

TGM GRANT APPLICATIONS 2026

ODOT Region	Primary Applicant	Project Title	Short Summary
Region 1	City of Molalla	<u>Molalla UGB Concept Plan</u>	Molalla seeks to create a concept plan for its expanded UGB to determine land uses, transportation facilities, utilities, parks, and natural areas needed to support future growth. The plan will integrate equitable engagement, annexation requirements, and updates to wetlands and transportation planning.
Region 1	City of Portland Bureau of Transportation	<u>Multimodal Options for a Vibrant Eastside (MOVE) Plan</u>	PBOT seeks to identify walking and biking gaps in Portland's Inner Eastside and proposes low-cost, near-term multimodal improvements. Longer-term strategies will enhance access to transit and neighborhood greenways while supporting housing, climate, and equity goals.
Region 1	Oregon Metro	<u>Transit-Supportive Zoning (TSZ) Plan and Model Code Overlay for Transit Districts</u>	Metro proposes to develop a zoning and code framework to improve transit access and encourage development near transit stations and transit corridors. The project includes stakeholder engagement, code analysis, and a model overlay and toolkit for regional adoption.
Region 2	City of Gervais	<u>2027 Gervais Transportation System Plan</u>	Gervais proposes an updated TSP to respond to growing development pressures and ensure safe, equitable, and efficient multimodal transportation. The plan will modernize traffic, bicycle, pedestrian, and connectivity policies within the city and regional corridors.
Region 2	City of McMinnville	<u>McMinnville Active Transportation Plan - A Component of the 2050 TSP Update</u>	McMinnville seeks to develop a comprehensive active transportation plan to improve non-vehicular travel and create safer, better-connected walking and biking networks. The plan accompanies the city's TSP update and will include prioritized projects and design guidance.
Region 2	City of Rockaway Beach	<u>Rockaway TSP Update for Growth, Resilience, and Connectivity</u>	Rockaway Beach seeks to update its TSP to address growth, seasonal traffic, resilience challenges, and multimodal safety issues. The update will establish policies and solutions to improve transportation access, community connectivity, and emergency evacuation routes.

Region 2	City of Waldport	<u>Maple Street Multimodal Corridor & Citywide Connectivity Feasibility Study</u>	Walports proposes to evaluate converting Maple Street into a one-way multimodal corridor with improved pedestrian and bicycle facilities. It will address a key connectivity gap and support multimodal choices aligned with TGM and local planning goals.
Region 2	Florence Urban Renewal Agency	<u>Florence Old Town Revitalization and Streetscape Project</u>	Florence aims to adjust Old Town street operations and parking to support multimodal access, economic vitality, and livability. The project will assess alternatives and align with existing plans through robust community engagement.
Region 2	Lane County	<u>Hwy 99 Multimodal Connectivity Plan: Phase 1-- 30th Avenue to Goshen</u>	Lane County seeks to reduce crashes and enhance safety along Hwy 99 by identifying multimodal investments such as sidewalks, bike lanes, crossings, and improved transit stops. It focuses on connectivity between neighborhoods, jobs, parks, and services.
Region 2	Marion County	<u>Brooks-Hopmere Community Transportation Plan</u>	Marion County's proposal emphasizes safety, multimodal access, and connectivity in the Brooks-Hopmere area. It will identify pedestrian and bicycle infrastructure needs and recommend intersection improvements on key corridors.
Region 2	City of Amity	<u>Amity - Downtown Area Planning</u>	Amity seeks a downtown plan to promote walkability, multimodal access, and infill development along OR-99W. The plan will develop complete street standards and land use strategies to support redevelopment and higher-density housing.
Region 2	City of Creswell	<u>The Bald Knob Gateway Area Plan</u>	Creswell's proposal examines how land use and transportation improvements along Mazama Boulevard can support development of Creswell's industrial land. It will coordinate transportation improvements with property owners and other stakeholders.
Region 2	City of Eugene	<u>Eugene Traffic Impact Analysis (TIA) Review and Update</u>	Eugene seeks to update its TIA code requirements to ensure new development contributes to multimodal and safety improvements. The revisions aim to better support the City's planning, Vision Zero, housing, and climate goals.

Region 2	City of Scappoose	<u>Scappoose Downtown Improvement Plan</u>	Scappoose seeks to update downtown zoning, parking standards, and streetscape guidelines to revitalize a corridor divided by US 30 and rail infrastructure. The plan seeks to encourage mixed-use redevelopment and reconnect key areas of downtown.
Region 2	City of Sheridan	<u>Vital Sheridan - Downtown Area Plan</u>	Sheridan's proposal creates a defined downtown district and identifies zoning, design, and parking standards to encourage compact development. It will address floodplain challenges and promote housing diversity and pedestrian safety.
Region 2	City of Silverton	<u>Downtown Silverton Access, Mobility, and Parking Plan</u>	Silverton seeks to study multimodal access and parking in response to new downtown development. The plan would recommend infrastructure and policy changes to support safe and efficient travel by all modes.
Region 2	City of Stayton	<u>Stayton Historic Downtown Revitalization and Multi-Access Plan</u>	Stayton proposes a coordinated transportation and land use plan to enhance downtown circulation, multimodal safety, parking management, and redevelopment opportunities. The plan would include implementation priorities and policy updates.
Region 3	City of Drain	<u>City of Drain Active Loop: Active Transportation Connectivity Plan & Policy Framework</u>	Drain's seeks to develop a citywide multimodal loop to link neighborhoods, schools, parks, and public facilities. The plan would identify pedestrian gaps, accessibility improvements, and phased strategies for future investment.
Region 3	Coos County Area Transportation District	<u>Uniting Curry & Coos: Together We Go The Distance</u>	The CCAT district seeks to evaluate how a unified two-county transit system can support planned growth, reduce vehicle dependence, and improve mobility. The project would update the Transit Master Plan with strong community and partner engagement.
Region 3	City of Medford - Planning Department	<u>Medford's Newest Employment Hub</u>	Medford proposes a master plan for a future employment center integrating transportation-efficient land uses and street networks. The plan would consider adjacent developments, regional connections, and future interchange improvements.

Region 3	City of North Bend	<u>North Bend Corridor Revitalization: Complete Community Strategy</u>	North Bend seeks to develop a long-term strategy for US 101 and OR 540 to balance housing growth, commercial vitality, and multimodal travel. The plan would integrate transportation, land use, resilience, and redevelopment opportunities.
Region 3	City of Phoenix	<u>Phoenix Highway 99 Corridor and Streetscape Plan</u>	Phoenix's proposal addresses missing sidewalks, unsafe crossings, and limited lighting along Highway 99 to improve access for residents, businesses, and transit users. It includes multimodal improvements and zoning updates to support redevelopment and wildfire recovery.
Region 3	Oregon International Port of Coos Bay	<u>South Coast Multimodal Corridor Feasibility Study</u>	The Port seeks to study converting 16 miles of unused Coos Bay Rail Line into a multimodal transportation corridor connecting North Bend, Coos Bay, and Coquille. The feasibility study would examine alignment options, infrastructure needs, environmental issues, and funding strategies.
Region 3	Town of Butte Falls	<u>SHAPE Butte Falls (Schools, Housing, Access, Placemaking, Economy)</u>	Butte Falls proposal creates a specific area plan linking land use and multimodal transportation improvements within the Town's UGB. It aims to support housing and employment efficiencies and reduce reliance on automobile travel.
Region 4	Flat Rock Road District	<u>Special Road District Access Safety and Route Refinement Plan</u>	The Flat Rock District seeks to develop an adoption-ready plan to establish a safe, legally recognized access route across federal land. The study would evaluate grade constraints, drainage impacts, and integration with the broader county transportation system.
Region 4	Jefferson County	<u>Jefferson County Rural Communities Transportation Refinement Plan: Crooked River Ranch, Camp Sherman, and the Culver Highway/Cove Palisades Corridor</u>	Jefferson County proposes to address transportation gaps in Crooked River Ranch, Camp Sherman, and the Culver Highway corridor. The plan would focus on emergency access, multimodal connections, and long-term bicycle and pedestrian solutions.

Region 5	City of Irrigon	<u>Connecting Irrigon: Connecting People, Places, and Opportunities</u>	Irrigon proposes a TSP update that integrates transportation with housing, land use, and economic development. It aims to improve connectivity, safety, and multimodal access throughout the community and regional corridors.
Region 5	City of Stanfield	<u>Stanfield Interchange Access Management Plan Update</u>	Stanfield and regional partners seek to update the 2005 IAMP to reflect modern traffic and development conditions on I-84 and US 395. The project would update access management standards, designs, and codes to improve corridor safety and operations.
Region 5	Grant County	<u>Grant County Transportation System Plan Update</u>	Grant County's proposes to update their TSP to modernize outdated transportation inventories, classifications, and future improvements that reflect current needs. The update would align county policies and standards, improve clarity for development, and direct public infrastructure planning.
Region 5	Island City	<u>City of Island City: Transportation System Plan Update</u>	Island City seeks to update its TSP, public works standards, and land use documents to respond to new development interest and outdated transportation information. The plan would include evaluating a System Development Charge program to support needed improvements.