

ACTIVE TGM GRANT PROJECTS as of August 1, 2022

TGM-19 Active Grant Projects

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| 1A-19 | City of Oregon
City | Updated
Comprehensive
Plan | The purpose of the Updated Comprehensive Plan (“Project”) is to reflect the City of Oregon City’s (“City”) vision for the next 20 years and implement the vision through goals and policies with which projects and plans must comply. Project will update the land use and transportation components of the 2004 Comprehensive Plan for an equitable vision of the next 20 years and create clear policies for planning, infrastructure, and the community’s future. Thoughtful planning can improve wellbeing by providing nearby goods and services accessible from a variety of safe low-cost transportation methods such as walking, biking, micro transit, and transit and consequently reducing vehicle miles traveled in the City, on adjacent highways, and freeway. |
| 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. |

1C-19	City of Portland	Parkrose Neighborhood Center	<p>The City of Portland’s (“City”) Parkrose Neighborhood Action Plan project (“Project”) will address a range of transportation and land use issues that affect the Parkrose community’s long term safety and stability, including:</p> <ul style="list-style-type: none"> • Safe transportation choices on Sandy Boulevard, • Housing stability and tenant displacement prevention, • Access to living wage jobs and small business opportunities, • Public spaces supporting community cohesion. <p>Parkrose Neighborhood Action Plan will address the transportation needs of the Parkrose neighborhood by:</p> <ul style="list-style-type: none"> • Identifying actions and investments that could improve active transportation safety and walkability of Sandy Boulevard in the near-term, without requiring a full redesign of the corridor, • Identifying land use and programmatic/service solutions that reduce the need for Parkrose residents to leave the neighborhood to meet daily needs, • Proposing strategies that increase workforce access to jobs and small business opportunities in the neighborhood, reducing commute trips and distances. <p>The City intends to pursue adoption of the Parkrose Neighborhood Action Plan. Adopting action may be either City Council resolution or ordinance, depending on whether zoning, code, policy, or plan amendments are needed to support successful implementation.</p>
1D-19	TriMet	Transit Oriented Development Plan	<p>The purpose of this project is to develop The TriMet Transit Oriented Development Plan (“TOD Plan”), which must advance a Key Strategic Action in the TriMet’s Business Plan (April 2019): implement strategy for TriMet’s support of Transit-Oriented Development equitable housing and for value capture that supports higher transit demand around existing MAX, DTP, and Frequent Service. The TOD Plan must establish a framework based on TriMet’s October 2020 Draft TOD Guidelines for managing and investing in TriMet’s portfolio of real estate holdings to increase transit ridership. The TOD Plan must benefit the region by attracting residents, businesses, and development to centers, main streets, and corridors that are accommodating regional growth.</p>
2A-19	City of Albany	East Albany Plan	<p>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.</p>

2B-19	City of Cannon Beach	Transportation System Plan	The Project will develop the City of Cannon Beach (“City”) Transportation System Plan (“TSP”). The 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 within City and the Urban Growth Boundary (“UGB”).
3A-19	City of Coos Bay	Front Street Blueprint Plan	The City of Coos Bay’s Front Street Blueprint must provide a detailed strategy to implement six tasks identified in the 2017 Front Street Action Plan. These six tasks are: 1. Access/Intersection improvements (C4); 2. Circulation/Connectivity improvements (C3); 3. Bike/Pedestrian Safety and Access (C2); 4. A public parking management strategy (B5); 5. Historic Wayfinding (B1); and 6. Public Waterfront improvements (A1). The Project must align with City Council’s 2019-2021 goals and be consistent with the plans, policies and objectives of the 2017 Front Street Action Plan, 2020 Coos Bay Transportation System Plan (“TSP”), and City Comprehensive Plan. The Project must provide plans to develop a cohesive, multi-modal loop through the area that will enhance the economic development potential and safety of the corridor.
3B-19	UPTD	Transit Master Plan	The purpose of the Project is to create a strategic Transit Master Plan (“TMP”) with recommended implementing ordinances and related documents and materials that provide clear and concise direction regarding a transit productivity-based service (i.e. targeted service to increase ridership) for the Umpqua Public Transportation District (“UPTD”).

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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.
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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.
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.

- 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.
- 4A-20 Bend MPO and [Transit](#)
Cascades East [Development Plan](#) Transit The purpose of the Project is to build on the mobility hub conceptual planning and analysis work recently completed in Cascades East Transit’s (“CET”) 2040 Transit Master Plan (“TMP”), adopted in October 2020, and the City of Bend’s (“City”) Transportation System Plan (“TSP”), adopted in August 2020. The 2040 Transit Master Plan, the 2020 TSP, and the 2040 Metropolitan Transportation Plan all identify mobility hubs as key components of the transportation system, important to improving the efficiency of transit and reducing vehicle miles traveled in the City. The Project is intended to be adopted into CET’s TMP as a technical appendix with the intent of determining the best approach to implementation and management of mobility hubs.

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-20 Grant Projects in Process but not Executed

1B-20	City of Fairview	Main Streets on Halsey Cross Section and Street Design Plan
2A-20	City of Cottage Grove	Bicycle & Pedestrian Master Plan
2C-20	City of Sweet Home	Transportation System Plan and North Sweet Home Refinement Plan
2D-20	Lane Council of Governments	Link Lane Public Transit Development Plan

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 Pla
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
5A-21	City of Elgin	Elgin-to-Lookingglass Joseph Branch Trail-With-Rail Refinement Plan