

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 Hermiston

Mailing address

180 NE 2nd St, Hermiston, Oregon 97838

Website

<https://hermiston.or.us>

Contact person name

Clint Spencer

Contact person title

Contact phone

(541) 567-5521

Contact email

cspencer@hermiston.or.us

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

Byron Smith

Title of above named person

City Manager

Phone
(541) 567-5521

Email
bsmith@hermiston.or.us

List co-applicants (if a joint project)

List co-applicants (if a joint project)	Providing match?
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Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:

Res 2282- Need TGM Program Application.pdf

Project information

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

Project title

Hermiston Transportation System Plan 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

Application Exhibit Map.pdf

Option 2: Project area description

This TSP modernization proposal will apply to all transportation infrastructure within the city limits and urban growth boundary for the City of Hermiston.

ODOT region (1-5)

Region 5

[ODOT Region Map](#)

Type of grant

Category 1: Transportation System Planning

Summary description of project

The project will update the Hermiston TSP. The TSP dates to 1997 and requires a comprehensive update. Hermiston's steady growth since the adoption of the TSP has necessitated construction of many TSP projects. Development pressures required refinements to the document, most recently in 2015. New studies, such as the regional Umatilla River bridge plan, need to be incorporated into the TSP. Creation of a document that will assist and guide the next 20 years of growth in Hermiston is the project goal. Deliverable documents will be a new, modern TSP, amendments to the development code and comprehensive plan policies to implement the TSP, and updated mapping for the entirety of the transportation network in the Hermiston UGB.

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 \$250,000.00	Local reimbursement	Total TGM funds requested \$250,000.00
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Local match	Minimum Match (Calculated) \$28,613.62
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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 \$29,000.00	Payment when Intergovernmental Agreement is signed
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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

The project is focused on meeting TGM objectives one and two although all TGM objectives apply. Hermiston's existing TSP dates to 1997 and has provided a good framework guiding development since its adoption. However, the current TSP's focus on utilizing existing state highways as the principal arterials is leading to congestion and citizen frustration. Hermiston's population has doubled from 10,000 to 20,000 over the life of the TSP leading to significant trip increases. Commercial traffic on the state highways has increased as well creating additional transportation challenges. The fundamental assumptions and strategies of the 1997 TSP are overdue for revisiting and updating.

Objective 1 Provide Transportation Choices

A new TSP will focus on developing alternative circulation routes, especially streets paralleling and intercepting the highways. Upgrading the classification of interceptors and improving streets to match

classifications will be a priority. Hermiston's residential growth has generally been on the periphery with large residential neighborhoods developing adequate internal transportation infrastructure, but connectivity between neighborhoods and the city's commercial areas is lacking. The proposed TSP update will aid the city in planning new corridors connecting these newly developed neighborhoods with all areas of the city.

Hermiston is focusing on developing public transit options through a partnership with Kayak Public Transit and these transit elements need to be refined and developed. The transit services provided by the Kayak partnership are less than five years old but provide transit options within the city as well as connectivity to the surrounding area, including Pendleton, Boardman, Umatilla, and other communities. Looking at the existing transit system and considering transit growth over the planning horizon will help to keep the transit system effective and responsive to the community's needs.

Improving pedestrian mobility options is also a priority. Much of Hermiston's core is lacking in pedestrian facilities and where facilities do exist, accessible ramps are not always in place. Inventorying existing facilities and identifying necessary upgrades is a crucial component. Hermiston is fortunate to have a relatively low vehicle accident rate, but pedestrian incidents are increasing. Improving pedestrian safety is a city priority. Considering separated pedestrian corridors, identifying locations for rapid flash beacons, and other safety improvements is included in the project.

Objective 2 Create Communities

Hermiston's rapid residential growth in the 21st Century has been primarily in single-family housing. As noted above, many of these neighborhoods are at the city's periphery and may have one or two primary points of access and little connectivity with surrounding development. The city seeks to use the TSP update process to consider our approach to neighborhood design and ensure that the development code contains necessary elements to provide connectivity and walkable elements.

The TSP update will also consider the existing built environment and the strengths and weaknesses therein. Hermiston is a city of many parks and schools. The ability of the existing transportation network to provide adequate access to these resources will be evaluated and potential upgrades, especially in bicycle and pedestrian access, if any, suggested and planned.

Objective 3 Support Economic Vitality and Growth

Hermiston's commercial development is focused almost entirely upon corridors bordering the state highways, with limited off-highway commercial development occurring. This focus on the state highway network for commercial land is creating serious congestion issues which frustrate the community at large. Attempts by the city to encourage off-highway commercial growth have met with limited success because most retail development is considering trip counts first and foremost during site selection. The TSP update is necessary to develop the desired alternative circulation network to encourage trips to use surface streets instead of state highways. This will make more of the city's vacant commercial areas more attractive for development, building the local economy and reducing highway congestion.

Objective 4 Save Public and Private Costs

Hermiston implemented a transportation SDC in 2020, setting aside money for necessary transportation improvements. Updating the existing TSP with a revised project list, properly considering multi-modal transportation needs, rather than focused on vehicle improvements as in the current TSP, will provide a more balanced investment strategy, focusing public money where it is most effective.

Objective 5 Promote Environmental Stewardship

The existing transportation network is focused on the state highways, leading to circuitous commuting patterns. The desired alternative circulation network will help provide more direct paths, saving energy and emissions.

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

Hermiston's TSP dates to 1997 with five major updates, most recently in 2015 to accommodate new retail development. The city's population has doubled from 10,000 to 20,000 over the TSP's life. The existing TSP is at the end of its functional life. Hermiston is serviced by two state highways which act as the city's principal arterials. It is necessary to study how existing transportation infrastructure is being actively used and determine what improvements not anticipated in the 1997 TSP are necessary. For example, are streets that are classified and built as local streets functioning as de facto collectors?

The end of the 1997 TSP's functional life comes at a very opportune time in Hermiston's history. Hermiston and the entire west Umatilla County area is a region that grows sporadically. Historically the region sees periods of slow, stable growth punctuated by periods of very rapid expansion. The region is entering a new period of rapid growth. The current boom focuses on data center construction in the lower Columbia basin. Multiple data center campuses are under active construction in 2023 and multiple additional campuses are in the planning phases. Data center, construction, security, and other ancillary jobs are anticipated to add up to 3,000 jobs to the region in just a few years. This period of growth has the potential to create a secondary tipping point for economic development. Typical retail development looks to locate in markets with at least 25,000 in the principal market and 50,000 in the secondary service area. The primary job creation in data center employment will push Hermiston's population above the 25,000 threshold in short order although the actual date is difficult to forecast. The population growth will make Hermiston an attractive market for additional retail and service development. The TGM grant provides a timely opportunity for a new TSP which takes these pending economic and population challenges into account and properly plans for creating a transportation network properly planned for new growth.

The current growth cycle is also different than previous periods. Unlike previous high growth times which focused on Hermiston, the current growth is rapid not only in Hermiston, but also in the nearby communities of Stanfield and Umatilla. This is creating challenges not anticipated in the Hermiston TSP as commuting from nearby communities via state highway and county road to the employment centers in Hermiston is markedly increasing. Umatilla County is in the process of updating the county TSP and a TGM grant allows Hermiston to participate more actively in the county's process and incorporate the county TSP findings into the Hermiston documents.

Hermiston has created a local transit system which is entirely unconsidered in the 1997 TSP. It is necessary to properly incorporate public transit elements into a new TSP. The public transit system as of 2023 is free to ride and provides a vital transportation link for low-income residents. The bus system also provides a mobility link for ADA residents. The public transit portion of the TSP should be created to properly plan for additional transit needs and stops in the future as Hermiston continues rapid growth.

The City and ODOT completed a TSP assessment in 2019. The assessment concluded Hermiston should consider a complete TSP update within five years. This TGM application is following ODOT's recommendation.

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

A community outreach program known as the Hermiston 2040 program specifically sought policy input from residents at community events over the 2020-21 period. The community consistently ranked improved transportation planning as a priority.

The city intends to manage the project in-house, functioning as the project leader. Outside consulting services will be utilized to perform the majority of project work, specifically preparing analysis, drafting the final report and code recommendations, and preparing graphics. The city will provide additional support, hosting public engagement, coordinating stakeholder and steering committee meetings, and guiding the final documents through the adoption process at the city council and state level.

Task 1. Project management – The city will act as the project manager for the duration of the project. Consultant coordination will be managed by the city after working with the TGM program to select the consultant. Working with the consultant, the city will establish a project timeline, develop a public engagement plan, prepare and plan outreach efforts, and guide the meeting schedule throughout adoption.

Task 2. Review existing materials – The city and consultant will review the existing development code and comprehensive plan to identify deficiencies or inconsistencies with existing case law. The existing TSP will be reviewed to establish a baseline document. Proposed but uncompleted TSP projects will be reviewed with the existing conditions to determine their relevancy and included in the new TSP if applicable.

Task 3. Existing conditions analysis – Field verification of existing transportation resources will be conducted, and utilization data will be compiled. Field verification will include rail and air resources. This data will be used to consider existing street classifications and consider upgrading or downgrading as needed based on current and future utilization. Field analysis will also consider where the city has

concentrations of special needs residents, including low-income, Latino, or other underserved groups and develop plans for outreach and/or special transportation considerations.

Task 4. Community outreach – The city will conduct a series of public meetings and social media presentations to build public awareness of the transportation planning process. Public meetings will focus on building community support and developing stakeholder participation. Affected local agencies will be invited to each meeting and offered seats on the steering committee. It is anticipated that ODOT, DLCD, Umatilla County, The Confederated Tribes of the Umatilla Indian Reservation, Hermiston School District, Hermiston Irrigation District, and Umatilla County Fire District #1 will be participatory agencies.

An ad hoc steering committee will be formed to guide the TSP process. It is anticipated that this committee will act as a steering committee for the TSP update as well as an upcoming federal Safe Streets 4 All safety planning effort.

Task 5. Develop policy and project solutions – Utilizing the existing conditions analysis and public outreach results, a new TSP framework will be developed. Recommended code and policy modifications, transportation projects, multimodal projects, street classifications, and transit upgrades are expected at this stage.

Task 6. Develop draft TSP – Utilizing the results of the public outreach and the recommended TSP framework, a new TSP will be written. This draft TSP will be referred to a new series of public meetings for review and comment. Based upon the public comment, revisions will be made.

Task 7. Adoption – The draft TSP will be revised to a final version and prepared for adoption. The consultant and city will prepare final code and policy revisions, findings of fact, and all necessary maps. The TSP will be adopted by the Hermiston planning commission and city council. After adoption, the TSP will also require adoption by the Umatilla County planning commission and board of commissioners.

How will the project approach lead to a successful project?

The project is expected to require 18 to 24 months to complete. The city intends to create a citizen steering committee for this project as opposed to our typical process where the planning commission acts as the advisory committee. This will increase public participation and visibility for the project. The existing conditions analysis will be a major portion of the project to establish baseline data for recommended system improvements during planning horizon.

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

This is the only project proposed.

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

Hermiston_Support_Letters_Merged.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 City of Hermiston prioritizes transportation planning and has established a major update of the transportation system plan as city-wide goal. City goals are established by the city council in annual goal setting sessions each winter. The public has also shown an interest in improving the city's transportation planning in public input sessions held during the Hermiston 2040 planning workshops.

There is adequate staff capacity to handle a TSP update. Clinton Spencer is the city's planning director and has 25 years of planning experience in Hermiston. He will function as the project manager. Mark Morgan is the public works director and has eleven years of experience in Hermiston. He will assist in public outreach, transit coordination, and project prioritization. Heather LaBeau is the assistant planner and has nine years of planning experience and will function as the administrative support for the project. Hermiston contracts with Anderson Perry and Associates for civil engineering services and they will continue to assist the city with this project and provide technical knowledge to the TSP consultant. Hermiston has a broad depth of local knowledge and experience. Department heads in street maintenance and public safety each have more than 25 years of experience with the city and will aid as needed.

The city has not received nor applied for a TGM grant within the last 10 years. However, this project team has successfully worked on numerous public works and transportation projects, most recently the N 1st Place upgrade project which was funded through ODOT. This project required public outreach, access management changes, engineering, and project management. The planning director has overseen and managed four of the five updates to the TSP, most recently in 2015.

All staff will review draft documents and alternatives. The planning director will guide final documents through the adoption process.

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
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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?

Hermiston has amended development codes to comply with duplex housing requirements in HB 2001. Within the updated TSP's horizon Hermiston will also comply with the full range of middle housing provisions. Updating the TSP will help the city to develop policies and codes which will accommodate the increasing transportation demands that middle housing requirements will create. Adding increased traffic, bicycle, and pedestrian demands on local streets will require additional planning measures.

Required forms

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

7/10/2023

RESOLUTION NO. 2282

WHEREAS, the City of Hermiston is required to prepare and adopt a Transportation System Plan (TSP) under OAR 660-012-0015; and

WHEREAS, the existing TSP was adopted by the city in 1999; and

WHEREAS, the city subsequently reviewed and amended the TSP in 2000, 2003, 2014, and 2015; and

WHEREAS, the State of Oregon provides financial assistance to local governments to perform transportation planning activities through the Transportation and Growth Management (TGM) program,

NOW THEREFORE, THE CITY OF HERMISTON RESOLVES AS FOLLOWS, that it is necessary to protect the health and safety of its citizens through regular updates to the TSP. The City of Hermiston supports the submission of an application to the TGM program for funding to update and modernize the Hermiston TSP.

This resolution shall become effective immediately upon its passage as of the date and year set out below.

PASSED by the Common Council this 26th day of June, 2023

SIGNED by the Council President this 26th day of June, 2023



A handwritten signature in black ink, appearing to read "Doug Primmer", is written over a horizontal line.

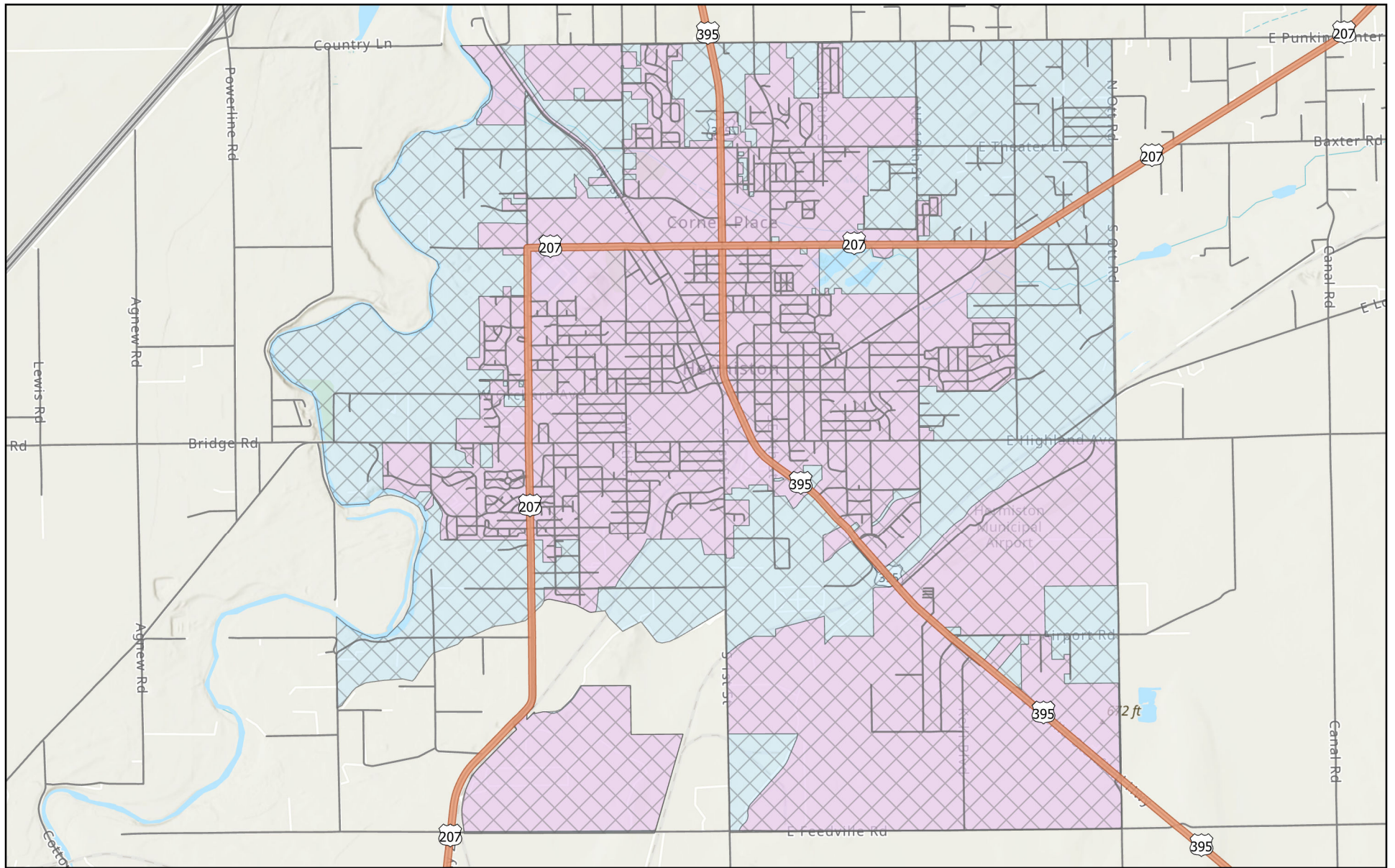
Doug Primmer, COUNCIL PRESIDENT

ATTEST:

A handwritten signature in blue ink, appearing to read "Lilly Alarcon-Strong", is written over a horizontal line.

Lilly Alarcon-Strong, CMC, CITY RECORDER

City of Hermiston Project Area Map



This map is intended to accompany the City of Hermiston 2023 TGM grant application. The study area for the city's TSP modernization will encompass both the city limits and urban growth boundary.



Legend

- Study Area
- Hermiston UGB
- Hermiston City Limits



J. MARK BROWNING, Ed.D., PRESIDENT
2411 NW Carden Ave. • PO Box 100 • Pendleton, OR 97801
(541) 278-5951 • www.bluecc.edu

July 5, 2023

Cheryl Jarvis-Smith
TGM Grant Manager, ODOT Region 5
3012 Island Ave
La Grande, OR 97850

Dear Ms. Jarvis-Smith,

I write to you in hopes that you will give the City of Hermiston Oregon full consideration in their application to assist in funding the city's Transportation System Plan.

Blue Mountain Community College (BMCC) provides educational services for a diverse student body with varying transportation needs. Our service territory covers Umatilla, Morrow, and Baker counties, which encompasses some 18,000 square miles. These students commute to a variety of campuses for classes. It is vital for educational success that reliable and adequate transportation services are always available.

The City of Hermiston is proposing to update their Transportation System Plan to consider vehicle, transit, and pedestrian services in the city. BMCC benefits from and relies upon transportation infrastructure on a daily basis.

Students within the city of Hermiston may walk or bike to campus. Students from Pendleton or Boardman may use the Kayak regional bus services to get to campus. Students may also use personal vehicles to get to campus or to get to branch campuses outside the city. Hermiston is becoming more congested as it grows and our student enrollment in the Hermiston area continues to increase. Blue Mountain Community College (BMCC) stands in full support of the City of Hermiston's application. This effort is necessary to ensure student success and safety.

We encourage you to approve the city's grant application.

If you have any questions, I am happy to jump on a call to discuss further, please do not hesitate to reach out.

Sincerely,

Dr. J. Mark Browning
President, Blue Mountain Community College

BMCC BAKER COUNTY
3275 Baker St.
Baker City, OR 97814
(541) 523-9127

BMCC HERMISTON
975 SE Columbia Dr.
Hermiston, OR 97838
(541) 567-1800

BMCC MILTON-FREEWATER
311 N Columbia Dr.
Milton-Freewater, OR 97862
(541) 938-7176

BMCC WORKFORCE
TRAINING CENTER
PO Box 939/251 Olson Rd.
Boardman, OR 97818
(541) 481-2099



Cheryl Jarvis-Smith
TGM Grant Manager, ODOT Region 5
3012 Island Ave
La Grande, OR 97850

Dear Ms. Jarvis-Smith,

Monte Vista Homes has been building homes in Hermiston for over 10 years and has long term investments in the community. Hermiston has an adequate transportation network, but it could be much better. Walkable communities, easy commutes, and connections between residential areas and schools and shopping are essential for successful residential development. Hermiston is submitting an application for a grant to update the city's TSP and Monte Vista Homes supports this application. Hermiston has shown a commitment to continually improving their transportation infrastructure and we have partnered with the City to construct improvements in the past. An updated TSP will help us to properly plan future residential development and continue investing in the community. Monte Vista Homes will participate in public meetings to develop a new TSP and will offer insights as to what is feasible or infeasible in encouraging future development.

We encourage you to approve this request and award Hermiston a grant for transportation planning. Thank you for your consideration!

A handwritten signature in black ink that reads "L. Pickerill". The signature is written in a cursive, flowing style.

Luke Pickerill
Owner / MonteVista Homes

COMMUNITY &
BUSINESS
DEVELOPMENT

LAND USE
PLANNING,
ZONING AND
PERMITTING

CODE
ENFORCEMENT

SOLID WASTE
COMMITTEE

SMOKE
MANAGEMENT

GIS AND MAPPING

RURAL
ADDRESSING

LIAISON,
NATURAL
RESOURCES &
ENVIRONMENT

PUBLIC TRANSIT

July 10, 2023

Transportation Growth Management Program
355 Capitol St. NE MS 11
Salem, OR 97301

Re: Hermiston TSP Update Letter of Support

To whom it may concern,

On behalf of the Umatilla County Community Development Department, please accept this letter of support for the City of Hermiston's Transportation System Plan TGM grant application. Umatilla County is enthusiastic about the city working to develop a community-driven and locally-supported updated Transportation System Plan (TSP) that will be instrumental in improving regional transportation within Umatilla County.

The City of Hermiston and the surrounding area is in a rapidly growing part of Umatilla County, and transportation needs have changed immensely since adoption of their current TSP, now almost 20 years old. We are currently in the process of updating our own first-generation TSP, and we hope that this will give us an opportunity to consider the integrated nature of county and city road networks and our interrelated needs. The timing couldn't be better! The county is supportive of the changes that an updated TSP will bring for our adjacent jurisdiction, including multi-modal and active transportation, economic vitality and compliance with Transportation Planning Rule.

As a potential stakeholder for this project, Umatilla County is in support of the City of Hermiston conducting a comprehensive update to the city TSP that meets the transportation needs of Umatilla County residents, employees, tourists and other transportation users. We ask that you give strong consideration to this request.

Sincerely,

Robert Waldher

Robert T Waldher, Community Development Director

From: Josh Burns
1014 SE Banker Dr
Hermiston, OR 97838

To: Cheryl Jarvis-Smith
Oregon Department of Transportation
3014 Island Ave
La Grande, OR 97850

CC: Clint Spencer, Planning Director
City of Hermiston

June 28, 2023

Dear Ms. Smith,

I am writing on behalf of the City of Hermiston. I recently completed a term as Planning Commissioner for our city. I have lived in Hermiston for 12 years. For nine of those years I served as the General Manager of the Walmart Distribution Center on South Highway 395. I share these facts with you to hopefully lend some credibility to my request for your support.

I ask that you consider awarding a grant for updating our Transportation System Plan for the city of Hermiston. From a planning commission standpoint, I have seen the datedness in our plan and the impact this has on decision making for commercial interests, land use and neighborhood development. We must establish commercial collectors off the too busy Highway 395. As a former logistics professional, I can attest to the difficulties this congestion presented our drivers and our need for extra timing just to get over 300 daily loads through Hermiston and across the northwest on time. Finally, as a 12-year resident of Hermiston, I can personally although anecdotally speak to the drastic increase in congestion we have experienced with the welcome growth in our community. I am aware we are not Los Angeles, but these days it takes far too long to travel across our city.

I appreciate your consideration of this matter and urge you to award financial support to our city for updating this critical plan.

Sincerely,



Josh Burns



Umatilla County Fire District #1

**320 S. 1st Street
Hermiston, OR 97838**

541-567-8822 Bus | ucfd1.com
541-564-6463 Fax | fire.district@ucfd1.com

Cheryl Jarvis-Smith
TGM Grant Manager, ODOT Region 5
3012 Island Ave
La Grande, OR 97850

Dear Ms. Jarvis-Smith,

Umatilla County Fire District #1 wishes to express our support for the City of Hermiston's TGM grant application. Hermiston is a rapidly growing community with challenging transportation needs. It is our responsibility to provide rapid response to fire and life safety incidents, not only in Hermiston, but in the surrounding area within and beyond our fire district.

Proper transportation planning is among the top concerns we have to ensure we provide exemplary service. When the Hermiston area sees intersections and streets operate at or near capacity, it increases our workload through increased traffic incidents, and through increased response time.

We consider updating the Hermiston transportation system plan to be very important for the long-term safety of the community. We encourage ODOT to approve the TGM grant for Hermiston and look forward to participating in the process to update the plan.

Scott J Stanton
Fire Chief
541-567-8822
sstanton@ucfd1.com

Umatilla County Fire District # 1 is devoted to protecting the communities we serve by providing the highest quality of compassionate and professional services.

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.