

ACTIVE TGM GRANT PROJECTS as of August 1, 2026

TGM-22 Active Grant Projects

1A-22 City of Beaverton [Transportation System Plan Update](#)

The City is conducting a major update to its Transportation System Plan ("TSP") which was adopted in 1997 and updated in 2010 ("Current TSP"). This Project will update the City's Current TSP defining a safe, equitable, and climate-forward vision for how people, goods, and services move around and through the City ("Updated TSP"). The Project will set transportation goals, policies, and performance metrics for the City to support other adopted land use plans and help implement broader, communitywide goals. The Project must be consistent with Metro's Regional Transportation Functional Plan ("RTFP") and Oregon's Transportation Planning Rules ("TPR"), Oregon Administrative Rules ("OAR") Chapter 660 Division 12, updated in 2022 through Oregon's Department of Land Conservation and Development ("DLCD") Climate Friendly and Equitable Communities ("CFEC") Rulemaking. The Project will ensure local, regional, and State transportation systems operate seamlessly and that the City is doing its part to advance collective State and regional goals to improve people's safety and wellbeing, reduce climate pollution, and sustain a vibrant economy. The City's current transportation system will be analyzed in relation to who the system is serving, how well it is serving them, and the shared future the community expects the transportation system to support. Transportation needs and opportunities will be identified, and an investment strategy will be created with the community. The strategy will help people and goods get to where they need to go safely, reliably, conveniently, and sustainably. It will do this while simultaneously creating a vibrant community with places that embody what the community values. An emphasis will be placed on approaching the transportation system from a holistic, people-first/safety-first perspective, with a proactive design, policy, and investment approach, to get the collective outcomes the community desires.

1B-22	City of North Plains	<u>UGB Expansion Area Concept Plan</u>	The City of North Plains' ("City") UGB Expansion Area Concept Plan (the "Project") is part of the City's efforts to comply with state requirements to plan for a 20-year supply of lands within its Urban Growth Boundary ("UGB"). The purpose of the Project is to develop a preliminary land use and transportation concept plan for 855 acres newly brought into the UGB but prior to annexation. The Project must identify residential and employment land areas and uses, the transportation network, utilities, parks and trails, other public facilities, and funding strategies. The Project must include recommended amendments to the Comprehensive Plan and Transportation System Plan ("TSP"), adopted in 2019, as well as recommended updates to Interchange Access Management Plans along US26 and recommended updates to local land use code to implement the community's vision for the UGB Expansion Area.
2B-22	City of Corvallis	<u>Southwest Corvallis Area Plan</u>	The purpose of the Project is to develop a specific plan, the Southwest Corvallis Area Plan, through a public process for adoption by the Corvallis City Council that refines land uses and provides an orderly plan for the development of local street networks and alternative transportation options to create safe, low-stress, and convenient navigation through the area. The Southwest Corvallis Area Plan is intended to refine land uses in response to urbanization patterns in the area and local changes to land use zoning options. The expected outcome is a plan for Southwest Corvallis that establishes thoughtful zoning patterns, local street networks and alternative transportation options, and a sense of community and neighborhood character for the area.
2C-22	City of Tangent	<u>Transportation System Plan Update</u>	The City of Tangent's (the "City") Transportation System Plan Update Project will update the City's Transportation System Plan ("TSP") adopted in 2010. The Project will identify policies, programs, and improvements needed to improve conditions for all travel modes, support planned land uses, and support economic development in the community. The Project will assure consistency of the Updated Tangent TSP with state policies, plans, and rules including Oregon Administrative Rules ("OAR") Chapter 660, Division 12, commonly known as the Transportation Planning Rules ("TPR"). The Project will work to ensure that the Updated Tangent TSP is coordinated with and consistent with adopted regional transportation plans including the Linn County TSP and the Albany Area Metropolitan Planning Organization ("AAMPO") Regional Transportation Plan.

2D-22	Marion County	<u>Rural Transportation System Plan</u>	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.
3A-22	City of Grants Pass	<u>6th and 7th Street Multimodal Corridor Study</u>	The Services performed in conjunction with the Project must generate the 6th and 7th Streets Multimodal Corridor Study ("Study"). The Study will be a result of the Project's research and analysis of the City's multimodal network and projects. The Study must identify a series of fundable improvements to improve the sense of community and place while creating an affordable, safe, and functional multi-use transportation network to and through the downtown area. The Project must build on past planning efforts and perform new analysis to identify a clear vision for the 6th and 7th Streets corridor that can be implemented with anticipated funding streams. The Project must result in an amendment to the City's Transportation System Plan ("TSP"), adopted in 2020. The City's downtown is primarily commercial with a mix of shops and dining that serves both the local community and tourists. The adjacent areas are mainly residential with a handful of community spaces, schools and public buildings. The downtown is presently auto dominated, with many opportunities for safety improvements to the pedestrian, bicycle, and transit networks. Shifting the transportation network from auto dominance to multimodal will enable the downtown to become more livable and vibrant.

5B-22	Umatilla County	Transportation System Plan Update	The Project will update the current Transportation System Plan ("TSP"), adopted in 2002 (the "2002 TSP"), for Umatilla County ("County"). The County has experienced continued population growth and economic development, resulting in additional demands on transportation infrastructure from a variety of users – freight, residential, commercial development, agricultural, industrial, tourism, transit, and people walking and cycling. County's transportation system includes key freight routes and serves commuters travelling to and from neighboring communities. The objective of the Project is to develop an Updated Transportation System Plan ("Updated TSP") for County. The Project will provide an assessment of the transportation system priorities for the 20-year planning period. The Updated TSP will address all modes of transportation to enhance safety and equitable movement of all system users. Through amendments to County's Comprehensive Plan and Land Development Code, the Updated TSP will also ensure consistency with federal and State transportation planning requirements and design standards including, but not limited to, Statewide Planning Goal 12 (Transportation), Oregon Administrative Rules ("OAR") Chapter 660 Division 12, also known as the Transportation Planning Rules, and the Oregon Transportation Plan and its modal and topic plans, including the Oregon Highway Plan ("OHP").
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TGM-23 Active Grant Projects

1A-23	City of Forest Grove	Pacific Avenue & Tualatin Valley Highway Access Management Strategy	The Pacific Avenue & Tualatin Valley Highway Access Management Strategy (the "Project") encompasses the Tualatin Valley ("TV") Highway in the City of Forest Grove ("City"), also known as Oregon Route ("OR") 8, Pacific Avenue and Adair Street. This area is integral to mobility, equity, and business development in Forest Grove. The Project will build on the recently adopted East Forest Grove TV Highway Safety Improvement Plan. The East Forest Grove TV Highway Safety Improvement Plan identifies access management as a priority for transforming TV Highway into a vibrant, attractive, and calmer arterial roadway that is pedestrian and bicycle friendly. The Project will increase safety, mobility, and operations along the corridor through consistent design standards for driveway access, sight distances, access spacing, access restrictions, access consolidation, relocation and retirement.
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1B-23	North Clackamas Parks and Recreation District	Trails Network Plan	The North Clackamas Parks and Recreation District ("NCPRD") Trails Network Plan will advance trails planning, design, and construction further towards implementation and advance components already explored as part of NCPRD's System Plan and Clackamas County's (the "County") Bike Walk Clackamas project. The Project seeks to engage the public in the design of a trail network that connects users to parks, natural areas, and key community destinations. The Services provided under this WOC will advance trail development through conceptual design work, planning level cost estimates, design guidance, and project prioritization.
1C-23	TriMet	Park & Ride Optimization Plan	The TriMet Park & Ride Optimization Plan will develop a strategy through which the TriMet can maximize the efficiency and productivity of its park and ride facilities to ensure there is the right balance of parking provision that supports livability, economic prosperity, and transit access across the region. In 2019, TriMet secured a Transportation and Growth Management ("TGM") grant to produce a Regional Transit Oriented Development ("TOD") Plan that established a framework prioritizing the development of TriMet's non-core real estate for regional benefit and to accommodate regional growth. The Park & Ride Optimization Plan must be consistent with the Regional TOD Plan but must consider a broader Park & Ride ("P&R") policy given local needs and wider sub-regional pressures. It must consider techniques to increase utilization and adjust capacity, so TriMet and the community get maximum value from P&R facilities.
2B-23	City of Eugene	Comprehensive Plan Phase II	The purpose of the City of Eugene ("City") Comprehensive Plan Phase II project ("Project") is to develop the Community Engagement, Housing, and Compact Development chapters for the City's Comprehensive Plan. This Project will produce final drafts of these chapters which will be combined with other Comprehensive Plan chapters and amendments for adoption by the City.

- 2C-23 City of St. Helens [Transportation System Plan Update](#) The Updated TSP will provide an evaluation of prior transportation system plans, current system conditions, areas of interest, and projected future needs for serving build-out within the City of St. Helen's ("City") Urban Growth Boundary ("UGB"). The Project will update the City's Transportation System Plan ("TSP") adopted in 2011 ("Current TSP"), consistent with the policies, plans, laws, and rules of the State of Oregon ("State"). The Updated TSP must be compliant with Oregon Administrative Rules ("OAR") Chapter 660, Division 12, commonly known as the TPR. The Updated TSP must be in harmony with the City Engineering Standards Manual and Standard Drawings, the City Development Code, the latest version of the Oregon Standard Specifications for Construction, and other adopted regional transportation plans including the Columbia County ("County") TSP, adopted in 2017.
- 2D-23 Lane Transit District [LTD Long-Range Mobility Plan](#) The Lane Transit District ("LTD") Long-Range Mobility Plan project will create a Long-Range Mobility Plan ("LRMP"), updating the current Long-Range Transit Plan. The LRMP will update Lane Transit District goals and policies and identify investments in the transit system that will facilitate LTD's efforts to connect its community in a broader mobility context. The Project will assure consistency of the LRMP with state policies, plans, and rules including Oregon Administrative Rules ("OAR") Chapter 660, Division 12, commonly known as the Transportation Planning Rules (TRP). The LRMP will align LTD's long-term mobility investment strategy with TRP implementation in Eugene and Springfield and assist in meeting local and statewide goals for greenhouse gas emission reduction. The Long-Range Mobility Plan must be developed using the ODOT Transit Development Plan Guidebook (2018).
- 3A-23 City of Shady Cove [Local Street Network Plan](#) The City of Shady Cove ("City") Local Street Network Plan ("LSNP") is an update to the City's 2007 LSNP. An update is needed to direct development and infrastructure improvements. A fresh look at code, ordinance, and policy to implement those improvements is necessary. The LSNP will require community engagement and detailed technical analysis to make informed choices, while financial strategies help with realizing the public improvements. The Project will result in an update to the City's Comprehensive Plan.

3B-23	Coquille Indian Tribe	Kilkich Area Master Plan	The Kilkich Area Master Plan ("Project") will build upon transportation and land use recommendations from the Coquille Indian Tribe ("CIT") 2018 Empire Comprehensive Plan ("Empire Plan"). The Project will provide a plan for the development of the Kilkich property to include a variety of housing types and transportation options associated with a livable community. This includes infrastructure, facility and environmental improvements that support CIT Member interests. The Project will result in a set of prioritized improvements for future funding and implementation. The Project will also result in an update to the 2019 CIT Comprehensive Land Use Plan.
5B-23	City of Hermiston	Transportation System Plan Update	The City of Hermiston ("City") Transportation System Plan ("TSP") Update (the "Project") will assist and guide the next 20 years of growth in the community. The most recent City TSP, adopted in 1997 and subsequent amendments, ("Current TSP") requires comprehensive updates to address transportation challenges, development pressures and incorporate regional plans, including the 2022 Umatilla River Bridge Plan. With the region entering a new period of rapid growth, the fundamental assumptions and strategies of the Current TSP are overdue for revisiting and updating. A modern TSP along with amendments to the development code and comprehensive plan policies will assist the community with responding to population growth, transportation capacity issues and implementation of multimodal improvements to the transportation network within the City ("Updated TSP").

TGM-24 Active Grant Projects

1A-24	City of Canby	UGB Concept Planning	The City of Canby's ("City") Urban Growth Boundary ("UGB") Expansion Area Concept Plan (the "Project") is part of the City's efforts to comply with state requirements to plan for a 20-year supply of lands within its UGB. The purpose of the Project is to develop a preliminary land use and transportation concept plan for lands newly brought into the UGB but prior to annexation. The Project must identify residential and employment land areas and uses, the transportation network, utilities, parks and trails, other public facilities, and funding strategies.
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1B-24	City of Cascade Locks	Transportation System Plan Update	The City of Cascade Locks ("City") Transportation System Plan Update (the "Project") will replace the City's Transportation System Plan ("TSP") adopted in 2001 ("Current TSP"). The Project will identify projects, policies, and programs needed to improve conditions for all travel modes, support planned land uses, and support economic development ("Updated TSP"). The Updated TSP will serve expected growth, support community goals, and address needs for travel options, equity, and climate change. The Project will assure consistency of the Updated TSP with state policies, plans, and rules, including Oregon Administrative Rules ("OAR") Chapter 660, Division 12, commonly known as the Transportation Planning Rules. The Project will work to ensure that the Updated TSP is coordinated with and consistent with adopted regional transportation plans, including the Hood River County TSP and the Hood River County Bicycle Plan.
1D-24	Washington County	Transportation System Plan - Active Transportation Elements	The primary project objective of the Project is to enact planning and policy changes that enable Certified Agency to build bicycle and pedestrian infrastructure suitable for all ages and abilities, increasing active transportation mode share and improving safety and access for vulnerable road users. This project will lay the groundwork for the forthcoming major Transportation System Plan (TSP) update by amending the Pedestrian and Bicycle modal plans and related strategies in the TSP to comply with Climate Friendly and Equitable Communities (CFEC), to the greatest extent possible. This effort will refine street cross sections and establish network designations that provide context-sensitive design guidance for new or rebuilt road projects, including protected bicycle lanes and intersection treatments. The Project will review and update multimodal classifications in the TSP such as pedestrian/bicycle districts and review other documents for consistency.

2B-24	City of Lafayette		The purpose of this project is to update the City of Lafayette’s (“City”) Transportation System Plan (“TSP”) (the “Project” or “Updated TSP”). The Project will update the City’s TSP adopted in 2003 (“Current TSP”). The Project will identify policies, programs, and improvements needed to improve conditions for all travel modes, support planned land uses, and support economic development. The Updated TSP will serve expected growth, support community goals and address needs for travel options, equity, and climate change. The Project will ensure consistency of the Updated TSP with State policies, plans, and rules including Oregon Administrative Rules (“OAR”) Chapter 660, Division 12, commonly known as the Transportation Planning Rules. The Project will work to ensure that the Updated TSP is coordinated with and consistent with adopted regional transportation plans including the Yamhill County TSP and the Yamhill County Transit Area (“YCTA”) Transit Development Plan.
2C-24	City of Sheridan	Transportation Systems Plan Update	The City of Sheridan (“City”) TSP Update (the “Project” or “Updated TSP”) will replace the City’s TSP adopted in 1999 (“Current TSP”). The Project will identify policies, programs, and improvements needed to improve conditions for all travel modes, support planned land uses, and support economic development. The Updated TSP will serve expected growth, support community goals and address needs for travel options, equity, and climate change. The Project will assure consistency of the Updated TSP with state policies, plans, and rules including Oregon Administrative Rule (“OAR”) Chapter 660, Division 12, commonly known as the Transportation Planning Rules. The Project will work to ensure that the Updated TSP is coordinated with and consistent with adopted regional transportation plans including the Yamhill County TSP and the Yamhill County Transit Area (“YCTA”) Transit Development Plan.
2D-24	City of Springfield	Walk and Roll Springfield	This planning Project includes development of a full update of the pedestrian and bicycle elements of the Certified Agency’s Transportation System Plan. The Project will include an evaluation of existing and future conditions and result in a prioritized project list based on current and future safety, capacity, connectivity and accessibility deficiencies of the transportation system, located within the urban growth boundary.

3A-24	City of Gold Hill	Transportation System Plan	The City of Gold Hill ("City") is looking to develop a Transportation System Plan ("TSP") (the "Project") to meet the updated requirements of the Transportation Planning Rules ("TPR").
3B-24	City of Sutherlin	Westside Local Street Network Plan	The City of Sutherlin ("City"), Westside Local Street Network Plan (the "Project" or the "Westside LSNP") must assess and recommend improvements to the local street network along OR-138W, west of I-5 Exit 136. The goal is to support future development by refining the City's Transportation System Plan ("Current TSP"). The Project must review improvements identified in the Current TSP and I-5, Exit 136 Interchange Area Management Plan ("IAMP") and recommend policy changes to implement the plan – focusing on local access, not changes to the IAMP.
4A-24	City of La Pine	Transportation System Plan Update	The Project aims to serve the City of La Pine ("City"), and better prepare the City for the forecasted growth it will be experiencing over the next 20 years. The Project will update the entire Transportation System Plan ("TSP"). The first TSP adopted in 2013 was a great starting point after the City incorporated in 2006, but much of it is outdated and not reflective of the community's needs. La Pine has experienced increased population and vehicle traffic impacts not anticipated by the 2013 TSP. Additionally, the TSP is relatively close to the end of the planning horizon. Early public outreach conducted for the recent La Pine Comprehensive Plan update, indicate transportation and infrastructure improvements are topics of high priority for residents, which in turn are of high priority for City Staff.

5A-24	Morrow County	Transportation System Plan Update	The purpose of this WOC is to update Morrow County's (the "County") Transportation System Plan ("TSP") to ensure the transportation system supports population, economic growth, and community goals of the County ("Updated TSP" or the "Project"). The overall safety of County roads has declined since the County's current TSP was adopted in 2012 ("Current TSP"), with increases in traffic crashes, injuries, and fatalities. Thus, the Project will support the County's implementation of its Comprehensive Plan by developing a transportation system that enhances safety and equitable mobility choices as development intensifies. The Project also includes preparation of a TSP update for the Town of Lexington ("Town").
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TGM-24 Grant Projects in Process but not Executed

1C-24	City of Hood River	Historic Columbia Highway Integrated Land Use Area and Transportation Plan	
2A-24	City of Astoria	Greater Tongue Point Area Transportation Plan	
4B-24	Wasco County	Transportation System Plan Update	

TGM-25 Active Grant Projects

1A-25	City of Estacada	Mill Site Area Redevelopment Plan	The Mill Site Area Redevelopment Plan (the "Project"), is a redevelopment plan for a 90-acre former lumber mill site ("Mill Site"), and adjacent industrial lands in the City of Estacada ("City"). The Project will provide formal guidance for local land use and transportation improvements. The Project is also expected to incorporate 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/private investments.
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TGM-25 Grant Projects in Process but not Executed

1B-25	City of Hillsboro	TV Highway Equitable Development Strategy	
1C-25	City of Portland	Lloyd + Albina Great Streets	
3A-25	City of Coos Bay	Coos Bay Walk, Bike, Connect Comprehensive Plan	
4A-25	Town of Bonanza	Rural Mobility & Transportation Plan	
4B-25	City of The Dalles	West Side Renaissance Master Plan	

TGM-25 Grant Projects in Development

2A-25	City of Dundee	Transportation System Plan Update
2B-25	City of Lincoln City	North Lincoln City Refinement Plan
2C-25	City of Scappoose	Transportation System Plan Update
2D-25	Salem Area Mass Transit District	SAMTD Mobility Integration Plan

ACTIVE TGM COMMUNITY ASSISTANCE PROJECTS of August 1, 2026

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Active Community Assistance Projects

C101-23	Statewide	Model Development Code for Small Cities	The purpose of the Model Code for Small Cities Update ("Project") is to revise Edition 3.1 of the Model Code. The Project will identify changes needed to comply with changes in legislation and rules since the publication of Edition 3.0 in 2012, evaluate modern best practices in smart development, convene a technical Advisory Committee ("TAC") to gather feedback, and publish Edition 4.0 of the Model Code for Small Cities.
C301-25	City of Mosier	Parking Utilization and Transit Stop Study	The purpose of the City of Mosier Parking Utilization and Transit Stop Study ("Project") is to support the City of Mosier ("City") with 2 aspects of land use and transportation planning. The first is to inventory the parking supply and utilization rate in the Project Area (see Figure 1). The second is to achieve consensus regarding the location of a Link Public Transit stop in the City. The Project supports the Transportation and Growth Management ("TGM") Program's mission of integrated land use and transportation planning. The Project will make recommendations for parking management and transit service to support a more balanced, interconnected, accessible transportation system. This will provide a variety of transportation options, support complementary land uses, and offer mobility choices for underserved communities and those with limited options.