

**TGM 2021 Awards**

<b>File Code</b>	<b>Jurisdiction</b>	<b>Project Title</b>	<b>Project Summary</b>
<i>Region 1</i>			
1A-21	City of Gresham	Transportation System Plan Phase II Update	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.
1B-21	City of Milwaukie	TSP - Full Revision	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 While parts have since been updated, much remains out-of-date and not informed by the 2020 Comprehensive Plan update, the 2018 Climate Action Plan, extension of light rail to the City, and the level of development not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.
1C-21	City of Tigard	Tigard Electrification Vehicle Strategy	<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>

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1D-21	Washington County	Farmington Corridor Concept and Jurisdictional Transfer Framework Plan	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.
<i>Region 2</i>			
2A-21	City of Dallas	Dallas Mill Site Redevelopment Plan	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.
2B-21	City of Harrisburg	Transportation System Plan Update	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.
2C-21	City of Independence	Central Talmadge Plan	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.

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2D-21	City of Newport	City Center Revitalization Projectt	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.
2E-21	City of Turner	Transportation System Plan Update	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: <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>
<i>Region 3</i>			
3A-21	City of Bandon	Transportation System Plan Update	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: <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>

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3B-21	City of Medford	Medford Downtown 2040 Plan	<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>
<i>Region 4</i>			
4A-21	City of Klamath Falls	Urban Area Transportation System Plan Update	<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>
<i>Region 5</i>			
5A-21	City of Elgin	Elgin-to-Lookingglass Joseph Branch Trail-With-Rail Refinement Plan	<p>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.</p>