

**TGM Grant Applications 2019
Summary of Requested Funding**

	Category 1	Category 2	Region Total
Region 1	\$ 358,000	\$ 710,260	\$ 1,068,260
Region 2	\$ 2,092,650	\$ 250,000	\$ 2,342,650
Region 3	\$ 390,956	\$ -	\$ 390,956
Region 4	\$ 755,000	\$ 193,400	\$ 948,400
Region 5	\$ -	\$ -	\$ -
Statewide Total	\$ 3,596,606	\$ 1,153,660	\$ 4,750,266

**TGM Grant Applications 2019
Region 1**

Application Code	Primary Applicant	Project Title	Category	Amount Requested	Application Summary
1.01-19	City of Canby	Transportation System Plan Update	1	\$158,000	Canby's Update of our 2010 TSP will address compliance with new and/or amended federal, state, and local plans, policies, goals and regulations. Substantial development has occurred in Canby since 2010: 1,125,148 sf (120+ acres) of industrial development; 311 new apartment units; a 58,000 sf mixed use development and a 35,000 sf civic building have been constructed in our downtown commercial core; 201 acres of land zoned for residential development have been annexed into the City Limits; and 20 residential subdivisions (630 lots) have been approved. The Update will also incorporate the 2015 N. Redwood Development Concept Plan, the 2017 Canby Transit Master Plan, the 2019 Alternate Otto Rd TSP amendment, several zone changes, the 2019 Canby Land Needs Analysis, Trost Elementary's Safe Routes to School Plan, the S. Ivy STIP project, Canby's Quiet Zone (2020), and the 104 acre parkland /trail acquisition (2018).
1.02-19	TriMet	Accessible Bus Stops Plan	1	\$200,000	The TriMet Accessible Bus Stops Plan will provide systems-level guidance for capital investments in infrastructure at or near bus stops to improve overall access to fixed-route bus service for people with disabilities. The foundation of the plan will be established through an energetic public engagement process. The existing TriMet bus stop inventory will be updated to include additional accessibility attributes, and stops and route segments will be classified to define network level thresholds for improvements. The plan will help guide TriMet investments in bus stop infrastructure and TriMet responses to jurisdictional requests for direction on transit infrastructure requirements for service expansions and increases, project design and transportation system plan updates.
Category 1 Subtotal				\$ 358,000	

**TGM Grant Applications 2019
Region 1**

Application Code	Primary Applicant	Project Title	Category	Amount Requested	Application Summary
1.03-19	City of Oregon City	Comprehensive Plan Update for Equity	2	\$125,260	Though the City will be updating all the components of the Comprehensive Plan to assure we are equitably serving the community, this project will focus on transportation and land use. The project will include voices of all community members, including underrepresented populations such as communities of color, living in subsidized housing, homeless to understand how better support them with transportation and zoning. What are the barriers to more affordable, non-vehicular modes of travel or what needs cannot be accommodated near home? How have past policies and investments effected equitable and efficient land use & transportation choices? How should we approach new types of mobility such as ride shares and micro transit to make them a safe and comfortable option? If the community can have multiple modes of safe access to goods, services, and employment nearby, then the lives of those with limited mobility would be enriched and the overall vehicle miles traveled by all would be reduced
1.04-19	City of Portland	Lower Southeast Portland Area Plan	2	\$220,000	The Lower Southeast Portland project area shares many characteristics with East Portland such as unimproved streets, sidewalks gaps, limited street network, poor transit service, and few neighborhood commercial amenities. This area lacks commercial nodes for people to walk or bike to and has limited connections for people to reach surrounding centers or corridors without depending on driving. The area also has a large concentration of low-income households and people of color. The lack of a clear plan for growth and transportation in this area has led to a lack of investment. Without adequate transportation, the area is unable to be zoned for higher density mixed-use development, but the lack of a designated center or corridor also leads to less investment in transportation. This project will develop a land use and transportation plan to organize growth and prioritize investments to make this area a safe, attractive, and affordable place to live, work, and play.

**TGM Grant Applications 2019
Region 1**

Application Code	Primary Applicant	Project Title	Category	Amount Requested	Application Summary
1.05-19	City of Portland	Parkrose Neighborhood Center	2	\$115,000	The Parkrose neighborhood is one of the most diverse parts in Portland, with 65% more people of color living in the area than citywide average. United States Highway 30 was once the heart of the community and is now a hodge podge of local serving businesses and vacant lots. Sandy Blvd now serves many needs to varying degrees effectively. Transportation challenges include general safety concerns; a lack of multi-modal options; a car dominated streetscape; unimproved cross streets; and few crossings. Other community concerns include the displacement of families, disaster preparedness, the need for more living wage job opportunities for students and their parents, incomplete goods and services on the Sandy main street corridor, and few green elements to ease the harsh conditions. Some of the issues above are being addressed through separate community projects. This proposal seeks to integrate and elevate these projects and include additional elements to create a holistic land use plan.
1.06-19	TriMet	Transit Realty Use Plan	2	\$250,000	The TriMet Transit Realty Use Plan will establish a framework for managing and investing in TriMet's portfolio of real estate holdings to benefit the region by attracting residents, businesses and development to centers, main streets and corridors that are accommodating regional growth. The plan will examine development potential, existing uses, surrounding land-use patterns and market conditions with a goal of leveraging TriMet held property for the benefit of the transportation system and community. The plan will also identify opportunities for value-capture to increase resources for overall system improvement and innovation with an emphasis on Transit Oriented Development and Transportation System Management. Uses identified for TriMet held real estate may be scalable and iterative allowing for phased development and intensification of use over a long-range time period.
Category 2 Subtotal				\$ 710,260	
Region 1 Total				\$ 1,068,260	

**TGM Grant Applications 2019
Region 2**

Application Code	Primary Applicant	Project Title	Category	Amount Requested	Application Summary
2.01-19	City of Aurora	Transportation System Plan Update	1	\$80,000	The City of Aurora seeks to update their 2009 TSP in order to address new needs and factors resulting from changing conditions within the region with direct impacts upon the City of Aurora and their previous 2009 TSP. These updates are proposed to include impacts of increased traffic flow resulting from planned modernization and upsizing of the I-5 Aurora & Donald interchange and the Hwy 551 & Ehlen Rd intersection. These changes create the need for updated functional classifications of many roadways within the City of Aurora and surrounding areas based upon updated traffic counts.
2.02-19	City of Bay City	Transportation System Plan Update	1	\$35,650	Project will update and revise current development standards, and create new development standards to assist the City of Bay City in creating effective decision support tools for transportation system improvements. Objectives for the project include revision to the functional classification map to reflect the actual land use and traffic patterns; revise the collector and local street design standards to better reflect the vision of the community and incorporating goals of the TGM program; revise and clarify traffic generation and impact requirements for all land use development; update development standards to include all facility infrastructure improvements to reduce confusion and increase efficiency for improvement projects.
2.03-19	City of Cannon Beach	Transportation System Plan	1	\$160,000	The City of Cannon Beach, birthplace of Oregon's public coast and one of the state's top ten tourist attractions, remains without a Transportation System Plan (TSP). Adoption of a TSP will provide City leaders objective and cutting-edge scenarios and solutions, as the City strives to maintain its reputation as one of America's most beautiful and unique coastal destinations, while providing its citizens a safe and resilient framework for growth and development. Cannon Beach is unique in that it sits at the nexus of three major forces, a growing global and regional tourist economy, fueled by metropolitan growth; a sensitive and precipitous geologic, geographic and topographically limited footprint; as well as, an increasing threat of climate change, which, when coupled with the looming presence and preparation for an impending Cascadian event, produces one of the most challenging long-range planning horizons for any community.

**TGM Grant Applications 2019
Region 2**

Application Code	Primary Applicant	Project Title	Category	Amount Requested	Application Summary
2.04-19	City of Corvallis	West Corvallis Small Area Transportation and Active Transportation Plan	1	\$150,000	The City of Corvallis is interested in a plan for a small area in West Corvallis. The area is bordered by Western/West Hills to the east, 53rd Street/City Limits to the west, West Hills Road to the north, and Hwy 20/34 to the south. The area is residential and has historically been developed per rural County standards. Serial flag lots and large, deep parcels have disrupted local street extensions, and pedestrian and bicycle connectivity within the area and to nearby services is severely restricted. Access restrictions on Hwy 20/34 and West Hills Road require thoughtful consolidated transportation connections. It is in close proximity to two neighborhood commercial centers, making pedestrian and bicycle options crucial for community member access to services and reduction in traffic congestion. The expected outcome is a plan for interior circulation, access points to West Hills Road and Hwy 20/34, and pedestrian and bicycle pathways through the area.
2.05-19	City of Cottage Grove	Bicycle and Pedestrian Plan	1	\$150,000	The City of Cottage Grove intends to hire a consultant to assist in the development of the Bicycle and Pedestrian Master Plan, which will be adopted as a refinement plan to the 2015 Cottage Grove Transportation System Plan. This Bicycle & Pedestrian Plan will address concerns over safety, accessibility, connectivity, community health, and economic vitality by promoting safe, convenient and accessible bicycle and pedestrian circulation within the community. The Plan will include elements of Safe Routes to School planning and ADA Transition planning for public rights-of-way and public facilities.
2.06-19	City of Florence	Transportation System Plan Update	1	\$132,000	The proposed project is an update of the City of Florence's TSP. The current TSP for the City of Florence was adopted in 2012 and since then the City has experienced changes in growth patterns and development that make the current TSP difficult to use. Since the plan's adoption, the community has grown due to the end of the recession; rapid growth of, renewed interest in, and development of abandoned single-family subdivisions; as well as interest in subdivisions on previously less desirable land; increased commercial and industrial activity; and an outward expansion of the City into a densely-developed UGB. The City of Florence TSP update will provide transportation choices to support our community with the balanced and interconnected transportation networks necessary for mobility, equity, and economic growth.

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Region 2**

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2.07-19	City of Jefferson	Transportation System Plan Update	1	\$130,000	<p>The City of Jefferson is applying for Transportation and Growth Management funding to develop a new Transportation System Plan. The current TSP is nearing the 20-year planning horizon, and all planned improvements and projects have been completed. Further, many changes have occurred in the Jefferson area that affect the City's transportation system, including membership in the Albany Area MPO, a recent annexation, and availability of transportation funding.</p> <p>Ideal outcomes of the TSP process include: plan for upgrades to the downtown core, develop a management plan for cut-through traffic and work towards jurisdictional transfer of Highway 164, and increase opportunities for walking, biking, and transit. Also, with assistance from the MPO, the document will have a clear focus on regional connectivity.</p>
2.08-19	City of Wheeler	North Coast Regional Transportation System Plan for Wheeler, Nehalem and Manzanita	1	\$150,000	<p>This application is to fund a consultant to develop a regional TSP for three neighboring towns -- Wheeler, Nehalem and Manzanita -- as well as individual TSP updates. The towns share transportation issues, school districts, economies and land use demands. However, despite their geographic closeness, they are disconnected by a highway with a documented vehicle crash history. Furthermore, they anticipate growth on their buildable lands, yet lack a current plan to link land use to transportation planning. Projected population growth for the next 20 years in the three towns is the highest in Tillamook County, so regional traffic will likely increase too. An integrated approach will provide strategies for our shared highway corridor, while aligning community assets. Anticipated outcomes may be comprehensive plan updates, code amendments and potential projects, depending on the consultant's recommendations.</p>

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Region 2**

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2.09-19	City of Willamina	Transportation System Plan Update	1	\$125,000	The City of Willamina's Transportation Plan was created in 1997 and has yet to be updated. It is woefully outdated! The City has undergone a recent revitalization which has resulted in unexpected growth and development which has unexpectedly and significantly changed our traffic patterns. This project will explore existing and future traffic conditions, evaluate alternatives for mitigating unsafe traffic patterns, and propose infrastructure improvements in conjunction with a Development Code update, which is currently in the funding process. The City has already begun to work with ODOT representatives to become educated on potential bike/ped possibilities and invited the public to a Council Work Session on Transportation focusing on those possibilities. Public involvement will be a key component of this project, including meetings, surveys, and town halls. The final product will be an adopted TSP with associated comprehensive plan goals, and a cooperative Development Code update.
2.10-19	Clatsop County	Tsunami Evacuation Facilities Improvement Plan	1	\$132,000	Tsunami evacuation facility planning and development enhances resilience efforts by concentrating on life safety. A Tsunami Evacuation Facilities Improvement plan (TEFIP) not only established evacuation routes, but provides for development of infrastructure needed to facilitate and improve evacuation. Clatsop County's proposed TEFIP seeks to identify and prioritize dual use routes that can serve as emergency evacuation routes and as year-round recreational facilities, such as off-road bike paths. The plan will accomplish the following: 1) Assess the risk/vulnerability of the County's transportation infrastructure system; 2) Analyze existing evacuation facilities and improvement needs; 3) Identify/evaluate/prioritize needed evacuation facility improvements, including evacuation route right-of-way dedications and or reservation; 4) Identify/prioritize options that provide dual uses (i.e., evacuation and recreational opportunities); and 5) Identify financing options to implement the plan.

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Region 2**

Application Code	Primary Applicant	Project Title	Category	Amount Requested	Application Summary
2.11-19	Lane County	Bicycle Master Plan	1	\$150,000	The project is for the creation and adoption of Lane County’s first-ever Bicycle Master Plan (BMP) to establish a comprehensive guide for supporting bicycling throughout rural Lane County. Lane County needs a tool and process to support bicycling that also balances the safety and liability concerns with user expectations and experiences. The guidance provided by this plan will include mapping networks, identifying infrastructure needs, and recommending actions to create safe and comfortable opportunities for bicycling. This plan is a key element in Lane County’s Toward Zero Deaths mission to reduce fatal and severe-injury collisions. Between 2012 and 2016, Lane County had 37 bicycle collisions, resulting in two fatalities, three serious-injuries, and 32 other injuries. In addition to supporting Lane County’s Transportation Safety Action Plan (TSAP), this Bicycle Master Plan will be adopted as a refinement to the Lane County Transportation System Plan (TSP).
2.12-19	Marion County	Rural Transportation System Plan & Urban Strategy	1	\$200,000	The project will complete an overdue update to the Marion County Rural Transportation System Plan (RTSP) and the completion of the county's Urban Strategy, a companion to the RTSP that addresses issues inside the urban fringes of the 20 incorporated cities in Marion County. The RTSP update and the development of the Urban Strategy were started in 2012 but were not completed or adopted due to staffing issues. Roughly half of the documents were completed at that time, but were left in a draft state. This project will begin with a review of the existing 2005 adopted plan and the work that was completed through 2013. We will then continue by updating the existing system performance, future growth projections and future needs, policies, project prioritization, and the 20-year financing plan, with a heavy focus on multimodal needs and connectivity. This project will result in the adoption of a thoroughly modernized RTSP and Urban Strategy by the Marion County Board of Commissioners.

**TGM Grant Applications 2019
Region 2**

Application Code	Primary Applicant	Project Title	Category	Amount Requested	Application Summary
2.13-19	Mid-Willamette Valley Council of Governments	Polk County Transportation System Plan Update	1	\$98,000	The purpose is to update the 2009 Polk County TSP & Development Code and provide adoption-ready amendments to the Planning Commission and to the County Board of Commissioners. The update will (1) coordinate with the County's 6 cities to ensure TSP consistency, (2) update population data, (3) update traffic counts, (4) update the construction project list, (5) review the County's functional classifications of roads, (6) address safe routes to rural schools, (7) ensure consistency with the plans of the Salem Area Mass Transit District and the Chemeketa Area Regional Transportation System, (8) reflect the current status of a 3rd bridge over the Willamette River in the MPO's Regional TSP, (9) reflect changes to ODOT's Highway 22 Expressway Plan, (10) ensure consistency with the Oregon Highway Plan, and (11) address connectivity and safety issues (alternate routes) in the Eola/Hwy 22-51 Intersection area given the now known landslide potential in the Eola Area.
2.14-19	Salem Area Mass Transit District	Long Range Transit Plan (LRTP) SAMTD Service Area	1	\$200,000	Create a LRTP with a 20 year horizon for the SAMTD service areas in Marion and Polk counties. The LRTP will strategically research the existing condition of the Cherriots Local and Regional transit networks and provide direction and priorities for improvements. The Plan will identify future uncertainties that will challenge how SAMTD operates and provides services. It will also establish a framework of goals, policies, and strategies to address those challenges and suggest performance measures to track progress. This will provide SAMTD with a road map to help make informed decisions for the future of transit in Marion and Polk counties. It will serve as the basis for the transit element of city and county Transportation System Plans (TSP) and its prime function will be to increase transit use. It will include implementing actions for fixed route and demand response transit and make policy recommendations for the Salem-Keizer urbanized area, and Marion and Polk county rural communities.

**TGM Grant Applications 2019
Region 2**

Application Code	Primary Applicant	Project Title	Category	Amount Requested	Application Summary
2.15-19	Yamhill County	Yamhill County Transit Area (YCTA): Mobility, Accessibility, and Connectivity Planning	1	\$200,000	The Yamhill County Transportation Area (YCTA) finalized the district's first TDP in 2018, in preparation for new funding made available through HB2017. These new funds will allow YCTA to grow at a faster and more predictable pace than was previously possible through local funding alone. The STIF will facilitate a rapid expansion of new and enhanced services to meet the needs of the district's cities and rural communities. YCTA is seeking funds to develop a Facilities Master Plan that will augment the TDP, and provide a comprehensive guide to meeting mobility, accessibility, and connectivity goals county-wide. YCTA currently operates a single transit center, with additional connections offered throughout the county via curbside, shelter, and commercial partner stops. The Master Plan will evaluate and propose sites for administration/maintenance facilities, stations and stops, and provide guidelines for transit connection implementation that support state and local system goals.
Category 1 Subtotal				\$ 2,092,650	
2.16 - 19	City of Albany	East Albany Plan	2	\$250,000	Albany seeks to develop a refinement plan for the area of the Urban Growth Boundary located east of Interstate 5 (I-5). A more detailed land use plan and modified transportation network are needed to create vibrant and accessible neighborhoods and employment centers designed around natural resources. East Albany is 2,822 acres, half in the urban fringe. Most undeveloped land has wetlands, floodplain, access, and/or infrastructure constraints. The last area plan was in 2001 prior to the 2010 Transportation Systems Plan and creation of significant natural resource overlays to comply with Goal 5 (2011). Future I-5 improvements will require changes to the transportation network and the area lacks connectivity. Project objectives are to: -Update Comprehensive Plan and zoning to provide more precise land use designations. -Improve the transportation network and update TSP with design and location of transportation system needs required to support growth and respond to interchange upgrades.
Category 2 Subtotal				\$ 250,000	
Region 2 Total				\$ 2,342,650	

**TGM Grant Applications 2019
Region 3**

Application Code	Primary Applicant	Project Title	Category	Amount Requested	Application Summary
3.01-19	City of Coos Bay	Front Street Blueprint Plan	1	\$175,956	The Front Street Blueprint, based on the City's 2017 Front Street Action Plan (Plan), will robustly focus on the Plan's transportation and redevelopment envisioned by the Community along Coos Bay waterfront. The Blueprint will include six transportation related work products: access/intersection and circulation connectivity improvements, bike/pedestrian access and safety, public parking management strategy, historic wayfinding, and public waterfront improvements. These products will lay the foundation for future development of Front Street public improvements. Economic vitality of Front Street is anticipated with more transportation choices for the waterfront commercial area as a key Coos Bay resident and visitor destination.
3.02-19	City of Talent	Downtown Talent Parking and Multi-Modal Plan	1	\$75,000	The Downtown Talent Parking and Multi-Modal Plan will build upon the completed and adopted Transportation System Plan (TSP) and subsequent Downtown Parking Study completed in 2018. The project goal is to create a functional multi-modal transportation plan and to develop parking standards in the downtown core to ensure that adequate but not excessive parking is available for all residential and commercial uses. Project will also develop incentive programs to encourage the use of underutilized parking or to use multi-modal transportation in lieu of driving. The project will also define funding mechanisms to ensure project goals are met in a timely, efficient manner.
3.03-19	Douglas County Transportation District	Transportation Master Plan	1	\$140,000	Douglas County Transportation District is a new Transportation District formed by the Douglas County Board of Commissioners. Elections were held in November 2018 to elect the Board of Directors. The purpose of this project is for District to conduct an in depth needs assessment by engaging in a Transportation Growth Management process to create a Transit Master Plan. The project will provide a strategic transportation plan for the Douglas County Transportation District that will be readily adoptable by local jurisdictions when complete. The project will include a robust public involvement process for populations within our service area to study and participate in the analysis of the existing transit system, demographics, employment, recreation, and other data as it relates to the provision of transit and provide input in the development of our future transportation plans.
Category 1 Subtotal				\$ 390,956	
Category 2 Subtotal				\$ -	
Region 3 Total				\$ 390,956	

**TGM Grant Applications 2019
Region 4**

Application Code	Primary Applicant	Project Title	Category	Amount Requested	Application Summary
4.01-19	City of Madras	South Madras 97 Refinement Plan	1	\$300,000	<p>The City of Madras is pursuing a Category 1 – Transportation System Planning funding for a Refinement Plan to balance changing land uses with highway mobility by improving the section of US 97 within South Madras between the southern city limits and the “Southern Y.” This Refinement Plan was recommended in the 2018 update to the City of Madras TSP. As the South Madras area continues to develop, access to lands east and west of the highway will compete with the high travel demand along the highway itself. The TSP identifies four improvement alternatives on US 97 that could address long-term capacity needs. These and potentially other alternatives will be evaluated as part of this study. The outcome of this plan may also include land use refinements to ensure consistency amongst the planned transportation system and expected development.</p>
4.02-19	City of Prineville	State Highway Route Improvement Plan - Hwy 126 & Hwy 370 Junction, Hwy 126 and Hwy 26 Junction, Hwy 26 through Downtown Prineville	1	\$180,000	<p>The proposed project will determine the solutions to traffic issues surfacing at two State Highway intersections of three State Highways (Hwy 26 and 126, Hwy 126 and HWY 370), and along the section of Highway 26 that serves as the main east west route through the highest density commercial area of the City.</p> <p>Citizens, government officials, and community organizations have concerns with the safety and efficiency of the roadways and intersections this project will address. Growth in the area has brought an increase in the volume of drivers, pedestrians and cyclists navigating these intersections and roadways resulting in an urgent need to identify needed improvements and begin planning for their implementation. These areas are identified as needing improvements in the adopted City of Prineville TSP.</p> <p>This project will produce an adopted Implementation Plan and updates to the TSP that will allow the City to identify funding and project timelines for implementation of the improvements.</p>

**TGM Grant Applications 2019
Region 4**

Application Code	Primary Applicant	Project Title	Category	Amount Requested	Application Summary
4.03-19	Deschutes County	Update of Deschutes County Transportation System Plan	1	\$150,000	The project will update the 2012 Deschutes County TSP to 2040, ensuring a safe transportation system for all modes. Deschutes is one of the fastest growing counties in Oregon. Between 2010 and 2018, the County grew from 157,905 total residents, including 50,524 in the unincorporated areas, to 188,980 total residents with 65,720 in the rural areas. By 2040, the rural areas are expected to contain nearly 80,000 out of nearly 300,000 people. Traffic volumes have grown at a related rate. The project will update the County's traffic model, identify needs and deficiencies on State highways and County roads; identify gaps in various modes; review crash data for trends and countermeasures; and update TSP policies as needed. As wildfire is a primary natural hazard, the TSP will identify evacuation routes with assistance of the County forester for signage and improvements. The project will feature significant public outreach prior to work sessions and public hearings for formal adoption.
4.04-19	Wasco County	Transit Development Plan	1	\$125,000	Wasco County has not yet benefited from the short- and long-term strategic guidance of a Transit Development Plan. In February 2018, transit operations in Wasco County with the LINK Transportation Network transitioned to Mid-Columbia Economic Development District (MCEDD). With increased transit funding through House Bill 2017, Wasco County and MCEDD seek to create a full Transit Development Plan with expected outcomes including: 1) a comprehensive outreach process that offers community input on mobility needs and issues; 2) an existing conditions report including factors that impact mobility and transit use in Wasco County; 3) an operational and capital plan that meets identified needs and gaps; 4) a detailed financial and implementation plan that offers a viable and sustainable blueprint for the next 20 years. The outcomes will consider coordination with other transit providers in the Gorge in recognition of our important regional connections.
Category 1 Subtotal				\$ 755,000	
4.05-19	City of Madras	Downtown Parking Plan & Code Update	2	\$ 15,000	The City of Madras is pursuing a Category 2 – Integrated Land Use & Transportation System Planning funding for a Downtown Parking Study and Development Code update for the core downtown area. The need for this project comes challenges with applying current off-street parking standards, recognizing the City's Plans are in conflict as it relates to off-street parking standards and the need to revitalize the downtown area (Figure 1 below), and the City's Revitalization Toolkit (i.e. report) which identifies the challenges that too much off-street parking in the downtown area is compromising revitalization efforts.

**TGM Grant Applications 2019
Region 4**

Application Code	Primary Applicant	Project Title	Category	Amount Requested	Application Summary
4.06-19	City of Madras	Workforce Housing Code Update	2	\$ 20,000	The City of Madras in 2018 adopted a Housing Action Plan (HAP). The HAP identified that the City's Development Code only allows multi-family development in one zoning district and does not permit modern forms of multi-family development. The HAP identifies the need to update the City's Development Code to: 1) Clarify Standards for "Missing Middle" Housing Types; 2) Evaluate Development of Cottage Housing Development Standards; 3) Evaluate Permitting Multifamily Housing in C-2 and C-3 Districts (Objective 1.1, Madras HAP). The City will update its Development Code accordingly with the assistance of a consultant. Doing so will allow additional infill development and allow workforce housing to be permitted and constructed in the City.
4.07-19	City of The Dalles	West Side Area Study - Master Plan	2	\$ 158,400	The Dalles Westside Study Area totals approximately 2,100 acres. Land uses are a mix of older residential, commercial, industrial and institutional. The 2016 Buildable Lands Inventory identified over 1,200 additional housing units could be accommodated on vacant residentially zoned acreage. Existing land use patterns and circulation network have resulted in inefficient development patterns impacting the City's ability to achieve planned densities, address housing issues, and promote connectivity and transit use in the Study Area. The proposed Master Plan will address these issues and apply various strategies to promote efficient use of land, infill development, mixed-use, live/work, transit use and connectivity (pedestrian/bike facilities) between neighborhoods, shopping areas and public facilities.
Category 2 Subtotal				\$ 193,400	
Region 4 Total				\$ 948,400	

**TGM Grant Applications 2019
Region 5**

Application Code	Primary Applicant	Project Title	Category	Amount Requested	Application Summary
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No applications were received

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