

ACTIVE TGM GRANT PROJECTS as of July 1, 2025

TGM-21 Active Grant Projects

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| 1A-21 | City of Gresham | <u>Transportation System Plan 2045</u> | The Transportation System Plan 2045 project (the “Project”) will update the City of Gresham’s (“City”) 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 2013 TSP did not holistically consider policy changes in these areas, while local and regional expectations have advanced in the intervening years. In 2021, the 2013 TSP was updated with the Active Transportation Plan (2018) to incorporate new bicycle and pedestrian projects with a focus on equity, which reflects current Council direction and support. The Project must create a modern, easily readable document. The Project must include a robust public involvement process with community liaisons to reach disadvantaged and minority communities. |
| 1B-21 | City of Milwaukie | <u>TSP Update</u> | The City of Milwaukie (“City”) is updating its Transportation System Plan (“TSP”), adopted in 2008, to reflect the City’s: Milwaukie 2040 Vision adopted in 2017; Climate Action Plan adopted in 2018; and Comprehensive Plan adopted in 2020. The above-listed documents identify the emerging needs, preferences, and goals of the community as they relate to transportation, including: equity, climate change, housing, urban design, and economic development. Additionally, the Updated TSP should reflect and address Goals 1 and 2 of the City Council’s 2021-2022 adopted goals. |

1C-21	City of Tigard	<u>Electric Mobility and Curbside Management Strategy</u>	The purpose of the Project is to support equitable transportation electrification and effective management of the curb throughout the City of Tigard (“City”). The Project must analyze strengths, weaknesses, opportunities, and challenges related to transportation electrification and ultimately recommend new policies and updates to existing policy guiding the transition to personal and shared electric vehicles, e-bikes, e-scooters, and other emerging electric micromobility modes (collectively, “e-micromobility”). The Project must develop a comprehensive phased plan for curbside management in high demand areas. The strategy must support local, regional, and statewide transportation sector greenhouse gas (“GHG”) emission reduction goals. Project-developed policy recommendations may include, but are not limited to, amendments to City’s Comprehensive Plan, Transportation System Plan, Tigard Municipal Code, Title 18, and engineering design standards of the Tigard Municipal Code, as well as programs, public investment, and public/private partnerships to support transportation electrification. Specifically, the Project must support the introduction and integration of shared electric mobility options with future multi-family and mixed-use residential development within the City limits. The Project must support City efforts to manage curb space to ensure equitable access and use in an era of increasing demand.
1D-21	Washington County	<u>Farmington Corridor Concept and Jurisdictional Transfer Framework Plan</u>	The purpose of the Farmington Corridor Concept and Jurisdictional Transfer Framework Plan (the “Project”) is twofold: 1) Develop a context-sensitive corridor concept plan that will safely accommodate all users and modes and an associated project cost estimate for adoption into the Washington County Transportation System Plan (“TSP”), adopted in 2019. and 2) Develop a framework for jurisdictional transfer of SW Farmington Road from Oregon Department of Transportation (“ODOT”) to Washington County (“County”) ownership for the section of SW Farmington Road under State of Oregon jurisdiction between SW 198th Avenue and SW Kinnaman Road within unincorporated Washington County. The Project will support the corridor’s near-term implementation potential.
2A-21	City of Dallas	<u>Mill Site Area Development Plan</u>	The purpose of this project is to create the Mill Site Area Redevelopment Plan (“MSARP” or “Project”), a redevelopment plan for the 66-acre former Weyerhaeuser mill site in the City of Dallas (“City”) and provide formal guidance for local land use and transportation improvements. The MSARP is also expected to consider general best practices regarding the following: transportation connectivity, options, and safety; community and neighborhood health; economic vitality; social equity; housing options and availability; and strategic public and private investments.

2B-21	City of Harrisburg	TSP Update	The City of Harrisburg Transportation System Plan Update (“Project”) will update the Transportation System Plan (“TSP”) for the City of Harrisburg (“City” or “Harrisburg”) that was adopted in 2000. The Project will identify policies, programs, and improvements needed to enhance conditions for all travel modes, to support planned land uses, and to support economic development in the City. The Project will assure consistency of the updated TSP (“Updated TSP”) with state policies, plans, and rules including Oregon Administrative Rules Chapter 660, Division 12, commonly known as the Transportation Planning Rules (“TPR”). The Project will work to ensure that the Updated TSP is coordinated and consistent with adopted regional transportation plans including the Linn County TSP.
2D-21	City of Newport	City Center Revitalization Plan	The Project must develop a set of land use policies and regulations, with financial incentives, to support reinvestment in the City of Newport’s (“City”) city center, which is concentrated along the US 20/101 commercial corridors between the east entrance and the Yaquina Bay Bridge. The Project must identify transportation solutions that compliment proposed land use policies to promote mixed use development to create a live-work environment where residents have convenient access to employment and essential services.
3A-21	City of Bandon	TSP Update	The City of Bandon Transportation System Plan Update (“Project”) will update the Transportation System Plan (“TSP”) for the City of Bandon (“Bandon” or “City”), that was adopted in 2000. The updated TSP (“Updated TSP”) must identify an integrated network of multi-modal transportation facilities and services that will be adequate to support development of the City’s existing and planned land uses over a twenty-year planning horizon. The Project must address transportation facility needs within City limits and the Urban Growth Boundary (“UGB”). The City has identified US Highway 101 redesign and beautification, access management, and future movement to and through an unincorporated area within the City’s UGB that is surrounded by the city (“the Donut Hole”) as high priorities for the Updated TSP. The Updated TSP must meet the requirements of the Transportation Planning Rules (“TPR”).
3B-21	City of Medford	Downtown 2040 Plan (Climate Friendly Areas)	Using existing plans as guidance, the City of Medford (“City”) seeks to provide a new vision for how downtown is developed, experienced, and traversed. The purpose of the Project is to develop a revised Medford Downtown 2040 Plan (“Downtown 2040 Plan”) for adoption into the Comprehensive Plan, to evaluate alternative cross sections and projects for highly traveled corridors, and to develop code changes to achieve a high standard of urban design and ensure appropriate land uses. The Downtown 2040 Plan must guide the development and redevelopment of this transit oriented and historic district over the next 2 decades.

4A-21	City of Klamath Falls	Urban Area Transportation System Plan Update	The City of Klamath Falls' Urban Area Transportation System Plan Update Project will update the Transportation System Plan ("TSP") for the City of Klamath Falls ("City"), adopted in 2012. The Updated TSP must identify an integrated network of multi-modal transportation facilities and services adequate to support development of the City's existing and planned land uses over a 20-year planning horizon. The Updated TSP work must be coordinated with Klamath County ("County") to update their Comprehensive Plan.
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TGM-22 Active Grant Projects

1A-22	City of Beaverton	Transportation System Plan Update	The City is conducting a major update to its Transportation System Plan ("TSP") which was adopted in 1997 and updated in 2010 ("Current TSP"). This Project will update the City's Current TSP defining a safe, equitable, and climate-forward vision for how people, goods, and services move around and through the City ("Updated TSP"). The Project will set transportation goals, policies, and performance metrics for the City to support other adopted land use plans and help implement broader, communitywide goals. The Project must be consistent with Metro's Regional Transportation Functional Plan ("RTFP") and Oregon's Transportation Planning Rules ("TPR"), Oregon Administrative Rules ("OAR") Chapter 660 Division 12, updated in 2022 through Oregon's Department of Land Conservation and Development ("DLCD") Climate Friendly and Equitable Communities ("CFEC") Rulemaking. The Project will ensure local, regional, and State transportation systems operate seamlessly and that the City is doing its part to advance collective State and regional goals to improve people's safety and wellbeing, reduce climate pollution, and sustain a vibrant economy. The City's current transportation system will be analyzed in relation to who the system is serving, how well it is serving them, and the shared future the community expects the transportation system to support. Transportation needs and opportunities will be identified, and an investment strategy will be created with the community. The strategy will help people and goods get to where they need to go safely, reliably, conveniently, and sustainably. It will do this while simultaneously creating a vibrant community with places that embody what the community values. An emphasis will be placed on approaching the transportation system from a holistic, people-first/safety-first perspective, with a proactive design, policy, and investment approach, to get the collective outcomes the community desires.
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1B-22	City of North Plains	<u>UGB Expansion Area Concept Plan</u>	The City of North Plains' ("City") UGB Expansion Area Concept Plan (the "Project") is part of the City's efforts to comply with state requirements to plan for a 20-year supply of lands within its Urban Growth Boundary ("UGB"). The purpose of the Project is to develop a preliminary land use and transportation concept plan for 855 acres newly brought into the UGB but prior to annexation. The Project must identify residential and employment land areas and uses, the transportation network, utilities, parks and trails, other public facilities, and funding strategies. The Project must include recommended amendments to the Comprehensive Plan and Transportation System Plan ("TSP"), adopted in 2019, as well as recommended updates to Interchange Access Management Plans along US26 and recommended updates to local land use code to implement the community's vision for the UGB Expansion Area.
1C-22	City of Portland	<u>Green Loop Concept Plan</u>	The City's Green Loop Concept Plan ("Project") will advance planning and design for the City Council-adopted Green Loop, a vision of a six-mile linear park and multiuse path with some on-street segments, where people can experience Portland's civic heart through active transportation. The Project will build upon previous planning efforts to finalize the Green Loop alignment ("Alignment") and assess the community context of the facility as an essential urban transportation system that will support residents, workers, and visitors. The Project will create land use and street design code and standards to emphasize the priority that pedestrians and cyclists will have. The Project will also develop an implementation framework for the Green Loop, including a project list with planning level cost estimates, and will recommend land use regulations to encourage supportive property development. This framework will adopt a zoning map amendment and adopt land use and transportation policies recommendations ready for incorporation into City Comprehensive Plan and Transportation System Plan ("TSP") as part of future updates of those documents.
2A-22	City of Carlton	<u>Transportation System Plan Update</u>	The City of Carlton's ("City") Transportation System Plan Update Project ("Project") will update the City's Transportation System Plan ("TSP") adopted in 2009. The Project will identify policies, programs, and improvements needed to improve conditions for all travel modes, support planned land uses, and support economic development in the community. The Project will update the City's 2009 TSP to provide an updated TSP consistent with state policies, plans, and rules ("Updated TSP") including Oregon Administrative Rules Chapter 660, Division 12, commonly known as the Transportation Planning Rules ("TPR"), as well as with adopted regional transportation plans including the Yamhill County TSP.

2B-22	City of Corvallis	West Corvallis Specific Area Plan	The purpose of the Project is to develop a specific plan, the Southwest Corvallis Area Plan, through a public process for adoption by the Corvallis City Council that refines land uses and provides an orderly plan for the development of local street networks and alternative transportation options to create safe, low-stress, and convenient navigation through the area. The Southwest Corvallis Area Plan is intended to refine land uses in response to urbanization patterns in the area and local changes to land use zoning options. The expected outcome is a plan for Southwest Corvallis that establishes thoughtful zoning patterns, local street networks and alternative transportation options, and a sense of community and neighborhood character for the area.
2C-22	City of Tangent	Transportation System Plan Update	The City of Tangent’s (the “City”) Transportation System Plan Update Project will update the City’s Transportation System Plan (“TSP”) adopted in 2010. The Project will identify policies, programs, and improvements needed to improve conditions for all travel modes, support planned land uses, and support economic development in the community. The Project will assure consistency of the Updated Tangent TSP with state policies, plans, and rules including Oregon Administrative Rules (“OAR”) Chapter 660, Division 12, commonly known as the Transportation Planning Rules (“TPR”). The Project will work to ensure that the Updated Tangent TSP is coordinated with and consistent with adopted regional transportation plans including the Linn County TSP and the Albany Area Metropolitan Planning Organization (“AAMPO”) Regional Transportation Plan.
2D-22	Marion County	Rural Transportation System Plan	The project scope includes the development of a full update to the 2005 Rural Transportation System. Project will include an evaluation of existing and future conditions and result in a prioritized project list based on the current and future safety, capacity, mobility, and accessibility deficiencies of the transportation system.

- 3A-22 City of Grants [6th and 7th Street Multimodal Corridor Study](#) The Services performed in conjunction with the Project must generate the 6th and 7th Streets Multimodal Corridor Study (“Study”). The Study will be a result of the Project’s research and analysis of the City’s multimodal network and projects. The Study must identify a series of fundable improvements to improve the sense of community and place while creating an affordable, safe, and functional multi-use transportation network to and through the downtown area. The Project must build on past planning efforts and perform new analysis to identify a clear vision for the 6th and 7th Streets corridor that can be implemented with anticipated funding streams. The Project must result in an amendment to the City’s Transportation System Plan (“TSP”), adopted in 2020. The City’s downtown is primarily commercial with a mix of shops and dining that serves both the local community and tourists. The adjacent areas are mainly residential with a handful of community spaces, schools and public buildings. The downtown is presently auto dominated, with many opportunities for safety improvements to the pedestrian, bicycle, and transit networks. Shifting the transportation network from auto dominance to multimodal will enable the downtown to become more livable and vibrant.
- 5A-22 City of Wallowa [Joseph Branch Trail With-Rail Wallowa Section Refinement Plan](#) The Project will develop Trail-With-Rail and Trailhead/Pocket Park Plan. The Trail-With-Rail and Trailhead/Pocket Park Plan will be a refinement plan for the 15+ mile Wallowa-to-Minam segment of a longer, proposed 63-mile trail-with-rail. Project outcome will be a detailed trail-with-rail refinement plan that addresses alignment, safety, general design, crossings/connections, materials, adjacent landowner concerns, and tailored to fit within the existing Wallowa Union Railroad Authority (“WURA”) railway corridor 100-foot right-of-way (“ROW”) and contiguous public lands. The Trail-With-Rail and Trailhead/Pocket Park Plan will be adopted into City of Wallowa (“City”) and Wallowa County (“County”) comprehensive plans, Transportation System Plans (“TSP”), and standards and regulations. Project will assist the City, County, WURA and Joseph Branch Trail Consortium (“JBTC”) to streamline the Project’s development and to leverage future funding for the full trail.

5B-22 Umatilla County Transportation
 System Plan
 Update

The Project will update the current Transportation System Plan (“TSP”), adopted in 2002 (the “2002 TSP”), for Umatilla County (“County”). The County has experienced continued population growth and economic development, resulting in additional demands on transportation infrastructure from a variety of users – freight, residential, commercial development, agricultural, industrial, tourism, transit, and people walking and cycling. County’s transportation system includes key freight routes and serves commuters travelling to and from neighboring communities. The objective of the Project is to develop an Updated Transportation System Plan (“Updated TSP”) for County. The Project will provide an assessment of the transportation system priorities for the 20-year planning period. The Updated TSP will address all modes of transportation to enhance safety and equitable movement of all system users. Through amendments to County’s Comprehensive Plan and Land Development Code, the Updated TSP will also ensure consistency with federal and State transportation planning requirements and design standards including, but not limited to, Statewide Planning Goal 12 (Transportation), Oregon Administrative Rules (“OAR”) Chapter 660 Division 12, also known as the Transportation Planning Rules, and the Oregon Transportation Plan and its modal and topic plans, including the Oregon Highway Plan (“OHP”).

TGM-23 Active Grant Projects

1C-23	TriMet	Park & Ride Optimization Plan	The TriMet Park & Ride Optimization Plan will develop a strategy through which the TriMet can maximize the efficiency and productivity of its park and ride facilities to ensure there is the right balance of parking provision that supports livability, economic prosperity, and transit access across the region. In 2019, TriMet secured a Transportation and Growth Management (“TGM”) grant to produce a Regional Transit Oriented Development (“TOD”) Plan that established a framework prioritizing the development of TriMet’s non-core real estate for regional benefit and to accommodate regional growth. The Park & Ride Optimization Plan must be consistent with the Regional TOD Plan but must consider a broader Park & Ride (“P&R”) policy given local needs and wider sub-regional pressures. It must consider techniques to increase utilization and adjust capacity, so TriMet and the community get maximum value from P&R facilities.
2A-23	City of Dayton	Transportation System Plan Update	The City of Dayton (“City”) Transportation System Plan Update (the “Project”) will replace the City’s Transportation System Plan (“TSP”) adopted in 2001 (“Current TSP”). Project will identify policies, programs, and improvements needed to improve conditions for all travel modes, support planned land uses, and support economic development. Updated TSP will serve expected growth, support community goals and address needs for travel options, equity, and climate change. Project will assure consistency of the Updated TSP with state policies, plans, and rules including Oregon Administrative Rules (“OAR”) Chapter 660, Division 12, commonly known as the Transportation Planning Rules. Project will work to ensure that the Updated TSP is coordinated with and consistent with adopted regional transportation plans including the Yamhill County TSP and the Yamhill County Transit Area (“YCTA”) Transit Development Plan.
2B-23	City of Eugene	Comprehensive Plan Phase II	The purpose of the City of Eugene (“City”) Comprehensive Plan Phase II project (“Project”) is to develop the Community Engagement, Housing, and Compact Development chapters for the City’s Comprehensive Plan. This Project will produce final drafts of these chapters which will be combined with other Comprehensive Plan chapters and amendments for adoption by the City.
3A-23	City of Shady Cove	Local Street Network Plan	The City of Shady Cove (“City”) Local Street Network Plan (“LSNP”) is an update to the City’s 2007 LSNP. An update is needed to direct development and infrastructure improvements. A fresh look at code, ordinance, and policy to implement those improvements is necessary. The LSNP will require community engagement and detailed technical analysis to make informed choices, while financial strategies help with realizing the public improvements. The Project will result in an update to the City’s Comprehensive Plan

4A-23	City of Rufus	Active Transportation Plan & Design Standards	The Project will result in: 1) An updated Local Street Network and Active Transportation Facility map to accommodate multimodal transportation and development over the next 20 years, and 2) Design standards to describe the hierarchy of streets and active transportation facilities for improvement and associated amendments to the Zoning Ordinance and Comprehensive Land Use Plan. The intent is to provide the planning needed to continue creating an accessible multi-modal street system with pathways and safe walking and bicycling facilities that connect the City and outdoor recreation to support the growing active transportation needs of the City residents and visitors. This will provide the City with a clear vision for sustainable, accessible, and efficiently integrated transportation and land use into the next two decades.
5A-23	City of Boardman	Transportation System Plan Update	The City of Boardman (“City”) Transportation System Plan Update Project (the "Project") will replace the City’s Transportation System Plan (“TSP”) adopted in 2001 (“Current TSP”). The Project will identify policies, programs, and improvements needed to improve conditions for all travel modes, support planned land uses, and support economic development. The Updated TSP will serve expected growth, support community goals and address needs for travel options, equity, and climate change. The Project will assure consistency of the Updated TSP with state policies, plans, and rules including Oregon Administrative Rules (“OAR”) Chapter 660, Division 12, commonly known as the Transportation Planning Rules. The Project will work to ensure that the Updated TSP is coordinated with and consistent with adopted regional transportation plans.
5B-23	City of Hermiston	Transportation System Plan Update	The City of Hermiston (“City”) Transportation System Plan (“TSP”) Update (the “Project”) will assist and guide the next 20 years of growth in the community. The most recent City TSP, adopted in 1997 and subsequent amendments, (“Current TSP”) requires comprehensive updates to address transportation challenges, development pressures and incorporate regional plans, including the 2022 Umatilla River Bridge Plan. With the region entering a new period of rapid growth, the fundamental assumptions and strategies of the Current TSP are overdue for revisiting and updating. A modern TSP along with amendments to the development code and comprehensive plan policies will assist the community with responding to population growth, transportation capacity issues and implementation of multimodal improvements to the transportation network within the City (“Updated TSP”).

TGM-23 Grant Projects in Process but not Executed

1A-23	City of Forest Grove	Tualatin Valley Highway Access Management Implementation Strategy
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1B-23	North Clackamas Parks and Recreation District City of St. Helens	Trails System Plan 2024 Transportation System Management Plan Update
2D-23	Lane Transit District	Long-Range Mobility Plan
3B-23	Coquille Indian Tribe	Killich Area Master Plan

TGM-24 Active Grant Projects

1D-24	Washington County	Washington County Transportation System Plan - Active Transportation Elements
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TGM-24 Grant Projects in Process but not Executed

1A-24	City of Canby	UGB Concept Planning
1B-24	City of Cascade Locks	Transportation System Plan Update
1C-24	City of Hood River	Historic Columbia Highway Integrated Land Use Area and Transportation Plan
2C-24	City of Sheridan	Transportation Systems Plan 2047
2D-24	City of Springfield	Walk and Roll Springfield
3B-24	City of Sutherlin	West Side Circulation Plan
4A-24	City of La Pine	Transportation System Plan Update
5A-24	Morrow County	Transportation System Plan Update

TGM-24 Grant Projects in Development

2A-24	City of Astoria	Greater Tongue Point Area Transportation Plan
2B-24	City of Lafayette	Transportation System Plan Update
3A-24	City of Gold Hill	Local Street Network Plan
4B-24	Wasco County	Transportation System Plan Update