

ACTIVE TGM GRANT PROJECTS as of August 3, 2020

TGM-17 Active Grant Projects

- 1A-17 City of Gresham [Clackamas to Columbia \(C2C\) Corridor Plan](#) 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.
- 1B-17 City of Portland [Columbia/Lombard Mobility Corridor Plan](#) 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.

- 1E-17 Washington County [Strategic Solutions for First Mile/Last Mile Transit Connections Plan](#) 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 [Three Mile Lane Overlay/Area Plan Update](#) 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 [TSP Update](#) 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.

- 3B-17 City of Sutherlin [TSP Update](#) 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 [Cascades East Transit Development Plan](#) 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 though 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.

TGM-18 Active Grant Projects

1A-18	City of King City	Transportation System Plan and Land Use Refinement	The Project will develop the City of King City’s (“City”) first transportation system plan (“TSP”), TSP will analyze and plan for both City’s incorporated areas and Urban Reserve Area 6D (“URA 6D”), brought into the Metropolitan Service District of Portland metropolitan area (“Metro”) Urban Growth Boundary (“UGB”) in December 2018. Project will provide market analysis to support subsequent development of a Master Plan for URA 6D, as required by Metro’s conditions of approval for URA 6D (Metro Ordinance No. 18-1427 Exhibit C). Project will support adoption of TSP, along with a URA 6D master plan as well as amended comprehensive plan and zoning code to encompass both new and existing King City lands. TSP will comply with key state and regional requirements, notably the Transportation Planning Rules (“TPR”) and Metro’s Regional Transportation Functional Plan (“RTFP”).
1C-18	Clackamas County	Transit Development Plan	The purpose of this project (“Project”) is to develop a Clackamas County Transit Development Plan (“CCTDP”) to guide transit investments within Clackamas County (“County”). The CCTDP will guide future investments under HB2017 – Keep Oregon Moving’s Statewide Transportation Improvement Fund (“STIF”) by identifying needed and priority connections in areas where there currently is no transit service provider. CCTDP will be a single document that communicates a connected and coordinated vision for transit service and access to transit, and recommendations on actions to improve transit use in the County. In the TriMet service area within the County, the CCTDP will provide detailed analysis and level of service information, informing future STIF plans and TriMet service implementation. In unincorporated areas with no current transit service provider, the CCTDP will make recommendations for how transit service providers can cover these areas in the future.
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.

1E-18 Washington County	<u>Tualatin Valley Trail Refinement Plan</u>	This Project will develop a refinement plan for the Tualatin Valley Trail (“TV Trail”), a regional trail parallel to Tualatin Valley Highway (OR-8) (“TV Highway”) that will connect key regional and town centers in Washington County and the cities of Beaverton, Aloha, and Hillsboro and provide new multimodal connections for underserved communities in the TV Highway corridor. The TV Trail is a key part of the larger Turf-to-Surf Trail, which will connect the Portland region with the Oregon Coast. Once completed, the TV Trail will provide a low-stress east-west active transportation route, with safe and accessible connections to regional centers, transit service on TV Highway, other transit routes in the Project area, and surrounding neighborhoods. Project will build upon past planning efforts by developing and evaluating alternative alignments for the trail, identifying a preferred alignment, developing a conceptual design and planning-level cost estimates, and recommending strategies for phased implementation. Expected outcomes include a TV Trail Refinement Plan that will be adopted by Washington County (“County”), a list of near-term actions, including recommended amendments to County’s Transportation System Plan (“TSP”) adopted in 2015, and other local or regional plans as needed, and identification of public-private partnerships.
2B-18 City of Independence	<u>TSP Update</u>	The project will update the City of Independence (“City”) Transportation System Plan (“TSP”), adopted in 2007. Updated TSP must identify an integrated network of multi-modal transportation facilities and services needed to support City’s planned land uses. The project must address transportation planning needs within City and the Urban Growth Boundary (“UGB”).
2C-18 City of Monroe	<u>Riverside District Master Plan</u>	The City of Monroe Riverside District Master Plan project (“Project”) must establish a plan for improvement of the Riverside District in the City of Monroe (“City”). Project must identify policies, plan designations, development regulations, and public improvement projects needed to improve conditions for businesses, residents, visitors, and the environment in the Riverside District.
3B-18 Coos County	<u>Transit Master Plan</u>	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.

4A-18 Klamath County TSP Update

The Klamath County Transportation System Plan Update (“Project”) will update Klamath County’s (“County”) existing Transportation System Plan (“TSP”), last updated in 2010. The proposed update will include the areas of Klamath County outside the Urban Growth Boundary (UGB) of the City of Klamath Falls. A discrete task, task 8.2 of the scope, will include amendments to the Klamath Falls Urban Area TSP (2012) to incorporate previously completed plans and studies on County roads located outside city limits but within the UGB. The County has experienced continued population growth and economic development, resulting in additional demands on transportation infrastructure from a variety of users – freight, residential and commercial development, agricultural and industrial, tourists and people walking and cycling. County’s transportation system includes several key freight routes and serves many commuters travelling to and from neighboring communities. The Klamath County Transportation System Plan Update (“Project”) will update Klamath County’s (“County”) existing Transportation System Plan (“TSP”), last updated in 2010. The proposed update will include the areas of Klamath County outside the Urban Growth Boundary (UGB) of the City of Klamath Falls. A discrete task, task 8.2 of the scope, will include amendments to the Klamath Falls Urban Area TSP (2012) to incorporate previously completed plans and studies on County roads located outside city limits but within the UGB. The County has experienced continued population growth and economic development, resulting in additional demands on transportation infrastructure from a variety of users – freight, residential and commercial development, agricultural and industrial, tourists and people walking and cycling. County’s transportation system includes several key freight routes and serves many commuters travelling to and from neighboring communities.

5A-18 City of Ontario [Active Transportation Update and East Idaho Avenue Refinement Area Plan](#)

The Active Transportation Update and East Idaho Avenue Refinement Area Plan (“Project”) is to ensure the City of Ontario (“City”) has adequate planned transportation facilities to support planned land uses over the next 20 years. Project will update City’s Transportation System Plan (“TSP”), adopted in 2006, and amended in 2009 with incorporation of Downtown Revitalization Plan. Project will develop a standalone plan with: The Active Transportation Update and East Idaho Avenue Refinement Area Plan (“Project”) is to ensure the City of Ontario (“City”) has adequate planned transportation facilities to support planned land uses over the next 20 years. Project will update City’s Transportation System Plan (“TSP”), adopted in 2006, and amended in 2009 with incorporation of Downtown Revitalization Plan. Project will develop a standalone plan with: An Active Transportation element to meet current City goals and to address changed conditions and which will incorporate City’s 2018 Parks and Recreation Master Plan recommendations. The enhanced streetscape will provide safe and convenient walking, biking and public transportation opportunities that support a healthy lifestyle and more vibrant community and a refinement plan to be incorporated into the 2006 TSP for improved active transportation connectivity citywide and refinements to the East Idaho Avenue Corridor (US Highway 30) to develop future streetscape improvements.