

2023 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2023 Application Packet](#) and [2023 Application Instructions](#) before filling out this grant application.

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of the page.

Applications must be received by July 27, 2023 at 11:59 p.m. (PDT)

Applicant information

Instructions: Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity.

Response instructions are on page 3 of the 2023 Application Instructions.

Primary applicant jurisdiction

City of Cottage Grove

Mailing address

400 E Main Street, Cottage Grove, Oregon 97424

Website

<https://www.cottagegroveor.gov>

Contact person name

Eric Mongan

Contact person title

City Planner

Contact phone

(541) 942-3340

Contact email

planner@cottagegrove.org

Name of person empowered to sign the agreement with ODOT, if different from the applicant contact

Richard Meyers

Title of above named person

City Manager

Phone

(541) 942-5501

Email

citymanager@cottagegrove.org

List co-applicants (if a joint project)

List co-applicants (if a joint project)	Providing match?

Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:

RES 2108.pdf

Project information

Response instructions are on page 4 of the 2023 Application Instructions.

Project title

South HWY 99 Corridor Plan

Project area: Using either of the two fields below, attach a map of the project area or describe the area your project is located in.

Option 1: Project area map

23projectmap.pdf

Option 2: Project area description

ODOT region (1-5)

Region 2

[ODOT Region Map](#)

Type of grant

Category 2: Integrated Land Use & Transportation Planning

Summary description of project

The City of Cottage Grove is requesting TGM funds to hire a consultant to assist in developing a South Hwy 99 Corridor Plan. The project will be a cooperative effort between the City and ODOT, along with technical and advisory committees, to develop land use and transportation enhancement strategies to improve the multi-modal safety, accessibility, mobility and economic viability of this 3000' stretch of Hwy 99.

The study will focus upon the 4-lane boulevard of Hwy 99 that runs north from the edge of the City to the Downtown Commercial Historic District (from 4th Street to Main Street). This 1950s era commercial corridor is outdated, inaccessible, and unappealing, and has been plagued by economic decline, increasingly limited accessibility, and tragic accidents. The Study will help the community and ODOT develop strategies to address this economic decline while improving mobility and safety through a potential road diet and other design changes and land use code modifications.

Project cost table

Response instructions are on page 5 of the 2023 Application Instructions.

TGM funds requested for the work identified in Criterion 3	Consultant \$175,000.00	Local reimbursement \$20,029.53	Total TGM funds requested \$195,029.53
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Local match	Minimum Match (Calculated) \$22,322.00
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Local governments that are on the [Distressed Communities](#) list are eligible for a partial match waiver.

Click yes if your local government is on the Distressed Communities list and you need to receive a waiver.

No

Match to be provided	Labor, supplies and services during project \$12,322.00	Payment when Intergovernmental Agreement is signed \$10,000.00
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Award criteria

Criterion 1: Proposed project addresses a need and supports TGM objectives (up to 40 points)

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives.

Response instructions are on page 10 of the 2023 Application Instructions.

Explain how your proposed project addresses a need and supports TGM objectives

ODOT's Hwy 99 cuts through the historic fabric of Cottage Grove, running north/south through the community. It is a vital local and regional transportation corridor and a principal commercial corridor. In the city's early years, Hwy 99S jogged through the commercial historic district before heading south along S. 6th Street. In the 1950s Hwy 99S was realigned, to cut directly southwest from Main Street along the railroad tracks through the historic street grid. New auto-oriented businesses flourished along the new 4-

lane boulevard. The legacy of this land use choice remains evident in the car repair shops, tire shops, auto parts stores, auto hotels, and drive-up restaurants that line the road between Main Street and S. 4th Street. It can also be felt in the abandoned ends of public streets, unbuildable lots, dangerously aligned intersections, hazardous pedestrian crossings, missing pedestrian and bicycle infrastructure, and lack of ADA accessibility. In recent decades, the auto-centric economic model has begun to fail as the economy has shifted to a more service and pedestrian-related system, leaving vacant buildings lining the streetscape. There is a growing concern about safety on the corridor, as there have been over 70 accidents in the last decade, including a bicycle fatality in 2019 at the intersection of 6th and Hwy 99. This tragedy brought the importance of “fixing” this corridor to the forefront of the community’s planning goals.

The goal of this Corridor Study plan is to study ways to improve the function, access, accessibility, multi-modal use, and attractiveness of this section of Hwy 99 running south from its intersection with Main Street to S. 4th Street, with a goal of reducing the number of lanes through a road diet, adding bicycle lanes, and improving sidewalks along this strip. The plan will also explore land use code modifications that will improve the functionality of the highway while spurring new mixed-use development and commercial redevelopment.

Criterion 2: Proposed project is timely and urgent (up to 25 points)

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements or regional plans
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans, including growth or lack of growth, changes in land-use patterns or changes in available funding
- build on, complement or take a necessary step toward completing or implementing other high priority community initiatives, including Governor's Regional Solutions Team priority
- resolve transportation or land use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future

Response instructions are on page 12 of the 2023 Application Instructions.

Explain how your proposed project is timely and urgent

The most significant reason to undertake this Corridor Study at this time is the safety of our kids and community. In 2019, a middle school student was killed in a bicycle vs. car accident at the intersection of Hwy 99 and S. 6th Street. This intersection, which is a 4-way grid cut diagonally by Hwy 99 and bookended by a railroad crossing, has been the site of numerous accidents over the years. We recently completed (2021) a major bike/ped safety improvement along S. 4th Street and Harrison Avenue with a Safe Routes to School Infrastructure Grant), but this project skips across Hwy 99. It is now vital that we work with ODOT and the railroad to address Safe Route crossings within this project area (including S. 4th Street and S. 6th Street).

The City has inventoried its sidewalk system for deficiencies, and was awarded a TGM grant to complete a city-wide Pedestrian and Bicycle Masterplan. We have also completed Safe Routes to School plans for the two SLSD facilities that take access from the project corridor (Harrison Elementary and Lincoln Middle School) and have active partners in the SLSD to work on mobility issues. Additionally a parking study of

downtown Cottage Grove provided needed data to assist in understanding expected growth in this area for use in the Corridor Study.

ODOT is an on-going partner with the City in improving bike/ped facilities on Hwy 99N, including a road-diet/sidewalk/ADA/bike lane project between Woodson Bridge and the Connector completed in summer of 2023. The completion of the N HWY 99 project increases the timeliness of this Corridor Study as the whole of Hwy 99 within Cottage Grove will be three lanes (two travel with a turning lane) with bike lanes and sidewalks, apart from the corridor in this study.

The project is also urgently needed to reverse the economic decline of this corridor and the community as a whole. Vacant buildings and vacant lots are scattered along this corridor. As this corridor is the principal path into downtown from points south, its appearance of economic vitality has a major impact upon the visitor's conception of Cottage Grove. However, the dangerous pedestrian conditions on the strip limit possible uses.

Finally, this land use study is extremely timely, as Cottage Grove is experiencing an extreme housing shortage. We adopted a Housing Needs Analysis in 2019 that led to a dramatic reworking of our land use code to encourage a broader range of housing. Our code now allows for much higher densities in residential areas, and encourages a broader mix of residential and commercial uses along arterials and collectors. We also adopted a Multi-Unit Property Tax Exemption (MUPT) to encourage multi-family and mixed use development. We need to ensure that the Development Code for new and infill residential and commercial development reflects the City's desire to improve access, multi-modal connectivity, and safety in these areas.

Criterion 3: Proposed project approach supports policy decision (up to 20 points)

The application demonstrates a clear approach to achieving the expected outcome and includes consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts will need to occur, the mechanisms and responsibilities for the coordination are clear.

Response instructions are on page 13 of the 2023 Application Instructions.

Tasks and deliverables table

What are your proposed tasks and deliverables

Task 1: A public engagement plan will be incorporated throughout the entire project, consistent with Statewide Planning Goal 1. An advisory committee will be formed to assist the consultant firm. This committee will include representatives from ODOT, City Council, Planning Commission, Lane County, EBID/Main Street Cottage Grove, and Cottage Grove Area Chamber of Commerce. Other representatives will be drawn from community stakeholders, including: business and property owners on the corridor, school district, the Bike Safety Coalition, fire department, South Lane Wheels, South Lane Athletics, South Lane Fire & Rescue District, AARP, etc. The engagement plan will include efforts to reach historically underserved groups, minorities, low income individuals to ensure their needs are understood and met. Primarily City Task.

Task #2: Goal and Objective setting: Reviews existing TSP goals and objectives to confirm they represent the needs of the community, adjacent property owners, and the transportation system as a whole. The

final list of goals and objectives informs project evaluation and prioritization criteria. Primarily a city task.

Task #3: Existing Conditions Survey: The consultant will review relevant State, regional , local planning documents, and an inventory of the existing conditions of the right-of-way facilities. As part of the existing conditions review the consultant or a sub-contractor will complete a traffic analysis to understand the current capacity of the project area and adjacent facilities.

Task #4: Future Conditions: The consultant and the City will analyze development and population projections for consideration during the preferred alternative identification process. This will include a traffic analysis for proposed traffic reconfiguration alternatives. Lastly, the consultant will crosswalk projected future demands/needs with the Comprehensive Plan and Zoning Ordinance, and other factors affecting the implementation of the final product.

Task #5: Traffic Reconfiguration (profile/cross-section) Alternatives: The consultant, City, and ODOT will create at least four potential traffic reconfiguration alternatives within the project area and adjacent facilities. This task will consider best practices and incorporate ODOT's Blueprint for Urban Design. The deliverable will provide an adoption-ready preferred cross-section that will balance, safety, function, multi-modal transportation, and economic development for the project area.

Task #6: Funding: Identifies funding alternatives and establishes a plan for implementation. This will include identifying smaller projects within the project area that can be accomplished prior to the full reconstruction of the right-of-way in the study area. For example, making improvements to traffic flow, pedestrian and bicycle safety, and ADA improvements through amendments to parking regulation, re-striping of the road, and ODOT's effort to install ADA accessible facilities on all State-owned highways. The planning horizon for this study and its proposed improvements to accessibility and safety will be a 20 year plan.

Task #7: Final plan and adoption: The TSP will be adopted by the Cottage Grove City Council. The City's Comprehensive Plan and Development Code will be amended simultaneously to implement the plan.

How will the project approach lead to a successful project?

We believe that the proposed tasks and deliverables will position the City and ODOT to be ready to go should funding become available. Additionally, the proposed approach to understanding the needs of the study area in regard to accessibility, traffic flow, land use/economic development, and community support for alternatives will immediately have an effect as the establishment of an Overlay Zone can be adopted within six months of adopting the plan. Lastly and most importantly, the public engagement plan will take a lead role in ensuring that the community is involved and supports the final

If adoption hearings will be held as part of a larger project, when will that be and as part of what project? (optional)

There will be Public Hearings held as the completed Plan goes through the Planning Commission and City Council recommendation and adoption process.

Criterion 4: Proposed project has community support (up to 5 points)

The application demonstrates that there is local support for project objectives, a commitment to participate, and a desire to implement the expected outcome.

Response instructions are on page 15 of the 2023 Application Instructions.

Upload letters of support from stakeholders here

CG TGM Grant Letter of Support 7-2023.pdf

EBID TGM Support.pdf

LC_CottageGrove_TGM support letter Hwy99-signed.pdf

TGM SUPPORT LTR - SLW.pdf

Strahan TGM Support.pdf

Criterion 5: Proposed project sponsor is ready and capable (up to 10 points)

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

Response instructions are on page 16 of the 2023 Application Instructions.

Explain how proposed project sponsor is ready and capable

The City of Cottage Grove is ready and able to undertake this project within the TGM timetable. The Public Works & Development Department will work with ODOT to develop the statement of work and select a Consultant by January 2024. We expect that the contract can be completed within 18 months.

The City has staff and local partners with proven ability to successfully complete complex land use/transportation planning projects. The following is a short list of projects that the City has partnered with either DLCD and/or ODOT complete:

2005 Cottage Grove Downtown Revitalization and Refinement Plan (TGM)
2006 Cottage Grove TSP Update (TGM)
2008 Development Code (TA grant)
2011 Urbanization Study (TA grant)
2012-2013 OR 99 and East Main Street Intersection Enhancement (TE grant)
2015 Cottage Grove TSP Update (ODOT)
2016 Main Street Revitalization Plan (TGM)
2018 6th Street railroad crossing safety improvements
2018 Buildable Lands Analysis and Housing Needs Analysis (TA)
2020 Housing Strategies Implementation Plan (TA) and MUPTE adoption
2020-2021 Safe Routes to School Infrastructure project – Lincoln Middle School (SRTS)
2020-2021 Cottage Grove Area Transit Development Plan (STP)
2022 Hwy 99N Road-Diet – Woodson Bridge to Connector (STIP)
2023-2024 Cottage Grove Pedestrian and Bicycle Plan (TGM)

City Planner Eric Mongan, AICP CFM, will act as project manager. Eric has been working for the City of Cottage Grove as a project manager and principal planner for five years, and has the depth of local knowledge and professional planning experience needed to ensure the success of this project. City Engineer Branch Engineering, will provide technical support and actively participate in project. Branch Engineering has extensive experience managing large construction projects on city, county, and state facilities. Additionally, Branch Engineering is well practiced at public improvement planning.

If applicable, list local jurisdiction's TGM projects within last 10 years and their

status

If applicable, list local jurisdiction’s TGM projects within last 10 years and their status

TGM File Code	Project Title	Status
2B-12	Main Street Refinement Plan	Complete and adopted by Council
2A-20	Cottage Grove Pedestrian and Bicycle Plan	Active, Adoption in 2024

Bonus points: Housing (up to 10 points)

Response instructions are on page 7 of the 2023 Application Instructions.

How will the adoption of the final document(s) address barriers to a broad range of housing types and affordability or works to link the location of future workforce housing to walkable/bikeable areas with good transit?

Cottage Grove is experiencing an extreme housing shortage. We adopted a Housing Needs Analysis in 2019 that led to a dramatic reworking of our land use code to encourage a broader range of housing. Our code now allows for much higher densities in residential areas, and encourages a broader mix of residential and commercial uses along arterials and collectors. We also adopted a Multi-Unit Property Tax Exemption (MUPTEx) to encourage multi-family and mixed use development.

Required forms

Title VI: Racial & Ethnic Impact Statement form [Download the Racial & Ethnic Impact Statement form here](#)
Racial-Ethnic-Impact-Statement_cg_2-23_TGM.pdf

Certifications

Response instructions are on page 8 of the 2023 Application Instructions.

Eligibility criteria

This application demonstrates a clear transportation relationship

This application demonstrates adoption of products to meet project objectives

This application demonstrates the support of local officials

Preparation of application

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions

Would you like to receive TGM news and updates?

I am already subscribed

Today's date

7/26/2023

If you encounter any issues with the submittal process, please contact:

Rachael Levasseur

Planning Section Web Coordinator

Rachael.LEVASSEUR@odot.oregon.gov

RESOLUTION NO. 2108

A RESOLUTION AUTHORIZING SUPPORT
FOR A TRANSPORTATION GROWTH MANAGEMENT PROGRAM GRANT
TO STUDY AND PROPOSE UPDATES TO TRAFFIC FLOW, ACCESS, AND LAND
USE ON HWY 99 BETWEEN EAST MAIN STREET AND SOUTH 4TH
STREET/HARRISON AVENUE

WHEREAS, the Transportation Growth Management Program is accepting applications for the 2023 Transportation Planning Grant cycle; and

WHEREAS, the City of Cottage Grove desires to participate in this grant program to fund a Category 2 - Integrated Land Use and Transportation Planning grant to study the portion of HWY 99 from East Main Street south to South 4th Street/Harrison Avenue; and

WHEREAS, the City of Cottage Grove desires to support the businesses and the National Historic District by improving the safety of HWY 99 between Main and 4th Streets in the hopes of spurring economic development by developing a resilient city core; and

WHEREAS, if the grant is awarded to the City of Cottage Grove and the final report adopted by Council and approved by ODOT the adopted plan and its desired urban upgrades will become eligible for funding to make the adopted improvements and updates; and

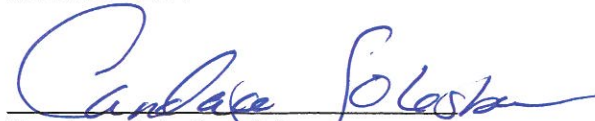
WHEREAS, there is a required 14% grant match requirement that may be made in cash or other in-kind direct expenses. In the 2023-2024 Adopted Budget \$10,000 was set aside as a portion of the required match with staff time and other direct costs making up the difference to fulfill its 14% share of obligation related to this grant application should the grant funds be awarded.

NOW, THEREFORE, BE IT RESOLVED that the City Council supports the submittal of a grant application to the Transportation Growth Management Program's 2023 Planning Grant Cycle to fund a Category 2 Project to develop integrated land use and transportation plans and implementing measures that encourage livable, affordable, and accessible communities for all ages and incomes; promote compact, mixed-use, walkable development to increase walking, biking, and transit; or support physical, social, and economic needs; and

BE IT FURTHER RESOLVED that this resolution shall take effect immediately upon its passage.

PASSED BY THE COUNCIL AND APPROVED BY THE MAYOR THIS 10TH
DAY OF JULY, 2023.


APPROVED:

A handwritten signature in blue ink, appearing to read "Candace Solesbee", written over a horizontal line.

Candace Solesbee, Mayor

Date: July 10, 2023

ATTEST:

A handwritten signature in blue ink, appearing to read "Richard Meyers", written over a horizontal line.

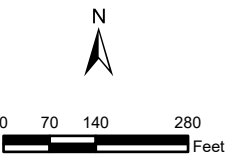
Richard Meyers, City Manager

Date: July 10, 2023



Lane County GIS, Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri, Canada, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA

The information on this map was derived from digital databases on the Lane County regional geographic information system. Care was taken in the creation of this map, but is provided "as is". Lane County cannot accept any responsibility for errors, omissions or positional accuracy in the digital data or the underlying records. Current plan designation, zoning, etc., for specific parcels should be confirmed with the appropriate agency. There are no warranties, expressed or implied, accompanying this product. However, notification of any errors will be appreciated.



Cottage Grove South
HWY 99 Corridor Plan
Project Area



Lane Area Commission on Transportation

2080 Laura St | Springfield OR 97477 | (541) 744-8080

July 25, 2023

David Helton – TGM Region 2 Lead
Oregon Department of Transportation
2080 Laura St
Springfield, OR 97477

Re: Letter of support for Cottage Grove TGM grant application

The LaneACT is pleased to provide this letter in support of the City of Cottage Grove's application for a Transportation & Growth Management (TGM) grant to fund a corridor plan for a section of Oregon Highway 99.

City Councilor Mike Fleck and City Planner Eric Mongan provided a presentation to the LaneACT on July 12 describing the scope and benefit of the project. The LaneACT voted to support the City's application.

The LaneACT supports the efforts of local governments to improve transportation facilities in their communities, which has a benefit to the region as whole. We fully endorse this grant application.

Thank you for your consideration.

A handwritten signature in black ink that reads "Shelley Humble".

Shelley Humble
LaneACT Chair

copy:

Mike Fleck – Cottage Grove City Councilor
Eric Mongan, AICP – Cottage Grove City Planner

EBID

PO Box 423

Cottage Grove, OR 97424

541-334-5810

July 24, 2020

David Helton
Transportation/Land Use Planner
Transportation and Growth Management Program
Oregon Department of Transportation

RE: Support for the City of Cottage Grove's TGM application for S. Hwy 99 Corridor Study

Dear David:

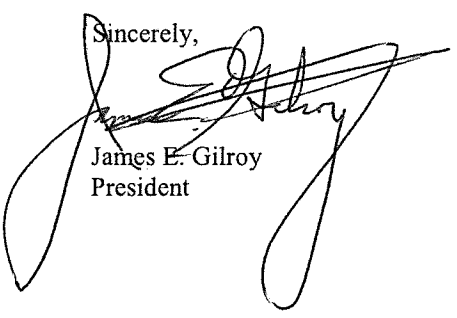
The Cottage Grove Economic & Business Improvement District (EBID) works collaboratively to create an inviting downtown experience that respects our heritage, enhances our economic vitality, and beautifies our community. We strongly support the City of Cottage Grove's TGM application for a S. Hwy 99 Corridor Study. We see this project as fundamental for the economic and social success of Cottage Grove.

Highway 99 cuts through the heart of the City of Cottage Grove. This ODOT facility provides a vital transportation corridor for South Lane County, while also acting as the gateway to Cottage Grove and a nexus for commercial and residential development. The businesses along Hwy 99 are part of the Economic & Business Improvement District, and have for many years relied upon the community to support them and keep them viable, in spite of physical challenges within the streetscape that make it a less than attractive, uncomfortable place to walk, bike, or shop. But recent bicycle and pedestrian fatalities, lack of maintenance, and dilapidated storefronts along Hwy 99 between Main Street and S. 4th Street have made it even more of a trial along this corridor. To improve the safety, accessibility, and economic competitiveness of this area, the City wants to partner with ODOT, the businesses and residents along this corridor to "fix" S. Hwy 99.

Cottage Grove, like so many communities across Oregon and the country, has been hit hard by the Covid-19 pandemic. Many businesses and community organizations have been particularly affected but have adapted as best as they are able to enable them to survive. As the community starts to emerge, there are some indicators that downtown is viewed as a good place to invest. Projects have moved forward creating new living spaces in upper floors and new businesses are starting to open in newly rehabbed buildings. This is a good time to bring together all stakeholders to forge a shared future where everyone is engaged, heard, and supported.

EBID and its business partners are prepared to work with the City closely in this planning effort. We hope that this project will result in tangible improvements that will build upon our revitalization efforts within the commercial district and bring us out of this economic recession.

Sincerely,



James E. Gilroy
President



Lane County Public Works Department

DATE: July 27, 2020

TO: Transportation and Growth Management Program

FROM: Sasha Vartanian, Lane County Transportation Planning Supervisor

RE: Support for the City of Cottage Grove's TGM application for S. Highway 99 Corridor Study

Please accept this letter as a show of our support for the City of Cottage Grove's application to receive TGM funding for the S. Highway 99 Corridor Study. Lane County sees this project as an important next step in identifying and addressing the transportation needs of rural Lane County.

Highway 99 cuts through the heart of the City of Cottage Grove. This ODOT facility provides a vital transportation corridor for South Lane County, while also acting as the gateway to Cottage Grove and a nexus for commercial and residential development. But recent bicycle and pedestrian fatalities and numerous vacant buildings and dilapidated storefronts along Highway 99 between Main Street and S. 4th Street illuminate problems that the community and its state and county partners need to address. To improve the safety, accessibility, and economic competitiveness of this area, the City is hoping to develop a Corridor Study for S. Highway 99. To develop solutions to address the disconnected rights-of-way, misaligned intersections, dangerous pedestrian crossings, business and property vacancies, and limited mobility along S. Highway 99 from Main Street to S. 4th Street, the City needs to engage the community, ODOT, land use specialists and transportation specialists in an integrated planning process.

Lane County Transportation Planning is prepared to be a partner in this planning effort. We believe that the health of our rural communities is directly impacted by the accessibility and comfort of our road system, and believe that Cottage Grove will greatly benefit from the results of the Corridor Study. It builds upon the work the City is currently undertaking to understand the public transportation needs of the Cottage Grove Area and ongoing work on the bicycle and pedestrian system in Cottage Grove and Lane County. We recommend that you provide funding and support to Cottage Grove to engage in this project.

If you have any questions, please feel free to contact me at Sasha.Vartanian@lanecountyor.gov.

Sincerely,

Sasha Vartanian

1450 Birch Avenue
Cottage Grove, OR 97424

541-942-0456 Tel
541-942-9691 Fax

www.southlanetransit.com



July 27, 2020

EXECUTIVE DIRECTOR

Ruth Linoz

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David Helton
Transportation/Land Use Planner
Transportation and Growth Management Program
Oregon Department of Transportation

RE: Support for the City of Cottage Grove's TGM application for S. Hwy 99 Corridor Study

Dear David:

Please accept this letter as a show of our support for the City of Cottage Grove's application to receive TGM funding for the S Hwy 99 Corridor Study. South Lane Wheels is currently partnering with the City of Cottage Grove to develop a transit demand plan for the Cottage Grove Area, and we see this project as an important next step in identifying and addressing the transportation needs of rural Lane County.

Highway 99 cuts through the heart of the City of Cottage Grove. This ODOT facility provides a vital transportation corridor for South Lane County, while also acting as the gateway to Cottage Grove and a nexus for commercial and residential development. But recent bicycle and pedestrian fatalities and numerous vacant buildings and dilapidated storefronts along Hwy 99 between Main Street and S. 4th Street illuminate problems that the community and its state and county partners need to address. To improve the safety, accessibility, and economic competitiveness of this area, the City is hoping to develop a Corridor Study for S. Hwy 99. To develop solutions to address the disconnected rights-of-way, misaligned intersections, dangerous pedestrian crossings, business and property vacancies, and limited mobility along S. Hwy 99 from Main Street to S. 4th Street, the City needs to engage the community, ODOT, land use specialists and transportation specialists in this type of integrated planning process.

South Lane Wheels is an active partner in transportation planning in Cottage Grove and is prepared to continue that partnership through active participation in this planning effort. We believe that the health of our rural communities is directly impacted by the accessibility and condition of our road system and believe that Cottage Grove will greatly benefit from the results of this study. It builds upon the work we are currently undertaking to understand the public transportation needs of the Cottage Grove Area and ongoing work on the bicycle and pedestrian system planning in Lane County. We recommend that you provide funding and support to Cottage Grove to engage in this project and look forward to helping in whatever way we can to see it succeed.

Sincerely,

A handwritten signature in dark ink, reading "Ruth E. Linoz".

Executive Director Ruth Linoz



July 9, 2020

David Helton
Transportation/Land Use Planner
Transportation and Growth Management Program
Oregon Department of Transportation

RE: Support for the City of Cottage Grove's TGM application for S. Hwy 99 Corridor Study

Dear David:

I am writing in support for the City of Cottage Grove's application to receive TGM funding for a S Hwy 99 Corridor Study. Lane County sees this project as an important next step in identifying and addressing the transportation needs of rural Lane County. Based on my various experiences as a local cyclist, Coordinator for the Coalition for Bicycling Safety, participation in various planning efforts, and a pedestrian who uses Hwy 99, I know there is a significant need for the City to fully develop this S Hwy 99 Corridor Study.

The Covered Bridge Scenic Bikeway, sponsored by the Oregon Department of Parks & Recreation, crosses Hwy 99 on Main Street twice when following the Bikeway route. The Bikeway is a major cycling tourism draw and results in increased cycling traffic at this busy intersection. Highway 99 cuts through the heart of the City of Cottage Grove and provides a vital transportation corridor for South Lane County, while also acting as the gateway to Cottage Grove and a nexus for commercial and residential development. Recent bicycle and pedestrian fatalities and numerous vacant buildings and dilapidated storefronts along Hwy 99 between Main Street and S. 4th Street illuminate problems that the community and its state and county partners need to address. To improve the safety, accessibility, and economic competitiveness of this area, a Corridor Study for S. Hwy 99 is needed. A variety of partners are needed for this planning process to develop solutions to address the disconnected rights-of-way, misaligned intersections, dangerous pedestrian crossings, business and property vacancies, and limited mobility along S. Hwy 99 from Main Street to S. 4th Street. Partners needed for this study include the community, ODOT, land use specialists and transportation specialists in this type of integrated planning process.

Lane County Transportation Planning is prepared to be a partner in this planning effort. The health of our rural communities is directly impacted by the accessibility and condition of our road system. Cottage Grove will greatly benefit from the results of this study. The study will build upon the work the City is currently undertaking to understand the public transportation needs of the Cottage Grove Area and ongoing work on the bicycle and pedestrian system in Cottage Grove and Lane County. I ask that you provide funding and support to Cottage Grove to engage in this vital project.

Sincerely,



Don Strahan
(541) 913-4470 dontravel@ymail.com

RACIAL AND ETHNIC IMPACT STATEMENT

This form is used for informational purposes only and must be included with the grant application.

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1. The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

2. The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.

Dated:

Printed Name:

Title:

Agency Name:

¹ “Minority person” are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.