



East West Connector Feasibility Study

Funding Acceptance

Meeting Date	Staff Contact	Email
September 9, 2025	Adam Hanks, City Administrator Megan Winner, Planning Director	adam.hanks@coburgoregon.gov megan.winner@coburgoregon.gov

SUMMARY AND REQUESTED COUNCIL ACTION

Federal funding through the Central Lane Metropolitan Planning Organization (MPO) was allocated to the City of Coburg to conduct a feasibility study for a conceptual east/west connector road from Powerline Road at the west end to Coburg N Industrial Way at the east end to address anticipated increased traffic relating to future development anticipated to the north and west of the existing city limits of Coburg.

In consultation with both Lane County Transportation Planning staff and Lane Council of Governments Transportation staff, City staff recommend that Council decline the funding allocation for the FY26 cycle due to the project's unlikely ability to successfully navigate a myriad of regulatory impediments as well as the area in question remaining outside of the City's urban growth boundary (UGB), therefore limiting traffic impacts the project was envisioned to address.

Suggested Motion

I move to direct staff to inform the Central Lane MPO of the City of Coburg's decision to decline the funding allocation for the East/West Connector feasibility study project for the FY26 project funding cycle.

BACKGROUND

In 2022, the City applied to the MPO and was allocated federal funding to conduct a feasibility study for an east/west connector road north of the current UGB in the FY26 award cycle. While the origins of the east west connector are somewhat vague and difficult to clearly identify, a large impetus for the project was the perceived congestion on W. Van Duyn and Coburg Roads and the notion that traffic would be intensified if the Stallings Lane area was to redevelop at a higher density, as partially proposed by the remanded 2014 UGB amendment.

The east west connector goes by several names including east west bypass and east west future collector but will be referred to as the east west connector in this report.

RECOMMENDATION

Staff recommend declining the funding for the FY26 cycle at this time due to the barriers identified and associated with the project, some of which include:

- According to the Land Use Board of Appeals (LUBA) Final Order and Opinion Nos. 2016-003/004, the proposed east west connector was planned to coincide with the UGB expansion and the reason both the UGB and TSP amendments were remanded (instead of only the UGB amendment) was due to the interdependency of the UGB expansion and the east west connector, stating in the determination of whether both would be remanded, *“But it is undisputed that, the east-west bypass could not be constructed across rural agricultural land, and therefore depends on the UGB amendment to include the lower part of Area 6. And as noted earlier, the claimed need for the east-west bypass was one of the reasons respondents gave for including the lower part of Area 6 in the UGB. Given that interdependence of the two ordinances, remand of both ordinances is required.”* See map below showing study areas and areas proposed for expansion.
 - LUBA also agrees with petitioners that the financing of the connector was an issue, as the City included extra land in lower Area 6 to allow private future development to finance the transportation infrastructure.
- Proposed road connects through existing developed industrial land, disrupting current private business operations and potentially rendering the area less usable.
- Significant right of way dedication beyond specific UGB related development would be required between N Industrial Road at the east end and Powerline Road at the west end of the conceptual connector road.
- Environmental constraints such as crossing Muddy Creek or wetlands may be present.

BUDGET / FINANCIAL IMPACT

The feasibility study is estimated to cost \$400,000, of which the total federal funding award is \$358,920 with a 10.27% required match from the City of \$41,080. While the local match percentage was known, the project cost was unknown at the time the FY26 budget was prepared and approved so no specific allocation within the Street Fund was budgeted for the project. The Street Fund has sufficient monies to allocate to this project should Council desire, however, such an appropriation would likely require a supplemental budget or a reduction in street repair/maintenance appropriations which defers/delays a number of “major maintenance” projects planned in FY26

Declining the funding allocated to this project does not eliminate the potential to request similar funding allocation if and when the timing becomes more prudent, likely in conjunction with or soon after a UGB expansion process.

RELEVANT COUNCIL GOAL, CITY POLICY OR COMPREHENSIVE PLAN

This project connects with the Council Framework objectives:

- II. 2 Long Range Planning – Land Use and Transportation
- IV. 1 Capital Improvement Plan
- III. 4 Strategic Planning

PUBLIC INVOLVEMENT

On July 22, 2025, this topic was introduced to Council at a Work Session. The Planning Commission was also invited and two commissioners provided input on the subject. When the UGB and TSP amendments were proposed, robust required public outreach was conducted, which included opposition to the east west connector from affected property owners.

NEXT STEPS

If Council chooses to cancel the funding award, staff will coordinate with MPO staff to cancel the project funding. If Council chooses to accept the funding, staff will need to pivot the workplan to begin scoping and managing the project. This would be a significant use of resources.

ATTACHMENTS

- 1) MPO Funding Request Application Materials



