

ACTIVE TGM GRANT PROJECTS as of August 23, 2019

TGM-16 Active Grant Projects

2A-16	City of Astoria	Uniontown Reborn Master Plan	The Project purpose is captured by City’s subtitle for the Project: “Creating a Great Pacific Northwest Gateway to Astoria.” The Uniontown Reborn Master Plan must develop a unifying vision for Uniontown and adjacent lands to maintain the area’s distinct historic aesthetic, coordinate land use and transportation improvements, and identify economic opportunities. Services include recommendation of changes to City’s plan designations, zoning and land use regulations, and development of design standards to encourage pedestrian-friendly, transit-friendly development and redevelopment. Services also include development of a set of recommended public investments to support the vision and planned land uses, including investments in the transportation system to support multiple modes of travel. A key focus of the Services is the creation of alternative street design cross sections within the right-of-way on West Marine Drive in the City to better accommodate and encourage use of walkways, bikeways, and transit.
2B-16	City of Keizer	Revitalization Plan	The Keizer Revitalization Plan project (“Project”) will refine the City of Keizer (“City”) Comprehensive Plan. The Project will build upon and replace previously-adopted neighborhood plans and planning efforts, including but not limited to the Keizer River Road Renaissance Implementation Report, adopted in 2004; the McNary Activity Center Design Plan, adopted in 1991; and planning efforts in the Cherry Avenue area. The Project will update these plans and planning efforts to create policies and identify investments to increase development densities and the mix of land uses and to improve conditions for walking, cycling, and riding transit. The Project will help City make more efficient use of existing urban land and transportation infrastructure, reducing the need for future Urban Growth Boundary expansions and expensive transportation investments.
2C-16	City of Newberg	Riverfront Master Plan Update	The Project will update the 2002 Newberg Riverfront Master Plan to establish a desired mix of residential and employment uses; protect open space areas and other unique features; take advantage of its location along the Willamette River; and plan for a multi-modal transportation network to provide internal access and connections to the rest of the City of Newberg (“City”).

2D-16	City of St. Helens	<u>Riverfront Connector Plan</u>	<p>Under this Statement of Work and Delivery Schedule (this “SOW”), Consultant shall develop a “Riverfront Connector Plan” for the City of St. Helens from US 30 to the waterfront redevelopment area, building upon the guiding principles for waterfront development that were developed through the City’s Waterfront Redevelopment Project. The Riverfront Connector Plan will complete the City’s business loop planning concept included in the US 30 & Columbia Blvd./St. Helens Street Corridor Master Plan, adopted in 2015, and the City’s Transportation System Plan adopted in 2011. In The Riverfront Connector Plan, Consultant shall plan for a cohesive, multi-modal, inviting loop through the downtown, along the waterfront, and connecting to US 30.</p>
2E-16	City of Woodburn	<u>TSP Update</u>	<p>The Project will update the City of Woodburn’s (“City”) Transportation System Plan (“TSP”), adopted in 2005. The update (“Updated TSP”) must identify an integrated network of multi-modal transportation facilities and services needed to support the City’s planned land uses and the transportation patterns. Project will address transportation planning needs within the City, including approximately 619 gross acres that were added to the Urban Growth Boundary (“UGB”) in 2016.</p>
3B-16	RVTD	<u>2040 Transit Master Plan</u>	<p>The purpose of this project is to develop the RVTD 2040 TMP project (“Project”), which will identify near-, mid-, and long-term transit services for the existing RVTD service area and the surrounding areas into which RVTD may extend service in the future. The RVTD 2040 TMP must be aligned with the Rogue Valley Regional Transportation Plan (“RTP”). Once developed, the 2040 TMP will provide RVTD Board of Directors, Managers, and staff a framework for providing transit and transit-related services to the Rogue Valley and beyond. . It will be the only plan in Jackson County and the Rogue Valley dedicated to transit, and is intended to be used by RVTD to identify new services, further policy discussions, and achieve significant progress in RVTD departments.</p>

TGM-17 Active Grant Projects

1A-17	City of Gresham	Clackamas to Columbia (C2C) Corridor Plan	<p>Agency is contracting with Consultant to provide Services in connection with the Clackamas to Columbia (“C2C”) Corridor Plan (the “Project”). The C2C Corridor Plan will develop a coordinated multi-jurisdictional, multimodal transportation corridor plan for a north/south transportation corridor in the eastern section of the Portland metropolitan area. Project, in conjunction with in-process planning projects initiated by the Project Partners (Pleasant Valley TSP Refinement Project, Happy Valley Pleasant Valley/North Carver Comprehensive Plan, and the Clackamas County TSP Update), will improve a key connection between growing residential areas east of I-205 in the cities of Gresham, Portland and Happy Valley and unincorporated Clackamas County; commercial districts and industrial job centers of the Sunrise Corridor in Clackamas County; and the Columbia Corridor in the City of Portland, City of Gresham, and Multnomah County. With the disincorporation of Damascus and anticipated expansion of the City of Happy Valley into areas currently in the Metro Urban Growth Boundary, an integrated planning approach is urgently needed to bring a comprehensive strategy to north/south travel in the corridor. Project will recommend a mobility corridor strategy, including but not limited to long-term needs and improvements for auto, bicycle, freight, pedestrian, and transit mobility and connectivity. The Project will expand on already-adopted planning efforts in the corridor to create a multi-jurisdictional implementation strategy that provides a clear path from existing conditions to desired transportation improvements. This work will inform an update to the Regional Transportation Plan, shifting what is currently mobility corridor #24 further west to connect communities that are expanding in the near-term. Project also includes recommended amendments to the Transportation System Plans (“TSP”) and other applicable plans of each of the partner jurisdictions.</p>
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1B-17	City of Portland	<u>Columbia/Lombard Mobility Corridor Plan</u>	The Columbia/Lombard Mobility Corridor Plan project (“Project”) will identify, develop, and prioritize infrastructure improvements and traffic management systems to make multimodal transportation and freight movement safer, more efficient, and more resilient along this Regional Mobility Corridor within the City of Portland (“City”). The Project will develop a plan to improve the street network in a mobility corridor that is a key hub for freight mobility and access to employment for people from around the region. The benefits of this plan include increased safety, efficiency, and low-cost access to jobs. It will develop projects and systems to alleviate congestion, allowing people and goods to reach their destinations more quickly and reducing emissions.
1C-17	City of Sandy	<u>Updated Transit Master Plan</u>	The purpose of the Updated Transit Master Plan project (“Project”) is to provide strategic guidance to the City of Sandy (“City”) for the provision of a sustainable and innovative transit system over a 20-year planning period. Project will examine how existing urban and outlying rural service can be improved, with better integration and coordination to meet the needs expected from future regional growth and connectivity. Updated Transit Master Plan (“TMP”) will replace the existing TMP, adopted in 2009, as the transit element of the City’s Transportation System Plan (“TSP”), adopted in 2011.
1D-17	South Clackamas Transit District	<u>Transit Development and Master Plan Update</u>	The purpose of the Transit Development and Master Plan (“TDMP”) Update (“Project”) is to provide short, mid, and long-term strategic guidance to South Clackamas Transportation District (“SCTD”) for the provision of transit services, bus stop and facility siting, and coordination with adjacent transit providers over the 20-year planning period. Project will examine how, in accordance with Move On Oregon, House Bill 2017’s Statewide Transportation Improvement Funding (“STIF”) goal to improve access to low-income populations, SCTD can enhance its urban and rural community service through: improved integration with existing urban and outlying services to meet the needs of target populations (low-income, senior, populations with Low English Proficiency) and youth, as well as future regional growth and tourism. The TDMP will provide guidance to the City of Molalla for their efforts to improve transit access for low-income populations, increase transit use and reduce greenhouse gas emissions.

1E-17	Washington County	<u>Strategic Solutions for First Mile/Last Mile Transit Connections Plan</u>	The purpose of the Washington County Strategic Solutions for First Mile/Last Mile Transit Connections Plan (“Project”) is to explore ways to effectively reduce the real or perceived distance and time it takes people to travel from their origins to transit stops and from transit stops to destinations. By building on previous studies and plans, Project will allow Washington County (“County”) to evaluate integrated first-last mile solutions with a focus on optimizing the social, economic, and environmental benefits of transit investments. Project will result in recommendations for implementing first-last mile projects and programs that are coordinated, flexible, and responsive to the context and character of varying communities and site specific challenges, including 1) infrastructure investments to provide safer, faster, and more comfortable access to transit; and 2) opportunities to support and integrate innovative mobility options.
2A-17	City of McMinnville	<u>Three Mile Lane Overlay/Area Plan Update</u>	This Project is intended to develop an area plan for the Three Mile Lane corridor in the City of McMinnville (“City”), updating the 1981 Three Mile Lane Overlay District and the 1996 Highway 18 Corridor Refinement Plan. The Three Mile Lane Overlay/Area Plan (“3MLAP”) will integrate a wide range of land uses (residential, industrial, commercial, tourism, hospital and airport) and a multi-modal transportation system (vehicular, bicycle, pedestrian and transit) that serves both local and state transportation needs to provide active connectivity amongst the land uses on the Three Mile Lane corridor as well as with the city center. Project will consider how to maximize the opportunities for job creation, housing, and resiliency planning in the corridor by leveraging the land assets to their highest and best use for affordable housing, industrial development, tourism development, hospital expansion, airport expansion and gateway improvements.
2B-17	City of Oakridge	<u>TSP Update</u>	The Oakridge Transportation System Plan Update project (“Project”) will update City of Oakridge (“City”) Transportation System Plan (“TSP”), adopted in 2001. Project will identify policies, facility standards, and improvement projects needed to provide a safe and reliable multimodal transportation system within City.
2C-17	City of Waldport	<u>TSP Update</u>	The Project will update the Transportation System Plan (“TSP”) for the City of Waldport (“City”), adopted in 1999. The update will involve the Consultant’s identification of an integrated network of multi-modal transportation facilities and services needed to support planned land uses and transportation patterns. The Project will also address transportation planning needs within the City.

3A-17	City of Medford	<u>Liberty Park Neighborhood Plan</u>	City of Medford’s (“City”) Liberty Park Neighborhood Plan (“Project”) will identify a series of land use and transportation improvements that improve livability and create a sense of place for the Liberty Park neighborhood. The Project will build on past planning efforts, include a robust public involvement process, and perform new analysis to identify a clear vision of the neighborhood that can be implemented with anticipated funding streams. The Liberty Park neighborhood zoning is a mix of residential surrounded by commercial and industrial. The neighborhood’s transportation network is auto-dominated with few safe and convenient opportunities for travelling by walking or bicycling. By evaluating the zoning, and creating a multi-modal transportation network, it is believed the Liberty Park neighborhood will become more livable and vibrant.
3B-17	City of Sutherlin	<u>TSP Update</u>	The Project is to update the City of Sutherlin (“City”) 2005 Transportation System Plan (“TSP”). The Project will provide a long-term vision for City’s transportation system that identifies transportation system improvements supportive of planned land uses, and improves multimodal opportunities for recreation and commuting. Although there is sporadic development in all parts of Sutherlin, the City has experienced significant development pressures west of Interstate 5, primarily residential but some commercial. It is anticipated that development pressures will increase as the economy and construction industry continue to recover. This Project will provide the City with the information necessary to respond to those development pressures, and to provide for future anticipated growth.

4A-17	COIC	<u>Cascades East Transit Development Plan</u>	<p>The purpose of the Cascades East Transit Development Plan project (“Project”) is to create an updated regional transit master plan for Central Oregon. The Cascades East Transit Development Plan will synthesize and update the existing Central Oregon Regional Transit Master Plan (2013) and the Bend Metropolitan Planning Organization’s (“MPO”) Public Transit Plan and Transit Corridor Land Use Assessment (2013). Because Cascades East Transit (“CET”), which is operated by the Central Oregon Intergovernmental Council (“COIC”), provides public transit service to Bend and the region, transit in Central Oregon will benefit from having a single up-to-date plan to help guide it through a planning horizon of 2040. For Cascades East Transit Development Plan to have maximum usefulness for COIC’s local partners and jurisdictions, it will feature Community Pull-out Sections for the Bend MPO and the cities of Bend, La Pine, Madras, Prineville, Sisters, Redmond, Culver, Metolius, the Confederated Tribes of Warm Springs, and the unincorporated community of Terrebonne. The Community Pull-out Sections, as set forth in Section E.8.2. will help those entities in crafting actionable and meaningful transit sections for their planning processes. Additionally, these locally-focused sections will enable stakeholders to better understand the context of Cascades East Transit Development Plan and the opportunities for transit to expand mobility options, support community vibrancy and economic vitality, and promote environmental stewardship within their communities. Since the Bend MPO and the cities of Bend and Redmond are initiating the process, respectively, of updating their Metropolitan Transportation Plan and Transportation System Plans (“TSP”), Cascades East Transit Development Plan will be able to serve as an up-to-date guiding document with an actionable map and timeline for other plans in Central Oregon.</p>
5A-17	City of John Day	<u>Innovation Gateway Area Plan</u>	<p>The purpose of the Innovation Gateway Area Plan project (“Project”) is to assist the City of John Day (“City”) plan and coordinate redevelopment of the 83-acre riverfront property on the west side of the City to function as a gateway and focal point for the community. The Project will focus on redevelopment of the newly purchased 53-acre former Oregon Pine mill property and adjacent City-owned land in the surrounding area to integrate transportation and development solutions, including a potential school and academic research campus. The Project will update the City’s 1996 Transportation System Plan (“TSP”) and 2009 John Day Local Street Network Plan to support active transportation, promote sustainable growth, and foster healthy community design.</p>

TGM-18 Active Grant Projects

1D-18	TriMet	Pedestrian Plan	TriMet’s Pedestrian Plan is a multimodal undertaking - whether they walk or roll, everyone accesses transit as a pedestrian. However, an incomplete sidewalk network, lack of safe crossings and other barriers often prevent people from reaching transit safely and comfortably. TriMet’s experience with the 2011 Pedestrian Network Analysis (“PNA”) demonstrates how TriMet Pedestrian Plan will be developed using data and analytical methods not available at the time of the PNA and through robust engagement with jurisdictions and the public. TriMet Pedestrian Plan will yield an updated hierarchy of pedestrian investments developed with a consistent regional lens.
3A-18	City of Ashland	Downtown Revitalization Plan	City of Ashland’s (“City”) Downtown Revitalization Plan (“Project”) will 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 in the downtown core. The Project will build on past planning efforts and perform new analysis to identify a clear vision for the downtown that can be implemented with anticipated funding streams. The Project will result in an amendment to City’s Transportation System Plan (“TSP”). Downtown Ashland is primarily commercial with a modest amount of second/third story residential that serves both the local community and tourists. The adjacent areas are mainly residential with mixed commercial spaces throughout the Rail Road District. The primary transportation system through the downtown core is a district level highway under the jurisdiction of the State of Oregon. The downtown is auto-dominated, with many opportunities for safety improvement to the pedestrian, bicycle, and transit networks. Shifting the transportation network from auto dominance to multi-modal will enable the downtown to become more livable and vibrant. Throughout this project, the use of Crime Prevention Through Environmental Design principles will be utilized when appropriate to minimize inappropriate and negative behavior.
3B-18	Coos County	Transit Master Plan	The purpose of the Coos County Transit Master Plan is to provide strategic guidance (“Services”) to Coos County (“County”) for the provision of a sustainable and innovative transit system in a county that serves urban and rural uses over a 20-year planning period. The Project will examine how existing urban and outlying rural services can be improved and better coordinated to meet the needs of the region. The Transit Master Plan (“TMP”) will serve as the basis for the transit element of transportation system plans (“TSP”) adopted by local jurisdictions within the Study Area.