

**TGM Grant Applications 2016 - Not Awarded
Region 1**

Primary Applicant	Project Title	Application Summary
City of Gresham	Pleasant Valley TSP Refinements	<p>The purpose of this project is to address two critical components of the Pleasant Valley TSP, a multi-jurisdictional and multimodal plan for a rapidly developing urban community in the Portland Metro area.</p> <p>The goal of the project is to provide definitive direction for implementing the planned transportation network within Pleasant Valley by:</p> <ol style="list-style-type: none"> 1) Evaluating and selecting a preferred alternative for distribution of traffic between 172nd Avenue and Powell Blvd. The Pleasant Valley TSP referred to further study of this connection and this TGM would fund that work. 2) Evaluating alternative designs for near- and long-term improvements at the intersection of 172nd Avenue/Foster Road. This intersection is currently in Multnomah County jurisdiction but slated for annexation into City of Gresham. The intersection is near failing today but long-term costs are beyond the scope of Multnomah County's budget. This TGM would fund design low cost and full-build out design options for consideration.
City of Portland	122nd Ave Civic Corridor Conceptual Design Plan	<p>Today, 122nd Ave is a High Crash Corridor that doesn't adequately serve all modes. There is growing need and community demand for better transit, pedestrian and bicycle facilities and streetscape on 122nd. In the Comprehensive Plan Update, 122nd Ave is designated a Civic Corridor with Centers around SE Division and E Burnside. This plan will refine what this policy means along 122nd Ave in a context-sensitive manner. The expected outcome is a vision and adoption-ready multimodal safety and conceptual design plan to transform 122nd Ave from NE Sandy Blvd to SE Foster Rd and support emerging policy and community need. The plan will address how to increase safety for all, improve pedestrian and bicycle access and support better transit while balancing the needs of freight and other modes. The plan may result in recommended typical cross-sections by segment, conceptual design, transit access and operational improvements and more detailed attention in the Centers on design and placemaking.</p>

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Multnomah County	Willamette River Bridges Accessibility Study	<p>This TGM project will result in an update to the successful 1994 Willamette River Bridges Accessibility Project. This plan included a prioritized transportation project list meant to improve the accessibility to bicyclists, pedestrians, and wheelchair users on seven of the major Willamette River Bridges (including two non-Multnomah County bridges). In the 22 years since the Plan was completed, all of the identified improvements have been made.</p> <p>The Willamette River Bridge's section of the County's Capital Improvement Plan and Program (CIPP), adopted by the County in 2015, identified a need for an updated bicycle and pedestrian accessibility study for four of the County's downtown Willamette River Bridges as a near-term top priority. County staff heard a clear need from stakeholders and the public to identify barriers and solutions for people using alternative modes of travel, other than motor vehicles, over the identified County bridges.</p>

**TGM Grant Applications 2016 - Not Awarded
Region 2**

Primary Applicant	Project Title	Application Summary
Albany Area Metropolitan Planning Organization (AAMPO)	AAMPO ADA Transition Planning	The Americans with Disabilities Act requires public entities to make their services, buildings and transportation facilities accessible to those with disabilities. This project will prepare an ADA Transition Plan for Accessibility in Public Rights-of-Way for each of the smaller cities within the AAMPO planning area - Millersburg, Tangent, and Jefferson. Each plan will include a self-evaluation and inventory of accessibility needs in the public right of way, a project prioritization and implementation schedule, and identification of an individual responsible for implementing the plan. Linn County will collaborate in the planning process and both AAMPO and the City of Albany will provide technical assistance. The adopted plans will inform local and MPO planning and programming processes.
City of Dallas	20117 Dallas Transportation System Plan	The City of Dallas is seeking assistance to update its TSP in order to guide future development and investments in the City's transportation system in a balanced, efficient manner that creates a more livable community. Specifically the City is interested in updating the traffic modeling, transportation project lists and costs as many of the projects listed in the TSP have either been completed, or may not be feasible in the foreseeable future due to signal warrant requirements associated with state highway facilities. The City is interested in looking at bicycle and pedestrian improvements near local school sites and to connect residential areas to the Downtown such as the Washington Street Corridor and Lyle Elementary School site. The City desires an updated Roadway Functional Classification map that responds to changes in land use over the last 10 years, and updated street standards that respond to state and federal stormwater quality requirements.
City of Dayton	Dayton Transportation System Plan 2016	The purpose of this project will be to develop a Transportation System Plan (TSP) for the City of Dayton in compliance with the Transportation Planning Rule (TPR). The project will be coordinated with ODOT and surrounding jurisdictions that may be affected by the plan. Input will be obtained from stakeholders and the public, including Title VI populations. The expected outcome of the project is a newly adopted TSP.

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Region 2**

Primary Applicant	Project Title	Application Summary
City of Dunes City	Dunes City Walking and Biking Trail	<p>To develop a walking and biking connectivity trail plan that:</p> <ol style="list-style-type: none"> 1. Improves existing streets for walking and biking; 2. Plans for a new off-street trail system that connects Lane County's hiking and biking path along Clear Lake Road with the historic Westlake area of Dunes City and the Westlake Boat Ramp; and 3. Plans for the acquisition and construction of a new collector street that connects Clear Lake Road with Pacific Avenue (both Lane County roadways).
City of Jefferson	City of Jefferson Transportation Systems Plan	<p>The purpose of this project is to update the City's Transportation Systems Plan adopted by Council in November 29, 2001. Since the Plan's adoption, several factors have rendered it obsolete including revisions to studies and plans used to develop the TSP; inclusion in the AAMPO; and a population increase of about 79% between 2001 and the 2010 Census. Finally, the existing plan fails to adequately address current transportation issues including bicycles, pedestrians, and other alternate forms of transportation.</p>
City of Lincoln City	Tourist Transit Plan	<p>This project will result in a plan for establishing and operating a transit system within Lincoln City that offers tourists and tourist workers a safe, attractive, and sustainable alternative method of travel to tourist accommodations and destinations throughout the city. Expected outcomes will be 1) a plan that gives the city the confidence and knowledge it needs to invest in, establish, and oversee operation of a successful tourist transit service; 2) a seasonal transit service that encourages visitors to enjoy businesses and attractions in Lincoln City; and 3) a reduction in the time tourists spend driving their cars on congested Highway 101 and hunting for parking.</p>
City of Oakridge	Oakridge Transportation System Plan Update	<p>A new Transportation System Update would not only evaluate City's the transportation network, but by studying use of trail systems located in and adjacent to the City, address the issue of community health and safety. A Health Impact Analysis will specifically focus on youth engagement in modes of active transportation to and from school and identify gaps, opportunities and steps of action.</p> <p>The City has become a major tourist and outdoor recreational center revolving around being the Mountain Biking Capital of the Northwest. Today the City has an industrial park with an incomplete access to the adjacent County and State transportation.</p> <p>The overall outcome of the project will be improved health opportunities for the City of Oakridge by identifying policy recommendations and capital improvement projects to improve opportunities for multimodal transportation for the Industrial Park and the increasing use of Highway 58 as a major east-west freight and transportation corridor.</p>

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City of Waldport	Waldport TSP Update	<p>The Waldport TSP was completed in 1999. In the past 17 years, Waldport has experienced growth and development. Transportation is a critical element of ongoing planning and development. We are in need of an updated TSP that integrates growth, development, and current/future plans.</p> <p>The TSP Update will develop a well-connected transportation system that ties specific areas and neighborhoods. Examples of specific area/neighborhood planning projects include: 1) Downtown/Hwy 101: connections to the Port, improved pedestrian/bicycle facilities, parking, land use opportunities, vibrant downtown opportunities; 2) "Alsea Avenue"/Planned Open Space multi-modal circulation plan; 3) Hwy 34/Alsea Hwy Scenic Byway Designation; 4) Industrial Park transportation connections to Hwy 101; 4) Tsunami evacuation routing; 5) Safe Routes to Schools; 6) Incorporate the Parks Master Plan pedestrian/bicycle component; 7) Incorporate other studies, e.g. Yaquina John Point Land Use & Transportation Plan.</p>
Clatsop County	Tsunami Evacuation Facility Improvement Plan	<p>Tsunami evacuation facility planning and development greatly enhances a community's resilience efforts by concentrating on life safety. An evacuation facility improvement plan not only establishes evacuation routes but also provides for development of infrastructure needed to facilitate and improve effective evacuation. Clatsop County proposes to develop and adopt a Tsunami Evacuation Facilities Improvement Plan using DLCD's "Preparing for a Cascadia Subduction Zone Tsunami: A Land Use Guide for Oregon Coastal Communities" as the framework. The plan will address these of considerations related to evacuation needs and infrastructure. It will: (1) Assess the risk and vulnerability; (2) Analyze existing evacuation facilities and improvement needs; (3) Identify, evaluate, and prioritize needed evacuation facility improvements; (4) Develop financing options for an evacuation facility plan.</p>

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Primary Applicant	Project Title	Application Summary
Lane County	30th Avenue Corridor: Bicycle and Pedestrian Connectivity to Lane Community College	<p>This proposal is to produce a plan for improving bicycle and pedestrian safety, mobility and connectivity in the 30th Avenue corridor, east of Hilyard Street and West of McVay Highway, identifying alternatives both on 30th Avenue and possible alternative routes to area destinations. The project will build off of public participation during Phase I of the Lane Transit District (LTD)-City of Eugene MovingAhead effort, a multi-modal corridor alternatives analysis involving extensive community outreach. 30th Avenue is an urban arterial that is heavily used by people destined to commercial uses, residences, schools, and parks on and near this corridor. As a major segment in the transportation network surrounding the Eugene-Springfield metropolitan area, this project will significantly contribute to envisioned, regional active transportation and open space connectivity.</p>
Lane Transit District	Safe Routes to Schools Action Plan Planning Project	<p>The Safe Routes to Schools Action Plan Pilot Project would develop a refined process for evaluating area infrastructure adjacent to 3 schools in the City of Eugene, 1 in Coburg and 2 within the City of Springfield when completing Safe Routes to Schools required Action Plans. Currently, there is no clear and consistent process in the region for connecting the SRTS Action Planning Process with each jurisdictions planning process for infrastructure improvements as part of their Transportation Planning Process.</p> <p>The information and process formed as part of this pilot project, will help inform, and possibly recommend, infrastructure improvements that could be bundled into a package of improvements in that same area which will be reviewed and prioritized for future planning processes which could include: the next TSP cycle for that jurisdiction, school improvement site plans through and MOU or IGA processes.</p>

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Salem Area Mass Transit District (SAMTD)	Salem-Keizer Sidewalk Network Gaps Inhibiting Walk Access to Transit Stops	This project will examine sidewalk and street network data from the cities of Salem and Keizer to determine where public investments could best be made to improve access to fixed-route transit stops within the Salem-Keizer urban growth boundary. Many people with disabilities and senior citizens could use the Cherriots bus system if an accessible path existed between their home or place of work and the bus stop. Without a safe path, these individuals rely on SAMTD's paratransit and Dial-a-Ride services, CherryLift and RED Line, respectively. This project would find those locations in need of sidewalks through interviews with customers with conditional eligibility based on a lack of accessible path to a Cherriots bus stop. The consultant's final recommendation report will be used to revise the Transportation System Plans of Salem and Keizer and their associated capital project lists to prioritize investments in sidewalk and pedestrian paths to improve the access to transit.
The Confederated Tribes of Grand Ronde	Grand Ronde Transportation system Plan	This project will create for the Grand Ronde community area a Transportation System Plan ready for adoption. The Tribe's long range transportation plan was created in 2007 and is out of date. The TSP will be prepared in coordination with Polk and Yamhill counties and ODOT with input from the Bureau of Indian Affairs, Tribal members, other residents, and organizations and businesses, and affected populations. Participants will include the Tribal Health & Wellness Center, Tribal Housing and the Willamina School District. At the same time, the Tribe will be preparing a (ODOT STFD funded) TDP working in cooperation with TCTD, YCTA, and SAMTD. The Tribe plans to use the TSP to help create a safe, walkable, bike able, healthy and livable community that also serves as an effective transportation hub between the valley and the coast.
City of Columbia City	Columbia City Industrial Park Master Plan	The proposed project will result in a master plan for a 93 acre industrial site (Columbia City Industrial Park) owned by the Port of St. Helens. The master planning work will assess the highest and best land uses for the site, as well as assess capabilities and constraints for rail, water and roadways. This project is anticipated to provide a detailed master plan for land use and transportation, with renderings illustrating the plan. It is anticipated that the plan will consider diverse industrial uses and particularly marine uses, explore other uses that support the primary industrial uses, and assess existing transportation infrastructure and future improvements needed to support industrial land uses including water access, rail access and intermodal infrastructure requirements.

**TGM Grant Applications 2016 - Not Awarded
Region 3**

Primary Applicant	Project Title	Application Summary
City of Ashland	Transportation system Plan Update	<p>The City of Ashland is looking to perform a minor update of the current comprehensive transportation system master plan that was adopted by the City Council in October of 2012. The update will focus on chapter by chapter changes, future regulatory changes, inclusion of completed refinement studies outcomes with respect to future projects (Downtown Parking and Multimodal Circulation Study, Climate Energy Action Plan and Normal Ave. Neighborhood Plan), analyze and assist on prioritizing uncompleted projects within current plan along with future recommended projects, continue to focus on "green" solutions to transportation system improvements, and refinement to the transit system with recommended projects to support and increase transit options within the City.</p>
Josephine County, Public Works	Transportation Systems Plan (TSP) Update	<p>The purpose of a TSP Update is not only to keep up with the requirements to periodically update the document, but to keep pace with the local growth we are currently experiencing. We are attempting to keep our infrastructure updated and modified keeping pace with the growth that we think will be sustained at least through the next 2-3 years. Expected outcomes of this effort include a more environmentally friendly transportation system that allows for multi-modal connections as our citizens realize the use of the single driver auto diminishes. Identifying the potential for these multi-modal links will be a valuable exercise in the ensuing years. We expect our transportation systems to keep pace with the rapid growth and to provide more efficient mobility to a wider range of users.</p>
City of Brookings	Parkview Drive and Airport Area Plan	<p>The proposed Parkview Drive and Airport Area Plan would consider transportation and land use challenges and opportunities in a small area of Brookings that is both near to downtown and relatively isolated. It is only accessible via Highway 101; there are no other connections to very close-by neighboring areas. The area is small in size with a relatively complex mix of land uses and zoning, including residential, parks, airport, industrial, and surrounding forestry lands. A particularly urgent challenge is the recent access restriction imposed on Parkview related to the airport's Runway Protection Zone.</p> <p>The project would result in a plan with projects, alternatives, and strategies that take both transportation and land use into account. Additionally, we proposed to incorporate further considerations that reflect critical needs for the community: economic development, health & wellbeing (including access to healthcare), and disaster preparedness / emergency response.</p>

**TGM Grant Applications 2016 - Not Awarded
Region 4**

Primary Applicant	Project Title	Application Summary
City of Bend	Bend TSP Inventory and BMPO MTP Existing Conditions Update (Phase One)	The City of Bend seeks TGM funds for Phase one of the City TSP and realizes the TGM request is much larger than ODOT Region 4 has allotted for TGM projects. The City requests continued discussion with the State about how to fund Phase one of the Bend TSP; please do not dismiss the TGM request outright because of the funding request. Reasons for the Bend Plan Update: The Bend TSP is a core foundational planning element of the Bend General Land Use Plan and has not had a comprehensive review and update since 2000. The City continues to experience unprecedented economic and population growth. The Bend UGB Remand project has created a need and urgency to update the TSP. The Remand project will create new urbanization patterns inside the existing UGB as well as the proposed boundary expansion areas. Importantly, the community has not had a major discussion and policy update about the transportation system. Phase one is the inventory and conditions requirements for the TSP.
City of Prineville	Third Street Downtown Y-intersection Project	Study the current intersections of Highway 26, O'Neil Highway, Madras Highway and Third Street to Harwood Street. The goal of the project is to provide a better design for future redevelopment of the intersections with an emphasis on providing safe/quality access to the commercial properties adjacent to the y-intersection which encourages redevelopment in the area where Third Street, Highway 126 and the Madras Highway intersect. This project would build on the recently adopted Highway 126 Corridor Plan and the recently adopted Prineville TSP.

**TGM Grant Applications 2016 - Not Awarded
Region 5**

Primary Applicant	Project Title	Application Summary
City of Baker City	10th Street Improvement Plan	The project includes development of a plan for 10th Street improvements in Baker City. The transportation improvements will include sidewalk, bicycle lanes, lighting, crossings and lane configuration with appropriate speed limits. This refinement plan was identified as a need in Baker City's 2013 Transportation System Plan Update. In order to develop the plan there will need to be additional citizen input, consensus building meetings and ultimately code modifications.
City of Union	Walking and Bicycling Plan	The project is a walking and bicycling master plan that will have the tools needed to develop and implement non motorized network of trails of walking, running, biking and if the citizens choose equestrian trails. Trails that will enhance and support the vision of the community. In addition the plan will incorporate the recently updated transportation system plan to make a well rounded usable document.
Umatilla County	Milton-Freewater Valley Bicycle and Pedestrian Plan	The purpose of this proposed project is to develop a bicycle and pedestrian plan that will identify potential routes and make recommendations for an expanded, non-motorized transportation network that provides alternative transportation choices for residents and visitors of the Milton-Freewater valley. The proposed plan will be the result of a collaborative effort between Umatilla County (County), City of Milton-Freewater (City), Oregon Department of Transportation (ODOT) and community stakeholders. Upon completion, the proposed plan will be adopted into the City and County Transportation System Plans where the recommendations of the plan can ultimately be implemented to improve regional connectivity, increase economic vitality, and promote healthy living and quality of life in this beautiful region of Eastern Oregon.