

# TGM GRANT APPLICATIONS 2025 – Awarded

File Code	Grantee	Project Title	Application Summary
<a href="#">1A-25</a>	City of Estacada	Mill Site Redevelopment Plan	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 communitysupported, market-informed plan that promotes sustainable development, reduces congestion, and creates a cohesive, accessible district aligned with local and regional goals.
<a href="#">1B-25</a>	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.

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<a href="#">1C-25</a>	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.
<a href="#">2A-25</a>	City of Dundee	Transportation System Plan Update	<p>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</p> <p>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.</p>

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<a href="#">2B-25</a>	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.
<a href="#">2C-25</a>	City of Scappoose	Transportation System Plan 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.
<a href="#">2D-25</a>	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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<a href="#">3A-25</a>	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.
<a href="#">4A-25</a>	Town of 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.
<a href="#">4B-25</a>	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.