

**TGM Grant Applications 2021  
Summary of Requested Funding**

	Category 1	Category 2	<b>Region Total</b>
Region 1	\$ 800,224	\$ 100,000	\$ 900,224
Region 2	\$ 1,704,900	\$ 495,000	\$ 2,199,900
Region 3	\$ 195,000	\$ 150,000	\$ 345,000
Region 4	\$ 250,000	\$ 175,000	\$ 425,000
Region 5	\$ 130,000	\$ -	\$ 130,000
<b>Statewide Total</b>	\$ 3,080,124	\$ 920,000	\$ 4,000,124

**TGM Grant Applications 2021  
Region 1**

<b>Application Code</b>	<b>Primary Applicant</b>	<b>Project Title</b>	<b>Category</b>	<b>Amount Requested</b>	<b>Application Summary</b>
1.01-21	City of Gresham	Transportation System Plan Phase II Update	1	\$ 200,000	The Transportation System Plan Phase II project will update the City of Gresham’s Transportation System Plan (TSP) by addressing major policies, action measures and implementation plans related to four topic areas: equity, climate impacts, traffic safety, and emerging technology. The TSP has not been fully updated since adoption in 2013. Since that time regional policy and the City’s attention to these issues has changed dramatically. The project will use consultant assistance and a robust public involvement process to create a safer, more equitable, and sustainable vision for Gresham’s transportation future. The outcome is a hearings-ready text amendment to Gresham’s Transportation System Plan with policies on equity, climate impacts, traffic safety, and emerging technology. Project includes Planning Commission and City Council adoption hearings prior to project completion.
1.02-21	City of Milwaukie	TSP - Full Revision	1	\$ 250,000	The City’s current TSP was adopted in 2008. While parts have since been updated, much remains out-of-date and not informed by the 2020 Comprehensive Plan update, the 2018 Climate Action Plan, extension of light rail to the City, and the level of development not seen in the recent past. A full TSP revision will allow the City to address the community’s emerging needs, preferences, and goals specifically related to transportation, as well to address the goals and policies identified in the Comprehensive Plan as they relate to transportation, including: equity, climate change, housing, urban design, and economic development. The Milwaukie community is highly engaged and a robust outreach plan will be a critical component of the process. The wholly revised TSP will guide the City on how best to plan and develop “A complete network of sidewalks, bike lanes, and paths along with well-maintained streets and a robust transit system connect our neighborhood centers” as stated in the Milwaukie 2040 Vision.

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1.03-21	City of Tigard	Tigard Electrific Vehicle Strategy	1	\$ 100,224	<p>This project will create an Electric Vehicle (EV) Strategy to update local policy guiding the transition to electric vehicles inclusive of personal and shared vehicles, e-bikes, and micro-mobility modes. It will support local, regional, and statewide transportation sector greenhouse gas (GHG) reduction goals.</p> <p>The project will evaluate implementation actions and make policy recommendations that support EV use. Policy recommendations will include but not be limited to amendments to Tigard’s Comp Plan, TSP, Development Code, and engineering design standards, as well as programs, public investment, and public/private partnerships to support EV adoption.</p> <p>Foundational to the planning effort is Tigard’s Strategic Plan, which prioritizes equity in all city activities, walkability, equal access to city services, processes, and infrastructure, and community health. Additionally, the project and outcomes are supportive of Tigard’s Council Goal 3, which calls for bold climate mitigation activities.</p>
1.04-21	Washington County	Farmington Corridor Concept and Jurisdictional Transfer Framework Plan	1	\$ 250,000	<p>The purpose of this project is to develop a context-sensitive corridor concept plan that would safely accommodate all users and modes in partnership with the Oregon Department of Transportation and City of Beaverton for the section of SW Farmington Road under State of Oregon jurisdiction between SW 209th Avenue and SW Kinnaman Road within unincorporated Washington County. The plan would include a framework for jurisdictional transfer from State to County ownership in accordance with long-standing local and regional policies. The project will develop findings and recommend a preferred corridor design concept and project cost estimate for adoption into the Washington County Transportation System Plan (TSP). The project will support the corridor’s near-term implementation potential.</p>
<b>Category 1 Subtotal</b>				<b>\$ 800,224</b>	

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1.05-21	City of Sandy	Sandy Comprehensive Plan	2	\$ 100,000	The City of Sandy is undertaking a complete update of the City’s Comprehensive Plan. The current Comprehensive Plan, adopted in 1997, does not adequately reflect the needs of the growing population, increasing development, and land use demands that Sandy has experienced in recent decades. Therefore, an updated Comprehensive Plan that holistically addresses land use, housing, transportation, natural resources, climate change, economic development, and hazard mitigation is greatly needed. The desired outcomes of the Comprehensive Plan include a greater emphasis on managed growth, plans adequate transportation infrastructure development, strategies for climate resilience, a roadmap for future development goals, and increased citizen participation in planning processes. The final Comprehensive Plan is anticipated to be adopted in Fall/Winter of 2023.
		<b>Category 2 Subtotal</b>		<b>\$ 100,000</b>	
		<b>Region 1 Total</b>		<b>\$ 900,224</b>	

**TGM Grant Applications 2021  
Region 2**

<b>Application Code</b>	<b>Primary Applicant</b>	<b>Project Title</b>	<b>Category</b>	<b>Amount Requested</b>	<b>Application Summary</b>
2.01-21	City of Aumsville	Transportation System Plan and Interchange Development Zone Updates	1	\$ 250,000	The City of Aumsville's Transportation System Plan was created in 2010. It has not been updated since that time. While we've experienced growth since that time, some of the development originally planned, including major commercial development in our Interchange Development Zone has not occurred and we would like to re-examine this area in more details and update some of the original assumptions. This major commercial development in the ID Zone was an integral part of the 2010 plan. Due to changes in development and our plan for growth we would like to complete a new Transportation System Plan.
2.02-21	City of Carlton	Transportation System Plan Update	1	\$ 150,000	<p>The City of Carlton is experiencing growth at a rate higher than ever before. Carlton's ideal location and proximity for the movement of goods and services, growing tourism base, and community atmosphere are attracting new residents and businesses. This rapid growth has created multiple transportation concerns for both vehicles and pedestrians. The increase in tourism has also brought to light the lack of adequate pedestrian and bicycle facilities in the city. Because of this, the city is not multi modal compliant or accessible, which is a city Council goal.</p> <p>Safety and emergency vehicle access throughout the city is a main concern. Currently, our TSP allows for narrow streets, too small of radius cul-de-sacs and a lack of collector streets. These, and other issues confine our larger firetrucks to accessing all areas of the city. This is a high concern of our TSP update in order to maintain fire safety within the city.</p>
2.03-21	City of Coburg	Transportation System Plan Update	1	\$ 100,000	The purpose of the project is to complete a full update to the Coburg Transportation System Plan. Current plan is two decades old (1999). In 2012, the City undertook an effort to update it. Locally approved by both City and County, it was not acknowledged by the State because it was tied to an Urban Growth Boundary expansion for residential lands and included the expansion area and transportation projects outside of the current City limits. The expansion was appealed, remanded and, ultimately, abandoned. Neither the 1999 Plan nor the locally adopted TSP reflects recent community visioning processes, recent Comprehensive Plan and Development Code amendments, nor a recently conducted Built-Out Scenario Community Engagement project. A full TSP update will better anticipate the projected growth of the community, more fully acknowledge and address the unexpected flow of commuter traffic.

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2.04-21	City of Harrisburg	Transportation System Plan Update	1	\$ 162,800	The City of Harrisburg TSP was adopted in 1999. Since that adoption, the UGB has expanded by 383 acres, population has grown by 30%, and the City has purchased and is planning the further development of a 132 acre riverfront park. This rapid growth has resulted in gaps in our transportation systems for vehicles, pedestrian's, cyclists, and vulnerable populations. An updated TSP will help Harrisburg to balance and interconnect our transportation network, as well as integrate with the complete revision of our Zoning and Subdivision development codes. The primary outcome is to adopt and implement an updated TSP. Other outcomes will include a revision of the Street Capital Improvement Plan as well as Transportation SDC's, both of which are also over 9 years old, and require updates. The TSP will be a support document for the growth of the City into areas in which residential development will occur, as well as improving overall connectivity in the current transportation grid.
2.05-21	City of Lincoln City	East Lincoln City Pedestrian, Safety and System Capacity Area Plan	1	\$ 100,100	Update City of the Lincoln City Transportation System Plan by developing an Area Plan. This Plan will analyze a City sub-area between the Tribe's Casino and the Tribal low income residential area to the east along Hwy 101. The City's TSP identifies a project to construct a connector road between NW 44th and NE 44th & Logan Road. This project would complete a traffic analysis of this area, and review pedestrian and bike routes; and will consider traffic enhancements that distribute traffic flows to minimize congestion on Hwy 101 at its intersections with Logan Road and West Devils Lake Road. The goal is to provide a safe route for cars, pedestrian, and bikes between the tribal casino and the Tribal low income residential area; plus safe routes for the north end of of Lincoln City to access Hwy 101. The final product will update the Lincoln City STP and the Tribal TSP. The connector also could serve as a tsunami evacuation route, with FEMA funding a possible source for construction.

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Region 2**

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2.06-21	City of Mt. Angel	Transportation System Plan Update	1	\$ 145,000	<p>The Mt. Angel TSP update project is part of a concerted effort to coordinate updates to the City’s long-range planning documents. The project, entitled “Mt. Angel Strong: Vision 2040,” includes the proposed TSP updated along with an updated HOA and EOA. The goal is to complete the planned HNA and EOA projects in 2022-23, allowing the City to use the HNA and EOA data and policy recommendations to ensure Mt. Angel’s transportation system is capable of supporting equitable and sustainable development over the 20 year planning period.</p> <p>The project will update the future streets plan, apply a “Main Street” approach to Hwy 214, identify needed infrastructure improvements and strategies to reduce GHG emissions, and incorporate needs of underserved populations in the TSP. The update will also incorporate policy recommendations and improvements identified during the SRTS action plan scheduled to reach completion in late 2021 to ensure increased bike and pedestrian access to schools and public parks.</p>
2.07-21	City of Sublimity	Transportation System Plan	1	\$ 165,000	<p>This project updates the City Transportation System Plan (TSP), last updated in 1998. The project will explore existing and future traffic conditions, evaluate alternatives for mitigating congestion, and propose infrastructure improvements with associated cost estimates for future development. Work will include evaluation of pedestrian and bicycle transportation options and infrastructure, as well as opportunities to better connect to the neighboring city of Stayton’s transportation infrastructure. Public involvement will be a key component of the project through surveys, stakeholder meetings and open houses. The final product will be an adopted TSP with associated comprehensive plan goals, as well as updated SDC methodology. This will ensure that Sublimity accommodates future growth while retaining a compact, walkable, small town aesthetic.</p>

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Region 2**

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2.08-21	City of Tangent	Transportation System Plan Update	1	\$ 210,000	<p>The 2010 Tangent TSP is in dire need of an update. Linn County, AAMPO, the City of Albany all have recently updated TSP with which Tangent must keep pace in order to remain contemporary with regional transportation planning objectives and visions.</p> <p>The project evaluates existing transportation goals against changes since the 2010 TSP, development forecasts, and current and future transportation needs across all modes, redefining transportation goals, identifying corresponding projects to guide development for the planning horizon. Local and regional needs and opportunities are consistent with TGM Objectives cited in the application narrative. The end products will be an adopted TSP and implementing plan and code amendments.</p>
2.09-21	City of Turner	Transportation System Plan Update	1	\$ 172,000	<p>As a satellite community of Salem, Oregon, the City of Turner, population 2500, is undergoing a major transition. Residential and commercial growth has been substantial, and key public agency partners are engaged in growth related considerations for their own facilities. With an urban growth boundary expansion application pending, a TSP update will ensure:</p> <ul style="list-style-type: none"> <li>• Growth related impacts have a comprehensive planning strategy to guide successful development and management of the transportation system;</li> <li>• Marion County and Turner road changes become standardized and coordinated, creating public expenditure efficiencies and a more seamless road system;</li> <li>• Multi-modal transit opportunities are upgraded, benefiting commercial access, community mobility and climate change;</li> <li>• Critical planning support is provided for funding opportunities that would support larger system upgrades;</li> <li>• Provide a professionally led conversation on transportation and growth for both community members and the city council</li> </ul>



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Region 2**

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2.10-21	Corvallis Area MPO	Highway 20 Corridor Investment Strategy	1	\$ 250,000	<p>Highway 20/34 between Philomath and Albany serves as the transportation backbone for commuters, recreationalists, freight, and local residents. Over the next 20 years, significant growth is expected to put more pressure on this already congested section of highway. While some congestion is to be expected, the communities along the Highway 20 corridor are expected to grow over 30 percent in population and households. If all of the additional trips these new residents take are by personal vehicle, the route will be impassible. While many jurisdictions identify the Highway 20 Corridor as an issue during their recently developed transportation system plans, none of them dive into the details of solutions.</p> <p>The purpose of this project is to investigate the range of multi-modal investments that can decrease demand along this corridor for single occupancy vehicles, thereby reducing greenhouse gas emissions, eliminating the need to expand the highway, and allow for efficient travel by all modes.</p>
<b>Category 1 Subtotal</b>				<b>\$ 1,704,900</b>	
2.11-21	City of Dallas	Dallas Mill Site Redevelopment Plan	2	\$ 125,000	<p>Within Dallas, Oregon exists a large former wood products mill site that has been vacant and largely unutilized for over a decade. The mill was operated for many years by Willamette Industries, later by Weyerhaeuser. In 2009 Weyerhaeuser officially closed the mill and sold the property in 2012 to an industrial dismantler company. Today, the site is mostly clear of mill equipment and structures (a few remain). There is no currently identified end use for the property, which encompasses over 66 acres among 10 tax lots. An existing short line railroad is within the site. The property owner, the City and regional economic development staff believe the site has potential to accommodate a variety of industrial, commercial and even potentially higher-density residential uses. The current concept focuses on rezoning portions of the site from industrial to commercial, addressing the identified commercial land deficiency in Dallas, and creating a new public roadway bisecting the site from east-west.</p>

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Region 2**

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2.12-21	City of Depoe Bay	Update Comprehensive Plan for the City of Depoe Bay	2	\$ 130,000	<p>The Project will update the City's Comprehensive Plan. It will entail analysis, evaluation, and selection of alternatives for city goals and implementation actions. An adoption-ready plan from a robust public involvement process is central to the Project and will culminate in adoption hearings at both the Planning Commission and the City Council. The Project will lead to local policy decisions: The City intends to pursue the adoption of the updated Comprehensive Plan.</p> <p>The Project will accomplish TGM Objective 4 to develop policy and other guidance to support compact land uses and well-connected transportation patterns. Our 2016 TSP encourages urban growth to be accommodated within our existing city limits, thus minimizing, delaying, or providing an alternative to an urban growth boundary expansion. We need to integrate the TSP into our comprehensive plan in order to accommodate future transportation needs within the existing or improved system.</p>
2.13-21	City of Independence	Central Talmadge Plan	2	\$ 100,000	<p>This project would complete a subarea plan transform an auto-oriented, strip commercial portion of the City of Independence, centered around Central High School and Central Plaza Shopping Center, into a mixed-use center. As envisioned, the plan would build on the alternative transportation routes and amenities identified in the 2021 Independence Transportation System Plan and identify zoning changes necessary to promote a more vital, walkable/bikeable, mixed-use development pattern in the area.</p>
2.14-221	City of Newport	City Center Revitalization Projectt	2	\$ 140,000	<p>Newport's City Center is concentrated along the US 20/101 commercial corridors between the east entrance to the City and the Yaquina Bay Bridge. It is an area where many of the properties are underutilized or in economic distress with vacant storefronts and aging, poorly maintained buildings. The City established an urban renewal district in 2015 to generate funding to revitalize the area, and has partnered with ODOT on a TSP update to identify how the transportation system can be redefined to catalyze economic development and provide infrastructure needed to support additional density. This project will develop a set of land use policies and regulations, with financial incentives, to support reinvestment in the area in a manner that compliments identified transportation solutions, and promotes mixed use development to create a live-work environment where residents have convenient access to employment and essential services.</p>
<b>Category 2 Subtotal</b>				<b>\$ 495,000</b>	
<b>Region 2 Total</b>				<b>\$ 2,199,900</b>	

**TGM Grant Applications 2021  
Region 3**

<b>Application Code</b>	<b>Primary Applicant</b>	<b>Project Title</b>	<b>Category</b>	<b>Amount Requested</b>	<b>Application Summary</b>
3.01-21	City of Bandon	Transportation System Plan Update	1	\$ 145,000	<p>The City of Bandon is requesting funding to update our Transportation System Plan from 2000. In the previous 20 years, projects have been built-out, demographics have changed, and new land use demands have emerged. A plan is needed to address these changes and envision a new future. While many goals and objectives remain the same, there are now more funding sources, increased knowledge about the impacts of climate change related to transportation, and new stresses on our system that must be accounted for. We have the following goals in mind:</p> <ul style="list-style-type: none"> <li>• Modernize language and update standards to match current practices;</li> <li>• Envision a future transportation system that is robust, accessible, safe, and multi-modal;</li> <li>• Identify and expand backbone pedestrian and bicycle network;</li> <li>• Incorporate impacts of seasonal tourism and respond to expected future growth;</li> <li>• Engage the public in meaningful conversation and participation in development of Plan;</li> <li>• Develop a CIP and prioritize future projects.</li> </ul>
3.02-21	Jackson County	Update to Jackson County TSP	1	\$ 50,000	<p>The Jackson County TSP was last updated in 2017. Since adoption of our 2017 TSP update House Bill 2017 added substantial funding for road purposes, the Rogue Valley Metropolitan Planning Organization (RVMPO) adopted an Active Transportation Plan (ATP), and the Governor has signed executive orders related to Equity and Climate Change. Jackson County has dedicated the majority of the House Bill 2017 funds to capital improvements, which will result the completion of our 20 year plan within 10 years. Due to the above, the following changes and updates to our TSP are needed:</p> <ul style="list-style-type: none"> <li>• Incorporate the ATP into the TSP.</li> <li>• Review and update Equity within the TSP.</li> <li>• Update the funding section to reflect HB 2017 revenues.</li> <li>• Update the project list, considering climate change and equity implications.</li> <li>• Minor updates and corrections to road classifications.</li> <li>• Minor technical fixes to problems found in the TSP.</li> </ul>
<b>Category 1 Subtotal</b>				<b>\$ 195,000</b>	

**TGM Grant Applications 2021  
Region 3**

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3.03-21	City of Medford	Medford Downtown 2040 Plan	2	\$ 150,000	<p>Downtown 2040 Plan that guides the development and redevelopment of this transit oriented district into an exceptional place to live, work, play, and visit. Using existing plans as guidance, the City seeks to provide a new vision for how downtown is developed, experienced, and traversed. The project will adopt a new Downtown Plan into the Comprehensive Plan, evaluate alternative cross sections for highly traveled corridors, and develop code changes to achieve a high standard of urban design and ensure appropriate land uses.</p> <p>Public and private investments, open space, and art can be seen in downtown Medford, but the effects of the COVID-19 pandemic along with vacant or underutilized parcels indicates more needs to done. The City believes in the potential of the downtown and seeks a new plan that identifies opportunities to increase housing options for all, attracts new businesses, increases multi-modal travel, and creates an inviting sense of place.</p>
<b>Category 2 Subtotal</b>				<b>\$ 150,000</b>	
<b>Region 3 Total</b>				<b>\$ 345,000</b>	

**TGM Grant Applications 2021  
Region 4**

<b>Application Code</b>	<b>Primary Applicant</b>	<b>Project Title</b>	<b>Category</b>	<b>Amount Requested</b>	<b>Application Summary</b>
4.01-21	City of Klamath Falls	Urban Area Transportation System Plan Update	1	\$ 250,000	<p>This project will update the Klamath Falls Urban Area Transportation System Plan (TSP), which was last updated in 2012. This update will accomplish three major goals:</p> <ol style="list-style-type: none"> <li>1. Integrate recent and concurrent City, County, Basin Transit Service, ODOT, non-profit, and institutional multimodal planning efforts into the TSP;</li> <li>2. Coordinate City and County road standards, transportation impact study requirements, and comprehensive plan designations within the City and unincorporated portion of the urban area; and</li> <li>3. Address the transportation safety and mobility needs of Klamath Falls residents, visitors, employers, and freight shippers.</li> </ol> <p>The expected project outcomes consist of (1) an updated Urban Area TSP adopted by both the City and County and (2) improved City and County coordination and consistency on transportation and land use issues in the unincorporated portion of the urban area.</p>
<b>Category 1 Subtotal</b>				<b>\$ 250,000</b>	
4.02-21	City of La Pine	Area Planning for Newberry Neighborhood	2	\$ 175,000	<p>The project endeavors to provide a technical review of the City of La Pine's Comprehensive Plan and Development code with relation to the Newberry Neighborhood, a 325 acre County owned parcel in central La Pine. This technical review will result in local stakeholder engagement visioning and a market analysis which will drive master planning for future multi-modal transportation and long range residential planning efforts to support the ongoing housing crisis in Central Oregon. This effort would coincide with the City of La Pine's infrastructure expansion project which is slated to expand water and sanitary sewer to the north end of the City over the next several years. This acreage is currently developed to the south by several completed and ongoing project subdivisions, and represents an opportune location within Deschutes County for the integration of area transportation needs in concert with future housing development.</p>
<b>Category 2 Subtotal</b>				<b>\$ 175,000</b>	
<b>Region 4 Total</b>				<b>\$ 425,000</b>	

**TGM Grant Applications 2021  
Region 5**

<b>Application Code</b>	<b>Primary Applicant</b>	<b>Project Title</b>	<b>Category</b>	<b>Amount Requested</b>	<b>Application Summary</b>
5.01-21	City of Elgin	Elgin-to-Lookingglass Joseph Branch Trail-With-Rail Refinement Plan	1	\$ 130,000	This project will develop a refinement plan for the inaugural 13-mile Elgin-to-Lookingglass segment of a longer, proposed 63-mile Trail-With-Rail that will run alongside an existing railroad between Elgin and Joseph in NE Oregon, connecting rural communities in Union and Wallowa counties by providing multimodal transportation options for these underserved communities. The inaugural segment will start at the TGM-funded Train Depot in Elgin and run 13 miles out of town to Lookingglass. The outcome will be a detailed trail refinement plan that addresses alignment, safety, general design, road crossings, connections to other transportation options, materials, adjacent landowner concerns, etc. and positions the project for streamlined design, engineering and leveraging future funding for the full trail, which will provide an alternative transportation route to Oregon Route 82 and bring economic benefits and access to healthy physical activity to residents and visitors, while reducing GHG emissions.
<b>Category 1 Subtotal</b>				<b>\$ 130,000</b>	
<b>Category 2 Subtotal</b>				<b>\$ -</b>	
<b>Region 5 Total</b>				<b>\$ 130,000</b>	