



FUNDING APPLICATION for Discretionary Federal Funds through CLMPO

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

Section 1: Applicant Information			
Date:	June 24, 2022		
Sponsoring Organization:	City of Coburg		
Contact Person & Title:	Megan Winner		
Contact e-mail:	Megan.Winner@ci.coburg.or.us	Phone:	541.682.7862

Section 2: Project Information <i>(see instructions)</i>			
Project Title:	Coburg Freight/Commuter Connector Feasibility Study		
Project Benefit:	Bicycle-Pedestrian Friendly Downtown Core for City of Coburg and Efficient Routing of I-5 Traffic		
Location:	North of City of Coburg, Lane County Jurisdiction, MPO Boundary		
Project Limits:	N/A		
Length in Feet:	N/A		
Functional Class:	N/A		
Traffic Volume (yr):	N/A		
Bike/Ped Volumes (yr):	N/A	STIP Key Number:	Unknown
On the NHS? (yes/no):		Project includes bike/ped facility? (yes/no):	
State Senate District(s):	<input type="checkbox"/> 4 <input checked="" type="checkbox"/> 6 <input type="checkbox"/> 7	State Rep. District(s):	<input type="checkbox"/> 7 <input type="checkbox"/> 8 <input checked="" type="checkbox"/> 11 <input type="checkbox"/> 12 <input type="checkbox"/> 13 <input type="checkbox"/> 14
Project Description:			

This Project is listed in the 2045 RTP as a constrained study project (page 151).

The City of Coburg TSP as well as Lane County TSP addresses the need for an alternative route that carries freight and commuter traffic coming from Powerline Road and North Coburg Road in order to reduce the trips passing through the school zone, Fire District, and downtown Coburg. Coburg is the hub for transport and residents from the cities to the North and traffic has increased tremendously over the last five years as both commercial and residential growth has increased the transport and commuter trips that have created unsafe and unrealistic conditions on Willamette Street in downtown Coburg. This route is the only route that is utilized for the school zone, and the only route for emergency agencies responding to health and safety related incidents in a timely manner. This includes the Fire Department, Coburg Police and Coburg Public Works. Willamette Street becomes backed up with long lines of traffic which include trucks idling, parking on both sides of the street, and often blocking the site of cars, pedestrians, and cyclists attempting to cross from side street, parking lots, and in the crosswalks. It is often necessary to travel out into the lane of traffic in order to see if it is safe to cross.

Coburg is located on the Willamette Valley Scenic Bikeway and Willamette Street provides the opportunity for alternative modes of traffic for cyclists. Current conditions make this bikeway unsafe and does not encourage alternative transportation for commuters, or those seeking recreation. Additionally, it provides an unsafe environment for pedestrians of all demographics and abilities, and especially the elderly, young, and those with special abilities.

When traffic accidents happen on I-5, traffic from the North is often detoured through Coburg. Often, this creates a back-up for miles which makes emergency travel through the City by an agency impossible. A recent incident resulted in paramedics unable to respond to a life threatening emergency. Without an alternative route through the City, these kinds of incidents will continue to happen.

The City of Coburg is interested in a study to address whether an alternative route that avoids the downtown core is feasible while also addressing the legality and challenges that would impact natural resources, wetlands, and farmland.

The feasibility study will be conducted by a professional agency and include a scope which studies legal, geographic, modal, and environmental impacts. Additionally, the study would include a wide outreach to stakeholders, regional and state agencies, environmental agencies, property owners, and the general public. Additionally, the study will include the impacts of projected residential and commercial growth in the cities to the north that directly impacts the traffic that passes through Coburg.

Section 4: Project Budget and Funding Request Summary:

-All amounts must reflect year of expenditure dollars (correcting for inflation)

-Federal funds require 10.27% match from non-federal sources.

Estimated Total Project Cost		\$400,000			
Project Phase	Estimated FFY to Obligate	Federal Funds Requested	Required Match (10.27%)	Additional Committed Funding (incl. Fed.)	Estimated Total Cost
Planning*		\$358,920	\$41,080	\$	\$400,000
Design/Prelim. Engineering		\$	\$	\$	\$
Right of Way		\$	\$	\$	\$
Utility Relocation		\$	\$	\$	\$
Construction		\$	\$	\$	\$
Other		\$	\$	\$	\$
Total request of federal funds:		358,920	\$41,080	\$	\$400,000

Enter amounts and sources of "Additional Committed" funding:	\$	Source:	
	\$	Source:	
	\$	Source:	
	\$	Source:	

*State and Federal agencies will not typically approve a project with both a Planning and a Design/Engineering phase under a single Key Number. If your project includes funding for both phases, please explain why.

Provide other funding information, as relevant:

Section 5: Regional Primary Funding Considerations

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

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

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

This project is to provide the feasibility of a project that seeks to provide the following:

1. Strive to reduce vehicle-related greenhouse gas emissions and congestion by providing a safe and equitable environment for all ages and demographics in the downtown Coburg for street, bike, pedestrian and transit accessibility
2. Eliminates barriers of people of all demographics and abilities to take advantage of a safe, walkable community that allows for transportation options while reducing miles they must travel by vehicle.
3. Eliminates the gap of a safe regional bicycle and pedestrian network, by provide for safe mobility on Willamette valley scenic bikeway, opportunity for safe commute with alternative transportation, and safe pedestrian networks to local businesses, schools, parks and walking trails.

Additional Project Benefits

Describe any other project benefits worth consideration by those reviewing this application.

Coburg is a popular destination to those who travel to Coburg to visit the restaurants, antique stores, parks, and take in the ambience of a historical small town. Providing a plan for reducing the traffic on the main street through Coburg, and providing a safer route for all modes of travel, increases the likelihood of visitors from the Eugene Area to bike, rather than drive to Coburg. Increases the likelihood of those traveling through the region on the Willamette Valley Bikeway to ride through Coburg. All of this increases the health, wellness and prosperity of the Coburg Community by increasing the safety and mobility choices of residents and visitors.

Section 6: Performance Measures:

Indicate which performance measure(s) this project supports. See Instructions for more details.

a. Roadway Safety

- | | |
|--|--|
| <input type="checkbox"/> Serious Injuries and Fatalities per vehicle-mile traveled | <input type="checkbox"/> Number of Serious Injuries and Fatalities for non-motorized users |
| <input type="checkbox"/> Number of Serious Injuries and Fatalities | |

b. Pavement and Bridge Condition on the NHS

- | | |
|--|---|
| <input type="checkbox"/> Condition of Interstate Pavements | <input type="checkbox"/> Condition of NHS Bridges |
| <input type="checkbox"/> Condition of Non-Interstate NHS Pavements | |

c. Performance of the NHS

- | | |
|---|--|
| <input type="checkbox"/> Percent of reliable person-miles on Interstate | <input type="checkbox"/> Truck Travel Time Reliability on Interstate |
| <input type="checkbox"/> Percent of reliable person-miles on NHS | |

d. Transit Asset Management

- | | |
|--|--|
| <input type="checkbox"/> Percent of vehicles that exceed useful life benchmark | <input type="checkbox"/> Percent of facilities < 3 on the TERM scale |
|--|--|

e. CMAQ Performance Measures

- | | |
|---|---|
| <input checked="" type="checkbox"/> Total Emissions Reductions (PM10) | <input checked="" type="checkbox"/> Annual hours of peak hour excessive delay |
| <input checked="" type="checkbox"/> Percent of non-SOV travel | |

Section 7: Air Quality Status

	Yes	No
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a. Is the project exempt from air quality conformity analysis? see 40 CFR Sec. 93.126	X	
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b. If exempt, under what category is the project exempt? (e.g. Safety – Railroad/Highway Crossing)		
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Other – Planning and Technical Studies		
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Section 8: Submittal Approval	
Project Sponsor Authority Information	
The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.	
Authorizing Authority Name:	Anne Heath
Authorizing Authority Title: (e.g. Mayor, Executive Director, etc.)	City Administrator
<input checked="" type="checkbox"/> Submittal was approved by the identified authorizing individual.	
Co-Sponsor Authority Information (if applicable)	
Authorizing Authority Name:	
Authorizing Authority Title:	
<input type="checkbox"/> Submittal was approved by the identified authorizing individual.	

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

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

Daniel Callister
Lane Council of Governments
859 Willamette St. Ste. 500
Eugene, OR 97401-2910