2020 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the 2020 application packet before filling out this grant application.

The application packet, additional resources, and examples of successful applications can be found on the TGM planning grants page.

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

Applications must be received by July 31, 2020 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. The authorized representative is someone who is authorized to make decisions and sign a funding agreement with ODOT should your project be chosen for funding.*

Primary applicant jurisdiction
City of Cottage Grove

Mailing address
400 E. Main Street, Cottage Grove, Oregon 97424

Website
http://www.cottagegrove.org

Contact person name
Amanda Ferguson

Contact person title
City Planner

Contact phone
(541) 942-3340

Contact email
planner@cottagegrove.org

Would you like to receive TGM news and updates?
I am already subscribed

Authorized representative name, if different from the applicant contact

Authorized representative title

Phone **Email**

List other participating local jurisdictions (if any)

List other participating local jurisdictions (if any)

Participating local jurisdiction	Providing match?

Project name and location

Project title
Cottage Grove S. Hwy 99 Corridor Study

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
Hwy 99 Corridor study location (aerial).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 S. Hwy 99 Corridor Study. 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

TGM funds requested	**Consultant** $200,000.00	**Local reimbursement** $0.00	**Total TGM funds requested** $200,000.00
Local match			**12% minimum (calculated)** $27,272.73
Match to be provided	**Labor, supplies and services during project** $17,500.00	**Payment when Intergovernmental Agreement is signed** $10,000.00	

Certifications

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

Certifications checkbox
By checking this box, I certify that my organization listed above supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation and Growth Management funds. I further certify that matching funds are available or will be available for the proposed project.

Eligibility requirements

Applications are reviewed on a pass/fail basis on each of the following three requirements.

Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

1. Clear transportation relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation and selection of alternatives, development of implementation actions, and public involvement that results in a long range transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional

importance.

Certification: Clear transportation relationship
By checking this box, I certify that the project meets this eligibility criterion.

2. Adoption of products to meet project objectives

A proposed project must include preparation of an adoption-ready product or products that lead to a local policy decision and that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects are expected to include adoption hearings (or equivalent) by the governing body or to prepare products which will be adopted as part of a larger project.

Certification: Adoption of products to meet project objectives
By checking this box, I certify that the project meets this eligibility criterion.

3. Support of local officials

A proposed project must clearly demonstrate that local officials, both the primary applicant and any co-applicants, understand the purpose of the grant application and support the project objectives. A resolution of support, meeting minutes, or authorized letter from the governing body of all applicants (e.g. City Council, Board of Commissioners, or Transit Board) must be submitted with the application to meet this requirement.

Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:
Council Resolution 2024 TGM Hwy 99 Corridor Study.pdf

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.

Application instructions and example responses can be found here.

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.

The project addresses the following TGM objectives:

TGM objective #1:
The Corridor Study will develop transportation and land use strategies that will improve the multi-modal safety, accessibility, mobility and economic viability of this 3000’ stretch of Hwy 99. This will increase transportation choices for our community, by providing safe and convenient walking, biking and public transportation opportunities in an area that is currently inhospitable to pedestrians or bicyclists. We hope to work cooperatively with ODOT, adjacent property owners, and the community to develop solutions that provide and encourage a variety of transportation options while supporting adjacent land uses. Options may include a road diet, bike lanes, improved transit stops, crossing improvements, access management, property line modifications, code changes, and incentive development.

TGM objective #2:
This corridor is vital to the movement of goods and services through Cottage Grove, but is also a vital artery to the heart of the community. A primary goal of this Corridor Study will be to look for transportation and land use enhancements that will help to bring this economically distressed community out of recession by creating a vibrant link to our city center. The corridor leads directly to the Downtown Commercial Historic District, the nexus of commerce and services in Cottage Grove. By improving this corridor, making it more friendly, attractive, safe, and accessible, we’ll enhance the livability of our town, draw residents and tourists to our historic core, and improve access to adjacent parks (such as Bohemia Park and All-America City Square) and other important regional recreational opportunities (such as the Row River Trail and Oregon Covered Bridge Scenic Bikeway). We will also support our Safe Routes to Schools goals by improving two major intersections (S. 6th Street and S. 4th Street) that lead to schools and play fields. This will serve to improve the social, cultural, and health needs of the entire community through improved access to recreation.

TGM objective #3:
This corridor has seen a gradual decline, as people look for more friendly, walkable areas to shop and recreate and auto-oriented corridors fall out of use in favor of multi-modal areas. Our 2016 TSP reflects this change, encouraging the shift of our transportation focus from the car and new road development to multi-modal transportation and bike/ped infrastructure improvements. Redesigning this corridor so that is more bicycle and pedestrian friendly will meet the goals of our TSP while also reviving this underperforming commercial district, which will meet TGM objective #3. We hope to find solutions that will support economic vitality and growth by planning for mixed use development and related land uses while ensuring the functional movement of people and goods.

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

Application instructions and example responses can be found here.

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 book-ended by a railroad crossing, has been the site of numerous accidents over the years. We are currently undertaking a major bike/ped safety improvement along S. 4th Street and Harrison Avenue with a Safe Routes to School Infrastructure Grant (completion date Spring 2021), 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 has applied for a TGM grant to complete a city-wide Bicycle and Pedestrian Plan. 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. We are currently undertaking a parking study of downtown Cottage Grove, which will give us a thorough understanding of 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 that is scheduled for construction in 2022. This project increases the timeliness of this Corridor Study, for after this road diet is complete, 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. The Economic Business and Improvement District, which works with property owners along Hwy 99 and E. Main Street, is consolidating with Main Street Cottage Grove this fall, in a recognition that the success of the downtown and the commercial lanes radiating from it are linked. This organization is prepared to look for solutions for improving the economic future of this corridor as their first major joint initiative.

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 (MUPTE) 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 is reasonable (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.

Application instructions and example responses can be found here.

Explain how your proposed project approach is reasonable
We feel that the proposed Corridor Study is the perfect tool for assessing existing conditions, developing a preferred future condition plan, and offering strategies to promote the redevelopment of this underperforming corridor. Specifically, we hope to maximize the existing infrastructure, improve safety conditions, enhance multi-modal connectivity and accessibility, and increase the economic potential of adjacent lands through the combined efforts of the chosen consultants, ODOT and City staff, the Advisory Committee, and community stakeholders.

We need to this planning effort to establish a shared vision with community members, transportation agencies, and property owners for the future of this corridor. This type of coordinated land use and transportation planning effort is the only way we can see to find solutions that will support and enhance surrounding land uses while creating a safer, more welcoming and fully functional entrance to our commercial core.

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, South Lane School District, the Bike Safety Coalition, Be Your Best Cottage Grove, South Lane Wheels, South Lane Athletics, South Lane Fire & Rescue District, AARP, Senior & Disabled Services, ODOT Rail, etc. This advisory committee will be responsible for finalizing goals and objectives, identifying and prioritizing potential projects, reviewing alternatives, and vetting the final preferred recommendations. The integration of agency staff from ODOT will ensure Inter-agency coordination for proposed projects and provide clear guidance on the next steps necessary to get projects implemented.

Public input into the planning process will be taken throughout the planning process. Input opportunities will include: community-wide on-line survey to identify community concerns about the corridor; a Safe Routes to School parent survey about factors, beliefs, and attitudes that affect parents' decisions about their children walking or bicycling to school; a senior survey about mobility concerns with the help of Senior Services and the Senior Center; an on-line comment form; a survey and follow-up interviews targeting the businesses and property owners on the strip to understand their concerns; and at least two community-wide open houses. City staff will assist with the development and implementation of these surveys and open houses. This information will be used to identify and prioritize recommended projects (short and long term), develop a tentative project list for vetting by the Advisory Committee and public, and identify potential code barriers and/or improvements that must be addressed to meet desired needs.

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.

Application instructions and example responses can be found here.

Upload letters of support from stakeholders here
COC TGM Support (2).pdf

EBID TGM Support.pdf

LC_CottageGrove_TGM support letter Hwy99-signed.pdf

Strahan TGM Support.pdf

TGM SUPPORT LTR - SLW.pdf

Criterion 5: Proposed project sponsor readiness and capacity (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.

Application instructions and example responses can be found here.

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 2021. 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)

City Planner Amanda Ferguson, AICP, will act as project manager. Amanda has been working for the City of Cottage Grove as a project manager and principal planner for 18 years, and has the depth of local knowledge and professional planning experience needed to ensure the success of this project. City

Engineer Ron Bradsby and Civil Engineer Ryan Sisson will provide technical support and actively participate in project management. Both have extensive experience managing large construction projects on city, county, and state facilities. Ron is currently managing the Safe Routes to Schools/Lincoln Middle School construction project; Ryan is point-of-contact for ODOT's upcoming road diet project on Hwy 99N.

Required forms

Title VI: Racial & Ethnic Impact Statement form
Racial-Ethnic-Impact-Statement.pdf

Download the Racial & Ethnic Impact Statement form here

Today's date
7/30/2020

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

Abigail Erickson
Planning Section Web Coordinator
Abigail.ERICKSON@odot.state.or.us

RESOLUTION NO. 2024

A RESOLUTION AUTHORIZING
APPLICATION FOR TRANSPORTATION & GROWTH MANAGEMENT GRANT

WHEREAS, the Oregon Department of Transportation (ODOT) is accepting applications for the Transportation & Growth Management Program; and

WHEREAS, the City of Cottage Grove desires to participate in this grant program to the greatest extent possible as a means of combining land use planning with supportive transportation facility planning to improve the functionality, safety, attractiveness, and accessibility of our City's transportation system; and

WHEREAS, the City Council has identified the improvement of the Hwy 99 corridor as a high priority need for the community of Cottage Grove, with the goals of improving safety, accessibility, housing options, and economic competitiveness; and

WHEREAS, 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 an integrated planning process; and

WHEREAS, development of a S. Hwy 99 Corridor Plan would allow us to develop a plan for the future of this corridor, including the highway and adjacent properties, and provide the community with the information necessary to move us forward to meet our goals; and

WHEREAS, the City Council of Cottage Grove has available local matching funds, staffing and capacity to fulfill its 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 Oregon Department of Transportation's Transportation Growth Management Program to fund the development of Cottage Grove S. Hwy 99 Corridor Plan.

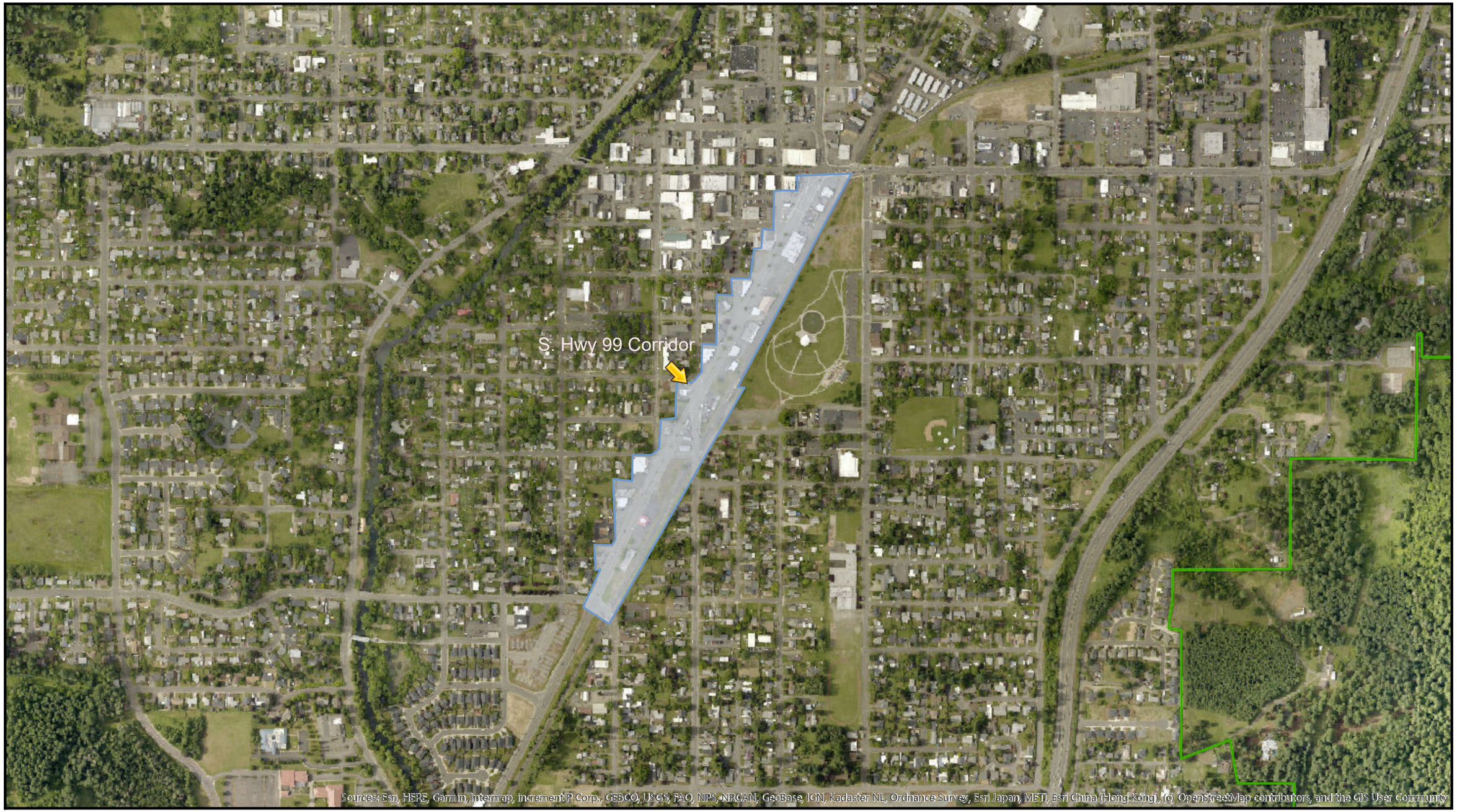
BE IT FURTHER RESOLVED that this resolution shall take effect immediately upon its passage.

PASSED BY THE COUNCIL AND APPROVED BY THE MAYOR THIS 13TH DAY OF JULY, 2020.

Jeffrey D. Gowing, Mayor
Dated: July 13, 2020

ATTEST:

Richard Meyers, City Manager
Dated: July 13, 2020



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.

N

0 405 810 1,620 Feet

Corridor Study location (aerial)

Lane County, Oregon

07/10/2020

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 Chamber of Commerce strongly supports the City of Cottage Grove's application to receive TGM funding for the S Hwy 99 Corridor Study. The Chamber of Commerce sees this project as an important next step in identifying the issues and solutions needed to improve this important commercial corridor.

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.

The Chamber of Commerce and its business partners are prepared to work with the City closely in this planning effort. We believe that the health of Cottage Grove is directly impacted by the accessibility and condition of our road system, and that the citizens of Cottage Grove will greatly benefit from the results of this study. We hope that this project will result in tangible improvements that will build upon our revitalization efforts within the historic commercial district and bring us out of this economic recession. 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,

Shauna Neigh
CEO
Cottage Grove Area Chamber of Commerce

Cottage Grove Area Chamber of Commerce

700 E. Gibbs, Suite C • Cottage Grove, Oregon 97424 • (541) 942-2411 • Fax (541) 942-6041

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 sees 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

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, Coord-inator 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

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

1450 Birch Avenue
Cottage Grove, OR 97424

541-942-0456 Tel
541-942-9691 Fax
www.southlanetransit.com

EXECUTIVE DIRECTOR

Ruth Linoz

BOARD OF DIRECTORS

Timothy Steck
President

Suzanne Huebner-Sannes
Vice-President

Timothy Steck
Treasurer

Brandon Parsons
Secretary

Alan Baas
Lori Mallory

BOARD ADVISORS

Amanda Ferguson
Jeanette Bailor

PARTNERSHIPS

LIVE UNITED
United Way
United Way of Lane County

SAFE PLACE

South Lane Wheels

July 27, 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:

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 though 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,

Ruth E. Linoz

Executive Director Ruth Linoz

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 persons[1] 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
   - ☑ Persons with Disabilities
   - ☐ African-Americans
   - ☐ Hispanics
   - ☐ Asians or Pacific Islanders
   - ☐ American Indians
   - ☐ Alaskan Natives

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

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.

Accessibility in this transportation corridor is currently limited. The Corridor Study will address how to improve accessibility within the public right-of-way, which will have a positive impact on persons with disabilities.

☑ *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: July 27, 2020

Printed Name: Amanda Ferguson

Title: City Planner

Agency Name: City of Cottage Grove

[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.