

2023 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2023 Application Packet](#) and [2023 Application Instructions](#) before filling out this grant application.

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of the page.

Applications must be received by July 27, 2023 at 11:59 p.m. (PDT)

Applicant information

Instructions: Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity.

Response instructions are on page 3 of the 2023 Application Instructions.

Primary applicant jurisdiction

City of Boardman

Mailing address

Post Office Box 229, 200 City Center Circle, Boardman, Oregon 97818

Website

<https://cityofboardman.com>

Contact person name

Carla McLane

Contact person title

Planning Official

Contact phone

(541) 481-9252

Contact email

mclanec@cityofboardman.com

Name of person empowered to sign the agreement with ODOT, if different from the applicant contact

Brandon Hammond

Title of above named person

City Manager

Phone
(541) 481-9252

Email
hammondb@cityofboardman.com

List co-applicants (if a joint project)

List co-applicants (if a joint project)	Providing match?
---	------------------

Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:

Authorizing Letter 07262023 signed.pdf

Project information

Response instructions are on page 4 of the 2023 Application Instructions.

Project title

Boardman TSP Update

Project area: Using either of the two fields below, attach a map of the project area or describe the area your project is located in.

Option 1: Project area map

Option 2: Project area description

The entire City of Boardman including the Urban Growth Area and potential areas of annexation to identify future transportation connections to both existing and future roads.

ODOT region (1-5)

Region 5

[ODOT Region Map](#)

Type of grant

Category 1: Transportation System Planning

Summary description of project

This project will update the 2001 Boardman Transportation System Plan (TSP), amend the 2009 Main Street IAMP to be consistent with the updated TSP, and amend the 2001 Downtown Development Plan to remove the Main Street Cross Sections and adopt updated cross sections as part of the Public Works Standards. Given development over the past twenty years and with potential Urban Growth Boundary expansions the local transportation network needs evaluated within the city, urban growth boundary, and surrounding county jurisdictional lands with a broad view to assure that future growth allows for infrastructure. Other aspects to be evaluated include bicycle and pedestrian options, including safe routes to schools, that can connect commercial and residential areas; connections to the Port of Morrow for freight mobility; and transit needs to include bus stops, routes, and transit facilities.

Project cost table

Response instructions are on page 5 of the 2023 Application Instructions.

TGM funds requested for the work identified in Criterion 3	Consultant \$200,000.00	Local reimbursement	Total TGM funds requested \$200,000.00
---	-----------------------------------	----------------------------	--

Local match	Minimum Match (Calculated) \$22,890.89
--------------------	--

Local governments that are on the [Distressed Communities](#) list are eligible for a partial match waiver.

Click yes if your local government is on the Distressed Communities list and you need to receive a waiver.

No

Match to be provided	Labor, supplies and services during project \$22,890.89	Payment when Intergovernmental Agreement is signed
-----------------------------	---	---

Award criteria

Criterion 1: Proposed project addresses a need and supports TGM objectives (up to 40 points)

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives.

Response instructions are on page 10 of the 2023 Application Instructions.

Explain how your proposed project addresses a need and supports TGM objectives

Boardman has seen significant growth since the TSP was adopted in 2001. The Port of Morrow generates approximately 8,500 direct and indirect job in the Boardman area, many that utilize Boardman's Main Street. At the time the current Boardman Main Street IAMP was adopted in 2009 it was known that both North and South Front Streets would need to be modified to a right-in/right-out configuration if not closed to reroute traffic away from the Interchange. With the growth that has occurred and development that is under

consideration pressures on those intersections will only continue (Objective 3). There is also pressure on Boardman and Columbia Avenues with traffic and pedestrians from Riverside Junior/Senior School and area neighborhoods (Objective 1). There are transit plans as Morrow County's LOOP program is partnering with Kayak to connect Boardman to communities east of Boardman with a primary focus on moving workers (Objective 5). Boardman has identified a need to provide bicycle and pedestrian options to move students to school, workers to jobs, and citizens to recreational and cultural activities (Objective 2). This update needs to account for these growth pressures and development opportunities that will allow Boardman to continue to grow and prosper while managing the transportation network to allow level of service standards to be met if not exceeded.

Objective 1: An update of the current TSP will further the ability of Boardman to provide transportation choices and support current and anticipated residential and commercial development. The 2001 Downtown Development Plan is still relevant providing various concepts for how residential and commercial development can occur but an updated TSP, with those Downtown Development Plan concepts incorporated or acknowledged, can provide revised transportation impacts to assure that continued safe and convenient walking, biking, and public transportation options are incorporated leading to Boardman's residents having a healthy, active lifestyle.

Objective 2: The 2001 Downtown Development Plan has options to consider for how a town center can be created. With several large parcels still vacant, with landowners looking to develop, it is critical that Boardman guide that development to assure that vibrant and lively commercial centers are surrounded by residential neighborhoods that can provide a variety of living options. There is also a need to assure that residents and visitors can easily access the recreational and cultural offerings. Boardman continues to seek a variety of traveler's accommodations near the Interstate-84 Interchange and is encouraging retail and food service that will support the growing community. There is a need for community venues to support activities such as the Boardman 4th of July celebration. The community is seeking opportunities for Boardman residents to age in place.

Objective 3: The Boardman Main Street Interchange is one of three access points to the Port of Morrow industrial parks to the east of Boardman. The Boardman Interchange also provides access to most of the residential areas of Boardman and the commercial center of the community along Main Street and the Front Streets. Access from this Interchange connects the traveling public to a number of recreation opportunities that include a splash pad, the SAGE Center, the Boardman Recreation Center, and the Boardman Marina and RV Park. Boardman is a growing economic concern and needs to assure the movement of people and goods while concurrently assuring the appropriate land uses are available to support that growth. It should also be noted that Boardman is a community separated by both Interstate-84 and the Bonneville Power Administration (BPA) regional transmission lines so connections through and across those linear facilities are necessary to create a vibrant community linked by connections that allow for cars and bicycles as well as walkable opportunities.

Objective 4: Boardman officials know that the Boardman Interchange needs to be improved with a look at the options that might be available and how best to manage the growth of Boardman until those improvements can be executed. Changes to the Front Streets, particularly in relation to access management standards, can provide short- to mid-term relief with improvements to Main Street providing other options to extend the operational life of the current Interchange. Good planning now for how Interchange improvements can be done as well as how an Olson Road over- or underpass can provide relief will, over time, provide cost savings. Other local and collector streets, such as Oregon Trail Boulevard, need to be identified to allow for connections from the Main Street corridor to residential development. Connections to potential UGB expansion areas is also needed.

Objective 5: It is anticipated that an Olson Road over- or underpass in conjunction with improvements to Boardman's Main Street, as well as creating more efficient internal street connections will result in energy efficiency. Boardman is also looking to develop a series of park blocks along Oregon Trail Boulevard to

create natural and green spaces.

Criterion 2: Proposed project is timely and urgent (up to 25 points)

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements or regional plans
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans, including growth or lack of growth, changes in land-use patterns or changes in available funding
- build on, complement or take a necessary step toward completing or implementing other high priority community initiatives, including Governor's Regional Solutions Team priority
- resolve transportation or land use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future

Response instructions are on page 12 of the 2023 Application Instructions.

Explain how your proposed project is timely and urgent

The Boardman Transportation System Plan (TSP) is over 20-years old with the Boardman IAMP nearly 15-years old. The development impacts along the Front Streets continues with requests for two or more new hotels, new apartment complexes that could add over 100 residential units, and retail and food service options. Zoning allows for these options but it has recently come to notice that allowance of a truck stop may not be the best option for the Boardman Interchange area; that use should most likely be removed from the allowed uses list. It is anticipated that the allowed uses list for the various commercial use zones in and around the Main Street Interchange will be reviewed and updated.

Boardman is just completing the process to adopt its third Urban Renewal District which outlines at least six projects in the northeast quadrant of Boardman that should be better articulated in the TSP.

Pressure from growth at Riverside Junior/Senior School is resulting in more pedestrian impacts at the intersections of Boardman and Columbia Avenues with Main Street. Growing wait times for pedestrian crossing and near misses are becoming more frequent. Assuring pedestrian and bicycle movements are accounted for and included in future street improvements is a needed outcome of this planning process.

Over the past five years some 250 new residential units, both single and multifamily, have been added resulting in more pressure for development of local and collector streets, and with infill development there is a need to finalize planning for internal connections in both newer and well-established neighborhoods. While the current TSP does identify some of these needs an updated existing conditions and alternatives analysis would clarify and allow for a current project list.

Boardman has also identified that the inventory of industrial land may not be sufficient. This can be combined with interest from local landowners and developers to bring additional land into the urban growth boundary for annexation for industrial purposes leading to a need to determine what future road connections might need to be identified to support this type of growth and development. While an economic opportunities analysis has not been completed, the Port of Morrow does regular planning of this type that can be informative to this process. Any applicant for an urban growth boundary expansion would

also have responsibility for that type of analysis.

Criterion 3: Proposed project approach supports policy decision (up to 20 points)

The application demonstrates a clear approach to achieving the expected outcome and includes consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts will need to occur, the mechanisms and responsibilities for the coordination are clear.

Response instructions are on page 13 of the 2023 Application Instructions.

Tasks and deliverables table

What are your proposed tasks and deliverables

Project Management: The consultant will manage the project from kick off through adoption to assure that all of the project deliverables are accomplished timely and efficiently. This would include regular meetings related to the scope of work, schedule, budget, and roles and responsibilities. City staff will manage a project website. This work would continue throughout the project.

Project Start Up: Deliverables include a technical memorandum, reconnaissance as necessary, development of a stakeholder list, and field visit and meeting. This task will include a review of applicable Plans and Codes that would provide inputs to the TSP Update. Examples include the Boardman Comprehensive Plan, TSP, Development Code, Downtown Development Plan, Public Works Standards, Urban Renewal Plans, and Municipal Code as well as the Port of Morrow Strategic Plan. Morrow County transit planning documents may also be needed.

Inventory: Conduct any environmental assessments and collect traffic data including current trips, crash data, and other information that is deemed appropriate. Inventory current system conditions and prepare maps for at least walking, biking, driving, transit, freight, safety, and functional classification. Deliverables include an Existing Conditions Technical Memorandum, an environmental assessment, updated street standards, and meetings as deemed appropriate.

Transportation and Land Use Alternatives: Discuss the future vision of the transportation network with the steering committee and public to identify goals and objectives to guide the TSP Update. Deliverables include a proposed future street network and inventory, a survey or newsletter, an open house or meetings as appropriate, stakeholder interviews or other mechanisms to obtain community input.

Future Conditions and System Alternatives: Develop a set of alternatives based on proposed changes to the land use and transportation conditions. Identify alternatives for consideration and discussion, and obtain feedback from stakeholders and public to refine choices. Staff and consultant to identify preferred alternatives. Deliverables include a technical memorandum, future street network maps, final standards, newsletter and/or open house, and stakeholder meetings.

Draft Plan and Code Preparation: Develop the draft TSP for review by the stakeholders and the community. Outline suggested changes to Plan and Code provisions related to land use and road standards. Provide the draft for public comments and final changes. Deliverables include the Draft TSP Update and other document proposed amendments (policy, code, and standards), project team meeting, and Planning Commission and City Council joint work session.

Implementation and Adoption: Deliverables include TSP Update application to Boardman for adoption of the various components, submittal of notice to DLCD, development of the staff report in support of adoption, various notices and announcements, a final open house and public meeting, and public hearings before the Planning Commission and City Council. Public involvement, as part of this task and earlier tasks as appropriate, may include notices, open houses, joint work sessions, presentations to the Planning Commission, City Council, other local organizations or agencies, and meetings of identified stakeholders. These varied outreach opportunities will work to create support for the final TSP Update.

Final Documents and Actions: Building on the previous tasks, the consultant will prepare a TSP Update as well as proposed changes to other planning or municipal Plans, Codes, or Standards. Final deliverables include the TSP Update, and final Policy, Code, or Standards, and Notice of Adoption. Final adoption would be the City of Boardman and also the Oregon Transportation Commission. Coadoption by Morrow County is anticipated.

How will the project approach lead to a successful project?

The proposed project approach utilizes the standard approach for most TGM or planning projects. The tasks are generally sequential and have known inputs and outputs. It is anticipated that the project would take 12 to 18 months to accomplish from kick off to adoption with multiple opportunities for community involvement. The planning effort will result in an updated TSP, clarity related to the Main Street IAMP, and improved standards leading to better certainty for the city and developers.

If adoption hearings will be held as part of a larger project, when will that be and as part of what project? (optional)

Criterion 4: Proposed project has community support (up to 5 points)

The application demonstrates that there is local support for project objectives, a commitment to participate, and a desire to implement the expected outcome.

Response instructions are on page 15 of the 2023 Application Instructions.

Upload letters of support from stakeholders here

SAGE Center Support Letter for COB for TGM 2023.pdf

Morrow County PD Letter of Support.pdf

Chamber Support Letter for COB for TGM 2023.pdf

Rep Smith Letter of Support (Boardman-TGM).pdf

POM - Letter of support 7-24-2023.pdf

Letter of Support - City Boardman.pdf

Criterion 5: Proposed project sponsor is ready and capable (up to 10 points)

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

Response instructions are on page 16 of the 2023 Application Instructions.

Explain how proposed project sponsor is ready and capable

The Project Manager would be Carla McLane, Planning Official for the City of Boardman. Carla has worked in the region doing major planning work for over 22 years, 18 of those years at Morrow County. For the past several years Carla has worked as a land use planning consultant working with the cities of Umatilla, Irrigon, and Stanfield, Gilliam County, and ODOT on a variety of projects, many with transportation impacts. She was involved with a TGM project at Morrow County some years ago to update the Morrow County TSP. More recently she has worked with the City of Boardman, Morrow County, the Port of Morrow, and ODOT to update the Port of Morrow IAMP. That project is adopted. It was not a TGM project.

Carla would serve as the principal contact for the project, work on development of the final statement of work, and participate and monitor the work to its completion. She will be responsible for Boardman's contribution to the planning effort and would review consultant work and invoices. All required notice and necessary reports would be accomplished or overseen by Carla including reports and reimbursement requests. As the Boardman Planning Official, she would keep both the Planning Commission and City Council apprised of the project and its progress.

Other staff supporting the project include Brandon Hammond, City Manager; Marta Barajas, Finance Director; and Rolf Prag, Public Works Director. A project website will be established as part of the broader city website to track progress and for the public to access project documents and meeting notices as the project progresses.

If applicable, list local jurisdiction's TGM projects within last 10 years and their status

If applicable, list local jurisdiction's TGM projects within last 10 years and their status

TGM File Code	Project Title	Status

Bonus points: Housing (up to 10 points)

Response instructions are on page 7 of the 2023 Application Instructions.

How will the adoption of the final document(s) address barriers to a broad range of housing types and affordability or works to link the location of future workforce housing to walkable/bikeable areas with good transit?

Transit in Morrow County is currently delivered by the LOOP which has in recent years been working to expand offerings from a door-to-door model serving predominately the disable, seniors, and veterans to a system that includes fixed-route options. In June 2021 the Boardman - Port of Morrow Circular plan was

adopted by Morrow County. Next steps include adoption by Boardman with this TSP update incorporating transit options. The objective is to connect workers throughout the region to jobs with a major target being the Port of Morrow.

Required forms

Title VI: Racial & Ethnic Impact Statement form
Racial-Ethnic-Impact-Statement FINAL.pdf

[Download the Racial & Ethnic Impact Statement form here](#)

Certifications

Response instructions are on page 8 of the 2023 Application Instructions.

Eligibility criteria

This application demonstrates a clear transportation relationship

This application demonstrates adoption of products to meet project objectives

This application demonstrates the support of local officials

Preparation of application

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions

Would you like to receive TGM news and updates?

I am already subscribed

Today's date

7/27/2023

If you encounter any issues with the submittal process, please contact:

Rachael Levasseur

Planning Section Web Coordinator

Rachael.LEVASSEUR@odot.oregon.gov



City of Boardman

200 City Center Circle
P.O. Box 229
Boardman, OR 97818
Phone: (541) 481-9252
Fax: (541) 481-3244
TTY Relay 711
www.cityofboardman.com

July 26, 2023

Cheryl Jarvis-Smith
Oregon Department of Transportation
3012 Island Avenue
La Grande, OR 97850

Ms. Jarvis-Smith,

Please accept this letter on behalf of the City of Boardman in support of staff making application for a Transportation and Growth Management (TGM) Program Planning Grant. The purpose of the request is to update the 2001 Boardman Transportation System Plan (TSP) and incorporate the 2009 Main Street Interchange Area Management Plan (IAMP) and amend, at a minimum, the street cross sections found in the "Downtown" Development Plan.

Growth in Boardman over the past 10-years that includes industrial, commercial, and residential, has seen significant traffic increases at the Boardman Interchange and growing average daily trips along Main Street. Conflicts with students north of the Interchange and growing truck traffic with deliveries to commercial operations have resulted in more conflicts which need to be addressed. There is also growing traffic demand throughout Boardman with the need to identify internal connections to improve connectivity as well as a need to assure that appropriately identified collectors and arterials are planned for to connect the various areas of the city. This planning effort will lay the ground work for improvements to Main Street, Oregon Trail Boulevard, and the Front Streets and will guide how development in Boardman will occur ensuring that all modes of transportation, including pedestrian and bicycle movements, can be done efficiently and safely.

There is also a need to address components of the Development Code to address development impacts with requests for new hotels, apartments, and retail and food service options in the downtown core. Zoning allows for multiple and varied development options but it has recently come to notice that allowance of a truck stop may not be the best option for the Boardman Interchange area; that use should most likely be removed from the allowed uses list. Boardman is seeking answers to this and other questions.

Please reach out to Brandon Hammond, City Manager, with any questions about this letter and the City Council's support for this project.

Cordially,

Karen Pettigrew
Councilor

July 24, 2023

Cheryl Jarvis-Smith, Lead Grant Manager
Transportation and Growth Management Program
Oregon Department of Transportation, Region 5
3012 Island Avenue
La Grande, OR 97850

Dear Ms. Jarvis-Smith,

Please accept this letter as my support for the City of Boardman's application for a 2023 Transportation and Growth Management (TGM) Program Planning Grant from the Oregon Department of Transportation (ODOT). It is my understanding that the purpose for Boardman's request is to update the 2001 Boardman Transportation System Plan (TSP), amend the 2009 Main Street Interchange Area Management Plan (IAMP), and amend the 2001 Main Street "Downtown" Development Plan at a minimum removing the Main Street Cross Sections to address transportation issues and concerns throughout Boardman with a focus on the Main Street corridor and assuring that the transportation network can grow to meet current and future demand.

Industrial, commercial, and residential growth in Boardman over the past 10-years has generated significant traffic increases at the Boardman Interchange with growing average daily trips along Main Street. Conflicts with students north of the Interchange and growing truck traffic with deliveries to commercial operations have resulted in more conflicts which need to be addressed. There is also growing traffic demand throughout Boardman with the need to identify internal connections to improve connectivity as well as a need to assure that appropriately identified collectors and arterials are determined to connect the various areas of the city. This planning effort will lay the groundwork for improvements to Main Street, Oregon Trail Boulevard, and the Front Streets and will guide how development in Boardman will occur ensuring that all modes of transportation, including pedestrian and bicycle movements, can be done efficiently and safely.

The SAGE Center, an asset of the Port of Morrow, continues to expand services to the Boardman area. Construction has started on our expansion of a 15,000 sqft convention center that will hold around 500 people in the main space, plus additional 100 people in supporting rooms. Another area that has made an impact on our local modes of transportation is the increased traffic utilizing the recent installment of TESLA Super Charger stations and the expansion of the ODOT Electric Highway at The SAGE Center. These projects have increased the daily usage of our roadways and local businesses and have add an influx of traffic in Boardman. Our main objective here in Boardman is to provide a safe place to live and visit year-round.

Best of luck in the application process. If our organization can be of any assistance, please reach out.

Cordially,

Torrie Griggs
SAGE Center Operations Manager



PLANNING DEPARTMENT

PO Box 40 • Irrigon, Oregon 97844
(541) 922-4624

July 20, 2023

Cheryl Jarvis-Smith
Region 5 TGM Coordinator
Department of Land Conservation and Development
635 Capitol Street NE Suite 150
Salem, OR 97301
Cheryljarvis-smith@odot.state.or.us

RE: Letter of Support for the City of Boardman – Downtown Improvement Plan Project

Dear Ms. Cheryl Jarvis-Smith:

The City of Boardman is submitting an application for a 2023 TGM grant to conduct a comprehensive transportation and land use plan update. The project would include an update to the 2001 Transportation System Plan (TSP), an amendment to the 2009 Main Street Interchange Area Management Plan (IAMP) and the Main Street “Downtown” Development Plan.

The city has seen a lot of growth over the past 10-years which has in turn has generated significant traffic increases throughout the city. In addition to growth in housing, the city works closely with the Boardman Community Development Association to encourage new commercial development. The proposed TGM project is essential to create plans for a safe and reliable transportation system.

Please accept this letter of support for the City of Boardman’s application for a 2023 Transportation and Growth Management (TGM) Program Planning Grant.

Sincerely,

Tamra Mabbott
Planning Director

C: City of Boardman City Manager
Carla McLane, City of Boardman
Morrow County Board of Commissioners
Dawn Hert, Eastern Region Field Representative, DLCD



101 Olson Rd / PO Box 1
Boardman, OR 97818

Phone (541) 481-3014 / Fax (541)481-2733

info@boardmanchamber.org / www.boardmanchamber.org

July 24, 2023

Cheryl Jarvis-Smith, Lead Grant Manager
Transportation and Growth Management Program
Oregon Department of Transportation, Region 5
3012 Island Ave
La Grande, OR 97850

Dear Ms. Jarvis-Smith,

Please accept this as our support for the City of Boardman's application for a 2023 Transportation and Growth Management (TGM) Program Planning Grant from the Oregon Department of Transportation (ODOT). It is my understanding that the purpose for Boardman's request is to update the 2001 Boardman Transportation System Plan (TSP), amend the 2009 Boardman Main Street Interchange Area Management Plan (IAMP) and amend the 2001 Main Street "Downtown" Development Plan at a minimum removing the Main Street Cross Sections to address transportation issues and concerns throughout Boardman with a focus on the Main Street corridor and assuring the transportation network can grow to meet current and future demand.

Industrial, commercial, and residential growth in Boardman over the past 10-years has generated significant traffic increases at the Boardman Interchange with growing average daily trips along Main Street. Conflicts with students north of the Interchange and growing truck traffic with deliveries to commercial operations have resulted in more conflicts which need to be addressed. There is also growing traffic demand throughout Boardman with the need to identify internal connections to improve connectivity as well as a need to assure that appropriately identified collectors and arterials are determined to connect the various areas of the city. This planning effort will lay the groundwork for improvements to Main Street, Oregon Trail Boulevard, and the Front Streets and will guide how development in Boardman will occur ensuring that all modes of transportation, including pedestrian and bicycle movements, can be done efficiently and safely.

With the wide range of housing prices that offers employees a place to live where they work, and our vast landscape, this makes Boardman an appealing place to live. The summer travel season brings visitors into our community for extended stays. These together continue to add strain to our roads, crosswalks, and sidewalks around the community. We strive to offer a safe place for everyone here in Boardman.

Best of luck in the application process. If our organization can be of any assistance please reach out.

Cordially,

Torrie Griggs
Executive Director



The Honorable Greg Smith

Oregon House of Representatives
District 57

July 26, 2023

Cheryl Jarvis-Smith, Lead Grant Manager
Transportation and Growth Management Program
Oregon Department of Transportation, Region 5
3012 Island Avenue
La Grande, OR 97850

Dear Mrs. Jarvis-Smith,

Please accept this letter as my support for the City of Boardman's application for a 2023 Transportation and Growth Management (TGM) Program Planning Grant from the Oregon Department of Transportation (ODOT). It is my understanding that the purpose for Boardman's request is to update the 2001 Boardman Transportation System Plan (TSP), amend the 2009 Main Street Interchange Area Management Plan (IAMP), and amend the 2001 Main Street "Downtown" Development Plan at a minimum removing the Main Street Cross Sections to address transportation issues and concerns throughout Boardman with a focus on the Main Street corridor and assuring that the transportation network can grow to meet current and future demand.

Industrial, commercial, and residential growth in Boardman over the past 10-years has generated significant traffic increases at the Boardman Interchange with growing average daily trips along Main Street. Conflicts with students north of the Interchange and growing truck traffic with deliveries to commercial operations have resulted in more conflicts which need to be addressed. There is also growing traffic demand throughout Boardman with the need to identify internal connections to improve connectivity as well as a need to assure that appropriately identified collectors and arterials are determined to connect the various areas of the city. This planning effort will lay the ground work for improvements to Main Street, Oregon Trail Boulevard, and the Front Streets and will guide how development in Boardman will occur ensuring that all modes of transportation, including pedestrian and bicycle movements, can be done efficiently and safely.

Without reservation, I support the City of Boardman's application. Please don't hesitate to reach out if there are any ways I may offer further support.

Best Regards,

Representative Greg Smith
District 57



July 24, 2023

Cheryl Jarvis-Smith, Lead Grant Manager
Transportation and Growth Management Program
Oregon Department of Transportation, Region 5
3012 Island Avenue
La Grande, OR 97850

Please accept this letter as our support for the City of Boardman's application for a 2023 Transportation and Growth Management (TGM) Program Planning Grant from the Oregon Department of Transportation (ODOT). It is my understanding that the purpose for Boardman's request is to update the 2001 Boardman Transportation System Plan (TSP), amend the 2009 Main Street Interchange Area Management Plan (IAMP), and amend the 2001 Main Street "Downtown" Development Plan at a minimum removing the Main Street Cross Sections to address transportation issues and concerns throughout Boardman with a focus on the Main Street corridor and assuring that the transportation network can grow to meet current and future demand.

Industrial, commercial, and residential growth in Boardman over the past 10-years has generated significant traffic increases at the Boardman Interchange with growing average daily trips along Main Street. Conflicts with students north of the Interchange and growing truck traffic with deliveries to commercial operations have resulted in more conflicts which need to be addressed. There is also growing traffic demand throughout Boardman with the need to identify internal connections to improve connectivity as well as a need to assure that appropriately identified collectors and arterials are determined to connect the various areas of the city. This planning effort will lay the groundwork for improvements to Main Street, Oregon Trail Boulevard, and the Front Streets and will guide how development in Boardman will occur ensuring that all modes of transportation, including pedestrian and bicycle movements, can be done efficiently and safely.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Patton', is written over a white background.

Mark Patton,
Chief Operations Officer

MP/cm

Morrow County School District

Serving the Families of Boardman, Heppner, and Irrigon in Northeastern Oregon

P.O. Box 100
Heppner, OR 97836
<http://www.morrow.k12.or.us>

Matt Combe Erin Stocker Gabriel Hansen Marie Shimer Marissa Turner
Superintendent Human Resources Business Manager Educational Services SPED Coordinator



Phone: 541-676-5705
Fax: 541-676-5742

July 18, 2023

Cheryl Jarvis-Smith, Lead Grant Manager
Transportation and Growth Management Program
Oregon Department of Transportation, Region 5
3012 Island Avenue
La Grande, OR 97850

Dear Cheryl,

Please accept this letter as my support for the City of Boardman's application for a 2023 Transportation and Growth Management (TGM) Program Planning Grant from the Oregon Department of Transportation (ODOT). It is my understanding that the purpose for Boardman's request is to update the 2001 Boardman Transportation System Plan (TSP), amend the 2009 Main Street Interchange Area Management Plan (IAMP), and amend the 2001 Main Street "Downtown" Development Plan at a minimum removing the Main Street Cross Sections to address transportation issues and concerns throughout Boardman with a focus on the Main Street corridor and assuring that the transportation network can grow to meet current and future demand.

Industrial, commercial, and residential growth in Boardman over the past 10-years has generated significant traffic increases at the Boardman Interchange with growing average daily trips along Main Street. Conflicts with students north of the Interchange and growing truck traffic with deliveries to commercial operations have resulted in more conflicts which need to be addressed. There is also growing traffic demand throughout Boardman with the need to identify internal connections to improve connectivity as well as a need to assure that appropriately identified collectors and arterials are determined to connect the various areas of the city. This planning effort will lay the ground work for improvements to Main Street, Oregon Trail Boulevard, and the Front Streets and will guide how development in Boardman will occur ensuring that all modes of transportation, including pedestrian and bicycle movements, can be done efficiently and safely.

Morrow County School District has two elementary schools just north of the Boardman interchange, as well as a high school on the south end of the Main Street Corridor. The schools create high volumes of student, bus, and passenger car traffic, most noticeably in the morning and afternoon hours during peak traffic time. Improvements to the Boardman interchange area and Main Street Corridor would greatly impact traffic flow and provide for the continued safety of students as they travel to and from school.

Cordially,

Matt Combe
Superintendent
Morrow County School District

Morrow County Schools, in partnership with families and communities, provide each student the opportunity to develop values, knowledge, skills and self-confidence to become life-long learners and responsible citizens.

Morrow County School District prohibits discrimination and harassment on any basis protected by law, including but not limited to, an individual's perceived or actual race, religion, color, national or ethnic origin, mental or physical disability, marital status, age, sex, sexual orientation, age, pregnancy, familial status, economic status, veterans' status or genetic information in providing education or access to benefits of education services, activities and programs in accordance with Title VI, Title VII, Title IX and other civil rights or discrimination issues; Section 504 of the Rehabilitation Act of 1973, as amended; the Americans with Disabilities Act; and the Americans with Disabilities Act Amendments Act of 2008, Title II of the Genetic Information Nondiscrimination act of 2008.



Matt.Combe@morrow.k12.or.us
Erin.Stocker@morrow.k12.or.us
Gabriel.Hansen@morrow.k12.or.us
Marie.Shimer@morrow.k12.or.us
Marissa.Turner@morrow.k12.or.us

RACIAL AND ETHNIC IMPACT STATEMENT

This form is used for informational purposes only and must be included with the grant application.

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1. The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

2. The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.

Dated:

Printed Name:

Title:

Agency Name:

¹ “Minority person” are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.