicycle fleet safety. Regular maintenance, inspections, and repairs supported by this funding help ensure that all bikes are safe, mechanically sound, and dependable for riders.
- Helmet-encouragement and safety education. The bike share program provides safety messaging, riding guidance, and route information that support safer bicycling behavior.
- Predictable, organized bike parking. Our hub-based bike share reduces clutter and prevents unsafe bike placement on sidewalks, curb ramps, and transit stops.
- Supports safer alternative to walking long distances at night. Riders who might otherwise walk in low-light or isolated areas can use bike share instead, improving personal safety and perceived security.
- Data-driven safety planning. Trip data helps the City identify high-use corridors and design safer bikeways, crossings, and traffic-calming improvements.
- Encourages slower, safer street environments. More people using bikes contributes to safer conditions for all roadway users.

Describe the safety improvements or features funded by this project. In particular, describe how the project will improve the safety of vulnerable road users and transit riders.

This project improves safety by funding the maintenance, inspection, and repair of bike share bicycles and docking stations, ensuring that equipment is reliable, well-lit, and in good working order for all users. Regular operations—including rebalancing, customer support, and station upkeep—help keep sidewalks, curb ramps, and transit areas clear, reducing conflicts for pedestrians and people using mobility devices. Safety education and in-app guidance support safer riding behavior. By providing a dependable option for first- and last-mile travel, the project also helps transit riders make safer, more predictable connections to LTD stops and stations.

Climate Mitigation

Operations Projects 20%, Capital Projects 20%

The purpose of the climate mitigation questions is to determine how the proposed project advances state goals for reducing greenhouse gas emissions by maintaining or increasing transit ridership, deploying low- or no-emission vehicles, or using low carbon materials or carbon-efficient design principles.

If your agency is proposing a facility construction or renovation project, explain how your agency will reduce the climate impact of the project. If not relevant, write "N/A".

N/A

This could include the use of low-carbon materials, energy efficient design, onsite renewable energy, etc.

Describe how this project will reduce greenhouse gas emissions through encouraging people to use less carbon intensive forms of transportation? If not relevant, write "N/A".

This project will reduce greenhouse gas emissions by maintaining a reliable, affordable bike share system that encourages people to choose biking instead of driving for short trips. By preserving a convenient active-transportation option, the project helps shift daily travel away from single-occupancy vehicle use, which is one of the largest local sources of transportation emissions. Bike share also strengthens first- and last-mile connections to LTD transit, making it easier for people to combine biking and bus service rather than relying on a car. Continued system operations ensure that residents—especially those with limited transportation choices—can consistently access a zero-emission travel option, supporting both mode shift and regional climate goals.

For each vehicle you intend to acquire, provide the vehicle category, propulsion type, estimated annual miles, and the number of expected annual passenger rides (i.e., one-way passenger rides) in the first year of service for each vehicle.

N/A

For each vehicle include all one-way passenger rides, even if the vehicle is used across different routes or services.

Example:

- 1. Category A – diesel, 27,500 miles, 5000 passenger trips*
- 2. Category C – gasoline, 10,000 miles, 2000 passenger trips*

Access

Operations Projects 30%, Capital Projects 20%

The purpose of this application section is to assess how the proposed project planning and implementation incorporates meaningful involvement of resource-limited groups in decision-making. Project sustains or improves access to transportation for resource-limited groups.

What are the specific geographic boundaries of your transit service area? If you have a shapefile, file geodatabase, or REST service of your transit service area, please save it as a .zip file and attach it in the Supporting Documents section of the application.

See peacehealthrides.com for the most up to date service area.

If the project serves more than one community (e.g. intercity bus), what are the geographic boundaries (e.g. city, county, and/or urban growth boundaries, etc.) of the primary beneficiaries of the service?

See peacehealthrides.com for the most up to date service area (including Eugene and Springfield)

Did your agency engage or does your agency plan to engage members of resource-limited groups or their representatives in the development of this project?

☒ Yes ☐ No

Please explain the engagement that you conducted or plan to conduct.

The program has engaged, and will continue to engage, resource-limited community members through its work with PeaceHealth Rides, which has long emphasized equitable access and affordability in system design and outreach. Community input from lower-income residents, students, transit-dependent riders, and individuals who rely on low-cost mobility options has informed key elements of the system, including reduced-fare and income-qualified programs. Ongoing feedback gathered through user surveys, outreach events, and partnerships with local institutions continues to shape service improvements, helping ensure the project reflects the needs of riders who face the greatest transportation barriers.

How may resource-limited groups benefit from this project?

We work with several organizations that provide services to resource-limited groups, including: Plaza de Nuestra Comunidad, Homes for Good, Food for Lane County, Shift Community Cycles, and Eugene-Springfield Safe Routes to School.

How may resource-limited groups be burdened by this project?

0

Infrastructure and multi-modal connectivity

Capital Projects 10%

The purpose of this section is to evaluate how the proposed project improves conditions of transit-related infrastructure and/or multimodal connectivity of public transportation system.

Does this project improve bus-related infrastructure or multi-modal connectivity (e.g., pedestrian or bicycle infrastructure)?

☒ Yes ☐ No

Please explain.

By maintaining and operating the bike share system, this project directly improves multi-modal connectivity and strengthens first- and last-mile access to LTD bus service. Reliable bike share operations make it easier for people to reach bus stops, transfer between modes, and complete trips without needing a car.

The project also enhances bicycle safety and accessibility through well-maintained bikes, functional docking stations, and predictable, organized parking areas. These improvements support a safer and more comfortable pedestrian and bicycle environment around key transit corridors.

In addition, the bike share system provides connections to regional transit services, including Amtrak, FlixBus, LinkLane, and Cascades Point, through hubs located at or near these stops, expanding multi-modal options for passengers.

Finally, the installation of new bike share hubs often includes standard inverted-U racks, which improve bike parking capacity for both bike share users and community members with personal bicycles.

Readiness to Proceed

Operations Projects 10%, Capital Projects 10%

The purpose of the following questions is to evaluate how the proposed project will be successfully completed by end of grant agreement period.

Describe why this project is realistic. How will you successfully implement the project and complete it on budget and within the grant agreement period?

This project is realistic because it builds on an existing, fully operating bike share system with established contracts, procedures, and performance metrics. The City has more than seven years of experience managing PeaceHealth Rides and already has the operational framework, staffing structure, and vendor relationships in place to carry out the proposed work. The requested funds support ongoing, known operating activities such as maintenance, rebalancing, software services, and customer support, all of which have predictable costs and well-defined scopes. The project can be implemented immediately upon award, and the City will continue using its established budgeting, procurement, and contract-management processes to ensure spending stays within the grant amount and timeline. Because the project focuses on sustaining current operations rather than launching new infrastructure or construction, it carries low implementation risk and can be completed reliably within the grant agreement period.

For operations and equipment projects, the funding period will end June 30, 2028. For rolling stock, facilities, and other infrastructure project, the performance period will end June 30, 2031.

If this project will last beyond June 30, 2028, describe the plan for ongoing funding including match. If not applicable, respond N/A.

The project is designed to continue beyond the STIF funding period through a diversified and sustainable funding strategy. The City is working with Lane Transit District to increase ongoing operational support as bike share becomes more fully integrated into the regional mobility network. In addition, the City is looking at potential revised sponsorship model and is coordinating with partners, local employers, and community organizations—to formalize shared funding commitments. These elements, along with additional revenue concepts and long-term governance recommendations, are being developed in the Bike Share 2.0 plan currently underway. Together, these efforts will provide a stable foundation for continued operations after June 30, 2028.

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, write N/A.

This project relies on several ongoing funding sources whose annual amounts can vary, including user fare revenues, ASUO student fee support for University of Oregon ridership, partner contributions, and competitive grants that supplement operations. These funding sources have been stable over the years, and the diversified funding model used to support the system provides confidence that operations can continue beyond this important transition-funding period.

If actual costs exceed the budgeted amount for the project, describe your contingency plans.

If actual costs exceed the budgeted amount, the City will manage the difference through a combination of cost controls and supplemental funding sources. The bike share program operates within a flexible, diversified funding model that includes fare revenue, partner contributions, and competitive grant opportunities, which can be adjusted to help cover unforeseen expenses.

Examples include but are not limited to eliminate add-ons, provide additional local funds, or cancel the project.

Describe how your project could be scaled down to receive a smaller amount of money than your desired request. If your project cannot be scaled down, write N/A.

If awarded a smaller amount, the project can be scaled by prioritizing core bike share operations to ensure continuity of essential service. This could include reducing non-critical expenses such as marketing, outreach, or discretionary program enhancements; or adjusting station servicing and rebalancing frequency. These adjustments would allow the City to maintain a functional and reliable (though more limited) system, while operating within a reduced budget, ensuring that the most important elements—safe equipment, dependable service, and strong multimodal connectivity can remain in place.

Describe the process your agency has for creating and maintaining the public General Transit Feed Specification (GTFS) data that describe the service.

Bike share systems rely on the industry-standard General Bikeshare Feed Specification (GBFS). The City, through the bike share operator, maintains a real-time public GBFS feed that provides up-to-date information on bike and dock availability, station locations, and system status. This feed is automatically updated by the system's software platform and is published openly so that trip-planning apps, researchers, and regional partners—including LTD—can integrate bike share data into multimodal tools and planning efforts. The operator monitors the feed for accuracy and functionality to ensure consistent, reliable public data throughout the life of the project.

Environmental

Answer the following questions to help determine if National Environmental Protection Act (NEPA) requirements apply to the proposed project.

Will the proposed project involve FTA funding? (Not including an award from this grant program)

☐ Yes ☒ No

According to federal regulation, projects evaluated under NEPA must demonstrate "independent utility", meaning the project must be usable and be a reasonable expenditure even if no additional improvements are made in the area. This does not prohibit the construction of a project in phases.

Answer the following questions to help determine if the proposed project demonstrates independent utility.

Would the project described above require additional improvements to be usable or to be considered a reasonable expenditure? This includes improvements considered part of another project or improvements funded by another grant or state/local funds.

☐ Yes ☒ No

Does the proposed project involve development of property or installation of equipment purchased through a separate project, including property or equipment purchased with state or local funds?

☐ Yes ☒ No

Does the proposed project involve acquisition of property, equipment, or vehicles that will be developed, constructed, or installed as part of a separate project?

☐ Yes ☒ No

Answer the following questions to help determine if the proposed project would require completion of FTA's CE Worksheet. Would the project include any of the following:

Final design activities – any design beyond 30%

☐ Yes ☒ No

Property acquisition – includes, but is not limited to, purchase discussions with property owners that imply or are explicitly binding.

☐ Yes ☒ No

Purchase of construction materials – includes, but is not limited to, purchase of any materials used for the activities listed under the definition of project construction below

☐ Yes ☒ No

Purchase of rolling stock

☐ Yes ☒ No

Project construction – FTA definition includes construction, alteration, or repair (including dredging, excavating, and painting) of buildings, structures, or other real property; excludes the assembly, alteration, or repair of vessels or other kinds of personal property.

☐ Yes ☒ No

Has the FTA already provided NEPA concurrence for this project or components of this project?

☐ Yes ☒ No

Submitting Your Application

- Click the “Save” button to save your work. A link to the application will appear that you can copy for future reference. Or, you can enter your email address to have the link emailed to you.
- Attach any supporting documents using the “Upload” button or by dragging documents from your computer to the "drag files here" area.
- Electronically sign your application by using the pen icon. Type your name in the “Printed Name” section.
- Submit your application by using the “Submit Application” button.
- IF YOU DO NOT RECEIVE AN EMAIL RESPONSE, PLEASE CONTACT US IMMEDIATELY AT 503-986-3300 OR ODOTPTDREPORTING@ODOT.OREGON.GOV.

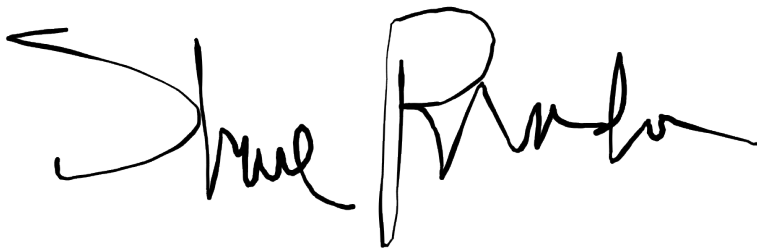
The person signing this form must have the legal authority to submit the application on behalf of the applicant.

By electronically signing and submitting this form, the agency representative certifies that the information on the application is true and accurate to the best of their knowledge.

Signature

Printed Name

Shane Rhodes

A handwritten signature in black ink, appearing to read "Shane Rhodes". The signature is fluid and cursive, with the first name "Shane" written in a large, sweeping script and the last name "Rhodes" in a more compact, cursive style.

☒ I certify to the best of my knowledge and belief that the information provided herein is true, complete, and accurate. I am aware that the provision of false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil, or administrative consequences including, but not limited to violations of U.S. Code Title 18, Sections 2, 1001, 1343 and Title 31, Sections 3729–3730 and 3801–3812

Submission Date

4/22/2026