

ACTIVE TGM GRANT PROJECTS as of August 1, 2024

TGM-20 Active Grant Projects

1E-20	Clackamas County	Walk Bike Clackamas Plan	The Walk Bike Clackamas Plan (“Project”) must update the Clackamas County (“County”) Pedestrian & Bicycle Master Plans resulting in a consolidated plan, which will be an amendment to the Clackamas County 2013 TSP. The Walk Bike Clackamas Plan must provide comprehensive guidance on active transportation investments and policy in order to create a balanced, connected and safe transportation system. The Project purpose is to establish a comprehensive, long-term vision for improving walking and biking opportunities in Clackamas County.
2A-20	City of Cottage Grove	Pedestrian and Bicycle Plan	This Project will develop a Cottage Grove Pedestrian and Bicycle Plan (“CGPBP”) to promote safe, convenient and accessible pedestrian and bicycle circulation within the community. The CGPBP will address concerns over safety, accessibility, connectivity, community health, and economic vitality. The CGPBP will implement Complete Streets designs for public rights-of-way and public facilities as described by the U.S. Department of Transportation at https://www.transportation.gov/mission/health/complete-streets . The City of Cottage Grove (“City”) will seek adoption of the CGPBP as a refinement to the Cottage Grove Transportation System Plan (“TSP”), adopted in 2015.
2C-20	City of Sweet Home	Transportation System Plan Update and North Sweet Home Area Refinement Plan	This project is to update the City of Sweet Home’s (“City”) Transportation System Plan (“TSP”), adopted in 2005 (the “Project”). The updated TSP must identify an integrated network of multi-modal transportation facilities and services needed to support City’s planned land uses. The Project will also produce a refinement plan for the North Sweet Home Area (“NSHA”) in close coordination with the TSP update. The updated TSP will plan for the transportation network needed to accommodate residential and employment growth.

TGM-21 Active Grant Projects

- 1A-21 City of Gresham [Transportation System Plan 2045](#) 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 [TSP Update](#) 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>	<p>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.</p>
1D-21	Washington County	<u>Farmington Corridor Concept and Jurisdictional Transfer Framework Plan</u>	<p>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.</p>
2A-21	City of Dallas	<u>Mill Site Area Development Plan</u>	<p>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.</p>

- 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.
- 2C-21 City of Independence [Central Talmadge Plan](#) The purpose of the Central Talmadge Plan project (“Project”) is to provide formal guidance as the Study Area transitions from the existing Central Talmadge, a vehicle-oriented strip used for daily commerce, to a mix of uses, including residential. The Project also aims to support the development of high-quality bicycle and pedestrian infrastructure, allowing people to access daily needs without a personal automobile
- 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.
- 2E-21 City of Turner [TSP Update](#) The City of Turner (“City”) Transportation System Plan Update Project (“Project”) will replace the City’s Transportation System Plan (“TSP”) adopted in 1999. 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 Chapter 660, Division 12, commonly known as the Transportation Planning Rules (“TPR”). Project will work to ensure that the Updated TSP is coordinated with and consistent with adopted regional transportation plans including the Marion County TSP and the Salem-Keizer Area Transportation Study (“SKATS”), the designated Metropolitan Planning Organization

- 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.

5A-21	City of Elgin	Elgin-to-Lookingglass Joseph Branch Trail-With-Rail Refinement Plan	<p>The Elgin-to-Lookingglass Joseph Branch Trail-With-Rail Refinement Plan Project (“Project”) will develop Trail-With-Rail and Trailhead/Pocket Park Plan, a refinement plan for the inaugural 13+ mile Elgin-to-Lookingglass segment of a longer, proposed 63-mile trail-with-rail. The longer proposed 63-mile trail-with-rail will run alongside the existing railroad between City of Elgin (“City”) and City of Joseph, connecting popular recreational sites and rural communities in Union County (“County”) and Wallowa County. The trail will provide an alternative to Oregon Route 82, improve multimodal transportation options for underserved communities, and present an opportunity to help draw people to the Eagle Cap Excursion Train. The inaugural segment will start at the Wallowa Union Railroad Authority (“WURA”) Train Depot in downtown Elgin and continue out of town to County’s eastern border with neighboring Wallowa County. Project outcome will be a detailed trail-with-rail refinement plan that addresses alignment, safety, general design, crossings, adjacent landowner concerns, and tailored to fit within the existing WURA railway corridor 100-foot right-of-way (“ROW”) and contiguous public lands. Project will assist the City, County, WURA and Joseph Branch Trail Consortium (“JBTC”) to streamline design and engineering and to leverage future funding for the full trail.</p>
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TGM-22 Active Grant Projects

2D-22	Marion County	Rural Transportation System Plan	<p>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.</p>
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- 3A-22 City of Grants [6th and 7th Street Multimodal Corridor Study](#) Pass
- 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.
- 4A-22 City of Maupin [Street Design Standards Plan Update and Donkey Trail Plan](#)
- The City of Maupin (“City”) Street Design Standards Plan Update and Donkey Trail Plan (“Project”) will consist of 2 parts: 1) Street Design Standards Plan (“SDSP”) will update the version funded by the Transportation and Growth Management (“TGM”) program and adopted by City in 1999. The Updated SDSP will have updated Local Street Network maps that reflects the development in Maupin’s city limits over the last 2 decades as well as suggested amendments to the Zoning Ordinance (No. 311) and Comprehensive Land Use Plan (2006) that prioritize active transportation options and 2) Donkey Trail Plan (“DTP”) will develop a plan for completing the Donkey Trail, to provide an accessible multi-modal pathway and safe walking and bicycling facilities that connect Maupin. Both parts support the growing active transportation needs of Maupin residents and visitors. Together they will provide the City with a clear vision for sustainable, accessible, and efficiently integrated transportation and land use into the next 2 decades.

- 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-22 Grant Projects in Process but not Executed

- 1A-22 City of Beaverton TSP Update
- 1B-22 City of North Plains Urban Growth Boundary Concept Planning
- 1C-22 City of Portland Green Loop Concept Plan

- 2B-22 City of Corvallis West Corvallis Specific Area Plan
- 2C-22 City of Tangent Transportation System Plan Update

TGM-23 Active Grant Projects

- 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.
- 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.

TGM-23 Grant Projects in Process but not Executed

- 1A-23 City of Forest Tualatin Valley Highway Access Management Implementation Strategy Grove
- 1B-23 North Clackamas Trails System Plan Parks and Recreation District
- 1C-23 TriMet Park & Ride Optimization Plan
- 2B-23 City of Eugene Comprehensive Plan Phase II

- 3A-23 City of Shady Cove Local Street Network Plan
- 5B-23 City of Hermiston Transportation System Plan Update

TGM-23 Grant Projects in Development

- 2C-23 City of St. Helens 2024 Transportation System Management Plan Update
- 2D-23 Lane Transit District Long-Range Mobility Plan
- 3B-23 Coquille Indian Tribe Kilkich Area Master Plan
- 4A-23 City of Rufus Pedestrian & Transportation Development Plan