

# TGM GRANT APPLICATIONS 2024 – Awarded

File Code	Grantee	Project Title	Application Summary
<a href="#">1A-24</a>	City of Canby	UGB Concept Planning	<p>Canby expects to grow to more than 25,000 people by 2043. A 2023 Economic Opportunities Analysis (EOA) and a 2024 Housing Needs Analysis (HNA) identified a land deficit of 563 acres. An Urban Growth Boundary (UGB) expansion study area was established. Boundary location analysis (Statewide Planning Goal 14) is underway.</p> <p>A concept plan is required to locate and designate land uses, transportation facilities, public utilities, parks, trails, and natural areas, and funding sources for public infrastructure. The plan will include robust engagement, create a vision that connects new housing, services, and job centers, and requirements for annexation.</p> <p>Planning for the expansion area should begin by early 2026. A Housing Production Strategy (HPS) is scheduled for adoption in fall 2024. The city is also updating the Comprehensive Plan and Transportation System Plan (TSP).</p>
<a href="#">1B-24</a>	City of Cascade Locks	Transportation System Plan Update	<p>This project will fund the development of a new Transportation System Plan (TSP) for the City of Cascade Locks, to address 25 years of exponential residential, commercial, and tourism growth experienced since the adoption of the last TSP in 2001. Cascade Locks must develop a multi-modal transportation plan that can deal with recent dramatic increases in housing units and the daily impacts of 4000+ tourists on the historic state highway running through the City’s center, as well as the increasingly complex demands caused by growing bicycle and pedestrian tourism within the Columbia River Scenic Area. A new TSP is also needed to implement the City’s newly adopted Strategic Plan and (ongoing) Downtown Revitalization Plan.</p>

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<a href="#">1C-24</a>	City of Hood River	Historic Columbia Highway Integrated Land Use Area and Transportation Plan	<p>The purpose of the Historic Columbia Highway Integrated Land Use Area and Transportation Plan is to:</p> <ul style="list-style-type: none"> <li>- Synchronize state and federal investments of the Historic Highway State Trail with the City's Westside Urban Renewal Area Plan which was created to support implementation of the Transportation System Plan amended in April 2021, the Hood River Multi-Jurisdictional Parks, Rec &amp; Opens Space Plan adopted in September 2020, and the Hood River Affordable Housing Strategy in May 2022.</li> <li>- Establish an adoption ready streetscape corridor, zoning overlay, and implementation plan that aligns transportation investments and corridor planning/place making strategies to create a vibrant and active multimodal corridor redevelopment area that embraces the historic nature of the Columbia River Highway, while promoting cohesive mixed use development pattern and supports the community's growth.</li> </ul>
<a href="#">1D-24</a>	Washington County	Washington County Transportation System Plan - Active Transportation Elements	<p>The Project will update Active Transportation elements of Washington County's Transportation System Plan and other policy documents and guidelines to support safe, convenient and accessible pedestrian and bicycle travel. This includes revising modal plans, networks and strategies to be inclusive of neighborhood bikeways and provide safe access to priority destinations; consolidating existing bike/ped facility design guidance documents; clarifying protected bicycle and trail design options for adoption into County's standards; establishing area context types that inform cross-section design details for major roadway projects; and developing a maintenance strategy to better account for lifecycle cost and clarifying staff and equipment needs.</p>
<a href="#">2A-24</a>	City of Astoria	Greater Tongue Point Area Transportation Plan	<p>This project will develop an area plan for myriad transportation issues within the Greater Tongue Point Area. The area includes education facilities, maritime industrial businesses, and about 50% of buildable residential lands for the City of Astoria. Expected outcomes will provide a roadmap to local road ownership, transit and bike/ped access for workforce, and improved access to new housing developments and existing businesses.</p>

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<a href="#">2B-24</a>	City of Lafayette	Transportation System Plan Update	<p>The 2003 Lafayette Transportation System Plan (TSP) is out of date due to population increases greater than projected in the 2003 TSP. There are numerous transportation needs that are not addressed by the current TSP.</p> <p>A corridor design plan is needed for improvements to N. Bridge St, a designated collector from 2nd St, crossing 99W (3rd St) to the north UGB. The south portion does not have curbs, gutters, bicycle lanes, or adequate sidewalks. The TSP update would also include incorporation of the Yamhill County Transit Plan, a review of the Policies, trip counts to support analysis of traffic operations and functional classifications, CIP update, and other elements.</p> <p>The updated TSP will address the problem of an out of date TSP. The corridor design will address the need to improve N. Bridge Street for ped/bike use and safe and efficient vehicle use.</p>

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<a href="#">2C-24</a>	City of Sheridan	Transportation Systems Plan 2047	<p>This project will update the 25 year old Sheridan Transportation Plan (TSP) resulting in a modernized version of the transportation plan. In the last decade the City has seen a surge in multifamily development. While the current TSP is focused primarily on improvements along the highway and Northern industrial district resulting in a lack of transportation options for new residents. The project shall respond to this need and shall have the following four expected outcomes:</p> <ol style="list-style-type: none"> <li>1) Update the TSP and fulfill all of the requirements outlined in OAR 660-012-0020.</li> <li>2) Provide necessary planning to provide active transportation alternatives the 120+ multifamily units which have been permitted or constructed on SE Sheridan road in the last five years.</li> <li>3) Incorporate modern multimodal transportation concepts which capitalize on the City's compact layout and historic downtown core.</li> <li>4) Identify and promote additional intercity transportation options (ex. additional intercity bus stops).</li> </ol>
<a href="#">2D-24</a>	City of Springfield	Walk and Roll Springfield	<p>The proposed project seeks to update Springfield, Oregon's outdated 1998 Bicycle Plan with a new Bicycle &amp; Pedestrian Master Plan to address critical gaps in the city's active transportation network. The current plans lack detail for effective implementation and do not meet modern standards. This project will refine cycling and walking connections, focusing on east-west routes that are crucial for safety and accessibility. Objectives include improving safety, supporting economic development, enhancing accessibility, promoting active transportation, and integrating with transit. By aligning with recent regulatory changes and community needs, the project will foster a safer, more connected, and sustainable urban environment.</p>

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<a href="#">3A-24</a>	City of Gold Hill	Local Street Network Plan	<p>Gold Hill does not currently have a set of standards, policies, or comprehensive transportation vision for its community. The proposed Local Street Network Plan (LSNP) is intended to correct that deficiency and bring the community transportation vision in alignment with past and future development. The proposed LSNP will be incorporated in an update to the City's 1984 Comprehensive Plan's Transportation Element. The plan will identify current and future transportation needs, develop a prioritized capital improvement project list, and identify potential funding sources.</p>
<a href="#">3B-24</a>	City of Sutherlin	West Side Circulation Plan	<p>The City of Sutherlin would like to move forward in applying for a TGM grant to look at a local street network on the west side of town that will work in conjunction with the interchange and Hwy 138W improvements and to amend policies that were previously adopted. Our hope is that this will be done in a community wide, public manner to engage property owners and residents. We feel that approaching the development of this plan with the community will bring transparency and greater clarity. We are also hoping the TGM grant may allow the city and ODOT to address various land use conditions of approval, and look at improving local circulation in other areas.</p>
<a href="#">4A-24</a>	City of La Pine	Transportation System Plan Update	<p>La Pine's Transportation System Plan (TSP) was updated in 2013, but the population has already well exceeded the growth forecasted in the TSP for 2029. This unanticipated growth and the impact on travel demand, along with shifting development patterns resulting in re-zoning both east and west of the regional connector Hwy 97, a growing interest in multi-modal transportation, and an increased need for coordinated wildfire evacuation routes warrant an update to La Pine's TSP.</p> <p>The City is in the process of updating the Comprehensive Plan. Robust engagement as part of that project has identified transportation improvements as the first priority in the community. The City has a high probability of wildfires and is currently working with CPAW to audit wildfire preparedness, which is not discussed in the 2013 TSP.</p>

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<a href="#">4B-24</a>	Wasco County	Transportation System Plan Update	Wasco County is requesting a TGM grant to complete a comprehensive update to its TSP. The current TSP was adopted in 2009 and is at the end of its useful life. Policies from the County’s 2021 Comprehensive Plan and 2023 Transit Development Plan will help guide the TSP’s update. An updated TSP will also provide new emphasis on multi-modal investments, evacuation routes, innovative mobility, and tourism travel.
<a href="#">5A-24</a>	Morrow County	Transportation System Plan Update	This grant will fund the review and update of Morrow County's Transportation System Plan (TSP). Population and economic changes, outlined below, have significantly impacted the use patterns, traffic volumes, and rate of deterioration of State and County roads. Further, the overall safety of Morrow County roads has significantly declined since the 2012 TSP update. The most recent available ODOT data set identifies a 470% increase in traffic accidents and a 612% increase in injuries and fatalities compared to the study period used in the TSP. These changes underscore the urgency for this TSP update, which will better equip the County to develop transportation improvements that ensure safe mobility as development intensifies.