

ACTIVE TGM GRANT PROJECTS as of February 24, 2023

TGM-19 Active Grant Projects

- 1B-19 City of Portland [Lower Southeast Portland Area Plan](#) The Lower Southeast Rising project (“Project”) will identify, develop, and prioritize infrastructure improvements for the City of Portland (“City”) in order to address the historic lack of transportation infrastructure investment in the project area that has led to fewer choices for residents in how they access their daily needs. The Project will also explore potential land use changes to provide more daily needs within the neighborhood to reduce average trip lengths. The Project will conduct a thorough needs inventory for walking, biking, and public transportation in the area as well as potential land use changes, informed by a robust public outreach process with the diverse communities who could benefit or be impacted by transportation changes, as well as analysis of travel patterns, ridership, safety issues, gaps and deficiencies, and other factors. The needs inventory will be used to develop a list of transportation projects, which will be evaluated and prioritized to produce an investment strategy.
- 2A-19 City of Albany [East Albany Plan](#) The East Albany Plan project (“Project”) will refine the City of Albany (“City”) Comprehensive Plan and Transportation System Plan (“TSP”). The Project will update and replace previously adopted neighborhood plans. The Project will increase development densities and the mix of land uses, improve connectivity between uses and improve conditions for walking, cycling, and riding transit. The Project will help the City make more efficient use of existing urban land and transportation infrastructure, plan for related transportation investments, and delay the need for future Urban Growth Boundary expansions.

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 While parts have been updated – in 2011, 2016, and 2018 - much remains out-of-date and not informed by recent analyses and public input, nor by changes in population, development, and land use plans.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.
- 1C-20 City of North Plains [Downtown Improvement Plan](#) Downtown in North Plains has long struggled with isolation, underutilization, traffic conflicts and lack of connectivity with surrounding neighborhoods. This despite the City of North Plains (“City”) population surging in recent years as an exurban bedroom community, with rapid growth projected to continue long-term. City urgently needs to address downtown challenges so North Plains can become a complete community rather than continuing to be a grocery and pharmacy desert, and dependent upon commercial offerings miles away. The North Plains Downtown Improvement Plan (“NPDIP”), a first-ever plan, will address conflicts among uses, reduce vehicle miles traveled and greenhouse gas emissions through active transportation solutions, produce site-specific development options for vacant parcels, create downtown ‘gateway’ elements, and establish a more cohesive look and feel for the corridor. Action items include land use/code amendments and refinements to City’s Transportation System Plan (“TSP”) , adopted in April 2019, to encourage mixed-use development and diverse housing types, multi-modal transport options, and a Main Street framework for economic development.
- 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.
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.

- 3A-20 City of Roseburg [Bike Routes Plan](#) The purpose of City of Roseburg’s (“City”) Bike Routes Plan (“BRP”) (“the Project”) is to provide a plan for implementing a designated bicycle route system throughout City. BRP must identify ways to increase bicycle trips by establishing and mapping designated bicycle routes throughout City and supplementing routes with mapping, route signage, and thermoplastic striping to aid in wayfinding. BRP must also result in tools to address gaps in City’s bicycle network, with the outcome of establishing a better connected, safer, and inviting bicycle route network between existing bike lanes and the Umpqua River Trail, the City’s multi-use path.
- 3B-20 Curry County [Transit](#)
Public [Development Plan](#)
Transportation
Service District The purpose of the CCPTSD TDP is to provide strategic guidance to the CCPTSD and Curry County (“County”) for the provision of a sustainable and innovative transit system in a county that serves urban and rural users, over a 20-year planning period. The Project will examine how existing urban and outlying rural services can be improved and better coordinated to meet the needs of the region. The TDP will serve as the basis for the transit element of the Transportation System Plan (“TSP”) of County and other local jurisdictions within the Study Area.

4B-20 Deschutes County [Tumalo Community Plan Active Transportation Update; SCVAP Trails Expansion Outreach in NW Deschutes County](#)

The Project consists of two parts: (1) Tumalo Community Plan Active Transportation Update and (2) Implementation of Livable Strategy 4 (Expanded Trail System) of the Sisters Country Vision Action Plan. Both parts support the growing active transportation needs of Deschutes County (County) residents. Part 1: Tumalo Community Plan Active Transportation Update, will result in amendments to the active transportation element of the Tumalo Community Plan (TCP), adopted in 2010, as well as the Bicycle/Pedestrian Plan (Section 5.5) of the Deschutes County Transportation System Plan (TSP), adopted in 2012 with an update underway. Both the 2010 TCP and the 2012 TSP are elements of the Deschutes County Comprehensive Plan. The amendments will include either text, goals and policies, and mapping. The amendments will specify goals and policies to benefit active transportation users (including transit riders). Part 2: Implementation of Livable Strategy 4 (Expanded Trail System) of the Sisters Country Vision Action Plan will implement a portion of Livable Strategy 4 the Sisters Country Vision Action Plan (SCVAP), an existing document produced in 2019 in collaboration with the Central Oregon Intergovernmental Council (COIC), the City of Sisters and County. Livable Strategy 4 identifies four actions needed to meet the community’s desire for expanding the existing trail system. This project focuses on implementation of Action 4.1 (Trails Expansion Outreach), which is: “Conduct community outreach to gain input for trail connections between Sisters and Sisters Country.” The remaining three actions in Livable Strategy 4 are outside the parameters of this project. Action 4.2 focusses on identifying funding sources; 4.3 calls for planning a regional trails system that reached outside of Sisters County; 4.4 identifies a specific design project for the Sisters Tie Trail. Product will be map of potential new trail connections and amendments to the Deschutes County Transportation System Plan.

5A-20 Confederated Tribes of the Umatilla Indian Reservation [TSP Update](#)

The Confederated Tribes of the Umatilla Indian Reservation (“CTUIR”) Transportation System Plan (“TSP”) serves as the CTUIR’s policy guide for future transportation development, laying out both conceptual frameworks for transportation decision making, and concrete implementation priorities. The current CTUIR TSP was adopted in 2001 and has received few updates since then. The TSP Update (“Project”) will evaluate multi-modal transportation changes from the past 20-years to plan for the next 20-years, including new population and transportation growth projections, and community-driven priority-setting. Project will incorporate changes to the Kayak Public Transit system, the Gateway commercial development hub, the new tribal Mission services hub, and July Grounds community hub. Community members and local road jurisdictions will be consulted extensively about the character of a modern transportation network via digital tools as Covid-19 safety requires, and in-person engagement when possible.

TGM-21 Active Grant Projects

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
1B-21	City of Milwaukie	TSP Update
1C-21	City of Tigard	Electric Vehicle Strategy
1D-21	Washington County	Farmington Corridor Concept and Jurisdictional Transfer Framework Plan
2A-21	City of Dallas	Mill Site Redevelopment Plan
2B-21	City of Harrisburg	TSP Update
2C-21	City of Independence	Central Talmadge Plan
2D-21	City of Newport	City Center Revitalization Project
2E-21	City of Turner	TSP Update
3A-21	City of Bandon	TSP Update
3B-21	City of Medford	Downtown 2040 Plan
4A-21	City of Klamath Falls	Urban Area TSP Update

TGM-22 Grant Projects in Development

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
2A-22	City of Carlton	TSP Update
2B-22	City of Corvallis	West Corvallis Specific Area Plan
2C-22	City of Tangent	TSP Update
2D-22	Marion County	Rural Transportation System Plan
3A-22	City of Grants Pass	6th and 7th Street Multimodal Corridor Study
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