

ACTIVE TGM GRANT PROJECTS as of October 1, 2023

TGM-20 Active Grant Projects

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| 1A-20 | City of Estacada | TSP Update | <p>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 While parts have been updated – in 2011, 2016, and 2018 - much remains out-of-date and not informed by recent analyses and public input, nor by changes in population, development, and land use plans.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.</p> |
| 1B-20 | City of Troutdale | Main Streets on Halsey Cross Section and Street Design Plan | <p>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.</p> |
| 1D-20 | City of Tigard | Downtown Reimagined | <p>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</p> |

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| 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. |
| 2B-20 | City of Florence | TSP Update | The Project must prepare an update to the City of Florence (“City”) Transportation System Plan (“TSP”) adopted in 2012. 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 must address transportation planning needs both within City limits and the Urban Growth Boundary. |
| 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. |
| 2D-20 | Lane Council of Governments | Link Lane Public Transit Development Plan | Link Lane is the Public Transportation Service Provider (“PTSP”) unit of the Lane Council of Governments (“LCOG”). Link Lane originated and is operating to fill a critical public transportation need to connect coastal communities with each other and the Eugene urban area. Link Lane Public Transit Development Plan (“Project”) will develop a Transit Development Plan (“TDP”) to 1) define Link Lane as a PTSP under Oregon law; 2) understand community needs; 3) identify transportation barriers, 4) develop implementation strategies to address identified barriers, and 5) identify funding opportunities consistent with the implementation strategies. |

TGM-21 Active Grant Projects

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| 1B-21 | City of Milwaukie TSP Update | <p>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.</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 | <p>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.</p> |
| 2C-21 | City of Independence Central Talmadge Plan | <p>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</p> |

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| 2E-21 | City of Turner | TSP Update | <p>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</p> |
| 3A-21 | City of Bandon | TSP Update | <p>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”).</p> |

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| 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

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| 1A-21 | City of Gresham | TSP 2045 |
| 1C-21 | City of Tigard | Electric Vehicle Strategy |
| 1D-21 | Washington County | Farmington Corridor Concept and Jurisdictional Transfer Framework Plan |
| 2D-21 | City of Newport | City Center Revitalization Project |
| 3B-21 | City of Medford | Downtown 2040 Plan |
| 4A-21 | City of Klamath Falls | Urban Area TSP Update |

TGM-22 Active Grant Projects

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| 2D-22 | Marion County | Rural Transportation | 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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TGM-22 Grant Projects in Process but not Executed

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| 1B-22 | City of North Plains | Urban Growth Boundary Concept Planning |
| 2C-22 | City of Tangent | TSP Update |
| 3A-22 | City of Grants | 6th and 7th Street Multimodal Corridor Study |
| | Pass | |
| 4A-22 | City of Maupin | Street Design Standards Plan Update |
| 5A-22 | City of Wallowa | Joseph Branch Trail-With-Rails - Wallowa Section |
| 5B-22 | Umatilla County | TSP Update |

TGM-22 Grant Projects in Development

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| 1A-22 | City of Beaverton | TSP Update |
| 1C-22 | City of Portland | Green Loop Concept Plan |
| 2B-22 | City of Corvallis | West Corvallis Specific Area Plan |

TGM-23 Grant Projects Awarded September 28, 2023

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| 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 | TrMet | Park & Ride Optimization Plan |
| 2A-23 | City of Dayton | Transportation System Plan Update |
| 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 |
| 3A-23 | City of Shady Cove | Local Street Network 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