

ACTIVE TGM GRANT PROJECTS as of February 27, 2024

TGM-20 Active Grant Projects

1A-20	City of Estacada	TSP Update	The Transportation System Plan Update project (“Project”) is an update to all elements of the City of Estacada’s (“City”) Transportation System Plan (“TSP”), which was adopted in 2007. While parts have been updated – in 2011, 2016, and 2018 - much remains out-of-date and not informed by recent analyses and public input, nor by changes in population, development, and land use plans. A fully Updated TSP must allow the City to address gaps in existing plans as well as identify and plan for the community’s emerging needs, preferences, and goals.
1B-20	City of Troutdale	Main Streets on Halsey Cross Section and Street Design Plan	Halsey Street is integral to the mobility, equity, and economic growth of the three cities it connects: Fairview, Troutdale and Wood Village. In 2015, leaders from these cities came together in a ground-breaking partnership with Multnomah County to launch the Project. The Project is an effort for a strategic economic action plan that outlines a vision for the Project corridor and created a roadmap to transform the stretch of Halsey from just west of Fairview Parkway through downtown Troutdale into a vibrant, attractive, pedestrian and bike-friendly “main street”. The Project seeks to transform the three-mile stretch of NE Halsey Street from a busy, nondescript, car-dominated arterial into a vibrant, attractive, pedestrian and bike-friendly “main street.” Halsey Street should feature public gathering spaces, new housing, and bustling shops and restaurants. Four local governments – the City of Troutdale (“City”) the cities of Fairview and Wood Village, and Multnomah County (“Local Jurisdictions”), will design a unique streetscape, revise Multnomah County’s street cross section, and develop a ten percent (10%) design plan for the Project corridor.
1D-20	City of Tigard	Downtown Reimagined	The purpose of the Project is to integrate Downtown Tigard’s historic roots with contemporary development patterns and respond to community needs for more housing and multimodal travel options. Building upon previous and concurrent planning efforts, this project aims to modernize the City’s approach to development, transportation, and equity by providing recommendations for policies, financial investment, and code changes that: support Transit Oriented Development (“TOD”); set new equity and climate policy and implementation goals; provide quality walking, cycling and transit choices; and create a vibrant community through strategic investments

1E-20	Clackamas County	Walk Bike Clackamas Plan	The Walk Bike Clackamas Plan (“Project”) must update the Clackamas County (“County”) Pedestrian & Bicycle Master Plans resulting in a consolidated plan, which will be an amendment to the Clackamas County 2013 TSP. The Walk Bike Clackamas Plan must provide comprehensive guidance on active transportation investments and policy in order to create a balanced, connected and safe transportation system. The Project purpose is to establish a comprehensive, long-term vision for improving walking and biking opportunities in Clackamas County.
2A-20	City of Cottage Grove	Pedestrian and Bicycle Plan	This Project will develop a Cottage Grove Pedestrian and Bicycle Plan (“CGPBP”) to promote safe, convenient and accessible pedestrian and bicycle circulation within the community. The CGPBP will address concerns over safety, accessibility, connectivity, community health, and economic vitality. The CGPBP will implement Complete Streets designs for public rights-of-way and public facilities as described by the U.S. Department of Transportation at https://www.transportation.gov/mission/health/complete-streets . The City of Cottage Grove (“City”) will seek adoption of the CGPBP as a refinement to the Cottage Grove Transportation System Plan (“TSP”), adopted in 2015.
2C-20	City of Sweet Home	Transportation System Plan Update and North Sweet Home Area Refinement Plan	This project is to update the City of Sweet Home’s (“City”) Transportation System Plan (“TSP”), adopted in 2005 (the “Project”). The updated TSP must identify an integrated network of multi-modal transportation facilities and services needed to support City’s planned land uses. The Project will also produce a refinement plan for the North Sweet Home Area (“NSHA”) in close coordination with the TSP update. The updated TSP will plan for the transportation network needed to accommodate residential and employment growth.

TGM-21 Active Grant Projects

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| 1A-21 | City of Gresham | Transportation
System Plan 2045 | The Transportation System Plan 2045 project (the “Project”) will update the City of Gresham’s (“City”) Transportation System Plan (“TSP”) by addressing major policies, action measures and implementation plans related to four topic areas: equity, climate impacts, traffic safety, and emerging technology. The 2013 TSP did not holistically consider policy changes in these areas, while local and regional expectations have advanced in the intervening years. In 2021, the 2013 TSP was updated with the Active Transportation Plan (2018) to incorporate new bicycle and pedestrian projects with a focus on equity, which reflects current Council direction and support. The Project must create a modern, easily readable document. The Project must include a robust public involvement process with community liaisons to reach disadvantaged and minority communities. |
| 1B-21 | City of Milwaukie | TSP Update | The City of Milwaukie (“City”) is updating its Transportation System Plan (“TSP”), adopted in 2008, to reflect the City’s: Milwaukie 2040 Vision adopted in 2017; Climate Action Plan adopted in 2018; and Comprehensive Plan adopted in 2020. The above-listed documents identify the emerging needs, preferences, and goals of the community as they relate to transportation, including: equity, climate change, housing, urban design, and economic development. Additionally, the Updated TSP should reflect and address Goals 1 and 2 of the City Council’s 2021-2022 adopted goals. |

1C-21	City of Tigard	Electric Mobility and Curbside Management Strategy	<p>The purpose of the Project is to support equitable transportation electrification and effective management of the curb throughout the City of Tigard (“City”). The Project must analyze strengths, weaknesses, opportunities, and challenges related to transportation electrification and ultimately recommend new policies and updates to existing policy guiding the transition to personal and shared electric vehicles, e-bikes, e-scooters, and other emerging electric micromobility modes (collectively, “e-micromobility”). The Project must develop a comprehensive phased plan for curbside management in high demand areas. The strategy must support local, regional, and statewide transportation sector greenhouse gas (“GHG”) emission reduction goals. Project-developed policy recommendations may include, but are not limited to, amendments to City’s Comprehensive Plan, Transportation System Plan, Tigard Municipal Code, Title 18, and engineering design standards of the Tigard Municipal Code, as well as programs, public investment, and public/private partnerships to support transportation electrification. Specifically, the Project must support the introduction and integration of shared electric mobility options with future multi-family and mixed-use residential development within the City limits. The Project must support City efforts to manage curb space to ensure equitable access and use in an era of increasing demand.</p>
1D-21	Washington County	Farmington Corridor Concept and Jurisdictional Transfer Framework Plan	<p>The purpose of the Farmington Corridor Concept and Jurisdictional Transfer Framework Plan (the “Project”) is twofold: 1) Develop a context-sensitive corridor concept plan that will safely accommodate all users and modes and an associated project cost estimate for adoption into the Washington County Transportation System Plan (“TSP”), adopted in 2019. and 2) Develop a framework for jurisdictional transfer of SW Farmington Road from Oregon Department of Transportation (“ODOT”) to Washington County (“County”) ownership for the section of SW Farmington Road under State of Oregon jurisdiction between SW 198th Avenue and SW Kinnaman Road within unincorporated Washington County. The Project will support the corridor’s near-term implementation potential.</p>
2A-21	City of Dallas	Mill Site Area Development Plan	<p>The purpose of this project is to create the Mill Site Area Redevelopment Plan (“MSARP” or “Project”), a redevelopment plan for the 66-acre former Weyerhaeuser mill site in the City of Dallas (“City”) and provide formal guidance for local land use and transportation improvements. The MSARP is also expected to consider general best practices regarding the following: transportation connectivity, options, and safety; community and neighborhood health; economic vitality; social equity; housing options and availability; and strategic public and private investments.</p>

2B-21	City of Harrisburg	TSP Update	The City of Harrisburg Transportation System Plan Update (“Project”) will update the Transportation System Plan (“TSP”) for the City of Harrisburg (“City” or “Harrisburg”) that was adopted in 2000. The Project will identify policies, programs, and improvements needed to enhance conditions for all travel modes, to support planned land uses, and to support economic development in the City. The Project will assure consistency of the updated TSP (“Updated TSP”) with state policies, plans, and rules including Oregon Administrative Rules Chapter 660, Division 12, commonly known as the Transportation Planning Rules (“TPR”). The Project will work to ensure that the Updated TSP is coordinated and consistent with adopted regional transportation plans including the Linn County TSP.
2C-21	City of Independence	Central Talmadge Plan	The purpose of the Central Talmadge Plan project (“Project”) is to provide formal guidance as the Study Area transitions from the existing Central Talmadge, a vehicle-oriented strip used for daily commerce, to a mix of uses, including residential. The Project also aims to support the development of high-quality bicycle and pedestrian infrastructure, allowing people to access daily needs without a personal automobile
2E-21	City of Turner	TSP Update	The City of Turner (“City”) Transportation System Plan Update Project (“Project”) will replace the City’s Transportation System Plan (“TSP”) adopted in 1999. Project will identify policies, programs, and improvements needed to improve conditions for all travel modes, support planned land uses, and support economic development. Updated TSP will serve expected growth, support community goals and address needs for travel options, equity and climate change. Project will assure consistency of the Updated TSP with state policies, plans, and rules including Oregon Administrative Rules Chapter 660, Division 12, commonly known as the Transportation Planning Rules (“TPR”). Project will work to ensure that the Updated TSP is coordinated with and consistent with adopted regional transportation plans including the Marion County TSP and the Salem-Keizer Area Transportation Study (“SKATS”), the designated Metropolitan Planning Organization

3A-21	City of Bandon	TSP Update	The City of Bandon Transportation System Plan Update (“Project”) will update the Transportation System Plan (“TSP”) for the City of Bandon (“Bandon” or “City”), that was adopted in 2000. The updated TSP (“Updated TSP”) must identify an integrated network of multi-modal transportation facilities and services that will be adequate to support development of the City’s existing and planned land uses over a twenty-year planning horizon. The Project must address transportation facility needs within City limits and the Urban Growth Boundary (“UGB”). The City has identified US Highway 101 redesign and beautification, access management, and future movement to and through an unincorporated area within the City’s UGB that is surrounded by the city (“the Donut Hole”) as high priorities for the Updated TSP. The Updated TSP must meet the requirements of the Transportation Planning Rules (“TPR”).
3B-21	City of Medford	Downtown 2040 Plan (Climate Friendly Areas)	Using existing plans as guidance, the City of Medford (“City”) seeks to provide a new vision for how downtown is developed, experienced, and traversed. The purpose of the Project is to develop a revised Medford Downtown 2040 Plan (“Downtown 2040 Plan”) for adoption into the Comprehensive Plan, to evaluate alternative cross sections and projects for highly traveled corridors, and to develop code changes to achieve a high standard of urban design and ensure appropriate land uses. The Downtown 2040 Plan must guide the development and redevelopment of this transit oriented and historic district over the next 2 decades.
4A-21	City of Klamath Falls	Urban Area Transportation System Plan Update	The City of Klamath Falls’ Urban Area Transportation System Plan Update Project will update the Transportation System Plan (“TSP”) for the City of Klamath Falls (“City”), adopted in 2012. The Updated TSP must identify an integrated network of multi-modal transportation facilities and services adequate to support development of the City’s existing and planned land uses over a 20-year planning horizon. The Updated TSP work must be coordinated with Klamath County (“County”) to update their Comprehensive Plan.

5A-21	City of Elgin	Elgin-to- Lookingglass Joseph Branch Trail- With-Rail Refinement Plan	The Elgin-to-Lookingglass Joseph Branch Trail-With-Rail Refinement Plan Project (“Project”) will develop Trail-With-Rail and Trailhead/Pocket Park Plan, a refinement plan for the inaugural 13+ mile Elgin-to-Lookingglass segment of a longer, proposed 63-mile trail-with-rail. The longer proposed 63-mile trail-with-rail will run alongside the existing railroad between City of Elgin (“City”) and City of Joseph, connecting popular recreational sites and rural communities in Union County (“County”) and Wallowa County. The trail will provide an alternative to Oregon Route 82, improve multimodal transportation options for underserved communities, and present an opportunity to help draw people to the Eagle Cap Excursion Train. The inaugural segment will start at the Wallowa Union Railroad Authority (“WURA”) Train Depot in downtown Elgin and continue out of town to County’s eastern border with neighboring Wallowa County. Project outcome will be a detailed trail-with-rail refinement plan that addresses alignment, safety, general design, crossings, adjacent landowner concerns, and tailored to fit within the existing WURA railway corridor 100-foot right-of-way (“ROW”) and contiguous public lands. Project will assist the City, County, WURA and Joseph Branch Trail Consortium (“JBTC”) to streamline design and engineering and to leverage future funding for the full trail.
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TGM-21 Grant Projects in Process but not Executed

1A-21	City of Gresham	TSP 2045
2D-21	City of Newport	City Center Revitalization Project

TGM-22 Active Grant Projects

2D-22	Marion County	Rural Transportation System Plan	The project scope includes the development of a full update to the 2005 Rural Transportation System. Project will include an evaluation of existing and future conditions and result in a prioritized project list based on the current and future safety, capacity, mobility, and accessibility deficiencies of the transportation system.
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4A-22	City of Maupin	Street Design Standards Plan Update and Donkey Trail Plan	The City of Maupin (“City”) Street Design Standards Plan Update and Donkey Trail Plan (“Project”) will consist of 2 parts: 1) Street Design Standards Plan (“SDSP”) will update the version funded by the Transportation and Growth Management (“TGM”) program and adopted by City in 1999. The Updated SDSP will have updated Local Street Network maps that reflects the development in Maupin’s city limits over the last 2 decades as well as suggested amendments to the Zoning Ordinance (No. 311) and Comprehensive Land Use Plan (2006) that prioritize active transportation options and 2) Donkey Trail Plan (“DTP”) will develop a plan for completing the Donkey Trail, to provide an accessible multi-modal pathway and safe walking and bicycling facilities that connect Maupin. Both parts support the growing active transportation needs of Maupin residents and visitors. Together they will provide the City with a clear vision for sustainable, accessible, and efficiently integrated transportation and land use into the next 2 decades.
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TGM-22 Grant Projects in Process but not Executed

1A-22	City of Beaverton	TSP Update
1B-22	City of North Plains	Urban Growth Boundary Concept Planning
1C-22	City of Portland	Green Loop Concept Plan
2C-22	City of Tangent	TSP Update
3A-22	City of Grants	6th and 7th Street Multimodal Corridor Study
	Pass	
5A-22	City of Wallowa	Joseph Branch Trail-With-Rails - Wallowa Section
5B-22	Umatilla County	TSP Update

TGM-22 Grant Projects in Development

2B-22	City of Corvallis	West Corvallis Specific Area Plan
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TGM-23 Active Grant Projects

TGM-23 Grant Projects in Process but not Executed

2A-23	City of Dayton	Transportation System Plan Update
3A-23	City of Shady Cove	Local Street Network Plan

TGM-23 Grant Projects in Development

1A-23	City of Forest Grove	Tualatin Valley Highway Access Management Implementation Strategy
1B-23	North Clackamas Parks and Recreation District	Trails System Plan
1C-23	TriMet	Park & Ride Optimization Plan
2B-23	City of Eugene	Comprehensive Plan Phase II
2C-23	City of St. Helens	2024 Transportation System Management Plan Update
2D-23	Lane Transit District	Long-Range Mobility Plan
3B-23	Coquille Indian Tribe	Killich Area Master Plan
4A-23	City of Rufus	Pedestrian & Transportation Development Plan
5A-23	City of Boardman	Transportation System Plan Update
5B-23	City of Hermiston	Transportation System Plan Update