

TGM GRANT APPLICATIONS 2024

| Application Code | Primary Applicant | Project Title | Application Summary |
|-------------------------|-----------------------|---|---|
| 1.01-24 | City of Cascade Locks | Transportation System Plan Update | This project will fund the development of a new Transportation System Plan (TSP) for the City of Cascade Locks, to address 25 years of exponential residential, commercial, and tourism growth experienced since the adoption of the last TSP in 2001. Cascade Locks must develop a multi-modal transportation plan that can deal with recent dramatic increases in housing units and the daily impacts of 4000+ tourists on the historic state highway running through the City's center, as well as the increasingly complex demands caused by growing bicycle and pedestrian tourism within the Columbia River Scenic Area. A new TSP is also needed to implement the City's newly adopted Strategic Plan and (ongoing) Downtown Revitalization Plan. |
| 1.02-24 | City of Hillsboro | NE Cornell Road: NE Arrington Road to E Main Street Corridor Plan | Cornell Rd between Main St and Arrington Rd within the City of Hillsboro is an arterial roadway that connects the City's Downtown with commercial and residential areas to the north. The existing roadway has four motor vehicle travel lanes, curb-tight sidewalks, and no exclusive facilities for bicycling. The City has experienced several redevelopment applications on this corridor, but construction to current design requirements would have substantial impacts outside of the constrained right-of-way. The City is looking to do a corridor refinement plan to develop a preferred design concept that effectively improves safety, transit access, bicycling facilities, and the experience for people walking. This refinement plan will be adopted into the City's Transportation System Plan to guide future land use applications towards an identified project. Implementation of the plan would substantially improve travel and safety for all users on the corridor, enhance accessibility, and promote housing. |

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| 1.03-24 | Washington County | Washington County Transportation System Plan - Active Transportation Elements | <p>The Project will update Active Transportation elements of Washington County’s Transportation System Plan and other policy documents and guidelines to support safe, convenient and accessible pedestrian and bicycle travel. This includes revising modal plans, networks and strategies to be inclusive of neighborhood bikeways and provide safe access to priority destinations; consolidating existing bike/ped facility design guidance documents; clarifying protected bicycle and trail design options for adoption into County’s standards; establishing area context types that inform cross-section design details for major roadway projects; and developing a maintenance strategy to better account for lifecycle cost and clarifying staff and equipment needs.</p> |
| 1.04-24 | City of Canby | UGB Concept Planning | <p>Canby expects to grow to more than 25,000 people by 2043. A 2023 Economic Opportunities Analysis (EOA) and a 2024 Housing Needs Analysis (HNA) identified a land deficit of 563 acres. An Urban Growth Boundary (UGB) expansion study area was established. Boundary location analysis (Statewide Planning Goal 14) is underway.</p> <p>A concept plan is required to locate and designate land uses, transportation facilities, public utilities, parks, trails, and natural areas, and funding sources for public infrastructure. The plan will include robust engagement, create a vision that connects new housing, services, and job centers, and requirements for annexation.</p> <p>Planning for the expansion area should begin by early 2026. A Housing Production Strategy (HPS) is scheduled for adoption in fall 2024. The city is also updating the Comprehensive Plan and Transportation System Plan (TSP).</p> |

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| 1.05-24 | City of Hood River | Historic Columbia Highway Integrated Land Use Area and Transportation Plan | <p>The purpose of the Historic Columbia Highway Integrated Land Use Area and Transportation Plan is to:</p> <ul style="list-style-type: none"> - Synchronize state and federal investments of the Historic Highway State Trail with the City's Westside Urban Renewal Area Plan which was created to support implementation of the Transportation System Plan amended in April 2021, the Hood River Multi-Jurisdictional Parks, Rec & Opens Space Plan adopted in September 2020, and the Hood River Affordable Housing Strategy in May 2022. - Establish an adoption ready streetscape corridor, zoning overlay, and implementation plan that aligns transportation investments and corridor planning/place making strategies to create a vibrant and active multimodal corridor redevelopment area that embraces the historic nature of the Columbia River Highway, while promoting cohesive mixed use development pattern and supports the community's growth. |
| 2.01-24 | Benton County | Countywide Master Trails Plan | <p>The BC-CMTP will address Benton County's fragmented outdoor infrastructure by creating a comprehensive Trails Plan. The current disjointed recreation and trail system limits accessibility, usability, and safety, missing opportunities for multi-modal transportation and optimized land use. The Plan will promote walking and cycling, integrate recreation with TO zoning targeting universal access, leveraging community health, and layering uses. connected to the regional system.</p> <p>Timely action is required for infrastructure improvement, stakeholder support, economic recovery, environmental goals, cost efficiency, public health, and strategic planning. Local actions include stakeholder engagement, planning, securing funding, and public outreach, with milestones expected within a year. Deliverables include an integrated recreation plan, policy updates, economic impact analysis, stakeholder engagement, trail design, and regional connectivity to adjacent counties.</p> |

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| 2.02-24 | Benton County | Wildfire Evacuation Facilities Improvement Plan | Wildfire-evacuation research is in its infancy amidst a surge in extreme wildfire and timely need for comprehensive planning to protect our community. Wildfire evacuation facility planning is an essential resilience effort for life safety. This project will use cutting-edge modeling for the Wildfire Evacuation Assessment to identify infrastructure evacuation improvements in Benton County. It also seeks to prioritize routes that can leverage recreational & Transportation Options (TO) opportunities as well as connect to Lincoln, Linn, and Lane evacuation systems, thereby completing the regional system. The assessment will; 1) Assess risk/vulnerability of the County's transportation infrastructure; 2) Analyze existing evacuation facilities & improvement needs; 3) identify/evaluate/prioritize needed facility improvements including right-of-way dedication; 4) Prioritize options that leverage said uses; and 5) Identify financing options to implement in existing CIP & NHMP. |
| 2.03-24 | City of Dundee | Transportation System Plan Update | This project will update the 2015 TSP and provide data and direction for the City of Dundee transportation routes to handle major commercial and residential development within the city, the relocation of the city's elementary school from one part of the city (Northwest) to a different side of the city (Southeast). Finally, develop a long-term plan that includes a location for traffic on the Newberg-Dundee bypass to get into and out of Dundee, so the city can start planning changes to Dundee's street infrastructure to mitigate changes in traffic patterns. |

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| 2.04-24 | City of Eugene | River Road Multimodal Corridor Plan | <p>The River Road Multimodal Corridor Plan aims to create a community-based, refined corridor plan to implement safety & mobility improvements along the River Road corridor in Eugene, Oregon. Building on the recently adopted River Road-Santa Clara Neighborhood Plan & the MovingAhead alternative, this project will enhance transportation options for historically disadvantaged neighborhoods. The plan will evaluate transit priority investments, protected bike lanes, improved intersection controls, enhanced pedestrian crossings, & other elements to make the corridor safer & more accessible. Securing a TGM Category A grant, will help prioritize & phase projects, strategically plan funding, & refine multimodal projects from the Transportation System Plan. The desired outcome is an implementable corridor plan that transforms River Road into a community asset, improves transportation options,& addresses the high crash rates, benefiting low-income households & ensuring safe routes to local schools.</p> |
| 2.05-24 | City of Lafayette | Transportation System Plan Update | <p>The 2003 Lafayette Transportation System Plan (TSP) is out of date due to population increases greater than projected in the 2003 TSP. There are numerous transportation needs that are not addressed by the current TSP.</p> <p>A corridor design plan is needed for improvements to N. Bridge St, a designated collector from 2nd St, crossing 99W (3rd St) to the north UGB. The south portion does not have curbs, gutters, bicycle lanes, or adequate sidewalks. The TSP update would also include incorporation of the Yamhill County Transit Plan, a review of the Policies, trip counts to support analysis of traffic operations and functional classifications, CIP update, and other elements.</p> <p>The updated TSP will address the problem of an out of date TSP. The corridor design will address the need to improve N. Bridge Street for ped/bike use and safe and efficient vehicle use.</p> |

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| 2.06-24 | City of Lincoln City | Roads End: Shared Streets, Calmed Traffic, and Pedestrian Safety | <p>This project is intended to enhance safety for pedestrians, bicyclists, and others by recognizing the unique character of Roads End’s streets and streetscapes and building on it for neighborhood street design provisions and standards unique to Roads End.</p> <p>Roads End’s character includes streets with narrow driving areas (20 feet or less) that are used simultaneously by pedestrians, cyclists, and vehicles. Most existing streets in Roads End lack curbs, many are unpaved, and virtually none have sidewalks. This is an ideal starting point for formally designating the streets of Roads End “Shared Streets.”</p> <p>The result of this project will be an executable plan that specifies Shared Street design standards including gateway treatments, signing and markings, volume and speed reduction measures, walking and biking amenities, and placemaking and urban design elements.</p> |
| 2.07-24 | City of Rainier | Transportation System Plan Update | <p>Rainier's current Transportation System Plan was adopted in 1997 and is in need of updating. The City has been awarded a grant to fund the work to facilitate the process for a potential urban growth boundary land swap. Such a land swap would have an effect on the city's transportation systems and traffic patterns. An updated TSP reflecting those changes would better help the city with its long-term transportation system planning efforts.</p> |

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| 2.08-24 | City of Sheridan | Transportation Systems Plan 2047 | <p>This project will update the 25 year old Sheridan Transportation Plan (TSP) resulting in a modernized version of the transportation plan.</p> <p>In the last decade the City has seen a surge in multifamily development. While the current TSP is focused primarily on improvements along the highway and Northern industrial district resulting in a lack of transportation options for new residents. The project shall respond to this need and shall have the following four expected outcomes:</p> <ol style="list-style-type: none"> 1) Update the TSP and fulfill all of the requirements outlined in OAR 660-012-0020. 2) Provide necessary planning to provide active transportation alternatives the 120+ multifamily units which have been permitted or constructed on SE Sheridan road in the last five years. 3) Incorporate modern multimodal transportation concepts which capitalize on the City's compact layout and historic downtown core. 4) Identify and promote additional intercity transportation options (ex. additional intercity bus stops). |
| 2.09-24 | City of Springfield | Walk and Roll Springfield | <p>The proposed project seeks to update Springfield, Oregon's outdated 1998 Bicycle Plan with a new Bicycle & Pedestrian Master Plan to address critical gaps in the city's active transportation network. The current plans lack detail for effective implementation and do not meet modern standards. This project will refine cycling and walking connections, focusing on east-west routes that are crucial for safety and accessibility. Objectives include improving safety, supporting economic development, enhancing accessibility, promoting active transportation, and integrating with transit. By aligning with recent regulatory changes and community needs, the project will foster a safer, more connected, and sustainable urban environment.</p> |

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| 2.10-24 | City of Yachats | Transportation System Plan | <p>The City of Yachats, located on the Oregon coast at the north entrance of the Siuslaw National Forest, and considered by many to be “the gem of the Oregon Coast,” does not have a formal transportation plan.</p> <p>Adoption of a Transportation System Plan (TSP) will provide city leaders objective and innovative scenarios and solutions as the city strives to maintain its reputation as one of America’s most beautiful and unique coastal destinations. Like many tourist and retirement areas, Yachats faces of increased problems of traffic, parking congestion on some of its streets, and the need to provide a safe pedestrian environment for its citizens, many of which are seniors who enjoy walking along its various streets and trails. The grant will fund the development of a Transportation System Plan (TSP) for Yachats that will create a multimodal plan, not just for vehicles, but also for a connected, equitable, and , equitable, and walkable community for our residents and our visitors.</p> |
| 2.11-24 | City of Yamhill | Transportation System Plan Update | <p>The purpose of the grant request is to secure funds to update the City’s Comprehensive Plan Transportation element, creating a modern Transportation System Plan (TSP) addressing identified deficiencies and guide future transportation options for Yamhill. The TSP will address the current network, traffic safety, multi-modal transportation options, environmental impacts, and where appropriate, updates to the City Comprehensive Plan and Development Code.</p> |

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| 2.12-24 | Clatsop County | 2025 Transportation System Plan Update (TSP) - The Future Movement of People, Goods, and Ideas | Clatsop County is experiencing many changes impacting the efficient and equitable movement of people and goods within the county. Residents live and work in a mix of urban, suburban, and rural communities - from Astoria to Arch Cape, and Seaside to Knappa. Since the last TSP, job centers changed, new retail hubs grew and resource-based jobs are being impacted by state and federal policy changes. Tourism continues to grow. In 2022, more than 1,482,000 tourism trips and 3,662,000 overnight visits made Clatsop County, Oregon's 2nd highest tourism county per capita. The current TSP does not address these changes. Anticipated population growth and economic shifts need to be supported by a complete transportation system. The updated TSP will address community supported transportation projects, and new methods for connecting people, employment and community. |
| 2.13-24 | Marion County | Safe Routes To School Engineering Solutions Update | Marion County will use this grant award to provide a Safe Routes to School Engineering Solutions Plan Update (SRTS Update) to the plan it developed in 2008 and adopted in 2010. The SRTS Update will build upon the existing SRTS plan, which is not inclusive of all schools, and make sure that every school that is within 2 miles of a county roadway is included in the update. There are schools that were not included in the existing SRTS Plan, and therefore are not eligible for the SRTS construction grant funding. We want to be sure that all schools and its students have the opportunity for safe routes funding. |
| 2.14-24 | City of Astoria | Greater Tongue Point Area Transportation Plan | This project will develop an area plan for myriad transportation issues within the Greater Tongue Point Area. The area includes education facilities, maritime industrial businesses, and about 50% of buildable residential lands for the City of Astoria. Expected outcomes will provide a roadmap to local road ownership, transit and bike/ped access for workforce, and improved access to new housing developments and existing businesses. |

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| 3.01-24 | City of Gold Hill | Local Street Network Plan | Gold Hill does not currently have a set of standards, policies, or comprehensive transportation vision for its community. The proposed Local Street Network Plan (LSNP) is intended to correct that deficiency and bring the community transportation vision in alignment with past and future development. The proposed LSNP will be incorporated in an update to the City's 1984 Comprehensive Plan's Transportation Element. The plan will identify current and future transportation needs, develop a prioritized capital improvement project list, and identify potential funding sources. |
| 3.02-24 | City of Sutherlin | West Side Circulation Plan | The City of Sutherlin would like to move forward in applying for a TGM grant to look at a local street network on the west side of town that will work in conjunction with the interchange and Hwy 138W improvements and to amend policies that were previously adopted. Our hope is that this will be done in a community wide, public manner to engage property owners and residents. We feel that approaching the development of this plan with the community will bring transparency and greater clarity. We are also hoping the TGM grant may allow the city and ODOT to address various land use conditions of approval, and look at improving local circulation in other areas. |
| 3.03-24 | City of Bandon | A Master Plan for Bandon's Donut Hole | The purpose of this project is to develop a Master Plan for the Donut Hole, an unincorporated area of the City's UGB that sits in the center of our community. The Donut Hole is listed as the City's number one priority area for annexation, however there is no plan for zoning, transportation, parks, or employment. With increased interest in annexation from the property owners in the Donut Hole, it is necessary to develop a road map for development as land comes into the city's control. In particular, the area plan will focus on identifying areas for more intensive housing development, reserving certain land for employment, and drilling in to the planned transportation routes to and through the Donut Hole. The study will also identify plans for resiliency efforts, looking at the impacts of wetlands, storm water management, and wildfire concerns related to gorse. Finally, as match for the project, the City proposes developing an economic impact analysis of annexation and development |

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| 4.01-24 | City of La Pine | Transportation System Plan Update | <p>La Pine’s Transportation System Plan (TSP) was updated in 2013, but the population has already well exceeded the growth forecasted in the TSP for 2029. This unanticipated growth and the impact on travel demand, along with shifting development patterns resulting in re-zoning both east and west of the regional connector Hwy 97, a growing interest in multi-modal transportation, and an increased need for coordinated wildfire evacuation routes warrant an update to La Pine’s TSP.</p> <p>The City is in the process of updating the Comprehensive Plan. Robust engagement as part of that project has identified transportation improvements as the first priority in the community. The City has a high probability of wildfires and is currently working with CPAW to audit wildfire preparedness, which is not discussed in the 2013 TSP.</p> |
| 4.02-24 | Wasco County | Transportation System Plan Update | <p>Wasco County is requesting a TGM grant to complete a comprehensive update to its TSP. The current TSP was adopted in 2009 and is at the end of its useful life. Policies from the County’s 2021 Comprehensive Plan and 2023 Transit Development Plan will help guide the TSP’s update. An updated TSP will also provide new emphasis on multi-modal investments, evacuation routes, innovative mobility, and tourism travel.</p> |
| 4.03-24 | City of The Dalles | West Side Renaissance Master Plan | <p>The Dalles West Side Renaissance Master Plan will integrate land use and transportation planning in an historically underserved, under-represented area. The study area is 2,500 acres, characterized by older residential, commercial, institutional structures; sub-standard housing; inadequate infrastructure; and fragmented, isolated sidewalks. Goals are to reduce barriers to a broad range of housing types and prices; identify in-fill strategies; increase pedestrian and bicycle accessibility, public transit and safe routes to school; plan for anticipated educational, recreational, child care, and healthcare initiatives; and improve connectivity among neighborhoods, shopping and public facilities. This study will prepare for public investments.</p> |

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| 5.01-24 | Baker County | Transportation System Plan Update | The project will update the 2005 Baker County Transportation System Plan (TSP) as it no longer addresses the existing or future transportation needs/vision/standards of our community and is inconsistent with current State and Federal plans or policies. A TSP update would integrate the Northern Baker Transportation Improvement Plan (NBTIP) and the 2022 Baker County Coordinated Human Services Public Transportation Plan to provide a comprehensive, multimodal picture of how the existing and future transportation system meets the needs of its users. The TSP update would also address compliance with new state and federal regulations, maintain consistency with the regional transportation plan, reflect the Department of Land Conservation and Development’s 2020 Climate-Friendly and Equitable Communities (CFEC) to reduce climate pollution, increase transportation and housing choices, creates more equitable outcomes, and makes transportation system more resilient to impacts of natural hazards. |
| 5.02-24 | City of Burns | Transportation System Plan Update | The City of Burns proposes to utilize TGM grant funds to comprehensively address the anticipated transportation challenges arising from significant housing expansion within two new master planned communities. This project aims to achieve the following key objectives: (1) Modernize the outdated Burns Transportation System Plan, ensuring it aligns with current and future transportation needs, growth projections, state/federal regulations, and crucially, the specific transportation requirements of the Burns Paiute Tribe's trust lands within the city limits; (2) Develop a robust, multimodal transportation plan that caters to the needs of all users, including pedestrians, cyclists, public transit users, and motorists, promoting safe and efficient mobility options; and (3) Conduct a thorough analysis of the transportation impacts associated with the new subdivisions, identifying needed infrastructure improvements, traffic flow optimizations, safety enhancements, and equity considerations. |

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| 5.03-24 | City of Island City | Transportation System Plan Update | <p>Island City has had increased development interest and land use applications in two main areas of our city: on vacant residential land within the center of the UGB, and on vacant commercial/industrial land north of Island Avenue. A shared conflict for developing these lands is a lack of internal transportation connections and an unwillingness to develop those connections since they're seen as "unrealistic" and "outdated".</p> <p>This update will focus on planning realistic connections in partnership with property owners. It will also focus on outreach within the larger community to ensure development of an equitable transportation system (multimodal, connecting neighborhoods with commercial areas and work centers, creating public access to natural features within the city, etc.).</p> <p>This grant will create clarity for development through an updated TSP, updated public works standards, and comprehensive plan / code amendments for consistency across planning documents.</p> |
| 5.04-24 | Morrow County | Transportation System Plan Update | <p>This grant will fund the review and update of Morrow County's Transportation System Plan (TSP). Population and economic changes, outlined below, have significantly impacted the use patterns, traffic volumes, and rate of deterioration of State and County roads. Further, the overall safety of Morrow County roads has significantly declined since the 2012 TSP update. The most recent available ODOT data set identifies a 470% increase in traffic accidents and a 612% increase in injuries and fatalities compared to the study period used in the TSP. These changes underscore the urgency for this TSP update, which will better equip the County to develop transportation improvements that ensure safe mobility as development intensifies.</p> |

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| 5.05-24 | Town of Lexington | Downtown Improvement Plan | <p>The proposal is to develop a Lexington Downtown Improvement Plan that guides the development and redevelopment into an exceptional place to live, work, play, and visit. Using existing plans as guidance, the Town seeks to provide a new vision for how downtown is developed, experienced, and traversed. The project will adopt a new Downtown Improvement Plan into the Comprehensive Plan. The Town believes in the potential of the downtown and seeks a new plan that identifies opportunities to attract new businesses, increases multi-modal travel, and creates an inviting sense of place. The outcome will be a detailed downtown 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.</p> |