

TGM GRANT APPLICATIONS 2025

Application Code	Primary Applicant	Project Title	Application Summary
1.01-25	City of Hillsboro	NE Cornell Road: E Main Street to NE 25th Avenue - Corridor Plan	The City is looking to do a corridor refinement plan on Cornell Rd between Main St and 25th Ave to develop a preferred design concept that effectively improves housing, transit access, bicycling facilities, and the experience for people walking. This segment is an arterial roadway that connects the City's Downtown with commercial and residential areas to the north. The existing roadway has four to five motor vehicle travel lanes, curb-tight sidewalks, and no exclusive facilities for bicycling. The City has experienced several redevelopment applications on this corridor, but current design requirements would have substantial impacts outside of the constrained right-of-way. This refinement plan will be adopted into the City and County's Transportation System Plan to guide future land use applications towards an identified project. Implementation of the plan that would substantially improve travel and safety for all users on the corridor, enhance accessibility, and promote housing.
1.02-25	City of Portland	Lloyd + Albina Great Streets	The Portland Bureau of Transportation (PBOT) is seeking support for a Transportation and Growth Management (TGM) grant to develop the Lloyd + Albina Great Streets Plan. This work will create a unified vision and strategy to transform two of Central City's most dynamic redevelopment areas—Lloyd and Albina—into walkable, equitable, mixed-use neighborhoods that support Portland's climate, housing, and economic goals. Both areas are undergoing major transitions that require updated street designs, clear public realm expectations, and alignment with forthcoming master plans and public-private investments.

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1.03-25	Clackamas County	Clackamas County Transit Development Plan - 5-year Update	Clackamas County has a complex landscape of transit and transportation services. The urban areas are served by TriMet and Wilsonville SMART and the rural cities of Molalla, Canby and Sandy have their own providers. Lastly, Clackamas County serves the Mt Hood Corridor and provides other transportation services in the county. While the first Clackamas County Transit Development Plan (TDP) was adopted in 2021, it needs to be updated to comply with the requirements of the Transportation Planning Rule, respond to service/plan changes that have been made over the past 5 years and address the changes to transit usage over the past 5 years. Updating the TDP is necessary to guide for future funding through the Statewide Transportation Improvement Fund. It includes specific guidance for transit investments in the TriMet district and for service connections between providers.
1.04-25	TriMet	TriMet Bike Plan Evaluation and Implementation Plan	This project will evaluate TriMet's 2016 Bike Plan to better address the connection between bikes and transit in the current landscape, which has changed greatly this past decade. With a consultant, staff will collect data on service and facility usage; examine operational, security and maintenance challenges; and research best practices and peer agency strategies. The updated Bike Plan will focus on cost-effective project implementation and new policy recommendations, to support active multi-modal transportation options that help people reach essential destinations. This project will deliver an Implementation Plan to be adopted by the TriMet Board and prioritize TriMet's ongoing investments in bike infrastructure.

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<u>1.05-25</u>	City of Estacada	Mill Redevelopment Planning	The City of Estacada seeks TGM funding to develop an integrated land use and transportation plan for the 90-acre Mill Mixed Use Area and the adjacent Riverfront Commercial zone across Highway 224. This project will guide redevelopment, support housing and economic growth, and improve connectivity between the two areas. Key goals include extending 6th Street and Hill Way to Hwy 224, reassessing zoning in the Riverfront area, and planning for multimodal access. The outcome will be a community supported, market-informed plan that promotes sustainable development, reduces congestion, and creates a cohesive, accessible district aligned with local and regional goals.
<u>1.06-25</u>	City of Hillsboro	TV Highway Equitable Development Strategy	In anticipation of BRT improvements along the TV Hwy corridor and to address potential displacement risks as well as the need for additional housing, the City is proposing to create an EDS and TOD Plan for the north side of the TV Hwy corridor. The City has an opportunity to explore increasing housing supply along the corridor with access to transit, walking and bicycling. The EDS will be used to guide development and decision-making and prevent and mitigate negative impacts of development. The TOD plan will identify nodes for mixed-use and multi-unit development, prioritizing nodes near future transit stations, and opportunities to facilitate compact, mixed-income development with safe connections to transit, walking and bicycling.
<u>2.01-25</u>	Benton County	Unified Trails and Wildfire Evacuation Plan	Benton County proposes a Unified Trails and Wildfire Evacuation Plan to address two urgent needs: safe, connected active transportation routes and reliable evacuation paths in high-risk wildfire areas. Many rural communities face limited access, aging infrastructure, and increased vulnerability due to climate change. This plan integrates transportation, land use, and emergency planning into a single effort, leveraging GIS data and public input to identify and prioritize dual-purpose corridors for everyday use and disaster response.

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2.02-25	City of Dundee	Dundee TSP Update: Planning for Growth and Connection	The City of Dundee is at a pivotal moment. Transportation decisions made today will shape the city’s long-term livability, identity, and economic vitality. With the Phase I Newberg-Dundee Bypass altering traffic patterns, rising wine tourism, and major development underway, Dundee has a rare opportunity to reimagine Highway 99W—not as a pass-through, but as a walkable, multimodal Main Street. This project builds on the community-led Destination Dundee Plan (2024) and will update the City’s Transportation System Plan to support safer travel, climate-friendly mobility, and regional access to downtown, trails, and the planned 900-unit Riverside District—strengthening connections across the wine country corridor.
2.03-25	City of Newberg	Transportation System Plan	Due to Newberg’s unique position as a hub for several state highways, it is essential that we keep our Transportation System Plan up to date, and that we uphold our responsibility to be good stewards of public infrastructure. With ODOT’s Newberg-Dundee Bypass project moving forward to phase 2A, our TSP now needs to accommodate changes in traffic flow throughout the city. Newberg must remain responsive to a changing regulatory environment, provide guidance to continually improve safety, and serve a growing population. This project will result in a new Transportation System Plan that responds to these pressures and meets the multi-modal transportation needs of our residents, now and in years to come.

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2.04-25	City of Rockaway Beach	Transportation System Plan	This project updates the City of Rockaway Beach Transportation System Plan (TSP), last updated in 2010. When the current TSP was adopted, the City was not in a place financially to make some of the longer-range planning decisions needed, therefore many important projects focusing on emergency preparedness, safety, resiliency, and multi-community interconnected trail systems were not included. Public involvement will be a key component of the project through surveys, stakeholder meetings, and open houses. The final product will be an adopted TSP with associated comprehensive plan goals, as well as updated SDC methodology and parking study. This will ensure the City of Rockaway Beach accommodates for future growth and resiliency, while retaining a walkable/bikeable, coastal village aesthetic for residents and visitors.
2.05-25	City of Scappoose	Scappoose TSP Update	Scappoose is growing and must account for that growth by updating its adopted 2016 TSP. The TSP update will need to: Incorporate lands from UGB expansion area (to be adopted by March 2026); integrate population and significantly different job growth projections as a result of an updated Economic Opportunities Analysis and Housing Capacity Analysis (same adoption timeline as UGB expansion); update the CIP list to reflect projects that have recently been completed and to add needed projects; create an Industrial Benefit Zone to establish a funding mechanism to support transportation infrastructure to serve the City's industrial acreage; and to review and update the City's streetscape standards within the Downtown Overlay.

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<u>2.06-25</u>	City of Siletz	Transportation System Plan 2050	The City of Siletz does not have a formal transportation master plan. The City and the Confederated Tribes of the Siletz Indians (Tribe) share infrastructure assets such as transportation, water, sewer, and parks. City leadership has initiated an infrastructure strategy to address this deficit and develop a funding strategy to implement a priority list of capital improvements. The project will also spell out the jurisdiction of a streets inventory, create standards for new streets and rehabilitating existing streets, as well as develop a framework for revitalizing its "Main Street" on the OR 229 corridor.
<u>2.07-25</u>	City of Waldport	Crestline Drive Roadway Stabilization, One-Way Traffic, and Bike/Ped Improvements	The 2019 Waldport Tsunami Evacuation Facilities Improvement Plan identified Crestline Dr., a major collector, as the main evacuation route for Old Town and 1 of 4 routes for the downtown area. The 2020 Waldport TSP identified 4 discreet projects on Crestline between Lint Slough Rd. and Cedar St. The hillside adjacent to Crestline Dr. is moving, the roadway is stable but there is no room for improvements without cost prohibitive slope stabilization. Thanks to a safe routes to school grant, sidewalks at another location on Crestline will be constructed this summer. One of the TSP projects completes the safe routes connection to the downtown area. The City would like to investigate reconfiguring Cedar as a 1-way in order to not increase the footprint while still providing future sidewalks, including recommendations for traffic/bike/ped safety and circulation of nearby streets and make recommendations for 1-way couplets, signage, signals, parking restrictions, etc.

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2.08-25	City of Yachats	Yachats Village Circulation Plan 30-year update	<p>Yachats needs an official Transportation System Plan to provide a cohesive plan on the strategic implementation of transportation-related efforts for economic growth, community building and community resilience in south Lincoln County. Transportation issues needing to be addressed are Hwy 101 corridor safety, multimodal connectivity, diversifying active transportation options, parking congestion downtown, and tsunami evacuation routes. This year, a hybrid trolley was purchased for the City's use as local transit to increase connectivity and transit options. A transit route needs to be developed. This is good timing because Lincoln County TSP has a planning horizon of 2007 - 2027. The Yachats TSP would address transportation needs in south county and potentially provide momentum for the County to update theirs in the near future. Yachats needs to develop a tsunami evacuation route, as 100% of hotels and commercial lodging are in the tsunami inundation zone.</p>
2.09-25	City of Yamhill	TSP Update	<p>The purpose of the grant request is to secure funds to update the City's Comprehensive Plan Transportation element, creating a modern Transportation System Plan (TSP) addressing identified deficiencies and guiding future transportation options for Yamhill. The TSP will address the current network, traffic safety, multi-modal transportation options, environmental impacts, and where appropriate, updates to the City Comprehensive Plan and Development Code.</p>

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2.10-25	Clatsop County	Clatsop County TSP Update 2025	Clatsop County is experiencing changes that impact the efficient and equitable movement of residents and goods within the region. The community encompasses a diverse mix of urban, suburban, and rural areas, from Astoria to Arch Cape and Seaside to Knappa. In 2024, the county was projected to host nearly 1.4 million tourism trips and approximately 3.4 million overnight visits, making it one of Oregon’s leading tourism destinations. On any given day, there is a 23% increase in the population due to tourism activity. To accommodate current and future population growth and economic developments, a comprehensive transportation system is essential. The updated Transportation System Plan (TSP), which was last revised in 2015, will identify publicly supported transportation projects and innovative approaches to improving connectivity among residents, employment centers, and community resources.
2.11-25	Salem Area Mass Transit District	SAMTD Mobility Integration Plan	Salem Area Mass Transit District (SAMTD) will create a Mobility Integration Plan that weaves together recommendations from three current studies on shared micromobility, microtransit, and the comprehensive review of the fixed route network. The plan will define when and where each new service is most effective, how existing routes should adjust, and how a single fare and information platform can bind them into one easy to use network. By unifying emerging and established transportation options, the District will facilitate safe, affordable, and convenient travel for all users and reduce the amount of overall vehicle miles traveled.

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2.12-25	City of Amity	Downtown Master Plan	The City of Amity seeks support from the Oregon Transportation Growth Management (TGM) Program to develop a Downtown Master Plan. This plan will help guide land use, transportation investment, and economic development in a way that promotes a dense, walkable, and vibrant downtown core. Amity is a small but growing rural community at the crossroads of agriculture, regional tourism, and transportation infrastructure. The proposed plan will position the City to manage current challenges and future opportunities with clarity and intention.
2.13-25	City of Lincoln City	North Lincoln City Refinement Plan	The North Lincoln City Refinement Plan Project ("Project") will build on a regional partnership of the City of Lincoln City, the Lincoln County School District, the Confederated Tribes of Siletz Indians, and Lincoln County to create a shared vision and development plan for North Lincoln City. The Refinement Plan will consider the housing and transportation needs of neighborhoods within the northern reaches of our UGB in an effort to stimulate development of new mixed housing types and incorporate bicycle, pedestrian, vehicular and transit modes. Goals of the Project include increasing walkability, providing more diverse transportation options, improving safety, reducing traffic impacts to Highway 101, and promoting safer and more efficient disaster evacuation strategies.

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2.14-25	City of Scappoose	Scappoose Downtown Improvement Plan	Downtown Scappoose is bisected by US30 and an active rail line and is experiencing major challenges in having a pedestrian friendly, small business-oriented downtown that encourages new investment and revitalization. Scappoose, the fastest growing City in the County, is urgently in need of a Downtown Improvement Plan. The Plan will update the Downtown Overlay (DO) code and streetscape standards; analyze reduced parking standards; propose incentives to encourage redevelopment in focus areas of downtown leading to higher density housing and mixed-use development; create 'gateway' elements to reunite the west and east sides of US30; and explore a Main Street framework to encourage economic development and entrepreneurship.
2.15-25	City of Veneta	Veneta Downtown Master Plan Update	The City of Veneta needs an update to the 2006 Downtown Master Plan. It is nearly twenty years old, and should reflect current community needs, growth trends, and state planning requirements. The updated plan will promote a walkable, mixed-use downtown; support housing and economic development; improve multimodal connectivity; and guide infrastructure and zoning investments. This will create an adoption ready framework for future development. Also, if successful, we would like to create a housing section to go more in depth in an area that must be address, particularly in Veneta. We are aware we could add more funding in this grant to accomplish the goal, the the DLCD Housing Assistance Program has the unique capability to add a competent state agency member to our group. I believe it would have a powerful impact and make our plan exceptional and also feasible.

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2.16-25	Confederated Tribes of Siletz Indians	Integrated Land Use and Transportation Planning	This funding will support the creation of a comprehensive, culturally grounded plan that integrates climate and seismic vulnerability assessments with multimodal transportation planning, addresses gaps in evacuation and emergency access and strengthens Tribal sovereignty through long-range resilience planning. This funding will position the Siletz Tribe to leverage future funding for infrastructure investments and strengthen partnerships with regional and state agencies.
3.01-25	City of Coos Bay	Coos Bay Walk, Bike, Connect Comprehensive Plan	Coos Bay seeks assistance to create its first citywide Bicycle and Pedestrian Plan. The city currently lacks a comprehensive network, and infrastructure gaps limit safe access to schools, jobs, parks, and downtown. This project will provide a connected, multimodal plan aligned with the city's Strategic Plan and 2020 Transportation System Plan. The effort will include robust community engagement and focus on underserved neighborhoods. The final product will prioritize infrastructure investments, propose code updates, and ready the city for implementation and future funding.
3.02-25	City of Rogue River	City of Rogue River Traffic Circulation Study	The City of Rogue River is a small community of over 2,400 people located in Jackson County in Southern Oregon. The gateway to the City of Rogue River is Interstate 5 (I-5) Exit 48. It provides access to the City of Rogue River and to destinations north and south. The gateway to the City of Rogue River, however, is also a bottleneck. Within 600 feet of Exit 48 are the Depot Street Rogue River Bridge, the Central Oregon and Pacific railroad, the Rogue River, Oregon Highway 99 (Hwy 99), the Rogue River Greenway and Main Street. A circulation study is needed to further refine solutions the city can implement to improve the expected levels of service, the operations of several key intersections, create a more interconnected and safe transportation system, and develop and/or improve multimodal (e.g., bicycle, pedestrian and transit) opportunities. The Traffic Circulation Study will be presented to City Council for adoption as an amendment to the current Transportation System Plan.

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4.01-25	Town of Bonanza	Bonanza Rural Mobility & Transportation Plan	The Town of Bonanza seeks to develop its first-ever Rural Mobility & Transportation Plan—marking a major milestone in local planning history. This effort will develop a plan to address the limited pedestrian and transit access, and auto dependency on OR-70. The project will analyze future growth projections, develop a safety improvement plan, and propose land use strategies that support compact, walkable development. By integrating Complete Streets principles and climate resilience, the plan will produce adoption-ready tools that reduce transportation barriers, enhance connectivity, and support Bonanza’s long-term equity, safety, and economic vitality.
4.02-25	City of The Dalles	West Side Renaissance Master Plan	The West Side Renaissance Master Plan will create a coordinated land use and transportation strategy for one of The Dalles’ fastest growing areas. The plan will address disconnected streets, missing sidewalks, and limited access to schools, healthcare, and new housing. It will identify multimodal improvements, land use tools, and infrastructure priorities that support compact development and safe connections. Outcomes will guide future capital investments, housing feasibility, and equitable access to essential services.