



COLUMBIA RIVER HERITAGE TRAIL

**2025 Concept
Plan Update**



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INTRODUCTION



The Columbia River Heritage Trail (CRHT) is a vital recreational and cultural resource that celebrates the natural beauty and historical significance of the Columbia River region. Designed to offer residents and visitors opportunities for outdoor recreation, education, and heritage appreciation, the CRHT is envisioned as a continuous 25-mile trail for walkers, bicyclists, and other non-motorized users. Loosely paralleling the Columbia River and spanning the entire width of north Morrow County (County), the trail connects key historical sites, scenic viewpoints, and nearby communities while preserving and honoring the region's rich natural and cultural heritage.

Named a "heritage trail" to symbolize and celebrate the depth of history in the area, the CRHT links rural and urban landscapes, travels through diverse environments, and protects significant natural and cultural resources. It follows the Columbia River, the most significant waterway in the Northwest, passing through lands that have sustained Native American communities for centuries and continue to support wildlife refuges, historic sites, agricultural industries, and the Port of Morrow. With land under federal, state, and local ownership, this collaborative project has received broad support from managing agencies.

This report presents an update to the 2000 Columbia River Heritage Trail Concept Plan (Plan), reflecting changes in community needs, environmental considerations, and infrastructure development over the past two decades. The updated plan aims to enhance trail connectivity, accessibility, and amenities while ensuring long-term preservation of the region's invaluable resources. Through collaboration with stakeholders, agencies, and the public, this update provides a comprehensive vision for the trail's future, ensuring it remains a cherished asset for generations to come. This project was funded in part by a Local Government Grant from the State of Oregon Parks and Recreation Department (LG 23-042).

PURPOSE

This Plan will guide maintenance and improvements of the CRHT for the next 5-20 years. An updated Plan, developed with public input, is essential to obtain funding for future trail projects and guidance for project prioritization.

A large county trail, such as the Columbia River Heritage Trail, is a vital asset that enhances recreation, fosters economic growth, promotes cultural preservation, and supports environmental conservation. It provides a safe and scenic space for outdoor activities, improves community health, and attracts tourism, boosting local businesses. By preserving historical landmarks and natural landscapes, the trail fosters regional pride while also serving as an alternative transportation route that promotes sustainability and environmental conservation. Additionally, it strengthens community connections and provides a valuable amenity, making it a long-term investment in the county's well-being and future development.

The CRHT also serves several key purposes:

» **Recreation:** The trail provides opportunities for walking, biking, and enjoying outdoor activities, promoting a healthy lifestyle for residents and visitors.

» **Cultural Heritage:** It showcases the rich history and cultural heritage of the Columbia River region, offering educational experiences related to local indigenous communities, pioneer history, and the significance of the river itself.

» **Environmental Awareness:** The trail promotes awareness of the region's natural resources and ecosystems, encouraging environmental stewardship and appreciation.

» **Economic Development:** By attracting tourists and outdoor enthusiasts, the trail can boost local economies through increased visitation to nearby businesses, parks, and attractions.

» **Connectivity:** The trail enhances connectivity between communities, parks, and recreational areas, making it easier for residents to access natural spaces and engage in outdoor activities.

Overall, the Columbia River Heritage Trail aims to enrich the community's quality of life while preserving and promoting the area's unique heritage and natural beauty.

HISTORY

Over 20 years ago, a group of citizens from Morrow and Umatilla counties attempted to develop a trail paralleling the Columbia River from Hat Rock State Park (in Umatilla County) westward to the City of Irrigon. The proposal involved gaining access to an abandoned railroad right-of-way, but it never came to fruition. Efforts in the late 1990s to develop a trail system along the entire northern boundary of Morrow County focused on the ribbon of public land bordering the Columbia River. That effort led to the creation of the original 2000 Concept Plan, which focused on the region's resources and their significance, the CRHT's vision and goals, and the trail concept. The plan detailed the recommended trail alignment, development strategies, and specific management actions.

THE PLANNING PROCESS

The planning process and the resulting Plan are designed to align with the County's Strategic Plan and serve as a clear guide for upcoming capital projects. This Plan was developed through a multi-phase approach, drawing on input from community members, County staff, an advisory committee, and other stakeholders. Together, they identified needs, gaps, and priorities while ensuring renewed eligibility for grant funding.



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VISION & GOALS

VISION AND GOAL STATEMENTS

The Morrow County Columbia River Heritage Trail enriches the lives of residents and visitors, fostering a sense of community and connection. This multi-purpose recreational trail enables people to experience the area's natural and cultural heritage, as well as its industrial and agricultural activities, while promoting inclusivity, connectivity, and sustainability.

The trail:

- » **Is designed to be safe and accessible**, accommodating diverse users of all ages, abilities, and backgrounds.
- » **Strengthens connections between people**, communities, and regional trail systems, linking Boardman, Irrigon, and neighboring areas for a unified experience.
- » **Preserves, protects, and promotes resources** through sustainable practices, stewardship initiatives, and education.
- » **Provides expanded opportunities for recreation** for residents and visitors, including spaces for relaxation, exercise, and adventure.
- » **Serves as an alternative transportation route** for walkers, bicyclists, and other non-motorized users, enhancing regional connectivity and reducing environmental impacts.
- » **Acts as an outdoor classroom** to learn about natural resources, historical and cultural significance, and industrial/agricultural contributions, with special emphasis on diverse perspectives and heritage.
- » **Contributes to health, wellness, and quality of life**, supporting the vitality and economy of Morrow County through increased tourism and community engagement.
- » **Incorporates inclusive management practices** by fostering diverse partnerships, engaging underrepresented communities, and ensuring coordinated long-term stewardship.
- » **Features clear connectivity and visibility**, with signage, maps, and rest areas that improve access and enhance user experience.

This vision positions the Heritage Trail as a catalyst for cultural, environmental, and economic enrichment, promoting unity and sustainability for current and future generations.

Vision statement

The Morrow County Columbia River Heritage Trail will be a premier regional trail that connects communities, preserves cultural and natural heritage, and enhances quality of life. As a safe, accessible, and sustainable corridor, it will foster recreation, education, and economic vitality while promoting stewardship and regional connectivity. Through collaboration and innovation, the trail will serve as a lasting asset that inspires exploration, unites people, and strengthens Morrow County for future generations.



MANAGEMENT GOALS AND OBJECTIVES

The objectives of this trail plan aim to create a safe, accessible, and engaging trail network that connects communities, highlights the region's natural and historical features, and fosters a sense of community involvement. By enhancing accessibility, promoting inclusivity, and showcasing recreational and cultural opportunities, the plan seeks to enrich the user experience and ensure the trail serves as a valued resource for all.

The following goals and objectives for the CRHT Plan were developed through discussions with project stakeholders and the public. Each goal is supported by specific objectives that help achieve the respective goal.

GOAL 1: Expand Transportation Options



Objectives:

- » **Connect Community Trails:** Link the Columbia River Heritage Trail (CRHT) with trails in Boardman and Irrigon to establish a larger interconnected trail network that enhances regional access, connectivity, and active transportation.
- » **Promote diverse recreational opportunities:** Create safe and accessible biking, walking, and horseback riding trails to provide diverse recreational opportunities and promote outdoor activity for all users.

GOAL 2: Emphasize Key Points of Interest



Objectives:

- » **Highlight Trail Features:** Extend and enhance the trail to showcase significant landmarks, scenic views, and natural or historical features, creating recreational and educational opportunities and experiences.
- » **Attract Regional Trail Users:** Showcase recreational opportunities and nearby amenities to attract and engage trail users from neighboring communities in Morrow, Gilliam, and Umatilla counties.

GOAL 3: Increase Community Visibility and Involvement



Objectives:

- » **Provide Accessibility and Safety:** Install clear, consistent signage, including directional and informational signs, to improve trail visibility and a safe user experience.
- » **Foster Community Engagement:** Develop outreach programs targeting diverse groups, publish a trail newsletter, and organize speaker events or guest lectures.
- » **Encourage Community Participation:** Host annual trail cleanups and participate in heritage-themed local events.
- » **Promote Inclusivity:** Increase engagement with Hispanic residents, local Native American communities, and residents and visitors of all ages.

GOAL 4: Enhance User Amenities and Accessibility



Objectives:

- » **Design and Construct Rest Areas:** Develop strategically located rest stops along the trail with amenities such as seating, shade structures, drinking water, and bike racks to cater to diverse trail users and support longer trail use.
- » **Promote Exercise and Recreation:** Incorporate features like fitness stations, open spaces for group activities, and designated areas for recreational use, encouraging physical activity and social engagement.
- » **Sustainability and Aesthetics:** Use environmentally sustainable materials and landscaping to enhance the natural beauty of the trail, fostering a connection to nature while meeting user needs.

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COMMUNITY ENGAGEMENT

The public involvement process guided the development of this plan. Multiple approaches were applied to engage the public and stakeholders. Their input shaped project direction and outcomes, including:

- » Identifying goals and objectives
- » Selecting priority projects
- » Developing a complete list of needs related to project goals

Engagement approaches included:

- » **Technical Advisory Committee (TAC)** – A TAC was developed to provide specific feedback on the goals of the Plan, needed connectivity, and other opportunities and constraints. The TAC comprised stakeholders from:
 - U. S. Army Corps of Engineers (USACE)
 - Oregon Department of Fish and Wildlife (ODFW)
 - City of Boardman
 - City of Irrigon
 - Port of Morrow
 - Confederated Tribes of the Umatilla Indian Reservation (CTUIR)
 - Boardman Parks Department
 - Irrigon Parks Department
 - Oregon Department of Transportation (ODOT)
- » **Survey and Web Map** – An online survey and web map were used to obtain feedback from the general public on specific locations of concern. The online survey was highlighted on the project website and promoted through flyers. Postcards were also distributed to County residents.
- » **Open House/Public Event** – Two events were available for the public to attend and provide feedback on the current progress of the Plan. These events included an open house at the SAGE Center and a booth at the Irrigon Music in the Parks.

OUTREACH AND PUBLIC PARTICIPATION

Internal Design Charrette

On November 12, 2024, Morrow County hosted a design charrette, an interactive workshop, to bring together County Staff, the TAC, and project consultants to refine trail alignments, identify key priorities, and ensure the updated plan reflects local knowledge and stakeholder input.

The charrette began with a review of the project's original goals: connecting the trail to existing systems in Boardman and Irrigon and emphasizing key points of interest along the route. Participants then discussed new goals that emerged through community feedback and field visits. These included:

- » Increasing trail visibility from major corridors
- » Enhancing signage
- » Incorporating rest areas with essential amenities such as water, shade, and seating
- » Increasing accessibility

Participants worked through six trail sections, discussing each area's opportunities, constraints, and alignment considerations. Throughout the session, several key themes emerged. Trail visibility and public access need improvement in multiple segments, particularly near high-traffic corridors such as Columbia Lane and Patterson Ferry Road. Participants emphasized the need for safe pedestrian crossings and recommended avoiding trail routes along busy roadways lacking sidewalks and shoulders.

Several opportunities were also identified. The Bonneville Power Administration (BPA) easement near Boardman presents a promising route for trail expansion, and the Port of Morrow and other partners may play a key role in addressing gaps in amenities, particularly in areas with limited rest stops or water access. The team also



discussed improvements to signage, aiming to guide users, highlight points of interest, and navigate complex jurisdictional boundaries.

Maintenance and land ownership were recurring topics of discussion, particularly in areas with overlapping agency responsibilities such as the Umatilla National Wildlife Refuge and properties owned or managed by ODFW, USACE, or the railroad. Participants emphasized the need to clarify maintenance responsibilities across jurisdictions.

Overall, the design charrette generated actionable input that helped shape the next phase of concept development. The ideas and feedback gathered will help ensure the CRHT serves as a safe, connected, and enjoyable trail experience, thereby enhancing recreation, access to nature, and community health throughout Morrow County. For a full summary, refer to Appendix 1.

SURVEY

A community input survey was made available from January 21, 2025, to May 1, 2025, to gather feedback from residents on the habits of trail users and overall priorities for the future. This survey provided an English and Spanish option for respondents. This input will help ensure the updated CRHT Plan reflects the community's evolving needs, preferences, and vision. A total of 56 (55 in English and 1 in Spanish) responses were received. Highlights from the survey are summarized in Appendix 2.

- » Most people use the trail for walking, either alone or with others, usually 1 - 3 miles at a time.
- » Some use it regularly, but about one-third rarely use it, and 16% never have.
- » Paved paths, benches, and scenic views are the most wanted features.
- » Top priorities for improvement are better maintenance, safety, and longer trail connections.
- » Main concerns include unleashed dogs, thorny plants, and poor trail upkeep.
- » Accessibility and wayfinding can be hard, especially for people with physical challenges.
- » People prefer to get trail updates through social media, rather than the trail website.
- » Most survey participants are over 35, showing a need to better engage younger people.

Overall, the trail is valued, but there's room to improve safety, access, and visibility.



OPEN HOUSE/PUBLIC EVENTS

SAGE Center Pop-Up Event

Morrow County, in coordination with J-U-B ENGINEERS, Inc. and The Langdon Group, hosted a public pop-up event at the SAGE Center, on February 12, 2025 to share information on the update to the Columbia River Heritage Plan. The event was promoted through the County's Facebook page, project website, direct emails to 50 stakeholders and agencies, flyers at local businesses, and a direct mail invitation to all 2,796 households in Boardman and Irrigon. Invitations also went home with 1,920 K-12 students.

The drop-in style event ran from 5:30 to 8:00 p.m. and included a welcome booth, informational displays, and opportunities to speak directly with project team members. Attendees received a project overview flier and were encouraged to participate in a dot-voting activity to prioritize trail features and amenities.

About 30 community members attended, with 15 participating in the activity. The top priorities identified were:

- » Public health facilities (bathrooms, water fountains, benches)
- » Directional signage to improve wayfinding
- » Public safety features and educational/historical signage

Participants also expressed concerns about trail access, including parking, shade, smooth/flat surfaces for mobility devices, and shorter loop options. Safety concerns regarding camping and after-hours use were also noted.

Irrigon Music in the Parks

Morrow County and J-U-B ENGINEERS, Inc., with support from The Langdon Group, hosted a public open house during Irrigon's Music in the Parks series at Marina Park (510 NE Seventh St, Irrigon) on July 21, 2025. The event was advertised through the County's Facebook page, project website, flyers at local businesses, and emails to stakeholders and partner organizations.

The drop-in style event was held from 6:00 to 7:30 p.m. and included a welcome booth, project information, fliers, and comment cards for written feedback. Thirteen attendees spoke with project team members and provided feedback on trail connectivity, desired amenities, signage (historical and environmental), and safety improvements.



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TRAIL ALIGNMENT & INVENTORY

As outlined in the 2000 Plan, the Heritage Trail is designed as a single, primary route, complemented by spur and loop trails that stretch across the full width of the county. The trail spans approximately 30 miles, connecting the communities of Boardman and Irrigon, as well as extending into Gilliam and Umatilla Counties. Portions of the potential alignment are located within public right-of-way (ROW), which typically ranges from 60 to 80 feet in width depending on roadway classification and may include travel lanes, shoulders, drainage ditches, and utility corridors. Trail segments located within

County right-of-way (ROW) have not required individual property owner contact, as adjacent property owners do not have jurisdiction or decision-making authority over the use of public ROW.

The graphic below illustrates existing and potential trail segments, surface types, and access points along the CRHT.

Trail Facts



LENGTH The trail corridor spans approximately 42 miles east to west across the full width of the county when measured “as the crow flies.” The existing trail system currently includes 27.2 miles, with an additional 29.7 miles identified as potential future trail segments, for a total planned network of approximately 56.9 miles when fully built out. *Note: At plan approval, ~11 miles of the potential trail are on private (non-federal) land; all other segments are on federal land or within County road rights-of-way.*

CONNECTED COMMUNITIES

City of Boardman and City of Irrigon, Gilliam County and Umatilla County



SURFACE TYPE

Paved and natural/primitive surface

- Paved - 15.9 miles
- Unimproved - 11.3 miles

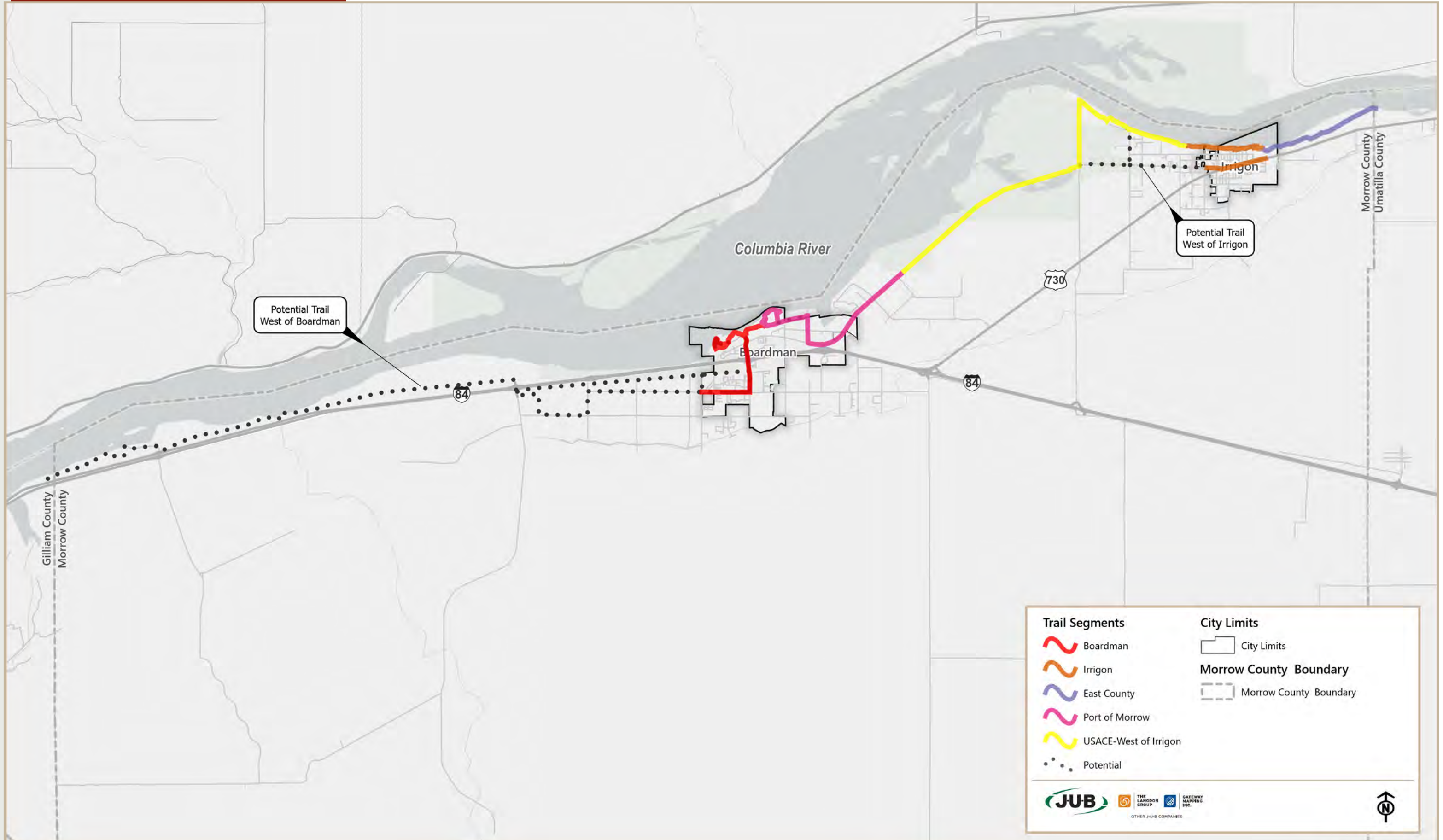
TRAILHEADS & ACCESS POINTS WITH PARKING

- Boardman Marina Park
- Port of Morrow
 - Marine Dr NE @ Port Dr
 - Marine Dr NE @ Shoreline Dr
- Wildlife Refuge @ Columbia Blvd
- Fish Hatcheries @ Riverview Ln
- Riverview Ln @ W 8th Rd
- Irrigon Marina Park
- NE 13th St
- Morrow County/Umatilla County Line @ Pleasant View Road



TRAIL SECTIONS For ease in coordinating planning, construction, and maintenance, the Morrow County Columbia River Heritage Trail is divided into six sections, defined geographically by the underlying land ownership or management jurisdiction. Earlier meeting notes and draft materials numbered sections from east to west (1–6); in this report, sections are numbered from west to east (1–6), following the numbering in the 2000 Plan. Additionally, each section may benefit from a memorandum of understanding (MOU) between the parties involved. An MOU would clarify responsibilities, expectations, and collaboration approaches, and often serves as a first step before establishing a formal agreement or binding contract.

Figure 1 Trail Vicinity Map



Trail Segments

- Boardman
- Irrigon
- East County
- Port of Morrow
- USACE-West of Irrigon
- Potential

City Limits

- City Limits
- Morrow County Boundary

Logos: JUB, THE LANGDON GROUP, GATEWAY PLANNING INC., OTHER JUB COMPANIES


North Arrow

SECTION 1

West County

KEY FEATURES:

- Threemile Canyon Park, a dry camping and fishing area with pit toilets, managed by the Army Corps of Engineers.
- Loves Travel Stop



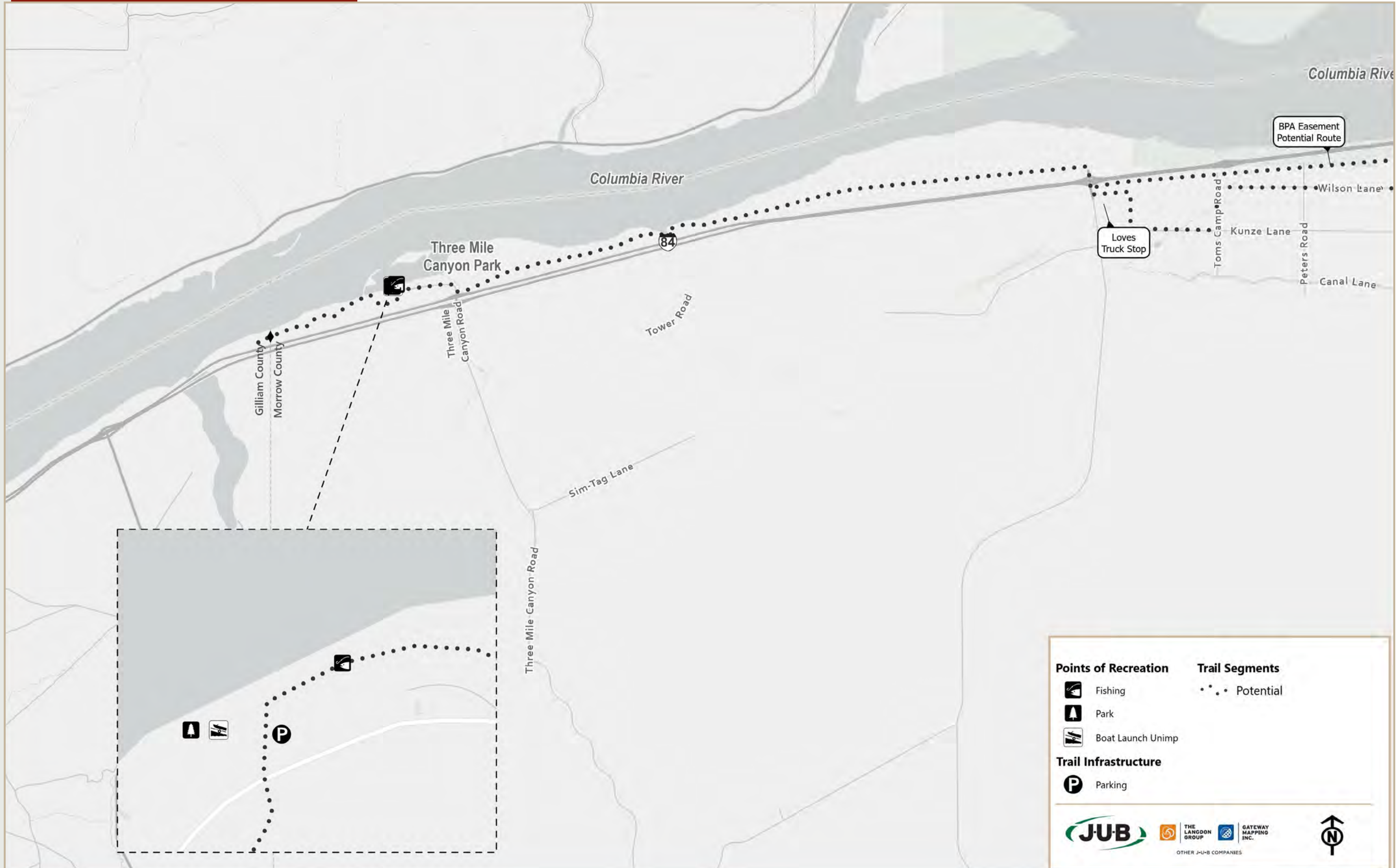
This potential 29-mile section of the trail connects Gilliam County to the Tower Road interchange at Interstate 84, west of the City of Boardman. It primarily follows an existing two-track path formed by vehicle use during hunting seasons, located near and parallel to the railroad right-of-way for most of its length. The lands are zoned industrial and are owned by the Port of Morrow and Threemile Canyon Farms. The Tower Road Interchange Area Management Plan (IAMP) will include a pedestrian facility, which will likely encourage more interest in a trail in this segment. The plan does not include specific recommendations for this section of the trail.

This section of the trail may benefit from a memorandum of understanding (MOU) to establish a mutual agreement between the county and the landowners. The MOU would clearly outline how the parties will work together, defining responsibilities and expectations. MOUs are often the first step before creating a formal agreement and binding contract.

Enhancement Opportunities

- » Compacting the trail surface with rock, gravel, or sand
- » Develop trailheads and parking
- » Add horse facilities at Three-Mile and Tower Road
- » Provide amenities: toilets, shade, picnic tables, bike racks
- » Control or eliminate invasive plants (e.g., Russian Olive and puncture vine)
- » Early intervention to control the spread of invasive plants (Russian Olive and puncture vine)
- » Install safety and non-motorized use signage (except during hunting season)
- » Establishment of an MOU between the parties involved to define roles and responsibilities

Figure 2 Section 1 West County




SECTION 2

Boardman

KEY FEATURES:

- Boardman Marina Park
- SAGE Center and Recreation Center (approximately ½ mile off the path)
- Downtown Boardman
- Facilities (restaurants, gas station, supermarket, health care facility, library, police station, city hall)



The Boardman trail section spans approximately 3.9 miles. It passes through the most densely populated area of Morrow County, the City of Boardman, serving as a vital urban-rural connection within the trail system. This section includes the area between the Tower Road Interchange at Interstate 84, to the west, and the Port of Morrow, to the east.

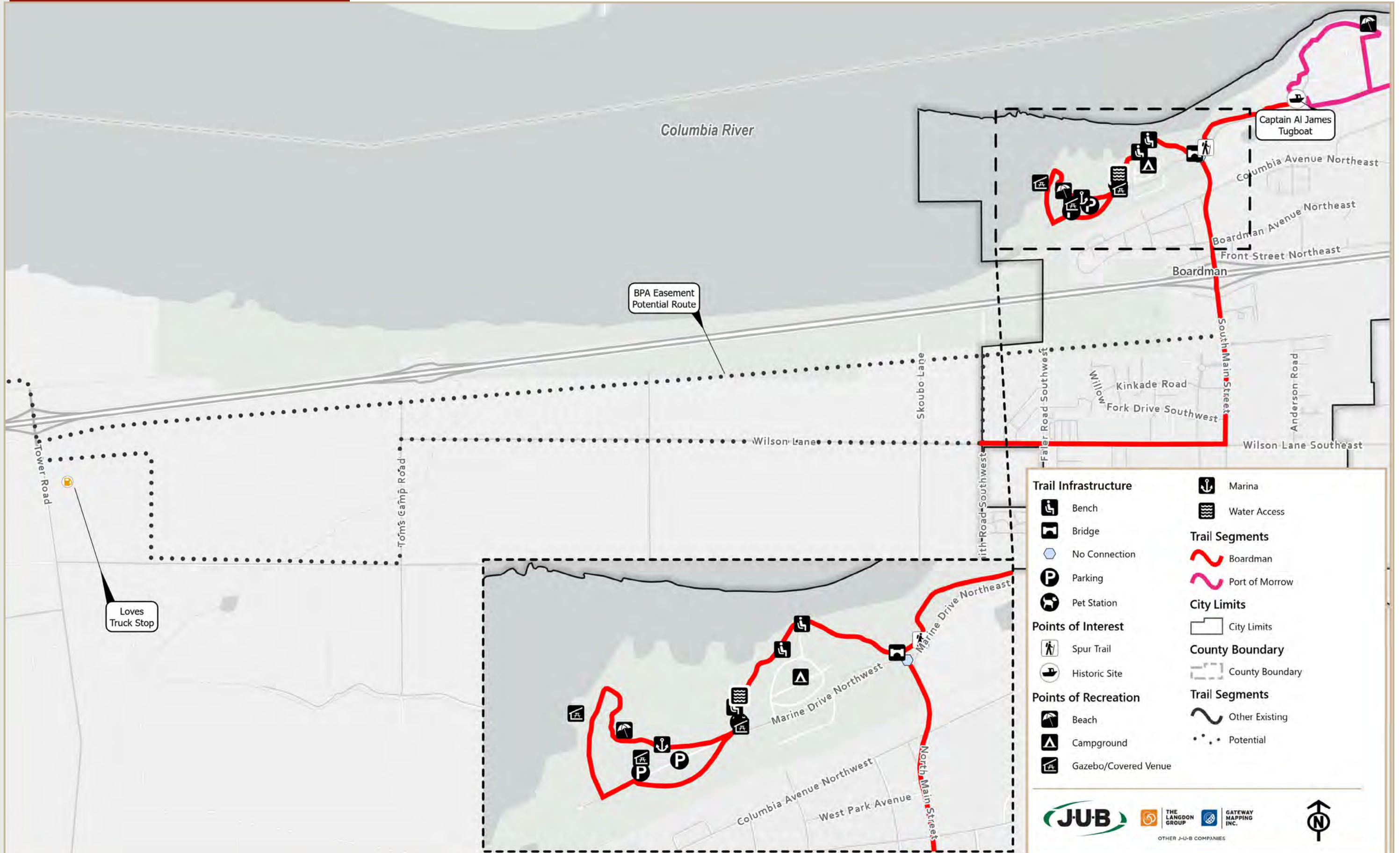
Enhancement Opportunities

- » Install bicycle and pedestrian signage and striping
- » Reconstruct the railroad overpass
- » Plant trees to provide shade and enhance trail experience
- » Provide restroom and water station
- » Improve ADA accessibility
- » Establish MOU to define roles and responsibilities

Trail Alignment Alternatives/Gaps:

Two primary alignment options have been identified for connecting this segment of the trail to South Main Street. The first option would utilize the BPA easement to reach S Main Street. The second option would follow Kunze Lane to Wilson Lane, and then continue to S Main Street. Another key location for consideration is the intersection of Main Street and Marine Drive, where connectivity and safety improvements may be needed.

Figure 3 Section 2 – Boardman



SECTION 3

Port of Morrow

KEY FEATURES:

- Port of Morrow Riverfront Center
- Restaurants
- Lodging
- Benches
- Bathrooms



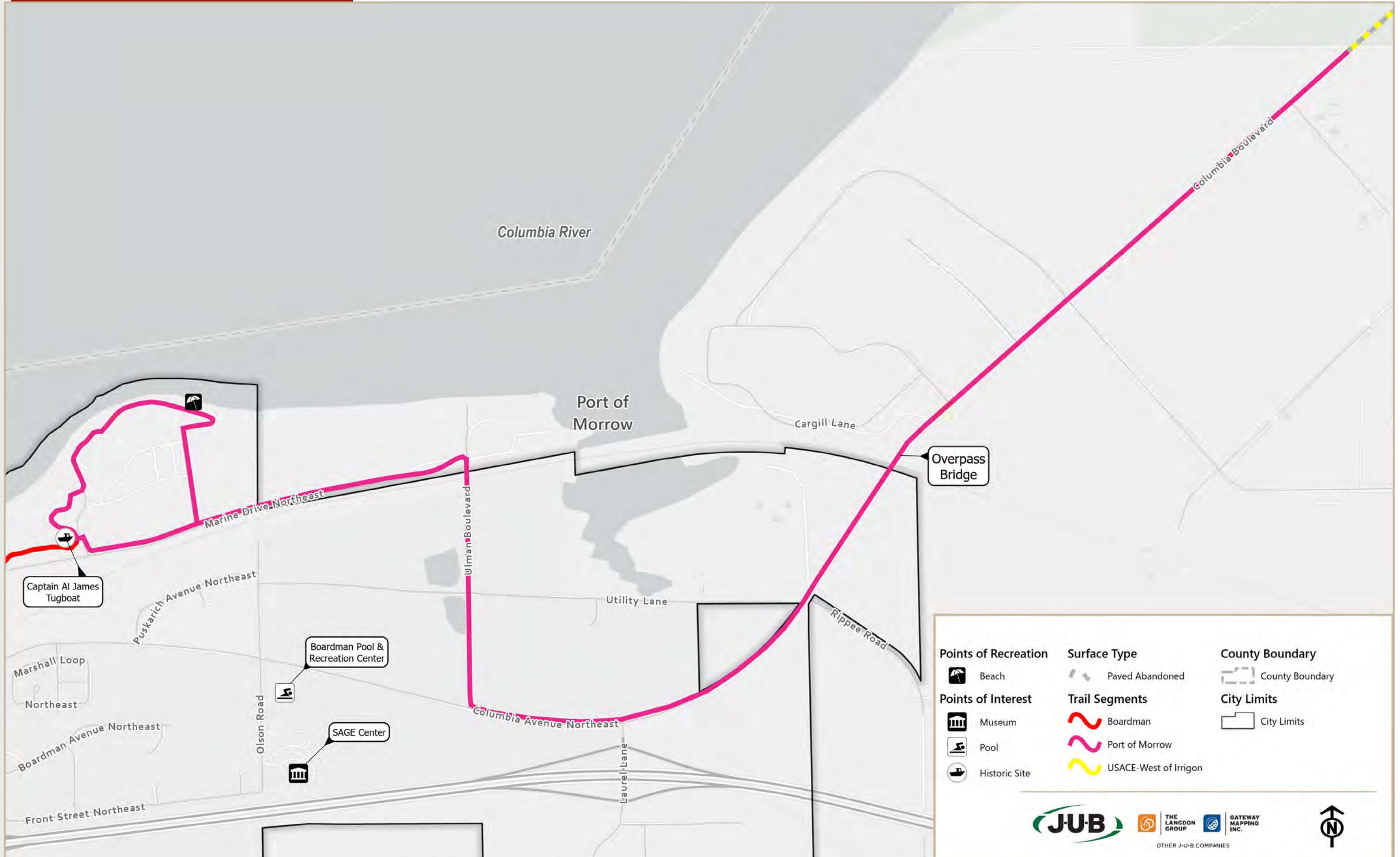
The “Port” trail stretches 5.9 miles, linking Boardman Marina Park in the west to the Umatilla National Wildlife Refuge in the east. As the only heavy industrial segment of the Heritage Trail, it offers users a unique opportunity to observe barge and truck export traffic, as well as other port activities, safely. Improvements were made along NE Marine Drive and Ullman Blvd., including new sidewalks, curb and gutter, and upgrades to the bridge/overpass.

Enhancement Opportunities

- » Add bike lanes, curbing, and footpaths
- » Plant street trees
- » Upgrade trail crossings for safety and usability
- » Install benches and water station
- » Add solar lighting
- » Establish MOU to define roles and responsibilities

NOTE: This section of the trail has no proposed alternatives and contains no gaps requiring connection.

Figure 4 Section 3 – Port of Morrow



SECTION 4

USACE - West of Irrigon

KEY FEATURES:

- Wildlife refuge
- McCormack Slough
- Fish Hatchery

The goal of the Umatilla National Wildlife Refuge (NWR) section of the trail is to provide an exceptional wildlife experience, foster a sense of connection, and create a memorable link to the Heritage Trail, all while safeguarding wildlife and minimizing conflicts between users and wildlife. This three-mile segment connects the Port of Morrow section to the City of Irrigon in the east, following the old highway. To reduce impacts on wildlife, this section will be limited to pedestrian and bicycle use only.

Enhancement Opportunities

- » Improve trail surface
- » Install signage
- » Establish MOU to define roles and responsibilities

Trail Alignment Alternatives/Gaps:

Two potential alignment options have been identified for this segment. Both would have the potential to create conflicts with sensitive wildlife habitat, though they differ in terms of existing infrastructure and user experience.

Option 1: Patterson Ferry Road to Riverview Lane (Primary Alignment - 11.5 miles)

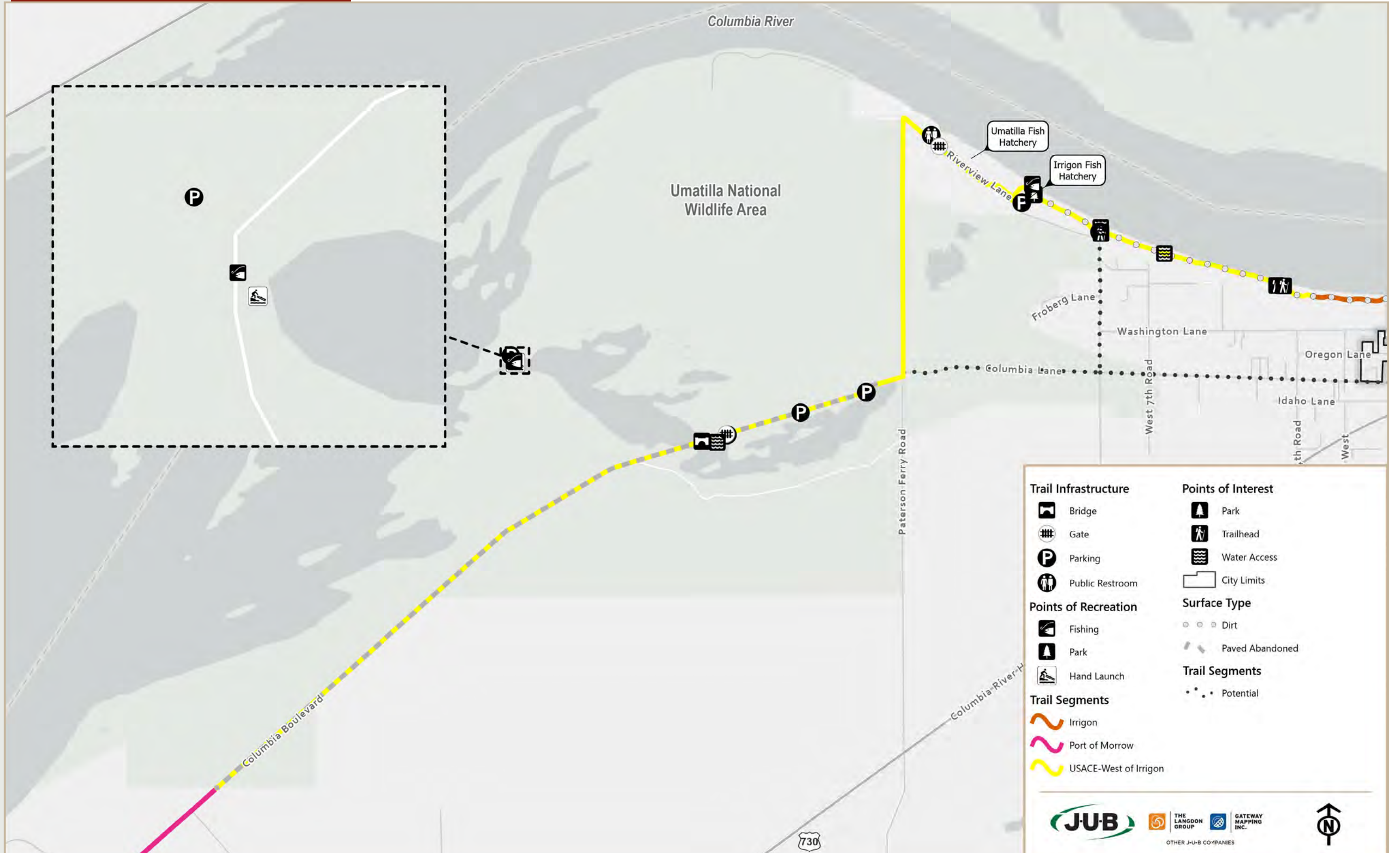
This alignment would follow Patterson Ferry Road north, then turn east onto Riverview Lane creating a continuous 11.5 mile segment from start to finish. This route would utilize existing improved roadway corridors, reducing the need for new construction and avoiding the unimproved riverfront area, which could create maintenance challenges and increase potential impacts to the refuge. While it would provide less direct river access, it would offer a safer, more practical corridor with fewer environmental concerns.

Option 2: Columbia Lane to West 8th Road (Optional Spur - 4.86 miles)

An alternative alignment would head east on Columbia Lane before turning north on West 8th Road, forming a 4.86 mile spur connection. This option would provide a slightly different connection to Irrigon, offering views of adjacent farmland and the refuge. However, this route may require additional coordination with property owners and improvements to support pedestrian and bicycle traffic.

Further study and coordination with stakeholders, including the U.S. Army Corps of Engineers, Umatilla NWR, and the City of Irrigon, will be needed to determine the preferred alignment.

Figure 5 Section 4 – USACE - West Irrigon



SECTION 5

Irrigon

KEY FEATURES:

- Fish Hatcheries
- Irrigon Marina Park

This 2.4 mile section of the trail serves as a vital trail segment spanning the City of Irrigon, Army Corps of Engineers (USACE) property east of the Umatilla National Wildlife Refuge, and the Irrigon Wildlife Area. It creates an opportunity to unite urban and rural areas, fostering connections between residents while offering recreation, commuting options, and outdoor education.

Spanning six miles, this segment will primarily run adjacent to the Columbia River, providing access to the Irrigon and Umatilla Fish Hatcheries and connecting to the more developed area around Irrigon Marina Park. A short bike path currently exists within the city limits; however, this path could be extended west to connect with Patterson Ferry Road and the trailhead, further improving trail connectivity.

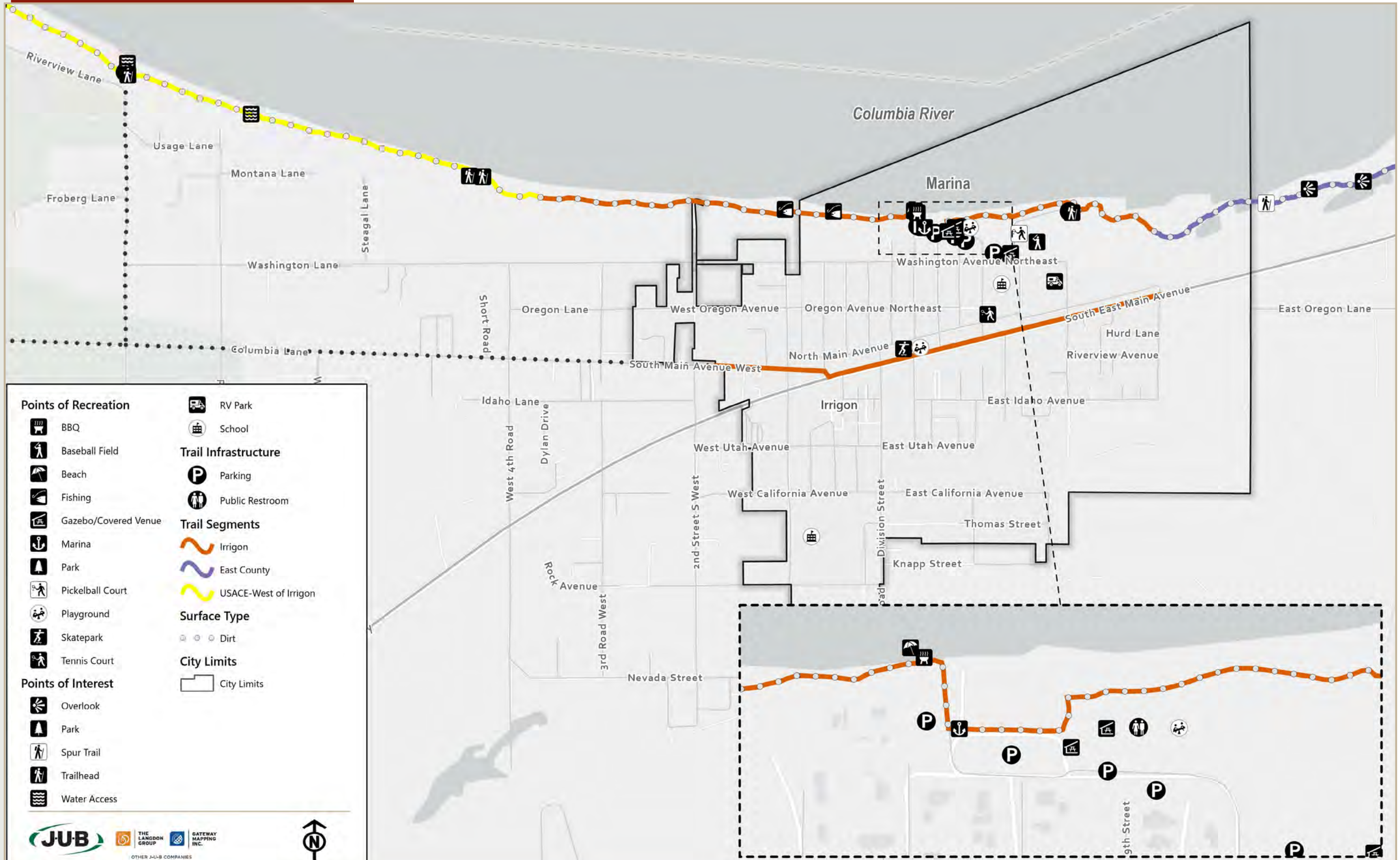
Enhancement Opportunities

- » Construct 8-foot-wide path along Patterson Ferry Road
- » Develop trailhead with parking
- » Grade and enhance trail surface
- » Establish MOU to define roles and responsibilities
- » Add safety crossings

Trail Alignment Alternatives/Gaps:

This segment of the trail features an alignment along Columbia Lane, serving as a key connector within the trail network. Key considerations for this alignment include roadway safety, accessibility, and potential enhancements to improve the trail experience.

Figure 6 Section 5 – Irrigon



SECTION 6

East County



KEY FEATURES:

- OR State Wildlife Area

The 3.5-mile-long stretch between the City of Irrigon and Umatilla County affords wildlife viewing, native plant communities, and unique and uncommon wildlife species. Although this section provides trail users an opportunity to experience the unique wildlife, there are concerns about people and nature interacting so closely. The Oregon Department of Fish and Wildlife manages this Wildlife Area, which serves as a resting and nesting area for many species of migratory birds. Depending on the season, various birds utilize the area for food and shelter. This Wildlife Area is a popular place for seasonal waterfowl hunters. ODFW may wish to monitor trail use to track the number of users and their conduct, and consider implementing seasonal closures or additional signage as needed to protect wildlife and minimize conflicts with hunting.

Enhancement Opportunities

- » Install signage
- » Improve parking area surface
- » Establish MOU to define roles and responsibilities

Trail Alignment Alternatives/Gaps:

Two potential alignment options have been identified for this section of the trail. One option would route the trail through the Wildlife Area, offering opportunities for nature viewing and habitat interpretation. The other option would follow the existing railbed, which could provide a more direct and potentially less environmentally sensitive alignment.

» Options

- Wildlife area
- Railbed

Figure 7 Section 6 – East County



05

CONCEPT DEVELOPMENT

Since the adoption of the 2000 Columbia River Heritage Trail (CRHT) Plan, the trail corridor has seen a variety of improvements and updates that have shaped its current condition. Building on these accomplishments, the CRHT Plan Update incorporated a comprehensive review of past projects, stakeholder input, and on-the-ground assessments to identify opportunities, address gaps, and develop a clear vision for future trail development. This chapter summarizes completed projects, the guidance provided by the Technical Advisory Committee (TAC) through meetings and workshops, and an analysis of trail gaps and areas for improvement. These findings collectively informed the development of conceptual designs and recommendations aimed at enhancing connectivity, safety, accessibility, and user experience along the CRHT. By presenting both existing conditions and forward-looking concepts, this chapter provides a bridge between planning analysis and actionable trail improvements.

PROJECTS COMPLETED SINCE THE 2000 CRHT PLAN

- » **Installed Directional Markers** – The County installed several directional trail markers along existing trail segments to improve user navigation.
- » **Interpretive Panel Update (In Progress)** – The County hired a consulting firm to redesign and produce updated interpretive signage. As of 2025, all panels have been fabricated.
- » **Sign Inventory** – The County Planning Department conducted a full inventory of directional signage along the CRHT corridor. The results were documented and shared with the project team for the 2025 CRHT update to support signage gap analysis and planning for future replacement.
- » **Irrigon Marina Parking Lot Expansion** – The City of Irrigon and the Irrigon Park and Recreation District expanded the parking area and added an ADA-compliant restroom near the boat launch.
- » **Port of Morrow Improvements** – Improvements were made along NE Marine Drive and Ullman Blvd., including new sidewalks, curb and gutter, and upgrades to the bridge/overpass.

TECHNICAL ADVISORY COMMITTEE INPUT

These completed projects established a foundation for trail enhancements, but gaps in connectivity, safety, and amenities remain. To address these, the project team relied on guidance from the Technical Advisory Committee (TAC). Their input shaped the trail vision, identified project goals and key priorities, and informed recommendations for trail alignment and design. This effort occurred through two key events:

- » August 2024 – Kick-Off Meeting
- » November 2024 – Design Charrette

Kick-Off Meeting

The project launched with a Kick-Off Meeting at Boardman City Hall, bringing together Morrow County staff, the consultant team, and partner agencies to establish shared goals, review the project scope, and conduct a site visit of the trail corridor.

At this meeting, the TAC established two new core goals for the CRHT Update:

- » Connect to existing trails/facilities in Boardman and Irrigon
- » Establish a trail alignment to emphasize key points of interest (POIs) in the area

The TAC also reviewed the scope of work for the concept plan update, which includes inventory and analysis, trail alignment development, capital improvement planning, funding strategies, and the production of the concept plan. Following this review, team members visited five key locations – the Boardman Marina Park, east and west entrances of the Umatilla National Wildlife Refuge, Irrigon Marina Park, and the Morrow/Umatilla County Line. This field visit revealed several gaps in trail connectivity and inconsistencies in signage, access, and amenities, particularly in the Port of Morrow and Wildlife Refuge sections. A complete summary of the kick-off meeting is in Appendix 3.

Design Charrette



The Design Charrette was held at the Irrigon Government Building and consisted of a hands-on workshop, during which the TAC collaborated to develop trail alignments, identify trail improvements, and design alternatives for key segments of the trail. Using the results of the kick-off meeting as a foundation, draft maps and GIS data were

used in the charrette to begin developing concepts for the trail concept plan.

In addition to reaffirming initial project goals, the group identified several new priorities:

1. Increase trail visibility and add signage near highways and decision points.
2. Establish rest areas with amenities such as water stations, bike racks, shade, and ADA-accessible features.
3. Improve safety in high-traffic or low-visibility areas such as Patterson Ferry Road and Columbia Lane.
4. Clarify permitting and maintenance responsibilities, particularly in areas managed by ODFW, BPA, USACE, and the Port of Morrow.

Each segment of the trail was analyzed in detail by the TAC. Feedback was summarized by location as follows:

- » **Section 1 West Morrow County** – Jurisdictional complexity, private land access, and topographic challenges require thoughtful coordination. Ownership and permitting constraints were common themes.
- » **Section 2 Boardman** – The BPA easement offers a promising alignment. North Main Street remains a significant obstacle to pedestrian connectivity.
- » **Section 3 The Port of Morrow** – Identified as an “amenity desert.” Alignment along Utility Lane was preferred, pending improvements and coordination with the Port.
 - A follow-up meeting with the Port of Morrow was held in December 2024 to review the preferred route on Utility Lane, which had been identified by the TAC as the preferred alignment. The Port expressed that this route was not acceptable due to safety concerns related to pedestrian safety, and potential conflicts with existing industrial uses. A summary of the meeting is in Appendix 4.
- » **Section 4 USACE – West of Irrigon** – Trail segments lack signage, rest areas, and safe pedestrian infrastructure. Several routes were proposed, taking into account environmental and hunting activity considerations.
- » **Section 5 Irrigon** – The existing primitive trail is favorable but needs coordination with the City of Irrigon and its Parks Department. Opportunities exist for school connections, spur trails, and improved signage to guide walkers seeking a continuous path.
- » **Section 6 East Morrow County** – The existing alignment is acceptable, but signage, access points,

and public information need enhancement. Permitting complexity and lack of restrooms remain a challenge.

The Design Charrette concluded with five clear goals for the development of design characteristics:

1. Establish sign standards and increase sign visibility throughout the trail corridor.
2. Define clear policies and procedures for permitting and interagency agreements for maintenance responsibilities.
3. Focus trail alignment on safe, low-traffic routes and away from dangerous crossings.
4. Emphasize key POIs and integrate rest area amenities to support long-distance trail use.
5. Balance recreation with the protection of wildlife and environmentally sensitive areas.

To maintain consistency with the original trail master plan and to better align with river miles and east-to-west flow of the Columbia River, the trail section numbers in the above summary and Chapter 4 have been updated. What was referred to as Section 1 (west of Boardman) in the TAC Kick-Off Meeting Summary and Design Charrette Summary is now designated as Section 6, with all other sections renumbered accordingly. This revised structure ensures the trail is presented in a logical, river-aligned sequence from west (Gilliam County line) to east (Umatilla County line).

TRAIL GAPS AND AREAS FOR IMPROVEMENT

Section 1 (West Morrow County) remains in the preliminary planning phase. An MOU between key stakeholders is anticipated to outline how the parties will work together and define their respective responsibilities and expectations. This foundational step should be completed before any formal agreements or binding contracts are executed, enabling the project to proceed. Coordination is crucial for the future implementation and effective management of improvement projects and long-term maintenance.

Section 2 (Boardman) contains a critical gap in trail continuity at the intersection of N Main Street and Marine Drive. Several site-specific challenges complicate the potential connection: a metal guardrail separates the roadway from the trail, there is a notable elevation change of approximately 15 feet between the trail and the intersection, and Marine Drive lacks safe pedestrian travel ways and street crossings. Although bike lanes are present, the absence of sidewalks or crosswalks renders the segment unsafe and inaccessible for pedestrians

and individuals with mobility limitations. The City of Boardman and the Boardman Parks and Recreation District are currently undertaking a trail planning effort, and the County intends to incorporate their plan into the broader trail strategy.

Portions of Section 3 (Port of Morrow), south of Marine Drive, and Section 4 (Wildlife Refuge) east of the wildlife refuge, are currently underserved in terms of user

amenities. These areas are considered “amenity deserts,” offering few to no support facilities such as restrooms, water stations, seating, or shade structures. This limits comfort and accessibility for trail users, especially over long distances.

RECOMMENDATIONS AND CONCEPTUAL DESIGNS

The following conceptual design recommendations build on the identification of trail gaps, input from stakeholders, and best practices in trail planning. Concepts were selected for further development based on a combination of factors, including the presence of vacant or underutilized land, missing trail connections, and opportunities to provide critical support infrastructure such as parking and field space. Additional complementary amenities, such as a bicycle pump track, were included to enhance recreational offerings and encourage active use of the trail corridor. These conceptual designs illustrate practical strategies for addressing connectivity, safety, and amenity gaps while improving the overall user experience along the CRHT.

Trailside Park Concept

This concept illustrates a potential design for a new park and trailhead that is adaptable to any suitable location along the CRHT. This multi-use recreational Trailside Park Concept addresses both amenity gaps and community desires for more active-use areas near the trail.



The concept is designed to be flexible and scalable, allowing amenities to be added, modified, or removed based on site conditions, community priorities, and available funding. The following examples illustrate potential elements that could be included as part of the park design. Key elements include:

- » **Bicycle Pump Track:** A looping course designed for cyclists of all skill levels to encourage youth activity and bike confidence.
- » **Trailhead:** A gathering space for trail users for resting. This trailhead features a permanent restroom facility, wayfinding signage for orientation and route visibility, and a bike rack to support multimodal use.
- » **Parking Area:** Designated parking to support trail users and park visitors. A total of 110 parking stalls are identified in this concept.
- » **Flexible Greenspace:** A flat, open lawn that can accommodate a full-size soccer field or serve as a multi-purpose area for recreational events or informal play.
- » **Landscape Berms:** Strategically placed berms offer wind protection, visual interest, and define the recreational zones.

This Trailside Park Concept can transform an underutilized area into a community asset. It strengthens the CRHT’s role as a connection between recreation, active transportation, and public access to the Columbia River.

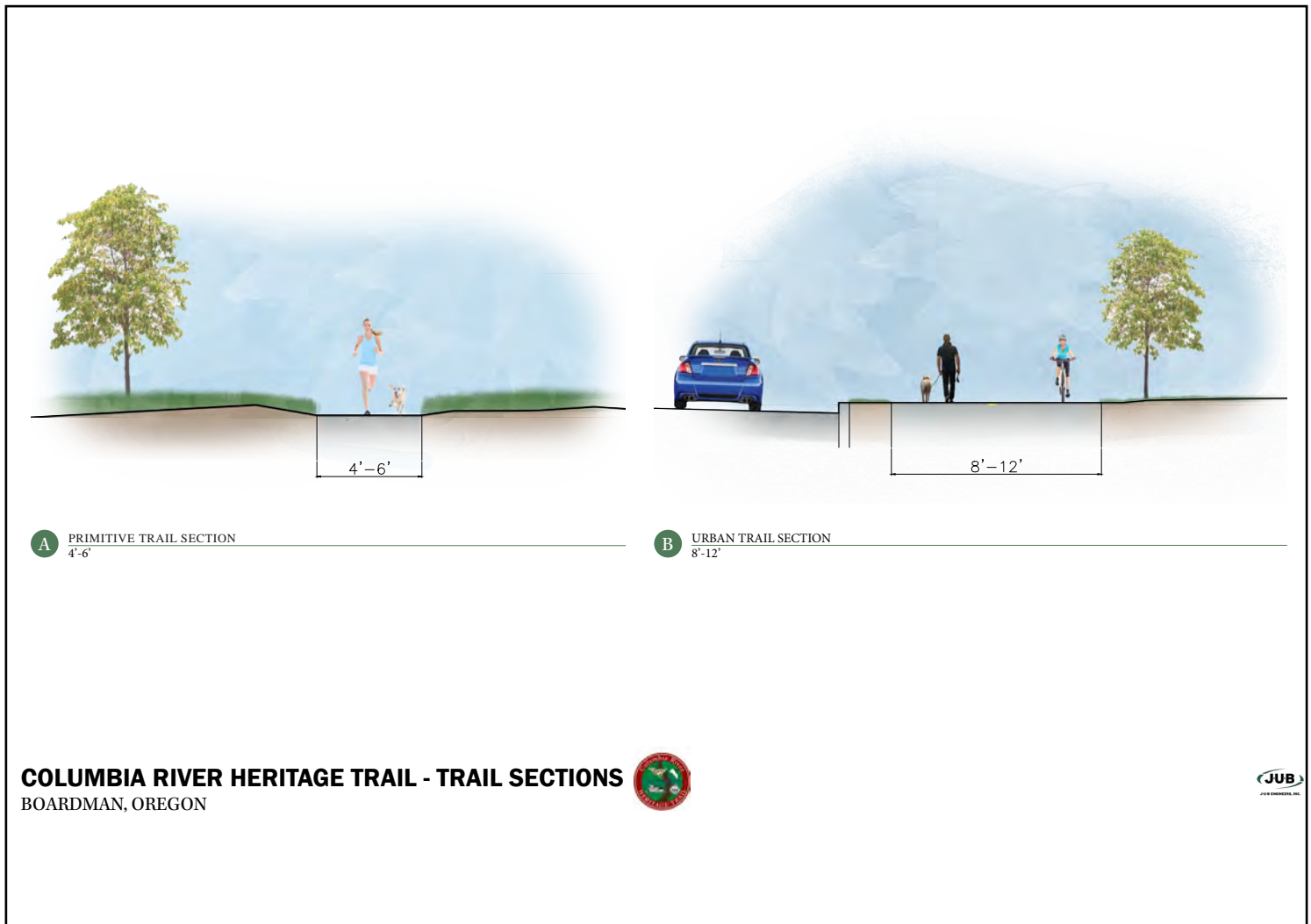
Trail Section Concepts

To support a cohesive and functional CRHT corridor, the design team developed consistent trail section standards that can be applied throughout the planning area. Establishing clear cross-section guidelines ensures future trail projects maintain continuity, safety, and accessibility while responding to the surrounding context. Primitive trail standards are recommended for natural or environmentally sensitive areas outside city limits, where low-impact design preserves habitat and minimizes disturbance. Urban, paved trail standards are recommended for heavily trafficked areas, such as within Boardman and Irrigon, where shared use by pedestrians, cyclists, and strollers, as well as ADA accessibility, is critical. These consistent design standards provide a framework for expanding connectivity, enhancing user experience, and maintaining a unified trail identity along the CRHT.

- » Primitive Trail Section: A 4-6-foot-wide compacted native soil or gravel path, appropriate for low-impact use in natural or sensitive areas such as the Wildlife Refuge section. This design minimizes environmental disturbances while preserving trail continuity.
- » Urban (paved) Trail Section: An 8-12 foot wide asphalt path with a gravel shoulder on each side. This design supports shared use by pedestrians, cyclists, and strollers while maintaining low maintenance needs and ADA accessibility.

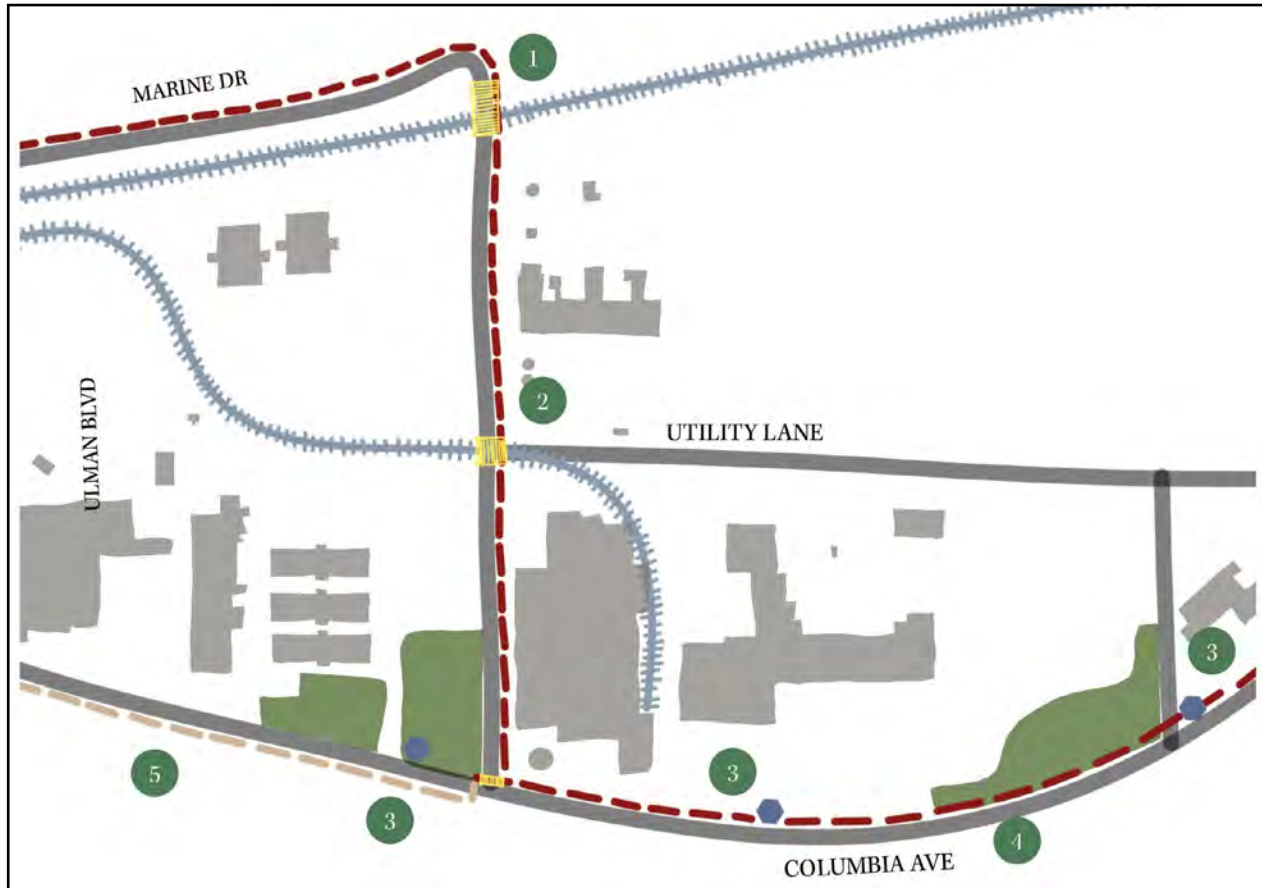
Each trail section supports a flexible and cohesive trail identity as the CRHT expands.

Figure 9 Trail Section Concepts



Trail System Enhancements

To address these gaps, this concept proposes a series of improvements aimed at increasing connectivity, safety, and user comfort along the corridor. Key strategies include updating bridges and railroad crossings to improve pedestrian safety, adding bus stops integrated with the trail system, and developing an urban trail segment along Columbia Avenue that connects users to key destinations. Additionally, future trail extensions to the recreation center will enhance access to existing community amenities. Together, these enhancements provide a foundation for introducing supportive infrastructure, such as rest areas, shade, and wayfinding, within these currently underserved sections.



1 UPDATE THE BRIDGE TO ACCOMMODATE PEDESTRIAN ACCESS



3 UPDATED BUS STOP ALONG TRAIL SYSTEM



5 FUTURE TRAIL TO RECREATION CENTER



2 UPDATE RAILROAD CROSSING FOR PEDESTRIAN SAFETY



4 URBAN TRAIL

Trail Amenities and Support Infrastructure

To create a distinct, cohesive, and user-friendly experience along the CRHT, the trail corridor will be complemented by thoughtfully designed amenities, signage, and support infrastructure. These elements enhance safety, accessibility, and overall enjoyment for all users, while reinforcing the trail's identity and wayfinding. By establishing consistent standards for signage, trailheads, rest areas, and other facilities, the CRHT can provide clear orientation, essential services, and opportunities for rest and recreation, ensuring that the trail is functional and welcoming along its entire length.

Goal: CRHT to offer a distinct and memorable experience with an organized system of design, materials, signage, and furniture.

Signage Strategy

Clear and consistent signage helps trail users navigate the CRHT, find amenities, and understand distances. Updating the 2000 CRHT Plan signage ensures that everyone has a safe, easy, and enjoyable travel experience along the trail. The Sign Guidelines below have been adapted from the previous 2000 CRHT Plan:

- » **Trail Identifier:** The “Columbia River Heritage Trail” in name and graphic will be posted at jurisdictional boundaries and 1-mile intervals between the jurisdictional points.
- » **Milepost:** Mileage posted at 1-mile intervals, starting with “0” at the Morrow/Gilliam County line and increasing as one travels east, following the river’s flow, to the Morrow/Umatilla County line.
- » **Jurisdictional Boundary Signs:** To identify the sponsoring jurisdiction, a sign will be located 100 yards before each trail entrance that reads “Welcome to the (insert jurisdiction)” and a sign inside the exiting boundary that reads “Thank you for visiting the (insert jurisdiction).”

- » **Transition Points (access and intersections):** Directional signage to inform trail users about the location of the trail will be posted. For example, at a “T” intersection, a directional arrow may be needed to inform the traveler that the trail turns right, left, or continues in both directions. Directional and distance information can be added to support user orientation along the trail. For example, signs could indicate “→ Boardman 1 mi” or “← Irrigon 2 mi,” providing clear guidance for trail users.
- » **General Information:** Basic trail information will be needed at trailheads and primary trail facilities, such as the Boardman and Irrigon Marina Parks. This will include an overall Heritage Trail Map that notes the locations of restrooms, phones, parking, water, Visitor Information Centers, and other amenities, as well as the hours the trail is open, modes of transportation, accessibility, and mileage (this may be designated as an element of the trail identifiers).

Trailhead Infrastructure

Trailheads serve as key access points to the CRHT and should provide essential amenities to support trail users. A preliminary list of elements for consideration at trailheads includes parking, hitching posts, trail maps, bollards, bike racks, toilets or portable toilets, potable water, and phone access. Standardizing these features helps make trail access convenient, safe, and welcoming for all visitors.

Trail Design and Accessibility

The CRHT will be designed to accommodate users of all abilities while respecting environmental and cultural considerations. Following the CTUIR guidelines, the trail will be at least 20-30 meters from the edge of the river, as per the guidelines of the Confederated Tribes of the Umatilla Indian Reservation. Wherever possible, trail surfaces, widths, and alignments will support safe, accessible use for pedestrians, cyclists, and other trail users.



06

**CAPITAL
IMPROVEMENT PLAN**

The Capital Improvement Plan (CIP) identifies specific projects, timelines, and resources needed to implement the vision and recommendations outlined in the concept plan. To allow for flexibility and future updates, the CIP is provided as an appendix to this plan. This format ensures that the concept plan remains a stable, guiding document while enabling Morrow County and its partners to revise the CIP over time in response to new funding opportunities, changes in project readiness, or evolving community priorities, without requiring a formal amendment to the entire plan.

The CIP in Appendix 5 includes projects identified during the concept plan update and prioritized based on the following criteria:

- 1. Priority 1 (Immediate/High):** Projects that address critical safety, access, or continuity needs and are ready for near-term implementation.
- 2. Priority 2 (5-Year/Medium):** Projects that fill important gaps or enhance user experience, but may require additional planning, funding, or coordination.
- 3. Priority 3 (20-Year/Low):** Long-range or high-complexity projects that will be implemented as resources allow.

PROJECT SUMMARY INFORMATION

This section provides detailed summaries of key CIP projects identified for the CRHT corridor. Each summary includes an overview of existing conditions, potential improvements, anticipated benefits, and planning-level cost considerations. Presenting projects in this format enables stakeholders to clearly understand priorities, evaluate potential impacts, and make informed decisions about implementation, while maintaining the flexibility to respond to future funding and planning opportunities.

Trailside Park Concept

Project Description

As introduced in Chapter 5, this concept can transform an underutilized area into a vibrant community park and trailhead. It addresses key amenity gaps identified during the planning process and offers facilities that support both trail use and active recreation.

Existing and Potential Amenities

Existing: Many areas along the trail currently lack developed recreation infrastructure and are considered amenity deserts, characterized by limited public access, the absence of restrooms, and a lack of pedestrian and cyclist facilities.

Potential: Potential improvements may include a bicycle pump track, permanent trailhead and restroom facility, wayfinding signage, bike racks, parking areas, green spaces, and landscape berms.

Benefits

- » Fills a significant gap in CRHT user amenities
- » Creates a safe and accessible trailhead for cyclists and pedestrians
- » Supports community gatherings and active events

Planning-Level Cost Estimate

The preliminary estimate of probable cost for the Trailside Park amenities is \$2.15 million. This estimate includes all major elements of site development, park infrastructure, and amenities. The detailed cost estimate is located in Appendix 6.

ITEM	COST (\$)
Site Preparation & Grading <i>Mobilization, clearing, grading, and stormwater management</i>	\$318,600
Infrastructure & Hardscape <i>Curb and gutter, concrete flatwork, parking lot, and landscape edging</i>	\$671,300
Park Amenities <i>Restroom, benches, bike rack, park sign, and pump track</i>	\$316,600
Landscaping & Irrigation <i>Tree preservation, new trees, sod, planning beds, and irrigation</i>	\$347,600
Contingency (20%)	\$331,000
Contractor (10%)	\$165,500
TOTAL COST	\$2,151,625

Trail Section Concepts (Primitive & Paved)

Project Description

Chapter 5 outlines two typical trail sections (primitive and paved) to guide consistent trail development along the CRHT. These designs reflect the trail's varied context, striking a balance between environmental sensitivity, accessibility, and long-term durability.

Existing and Potential Amenities

Existing: The trail currently consists of a mix of surface types, including paved sections, abandoned or deteriorated pavement, gravel paths, and dirt trails. Conditions vary along the corridor, with some areas offering stable surfaces for walking and cycling, while others have uneven or minimally maintained surfaces, which limits accessibility and user experience.

Potential: 4-6 foot compacted soil or gravel primitive trail section, 8-12 foot paved asphalt with a 2-foot gravel shoulder paved trail section, and ADA-accessible.

Benefits

- » Improves trail accessibility and clarity for users
- » Support consistent identity across the CRHT
- » Minimizes environmental impact in protected or rural areas
- » Accommodates diverse users (walkers, cyclists, strollers, mobility devices)
- » Enhances long-term maintenance and durability

Planning-Level Cost Estimate

The preliminary cost estimate for the potential trail sections was prepared for three construction options, each based on a half-mile segment of trail. All estimates include mobilization, grading, and stormwater pollution prevention, with the Primitive Trail option providing a 4-foot-wide compacted road base surface. The Urban/Paved Trail options include a 10-foot-wide trail and a bus stop, with the primary difference between them being the surface material: asphalt or concrete. The detailed cost estimate is located in Appendix 6.

ITEM	PRIMITIVE	PAVED OPTION A ASPHALT	PAVED OPTION B CONCRETE
Site Preparation & Grading (mobilization, SWPPP, grading)	\$22,600	\$24,500	\$24,900
Trail Section (10' wide with road base)	\$10,560	\$23,760	\$31,680
Bus Stop	—	\$25,000	\$25,000
General Construction Subtotal	\$33,160	\$73,260	\$81,580
Contingency (20%)	\$6,632	\$14,652	\$16,316
Contractor GC, Bond, OH&P (10%)	\$3,316	\$7,326	\$8,158
TOTAL ESTIMATED COST (PER ½ MILE)	\$43,108	\$95,238	\$106,054

The CRHT Capital Improvement Plan positions Morrow County and its partners to take the next steps in building a safe, connected, and resilient trail system. By establishing clear priorities and cost expectations, the CIP provides the foundation needed to pursue funding, partnerships, and phased construction. With this roadmap in place, the County can move confidently from vision to implementation, creating a lasting legacy of access, recreation, and connection along the Columbia River.

Steve DeBoer Memorial Amenity

In 2001, twelve families and organizations contributed approximately \$2,500 in memory of Steve DeBoer to support bicycle amenities along the Columbia River Heritage Trail. Steve was an avid cyclist who often rode on Patterson Ferry Road and in the Umatilla Wildlife Refuge area. In collaboration with his family, Morrow County will install a bicycle-related amenity, such as a bike rack with shade cover or drinking fountain, at or near the Patterson Ferry/Columbia Lane trailhead.

A memorial plaque will be included at the site, with the majority of donated funds reserved for the amenity itself. This investment honors Steve's legacy while directly enhancing the trail experience for current and future users.

07

STRATEGIC FUNDING & PARTNERSHIP PLAN

A strategic approach to funding and partnerships is critical to the successful implementation of the CIP. By leveraging public and private resources, aligning projects with grant priorities, and strengthening relationships with key partners, Morrow County and its collaborators can build the capacity needed to deliver high-impact trail improvements. The strategies outlined here are designed to guide both near-term funding pursuits and long-term partnership development, ensuring the trail's success and sustainability.

FUNDING STRATEGY OVERVIEW

To support the Columbia River Heritage Trail Update in Morrow County, a wide range of federal and state funding programs offers significant opportunities. These programs target outdoor recreation, trails, multimodal transportation, historic preservation, and environmental resilience. The strategic approach focuses on aligning project elements with available funding sources, prioritizing those with the best fit and strongest alignment with project goals, and ensuring a manageable match with requirements.

Refer to Appendix 7 for the complete funding plan, which includes timelines, match percentages, and contact details.

PARTNERSHIP PLAN

The Columbia River Heritage Trail will be supported by a broad range of local, regional, state, and federal partners. Key collaborators include the cities of Boardman and Irrigon, their respective parks and recreation districts, and Morrow County agencies that support planning, public works, and tourism. Regional organizations, such as the Greater Eastern Oregon Development Corporation and the Eastern Oregon Visitors Association, may provide funding, support, and outreach. Local schools, community groups, and nonprofits will play crucial roles in education, volunteerism, and stewardship, while cultural partners, such as the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) and the Tamástslíkt Cultural Institute, will help ensure inclusive programming and cultural interpretation.

At the state and federal levels, agencies such as Oregon Parks and Recreation, the State Historic Preservation Office, Travel Oregon, the National Park Service, and U.S. Fish & Wildlife Service offer resources for funding, planning, conservation, and historic preservation. Partnerships with the Port of Morrow, utility providers, and agricultural stakeholders will support infrastructure coordination and land access. Some private donors, individuals and businesses, are also a potential source of funding. Together, these partnerships reflect a shared vision for creating a trail that serves the needs of recreation, heritage, and the community across the region.

For a complete list of partners, including roles, websites, and areas of support, please refer to Appendix 8.



08

IMPLEMENTATION

The Columbia River Heritage Trail (CRHT) Concept Plan outlines a comprehensive long-term vision for a safe, connected, and well-maintained trail system that celebrates the region's natural and cultural heritage. Turning this vision into reality will require a coordinated and sustained effort from County leaders, partner agencies, community organizations, and residents. This chapter outlines a practical path forward, including phasing, priority projects, partnership strategies, and funding recommendations. It identifies specific steps that can be taken immediately, along with long-range actions to build momentum over time. The following implementation framework is designed to support effective decision-making, encourage collaboration, and ensure the CRHT evolves as a valued public asset for generations to come.

RECOMMENDED ACTIONS

Establish a Trail Identity and Branding Toolkit

Developing a consistent visual identity for the CRHT, including a logo, trail signage standards, interpretive sign templates, and a messaging strategy, will enhance the user experience and strengthen the trail's regional presence. As part of the 2025 Concept Plan update, a style guide was created (see Appendix 9) to establish foundational branding standards for the trail. This guide should be used for all future CRHT signage, outreach, print materials, and partner communications. To put this action into motion, the following steps can begin immediately:

- 1. Distribute the CRHT style guide to all project partners:** Share the style guide with cities, Port staff, County departments, designers, and any consultants working on CRHT-related projects. Encourage its use for all public-facing materials related to the trail.
- 2. Apply branding standards to trail signage and public outreach materials:** For new wayfinding signage, community flyers, or webpage content, apply the logo, typography, and color palette from the style guide.
- 3. Develop standard templates for key materials:** Create editable templates for trail signage (directional, interpretive), flyers, and social media posts using the official CRHT branding. Store them in a shared folder for partner access and future use.

Create a Volunteer Stewardship Program

Engaging residents, civic groups, and schools in trail stewardship fosters community ownership, supports maintenance efforts, and enhances the long-term sustainability of the CRHT. A successful program should include a volunteer coordinator, an annual project calendar, safety and training protocols, and a system for recognizing volunteers.

This program can be anchored by a "Friends of the CRHT" initiative, a branded volunteer group that supports cleanup days, trail ambassador roles, and special events.

Action Steps to Launch the Program Now

- 1. Identify a Lead Organizer or Volunteer Coordinator:** Assign a staff person or partner organization to serve as the point of contact for all CRHT volunteer activities.
- 2. Create an Interest Form for Potential Volunteers:** Develop a quick online or printed form for individuals and groups to express interest in volunteering. Share this on city and county websites, social media, and at community events.
- 3. Plan and Promote a Pilot Event:** Schedule a low-barrier volunteer day to build momentum. Use it as a kick-off for the "Friends of the CRHT" and apply trail branding to shirts, banners, handouts, and other materials. Example events may include trail cleanups, invasive species removal, and sign installation, among others.

Long-Term Strategies to Sustain the Program

- 1. Develop a Structured Annual Calendar with Partner Roles:** Work with schools, civic groups, and recreation districts to schedule recurring events like spring cleanups, fall trail prep, or youth service projects. Share responsibilities for tools, marketing, and volunteer recruitment.
- 2. Create a Volunteer Recognition Program:** Develop a system to acknowledge and retain volunteers, such as branded thank-you gifts, shout-outs on social media, and annual appreciation events. Recognizing contributions helps build a lasting culture of stewardship.

Permitting and Environmental Review

» Develop a clear permitting roadmap for each section of the CRHT.

- Required reviews
- Agency contact information and timeline

Operations and Maintenance Strategy

To ensure long-term viability, each trail segment must have clear maintenance responsibilities. The plan recommends:

- » Defining lead maintenance agencies for each section
- » Establishing interlocal agreements where multiple jurisdictions overlap
- » Outlining routine O&M tasks: trail surface upkeep, signage repair, trash removal, vegetation control

Long-term trail success depends on clear ownership and consistent upkeep across jurisdictions. As the CRHT expands, establishing coordinated operations and maintenance (O&M) practices will be essential. This includes clarifying responsibilities, ensuring routine maintenance, and providing a mechanism for joint response in overlapping areas.

Three Action Steps to Begin Now

- 1. Assign a Lead Maintenance Contact for Each Trail Section:** Work with city, county, Port, and state/federal agencies to identify and document the primary O&M contact for each trail segment. This is the first step toward defining responsibility and accountability.
- 2. Document Existing Maintenance Practices and Gaps:** Conduct a simple assessment of what maintenance is currently being performed along the trail (e.g., mowing, garbage collection, signage repair), and where gaps or inconsistencies exist.
- 3. Develop a Shared O&M Task List:** Draft a standard list of basic maintenance tasks, like surface inspections, vegetation trimming, and graffiti removal, that all partners can use as a baseline. This can evolve into a checklist used in future agreements.

Long-Term Strategies for Sustainable Maintenance

- 1. Establish Interlocal Agreements or MOUs:** Formalize maintenance responsibilities through written agreements between jurisdictions. These should clarify who is responsible for what, how often, and under what conditions, especially in overlapping or unclear segments.
- 2. Explore a Regional Maintenance Fund or Shared Service Model:** Consider pooling funds or resources among jurisdictions (or through the Recreation District or a nonprofit partner) to support trail-wide maintenance tasks like signage replacement or seasonal upkeep. This could improve efficiency and reduce duplicated efforts.
- 3. Develop Internal Protocols for County Departments:** Establish a clear process to identify the lead department and define departmental responsibilities for trail maintenance and management.

Pursue Funding and Partnerships

Successful implementation of the CRHT will depend on securing diverse funding sources and cultivating strong public-private partnerships. By aligning project priorities with grant eligibility, leveraging partner support, and preparing competitive proposals, the County and its collaborators can steadily advance trail development and amenities.

Three Action Steps to Take Now

- 1. Identify Top Priority Projects with Funding Potential:** Select 2–3 high-priority, shovel-ready projects from the CIP that align with current grant cycles or agency priorities (e.g., trailhead, signage, paved segments).
- 2. Develop a Shared Grant Calendar:** Create a living spreadsheet of grant opportunities (e.g., OPRD, RTP, FLAP, LWCF) with deadlines, eligibility criteria, and potential lead applicants. Share it with project partners to coordinate applications.
- 3. Engage Key Partners for Letters of Support:** Reach out to cities, Port staff, school districts, tribes, and community organizations to secure letters of support or match commitments for near-term grant applications.

Long-Term Strategies to Sustain Funding and Partnership Capacity

- 1. Establish a Dedicated CRHT Funding Team or Lead Agency:** Designate a lead organization or team to coordinate funding strategy, pursue large-scale grants, manage reporting requirements, and track progress. This could be a County department, regional recreation district, or nonprofit partner.
- 2. Pursue Strategic Public-Private Partnerships:** Explore partnerships with local businesses, landowners, utility providers (e.g., BPA), and philanthropic organizations to support trail maintenance, amenities, or sponsorship opportunities (e.g., “adopt-a-segment” programs).



APPENDIX 1

Design Charrette Summary

MEETING AGENDA

MEETING INFORMATION

Date: 11/12/24 Time: 11:00 – 2:00 PM
Project Name: Columbia River Heritage Trail Update
Meeting Location: Irrigon Government Building
215 NE Main St., Irrigon, OR 97844

Purpose of the Meeting:

Review the proposed trail alignment, improvements, and amenities for implementation.

AGENDA ITEMS

1. Introductions

A Sign-In sheet was used to track attendance.

2. Overview of the project

Morrow County received funding to update the Concept Plan for the CRHT. This update will create be a roadmap to identify and prioritize future trail improvements and funding opportunities.

3. Completed Tasks

a. Kick-Off Meeting

In August, we held a kick-off meeting with this group to review the scope of work and schedule and gather additional information. At the kick-off meeting, two primary goals were identified:

- Connectivity to existing trails in Boardman and Irrigon
- Alignment to emphasize key points of interest in the area.

b. Site Visit

J-U-B and County staff conducted a site visit, visiting key locations along the trail, including Boardman Marina Park, West USFW Refuge Entrance, East USFW Refuge Entrance (Patterson Ferry), Irrigon Marina Park, and the Eastern County Line (border of Umatilla County).

c. Inventory

County staff collected GIS data along the trail, including trail surface type, restrooms, parks, and other amenities. Existing condition maps have been created and are available for comment. This information will be used to develop concept designs and refine the final master plan.



4. Internal Design Charrette

A Design Charrette is an intense, collaborative workshop where County staff and the TAC will develop ideas and solutions for the CRHT. At the meeting on November 12th, the TAC engaged in discussions, brainstormed, and participated in hands-on activities to explore design options and gather feedback.

- a. Goals
 - i. Confirm/identify points of connection to trails in Boardman & Irrigon
 - ii. Confirm/identify points of interest
- b. Opportunities, Constraints, Projects
 - i. Opportunities – What should be highlighted/destination points?
 - ii. Constraints – What & Where? Slope, lack of parking, lack of water, poor visibility, traffic conflicts, etc.
 - iii. New trail segments
 - iv. Trail surface improvements
 - v. Trail wayfinding improvements (signage, striping, landmarks, etc.)
 - vi. Trail amenities (restrooms, water stations, shade, picnic area, bike tools, parking, etc.)

Additional goals were identified during the design charrette and are summarized in the attached document. The collaborative process generated great feedback and discussion. A summary of those comments is attached.

5. Closing Comments/Next Steps

2024

- i. Concept Development (November-December)

2025

- ii. Public Survey (January)
- iii. Open House #1 (February)
- iv. Capital Improvement Plan (May)
- v. Open House #2 (June)
- vi. Strategic Funding Plan (July)
- vii. Draft Master Plan (August)
- viii. Final Master Plan (November)
- ix. Adoption (December)



Schedule

Task	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Kick Off Meeting & Site Visit																	
Translation & Public Involvement Support						S	O				O						
Inventory & Analysis																	
Concept Development				C													
Capital Improvement Plan (CIP)																	
Strategic Funding & Partnership Plan																	
Master Plan													D			F	A

- C: Internal Design Charrette
- O: Open House
- S: Public Survey
- D: Draft Master Plan
- F: Final Master Plan
- A: Adoption



CHARRETTE SUMMARY

GOALS

Existing Goals from Project Kick-off

- Connect to Boardman and Irrigon Trails
 - Link the CRHT with those in Boardman and Irrigon to create a larger, unified trail system.
- Emphasize Key Points of Interest
 - Design the trail to highlight important landmarks, scenic areas, amenities, and recreational opportunities.

New Goals from Design Charrette

- Increase Visibility and Signage
 - Ensure the trail is easy to spot and access from the highway with clear signage.
- Build Rest Areas with Amenities
 - Provide rest spots along the trail with seating, water, and/or other conveniences.
 - Increase ADA accessibility

SECTION SUMMARY NOTES

Section 1 – West County (Section between west county line and Tower Road)

This section of the trail does not have a defined alignment. The current Concept Plan identifies a proposed alignment that follows the Columbia River north of the Highway. This alignment was favorable but has a few challenges, including ownership (private, Union Pacific Railroad, ODFW, USACE), topography, and trail surface.

- Alignment
 - No deviations or alternatives are proposed at this time.
 - A portion of the proposed alignment follows Kunze Lane. Project participants noted that team should determine whether this section of Kunze Lane has been vacated or not.
- Map Section Notes
 - Long-term trail maintenance and operations: limited budgets, paved path not needed in upland game hunting areas
 - This section is used for hiking, hunting, and horseback (specifically from Irrigon, where horseback are required to stay on the trail)
 - One participant noted that Quesnal Park should be renamed to Three Mile Canyon Park



- Between County line (west) and Three Mile Canyon Road (east) there is a dirt/sand road and part of a farm road, which splits some private property and public easement land
- Near the County line, there is a public access sign for Willow Creek (WA ODFW/Army Corp)
- BIA-Tribal Treaty Fishing Site (public access prohibited) is located west of Three Mile Canyon Park
- Unimproved boat access is located west of Three Mile Canyon Park
- Participants expressed including information on permitting details or requirements for each jurisdiction with authority in the Plan will be helpful for future efforts.
- USACE owns the land, and ODFW manages the land (keep in mind for permitting timeline, understanding overlapping jurisdiction, matrix may be helpful)
- Property owned along the river, north of the railroad, alternates ownership between the Port and Three Mile Canyon – up to the Columbia River high water mark.
- Union Pacific Railroad easement/right of way traverses thru this section. Not clear if a trail would be allowed within the easement.
- Large rocks within trail along the proposed route are unsuitable for horses
- I-84 and Tower Road Interchange Area Management Plan (2026) is underway. Railroad crossing may change

Section 2 -Boardman (Section between Tower Road and Olson Road)

A majority of the discussion related to this section of the trail was the proposal to have the CRHT follow the existing Bonneville Power Administration (BPA) easement. Funding may be available if the alignment is presented and approved by the BPA.

- Alignment
 - Follow BPA easement
 - Crossing at N Main St is dangerous for pedestrians
 - Follow existing trail within Boardman Marina Park
- Map Section Notes
 - Point of Interest – Boardman Library has an interpretive panel
 - Trail between Boardman and Loves Truck Stop should be paved
 - Label the Port of Morrow Business Office
 - Connect trail to existing trails in Boardman near Port Office
 - Remove proposed trail without sidewalk near Boardman Trails
 - I-84 to N Main needs improvements at intersections
 - Crossing N Main St is a challenge



- Possible alignment following the BPA easement (rather than Kunze)
- BPA has easements for future trail location
- BPA has to mitigate ground disturbance through Federal Energy Regulatory Commission (FERC).

Section 3 – Port of Morrow (Section between Olson Road and Columbia Blvd. at USFW Property)

This section of the trail is an amenity desert, with unsafe pedestrian pathways, and limited route options. Additional signage is needed to increase visibility of the trail in this area. Future alignments and amenities will need to be coordinated with the Port of Morrow.

- Alignment
 - Travel along Marine Drive NE
 - South on Ulman Blvd
 - Two path options
 - Utility Lane
 - Columbia Ave NE
 - Continue northeast along Columbia Blvd.
- Map Section Notes
 - New Goal = Visibility (need signage from the highway, what is the permitting for additional signage?)
 - New Goal = Create rest areas with amenities
 - Signage west of Irrigon is inconsistent
 - Review the Port of Morrow Interchange Area Management Plan – bike/ped facility included in that IAMP.
 - Existing trail sign located at the intersection of Marine Drive NE and Ulman Blvd
 - Railroad near the Port is closed
 - Proposed alignments north of Utility Lane are not feasible or require serious traffic mitigation and coordination with Port
 - Utility Lane has improvements in progress, more favorable than Columbia Blvd for trail alignment
 - Laural Lane has a proposed roundabout north of I-84.
 - Columbia Blvd – 45 MPH, not pedestrian-friendly, trail needs separation from the road
 - Identify Coyote Springs Generating Plant on map.
 - Near Rippee Road, public access, 2-track sand road
 - Land north of Columbia Blvd after the overpass bridge is closed for public access. Will need to identify improvements to provide safe crossing.



- Port of Morrow section is an amenity dessert (no water or rest areas)

Section 4 – Wildlife (Area between USFW Refuge and Irrigon Marina Park)

The CRHT travels through the Umatilla National Wildlife Refuge for a majority of this section. A few concerns are related to maintenance along Columbia Blvd and pedestrian safety when traveling along or across Patterson Ferry Rd. Proposed alignments along Patterson Ferry or Columbia Ave were discussed. These alternatives both lack pedestrian facilities.

- Alignment
 - Path through the Umatilla National Wildlife Area along Columbia Blvd
 - Two path options
 - Continue along Columbia Blvd across Patterson Ferry Rd to W 8th Rd, head north to Riverview Lane
 - Continue along Columbia Blvd to Patterson Ferry Rd, head north to Riverview Ln, and continue east pass the fish hatcheries
 - Follow primitive trail along the River between Fish Hatchery and Irrigon Marina Park.
- Map Section Notes
 - Section of trail along Columbia Blvd – who maintains? Brush needs to be cleared regularly (County Road, Federal Land, opportunity for an Interlocal Agreement (IGA)
 - No (vehicle) through traffic along Columbia Blvd once you enter the Refuge
 - Points of Interest – kayak launch and Patterson Ferry Road and North Second Street.
 - Map of Access on ODFW website for Refuge
 - Spur Trail to Slough
 - This area is used by duck hunters, birdwatchers, fishermen, hunting blind lottery, seasonal deer hunting with limited access
 - No CRHT signage in this area
 - Farm Lease on the circles in Refuge
 - Label hatcheries
 - Map of public access land and ROW available?
 - Patterson Ferry, north of Columbia Blvd needs pedestrian safety improvements, road closes at dusk at hatcheries (see online public rules for hatchery access)
 - Potential trail alignment along Columbia Blvd, past Patterson Ferry and north on 8th St, no sidewalks
 - Land north of Columbia, east of Patterson Ferry and west of 8th St, is closed to all public access. Routing will likely need to be the existing roadway thru the fish hatchery area.



- Main point of access is from Patterson Ferry Road – heavy traffic, dangerous for pedestrians

Section 5 – Irrigon

This section has a primitive path that follows near the water's edge. Any deviation from the existing alignment will require coordination with the City of Irrigon and its Parks Department.

- Alignment
 - No deviations or alternatives are proposed at this time.
- Map Section Notes
 - Electric Bikes: Department of Interior allows E-Bikes, USDA/USFS considers e-bikes to be motorized and are not allowed. BLM allows on non-motorized trails allowing bicycles
 - Is it possible to connect Irrigon and Boardman with a paved path? Either the Heritage Trail or a spur trail along Columbia Boulevard.
 - Need to talk to the City of Irrigon (Aaron) about plans for trail in city.
 - This section has a good primitive route along the river
 - Washington Lane (parallel to HT on ACOE lands) has a narrow shoulder with no sidewalk
 - S Main Ave W is a good bike route, but need input from Irrigon Parks
 - Trail to connect to schools near Division Rd and Knapp Street
 - Label school near the Marina
 - Label RV Park

Section 6 – Oregon Wildlife

The existing alignment was favorable. Due to the existing management (ODFW) of this section of ACOE lands, this section of the trail comes with additional restrictions for permitting, use, and parking permit requirements. Increased signage through this section would be helpful.

- Alignment
 - No deviations or alternatives proposed for the existing trail at this time.
 - A proposed alignment was shown along Columbia River Highway and was suggested to be removed due to high traffic along this roadway with no pedestrian safety facilities. Improvements or expansion of the existing bike/ped along Columbia is an option to consider.
- Map Section Notes
 - Label RV Park and pickle ball courts to the west in Irrigon
 - Removed proposed trail alignment along Highway 730 – lots of traffic, not a great location for bike/pedestrian traffic



- Parking lots and wildlife viewing located along Columbia River Highway
- Add signage along highway with directions to the trail
- Multi-use trail for hunting and wildlife habitat, no off-leash dogs during the hunting season
- Wildlife Area Parking Permit is required in this area if you do not have a hunting or fishing license
- No restrooms feasible. (ODFW will not do maintenance).
- Is permitting easier for paved or gravel trails?
- The trail needs a non-profit group or other fund to maintain the trail.
- Make sure projects are designed so that they can be approved by USACE
- Non-motorized boat launch located at the east end of the trail
- Public access to parking lot located at the Umatilla County line.

KEY TAKEAWAYS

Permitting and Maintenance

- Summarize permitting steps for ODFW, BPA, and other agencies, highlighting specific requirements for things such as habitat mitigation and cultural resources.
- Confirm jurisdiction boundaries and include on section maps.
- Establish maintenance responsibilities, especially for trails on federal or county land.

Trail Alignment

- Focus on aligning trails along BPA easements, with a paved path for maintenance access near Boardman and Irrigon.
- Adjust sections to avoid heavy traffic areas (e.g., Columbia Blvd), prioritizing safer, slower routes like Utility Lane.
- Include spur trails where feasible, subject to public feedback.

Key Points of Interest (POIs) and Amenities

- Emphasize POIs along the trail in Boardman and Irrigon.
- Create rest areas with amenities (water, restrooms, bike repair, shelters).
- Consider additional support from the Port for amenities in “amenity desert” zones.

Safety and Visibility

- Improve pedestrian safety on high-traffic areas like Patterson Ferry Road, with barriers where needed.
- Enhance trail visibility from highways and add signage to attract visitors.
- Implement pedestrian improvements where no sidewalks exist (e.g., W 8th Ave, Washington in Irrigon).



Wildlife and Environmental Considerations


- Maintain natural trails preferred by ODFW, especially near wildlife areas.
- Ensure access for hunters and fishermen while protecting sensitive areas, like the slough spur.

Community Engagement and Feedback

- Engage with the community via bilingual surveys, bulk mailers, and public meetings.
- Seek input on desired amenities and trail locations




What Kind of Trail Amenities do you Want?




Public Health Facilities:
Bathrooms,
Water Fountains,
Benches

6 pink dots, 1 green dot




Educational and Historical Signage

2 green dots, 2 orange dots




Public Safety Features: Lighting,
Emergency Response Buttons
& Phones

4 pink dots, 2 orange dots




Directional Signage

3 green dots, 2 orange dots, 1 pink dot



Accessibility Access: Ramps,
Parking, Trail Widths & Lengths

2 orange dots, 2 green dots



Other Features:
Dog Waste Stations, Bike
Repair Station,
Fitness Equipment

1 pink dot, 2 green dots

BONUS: What type of trail surface do you prefer?

GRAVEL

PAVED

DIRT



APPENDIX 2

Public Survey Summary

SURVEY SUMMARY

Columbia River Heritage Trail (CRHT) Plan Update Community Survey

Morrow County received funding from the Oregon Parks and Recreation Department (OPRD) Statewide Comprehensive Outdoor Recreation Plan (SCORP) to update the Concept Plan for the CRHT, adopted in 2000. As part of this effort, a community input survey was made available from January 21, 2025, to May 1, 2025, to gather feedback from residents on the habits of those who use the trail and overall priorities for the future. This survey provided an English and Spanish option for respondents. This input will help ensure the updated CRHT Plan reflects the community's evolving needs, preferences, and vision. A total of 56 responses were received. Highlights from the survey are summarized below.

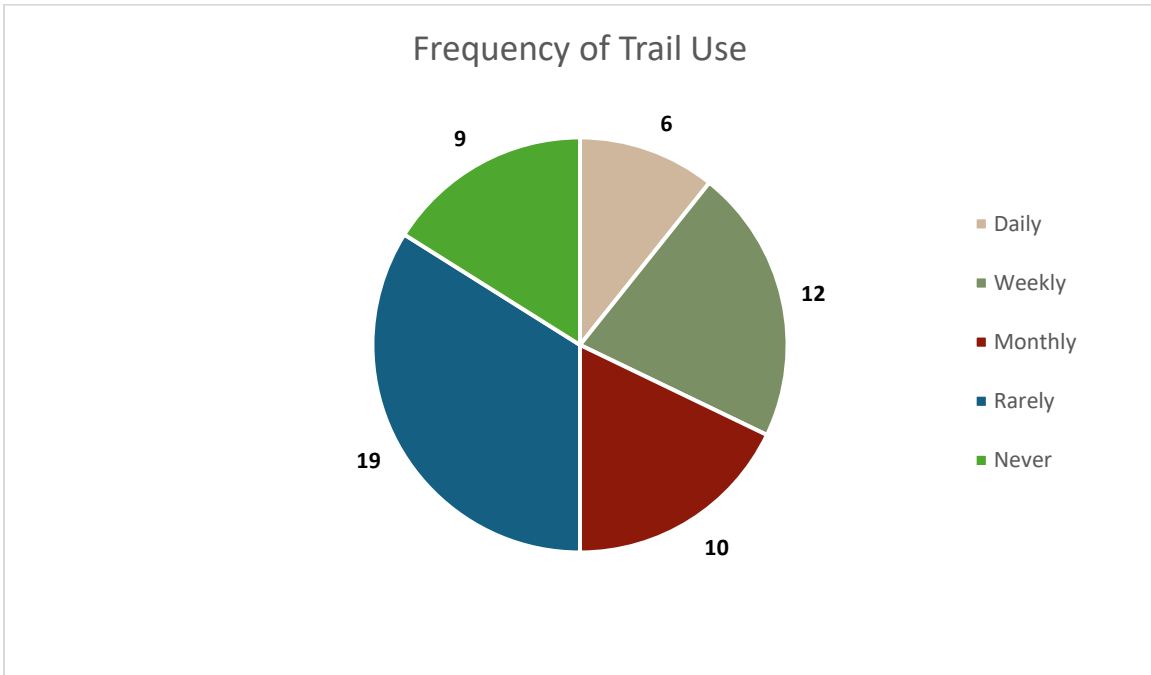
See below for a complete list of the survey questions:

1. How often do you use the trail?
2. How do you primarily use the Trail? Select up to three.
3. What distance do you typically travel on the trail?
4. Rank the following items. Which of these amenities would encourage you to use the trail more often?
5. What types of trail surfaces do you prefer?
6. Rank your favorability of the following improvements.
7. Do you experience any challenges when using the trail? Check all that apply.
8. How would you prefer to learn about trail updates or events?
9. What is your age range? (Optional)
10. What is your 5-digit zip code?



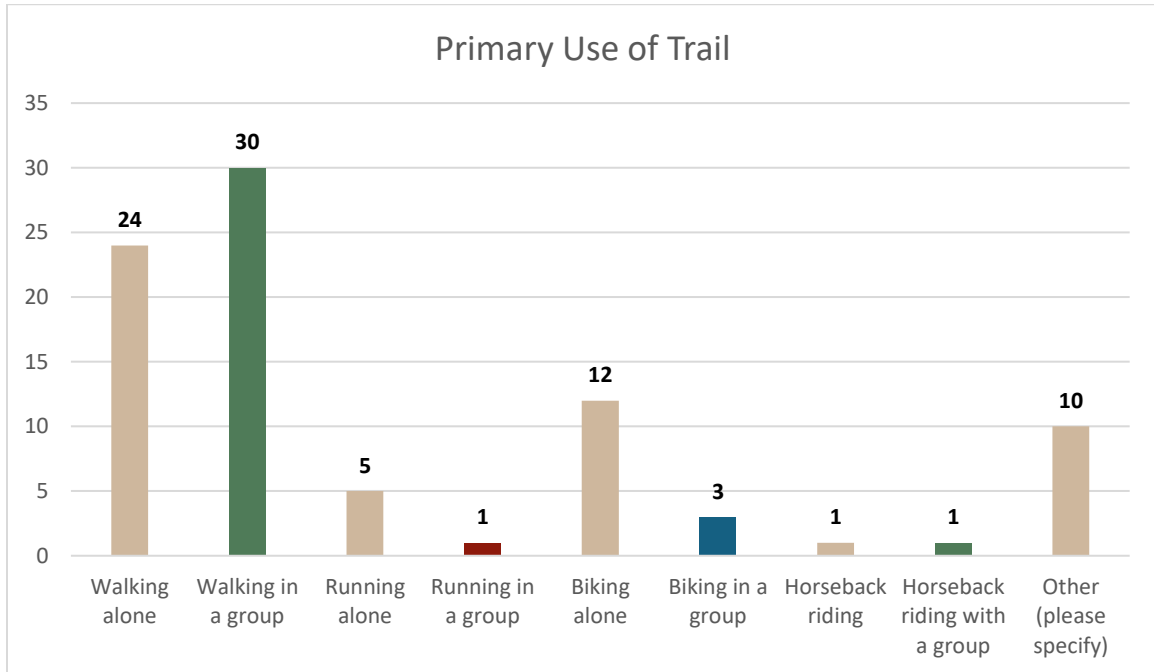
Question 1. How often do you use the trail?

[Multiple choice] When asked about the frequency that respondents use the trail, about one-third (19 responses) indicated they use the trail rarely, while others use the trail daily (6 responses), weekly (12 responses), or monthly (10 responses). This distribution shows that while a consistent group of residents use the trail, a significant portion of the community utilizes the trail infrequently or not at all. There were 56 responses and 0 non-responses to the question.



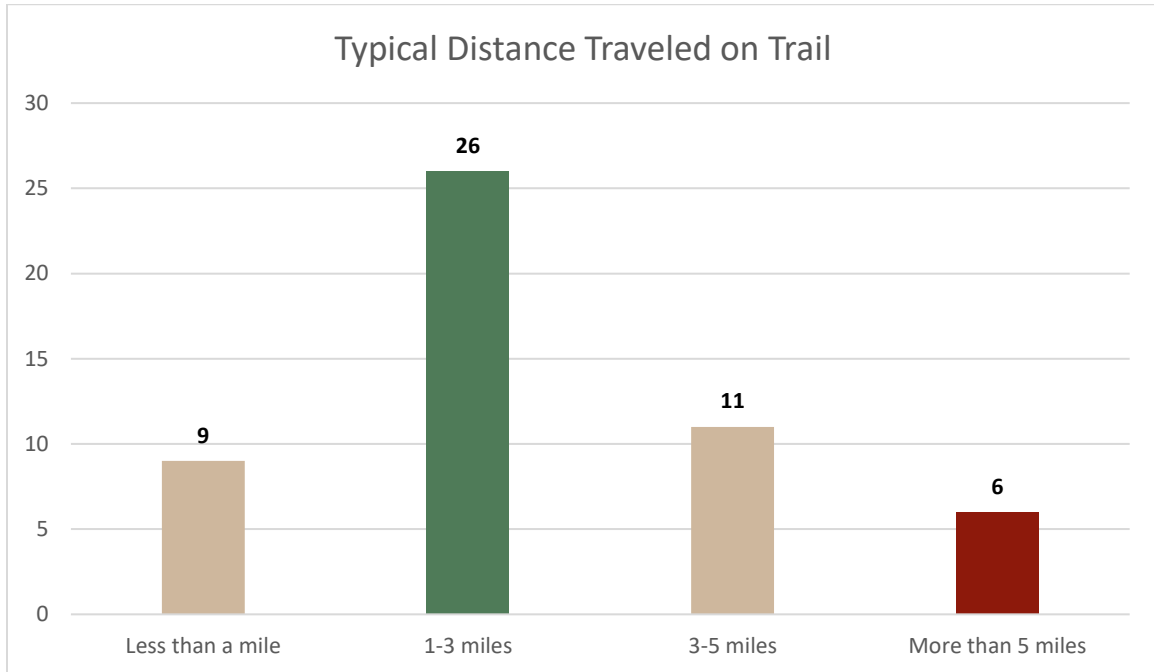
Question 2. How do you primarily use the Trail? Select up to three.

[Select 3 options] When asked how respondents primarily use the trail by selecting three options, a majority of the group selected walking in a group (54%) and walking alone (34%). These results show an overwhelming preference for walking along the trail. Biking, whether alone or in a group, is how 27% of respondents use the trail. The “other” option identifies users who use the trail for walking (with their dog or partner/spouse) and users who are either uninterested in using the trail or concerned about accessibility. There were 56 responses and 0 non-responses to the question.



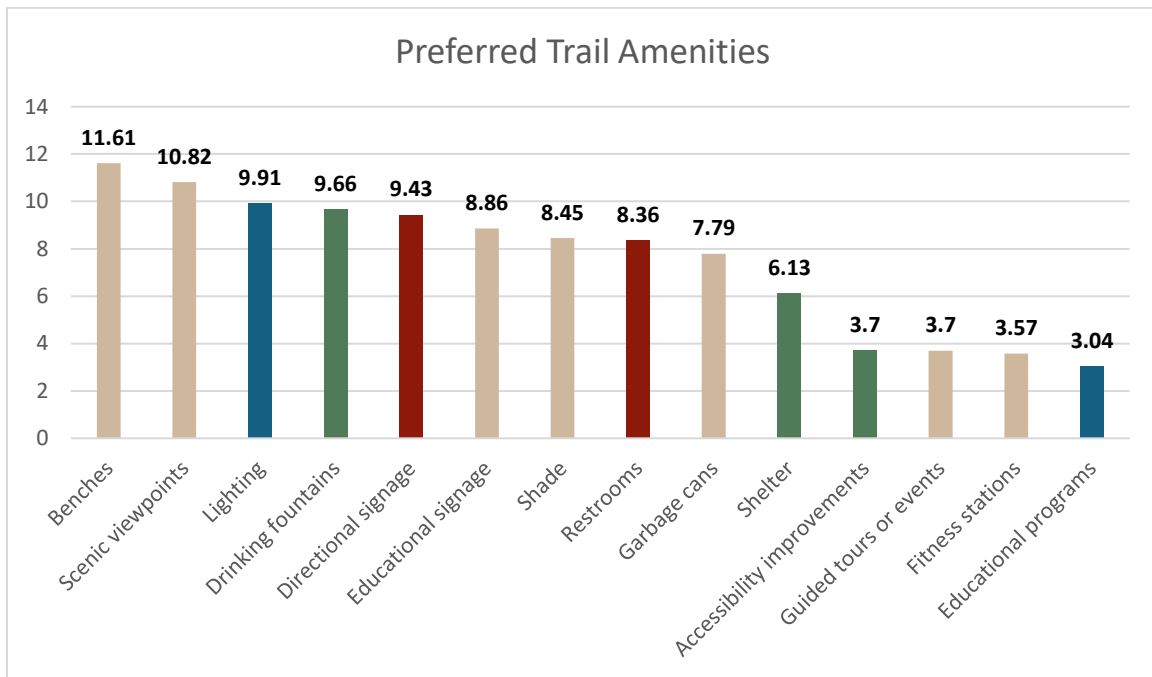
Question 3. What distance do you typically travel on the trail?

[Multiple choice] Half of the users typically travel between 1 and 3 miles on the trail (26 responses). About 21% of the users (11 responses) travel 3-5 miles, about 18% (9 responses) travel less than 1 mile, and about 12% (6 responses) travel more than 5 miles on the trail. These results suggest that users are utilizing the trail for short-to-moderate-distance outings. This aligns with results in Question 4, which highly value amenities supporting a casual and comfortable trail. There were 52 responses and four non-responses to the question.



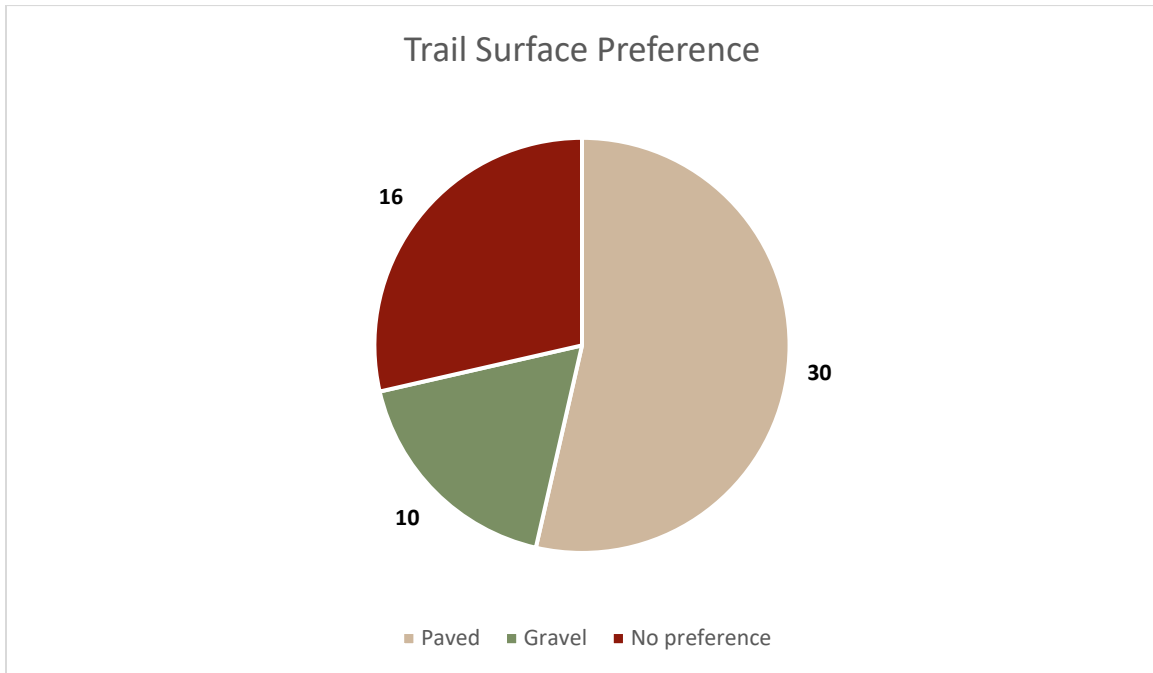
Question 4. Rank the following items. Which of these amenities would encourage you to use the trail more often?

[Rank list] When asked what amenities would encourage respondents to use the trail more often, benches (score: 11.61 out of 15) and scenic viewpoints (score: 10.82 out of 15) received the highest votes. This indicates users place a high value on opportunities to rest and enjoy the natural surroundings. Lighting, drinking fountains, and directional signage follow closely, suggesting a broader interest in comfort, orientation, and safety enhancement along the trail. There were 56 responses and zero non-responses to the question.



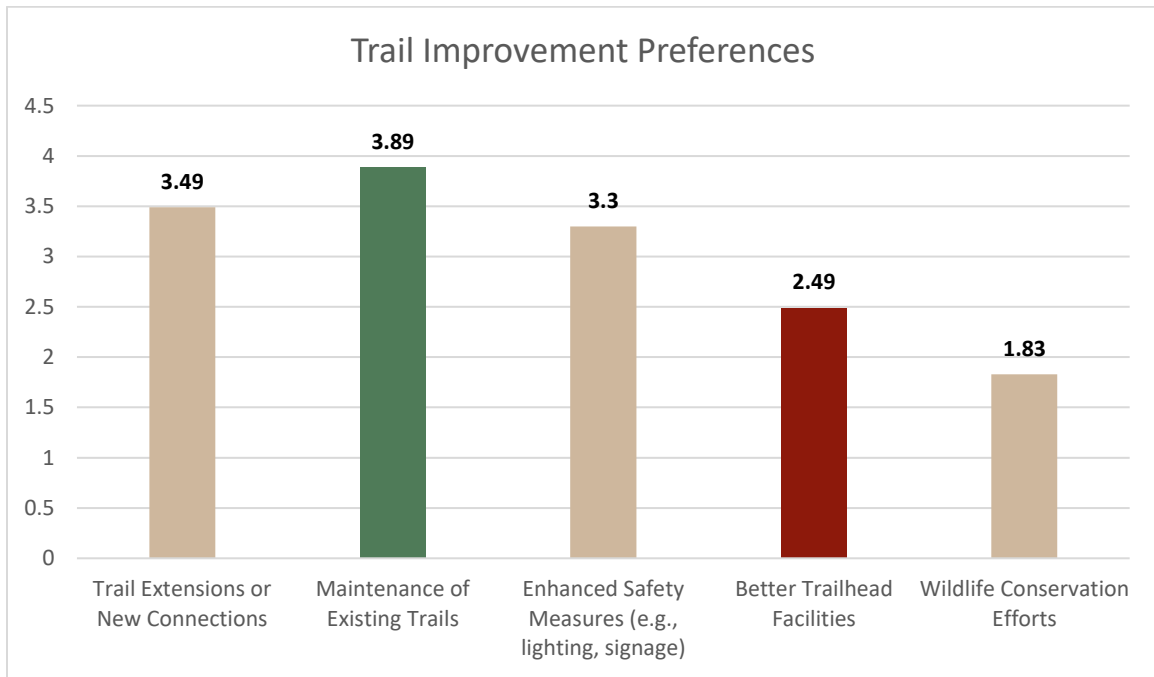
Question 5. What types of trail surfaces do you prefer?

[Multiple choice] Most respondents prefer a paved trail for recreation (30 responses). This suggests that future trail improvements should prioritize paved options. Gravel (10 responses) and no preference (16 responses) received less interest. There were 56 responses and 0 non-responses to the question.



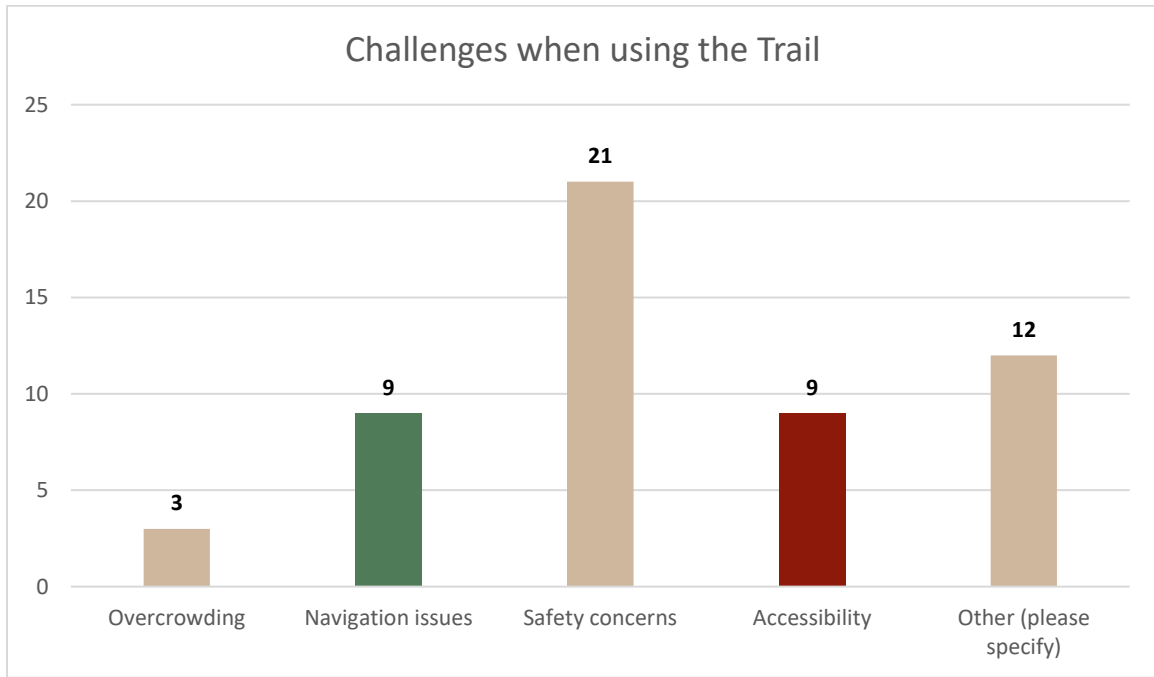
Question 6. Rank your favorability of the following (trail) improvements.

[Rank list] Respondents were asked to rank the following trail improvements from most favorable to least favorable (1 being the most favorable and 5 being the least favorable). Maintenance of existing trails received the highest score (3.89 out of 5), with trail extensions or new connections (3.49 out of 5) and enhanced safety measures (3.3 out of 5) closely following in favorability. This suggests that individuals strongly prefer a reliable trail that is safe for recreation. Other areas, such as trailhead facilities (2.49 out of 5) and wildlife conservation efforts (1.83 out of 5), were less popular. There were 53 responses and 3 non-responses to the question.



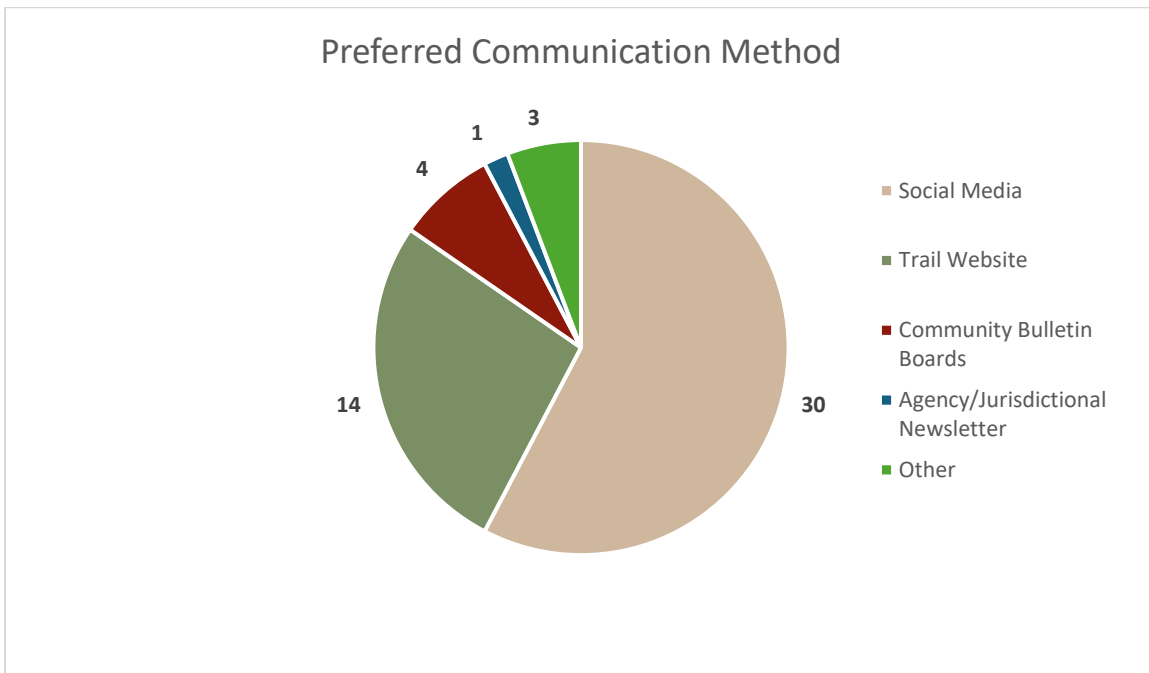
Question 7. Do you experience any challenges when using the trail? Check all that apply.

[Select all that apply] Safety concerns were the main issue when asked what challenges users experience when using the trail (21 responses). The “other” option was selected by 12 individuals. These comments included concerns about trail safety and maintenance, particularly the presence of puncture vines, loose or unleashed dogs, and crowding. Responses indicated that accessibility (9 responses) and navigation (9 responses) were other top priorities. Overcrowding (3 responses) received the least emphasis. There were 41 responses and 15 non-responses to the question.



Question 8. How would you prefer to learn about trail updates or events?

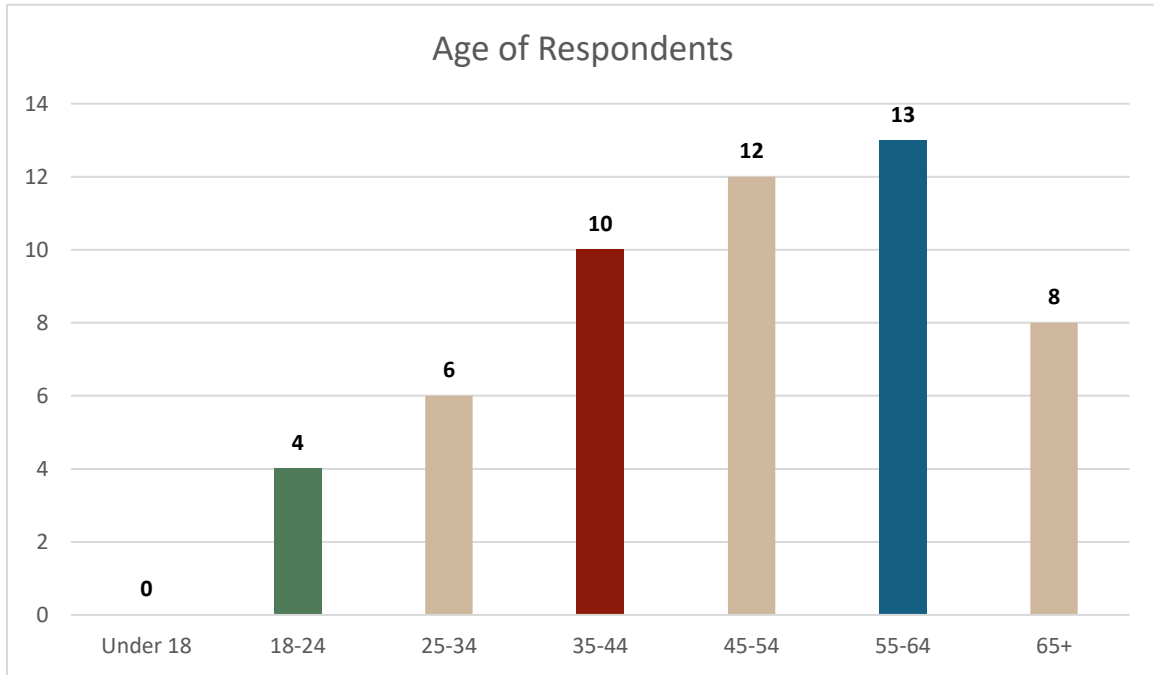
[Select all that apply] When asked the preferred method to learn about trail updates and events, social media stood out as the clear priority, with 30 respondents identifying it as the top method for updates. This suggests the need for more social media presence as the Trail has updates and events in the future. The Trail Website (14 responses) was the second most popular option, with Community Bulletin Boards (4 responses), Other (3 responses), and Agency/Jurisdictional Newsletter (1 response) receiving significantly less preference. Those who selected “Other” indicated that email or posting at trailheads would be beneficial. There were 52 responses and four non-responses to the question.



Question 9. What is your age range? (Optional)

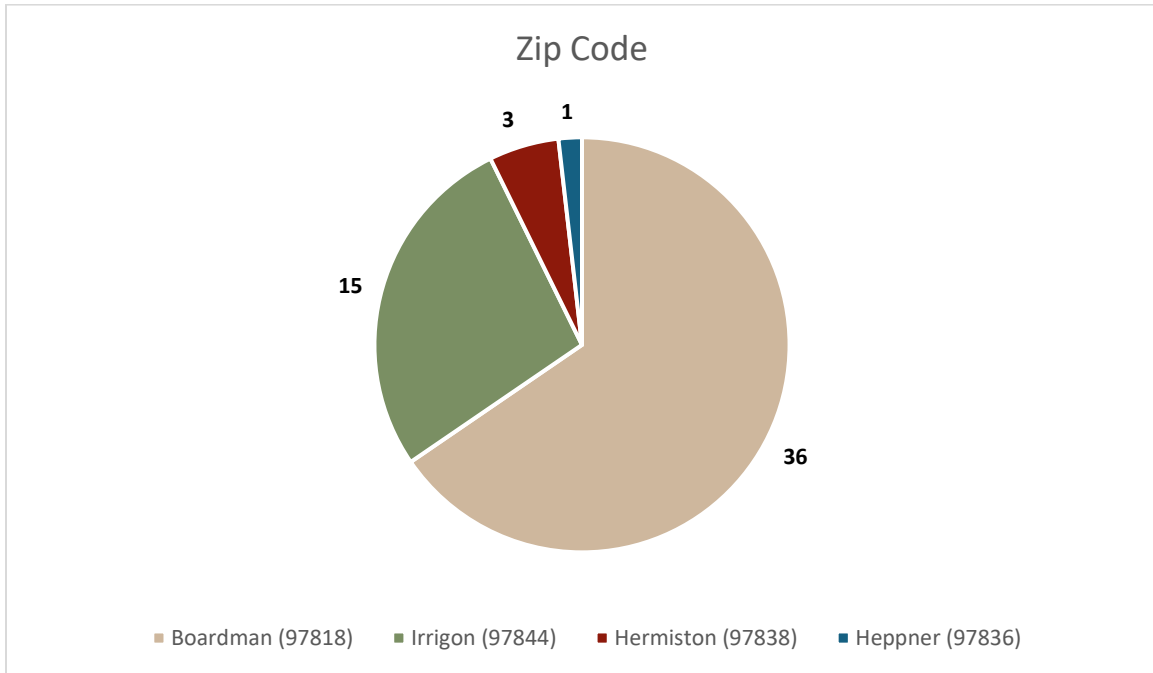
[Multiple choice] Over half of the respondents are over 35, with 13 individuals between 55 and 64.

The smallest group is relatively young (ages 18-24), indicating the younger populations are not utilizing the trail as often as the older age groups. There were 53 responses and three non-responses to the question.



Question 10. What is your 5-digit zip code?

[Multiple choice] Most respondents are from the Boardman area, zip code 97818 (36 responses), followed by the Irrigon area (15 responses). There was minimal participation from Hermiston and Heppner. There were 54 responses and 2 non-responses to the question.



Conclusion Summary

The Columbia River Heritage Trail (CRHT) community survey provided valuable insight into how residents currently use the trail and what improvements would encourage broader engagement. The results show that walking, either alone or in a group, is the primary activity, and most trail users travel short to moderate distances (1–3 miles). While a dedicated group uses the trail regularly, about one-third of respondents use it only rarely, and 16% reported never using it, pointing to opportunities for outreach and broader trail promotion.

Survey participants strongly preferred paved trail surfaces and placed high value on comfort and scenic enjoyment, with benches and scenic viewpoints being the most desired amenities. When asked about improvements, maintenance of existing infrastructure, safety enhancements, and trail extensions ranked as top priorities, reflecting the community’s desire for a well-kept, safe, and connected trail experience.

Safety remains a key concern, with respondents citing issues like unleashed dogs, puncture vines, and trail maintenance. Accessibility and navigation also emerged as notable challenges for some users, particularly those with physical limitations or unfamiliarity with the trail system.

Regarding communication, social media is the preferred method for learning about updates or events, followed by the trail website. The survey results suggest strengthening the trail’s online presence to keep the public informed and engaged.

Demographic data shows that most respondents are over 35, with limited participation from younger age groups, suggesting a need for targeted outreach or programming to engage younger residents.

Overall, the survey indicates that the CRHT is a valued recreational resource for many but has room for improvement in accessibility, safety, and visibility. These findings will guide the updated Concept Plan to reflect community needs better and enhance the trail’s role in promoting outdoor recreation in Morrow County.





APPENDIX 3

Kick-Off Meeting Summary

MEETING SUMMARY

MEETING INFORMATION

Date: 8/14/24 Time: 1:30 – 3:00 PM
 Project Name: Columbia River Heritage Trail Update
 Meeting: Boardman City Hall, Planning Conference Room
 Location: 200 City Center Dr, Boardman, OR 97818
 County Staff & J-U-B:

<u> X </u>	Tamra Mabbott Planning Director	<u> X </u>	Alina Estrada Planning Intern
<u> X </u>	Landon Jones Planning Technician	<u> X </u>	Elizabeth Smith J-U-B Engineers, Inc.
<u> X </u>	Stephen Wrecsics GIS Analyst	<u> X </u>	Alison Tompkins J-U-B Engineers, Inc.

Purpose of the Meeting:

Review the scope of work for the Columbia River Heritage Trail (CRHT) Update Master Plan and project schedule and gather additional information about the project.

AGENDA ITEMS & NOTES

1. Introductions
 - Sign-in sheet provided for attendees representing other agencies.
2. Overview of the project
 - Morrow County received funding from the Oregon Parks and Recreation Department (OPRD) Statewide Comprehensive Outdoor Recreation Plan (SCORP) to update the Concept Plan for the CRHT, adopted in 2000. This update will create a comprehensive planning document to identify and guide improvements over the next 5-20 years.
3. Discuss County goals for the CRHT Update
 - After a thoughtful discussion, the group identified two primary goals for the CRHT Update:
 1. Connectivity to existing trails/facilities in Boardman and Irrigon
 2. Alignment to emphasize key points of interest (POIs) in the area
 - *Focus efforts on the trail alignment between Boardman and Irrigon
4. Review Scope of Work
 - Below is a summary of topics discussed during the Kick-Off Meeting.
 - a. Translation and Public Involvement
 - b. Inventory & Analysis



- Points of Interest
 - General
 - RV Parks
 - Restrooms
 - Parking Lots
 - Equestrian Centers (Equine is not allowed in City Parks)
 - Water Access
 - Fishing spots
 - Boat Launches
 - Historic or Conservation Areas
 - Bird Observatories
 - Hunting Spots
 - Parks (future and existing)
 - West of Boardman
 - Quesnal Park
 - Bike Rack at Loves Travel Stop (78665 Tower Rd, Boardman, OR 97818)
 - Between Boardman and Irrigon
 - Fish Hatcheries (one is state and one is federal): Umatilla Fish Hatchery & Irrigon Fish Hatchery
 - Sand Island
 - Refuge Interpretive Trail
 - East of Irrigon
 - Lewis and Clark Trail (County Line at Pleasant View Road)
 - Connect to Umatilla River Trail (Umatilla to Echo)

c. Concept Development

- The final trail alignment will be vetted through the master planning process. This may include the segments of the trail extending past city jurisdictions.
- Connecting the trail to the Umatilla National Wildlife Refuge will be an essential segment. The old highway that runs through the Refuge should be utilized.
- The City of Boardman is developing a scope of work for a Joint (Parks District and City) Parks Master Plan. This effort has a 9-month timeline (completion Summer 2025) and will include rebuilding South Main Street.



- The City of Irrigon is awaiting a decision on a recent Parks and Recreation funding application for a 10' pathway from 6th Street to 13th Street along the river/through the park.
 - Trail alignment near the Port of Morrow is not pedestrian-friendly.
 - The intersection of Marine Dr NW and N Main St (Boardman) is dangerous.
 - Threemile Canyon Road (Marty Myers Road) west of Boardman has river access north of Interstate 84.
 - Utilize BPA easement for proposed trail alignment.
- d. Capital Improvement Plan (CIP)
- Maintenance was a concern for existing and proposed improvements (this will be identified in the CIP). Suggested to coordinate with the Oregon State Representative and Oregon State Senator.
- e. Strategic Funding and Partnership Plan
- It is recommended that this be added to the final master plan as an appendix for future changes.
- f. Master Plan
- g. Project Management, Administration, Project Closeout
5. Project Schedule
- The schedule is provided below.
6. Closing Comments/Next Steps
- Begin Inventory and Analysis (through November) and develop concept plans (December). The concept plans will include trail design and alignment alternatives, which will be graphically illustrated using GIS maps, photos, and conceptual imagery/renderings.
 - Important Contacts:
 - Non-profit organizations (“Friends of the Trail”) - Concept only.
 - Confederated Tribes of the Umatilla Indian Reservation (CTUIR)
 - Oregon Department of Fish and Wildlife
 - US Fish and Wildlife
 - Oregon Military Department – Todd Farmer
 - Three Miles Canyon Farms
 - Morrow County Unified Recreation District



7. Site Visit

1. Boardman Marina Park

- Amenities include: Boat Launch, playground, baseball fields, swimming access, Restrooms, Parking
- Trail follows the path along the river through the nearby RV Park and continues to Sailboard Beach along Marine Drive

2. West Wildlife Refuge Entrance of Port of Morrow

- The trail segment near the Port of Morrow is not pedestrian-friendly.
- This is not a pedestrian-friendly trailhead (a stretch along Columbia Blvd). It is a gravel road with semi-truck traffic (very dusty) and no shade.

3. East Wildlife Refuge (Patterson Ferry Road Entrance)

- Restrooms available
- Road access for parking lots in the Refuge

4. Irrigon Marina Park

- Amenities include: Boat Launch, parking, baseball field, covered stage, playground, restrooms, covered seating area
- The trail parallels the north edge of the parking lot and is not clearly defined or marked

5. Morrow/Umatilla County Line

- Parking at the trailhead
- Equine access (with trailer) may be difficult with limited turn-around space
- The sign posted about equine access was confusing on whether horses were allowed or not on the CRHT



Schedule

Task	2024												2025											
	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D							
010 Kick Off Meeting & Site Visit																								
020 Translation & Public Involvement						OH /S	S			OH														
030 Inventory & Analysis																								
040 Concept Development																								
050 Capital Improvement Plan (CIP)																								
060 Strategic Funding & Partnership																								
070 Master Plan																	D	F	A					

OH – Public Open House F – Final Master Plan

S – Public Survey A – Adoption

D – Draft Master Plan





APPENDIX 4

Port of Morrow Meeting Summary

POM CONCEPT MTG

MEETING INFORMATION

Date: 12/04/24 Time: 11:00 – 12:00 PM
 Project Name: Columbia River Heritage Trail Update
 Meeting: Virtual
 Location:
 Attendees:

<u> </u>	Tamra Mabbott Planning Director	<u> X </u>	Alison Tompkins J-U-B Engineers, Inc.
<u> X </u>	Jacob Cain Port of Morrow	<u> X </u>	Elizabeth Smith J-U-B Engineers, Inc.

Purpose of the Meeting:

Engage the Port of Morrow (POM) to discuss the existing and proposed CRHT alignment within their jurisdiction, explore alternatives and potential amenities, and review any plans for the POM.

NOTES

1. Implementation

The POM expressed interest in how the CRHT and planned improvements will be implemented (code requirements). The POM and County will need to collaborate on implementation efforts.

2. Trail Alignment

The POM shared their thoughts on the preferred alignment. See below.

- Connect the CRHT to the paved pathway at the Tugboat to Marker 40 beach.
- Utilize the sidewalk on Marine Dr (at Marker 40 Road) heading east to Ulman Blvd.
- Continue south on Ulman Blvd to Columbia Blvd.
 - The POM presents challenges for pedestrian use along Utility Lane because this runs parallel to critical infrastructure such as BPA lines, a high-pressure gas mainline, and utility facilities. The area is primarily industrial, with gravel roads, storage spaces, and scattered equipment, making it unsuitable for pedestrian-friendly development. The POM views Columbia Blvd as a more favorable location for pedestrian traffic, as it has been designated for such use, aligning better with the Port’s infrastructure and planning goals.
 - The green space north of Utility Lane (Mesner Bay) is an unused shallow bay area hydraulically connected to the Columbia River. It includes riparian



zones and is designated as a wetland. Groundwater in the area is used for irrigation. Currently, the space is utilized for trash can storage and semi-truck trailers.

- Columbia Blvd has sidewalk infrastructure on the north side of the roadway for approximately 0.7 miles, terminating at the east entrance of Boardman Foods.
- The existing green space on the north side of Columbia Blvd, near the intersection of Columbia/Utility/Rippee, is over 60 feet wide and could be used for a future paved trail with existing lighting.
- The rail crossing at Columbia Blvd is unsuitable for pedestrian traffic and is rated “D,” meaning it cannot support heavy loads. The POM current redirects heavy loads to alternative routes to avoid this bridge. It is expected to need replacement within 15-20 years, at which time pedestrian facilities could be added as part of the upgrade.
- Green space along Columbia Blvd has light poles north of Cargil/Rail Loop Dr with anticipation of the trail alignment.
- 8’ paved path between Dewey and Lewis Clark along Columbia Blvd.

3. Amenities

The POM has installed and made improvements in various locations that may be incorporated into the CRHT. Amenities are described below.

- Marine Drive NE—The POM recently reconstructed Marine Drive NE, which includes accessibility for pedestrians, 4.5-foot sidewalks on both sides of the roadway, and a 4-foot paved shoulder for bicycle traffic.

The POM does not have plans for installing or reconstructing facilities that align with the CRHT. Although potential development may be suitable in the industrial area (gas/convenience store), the POM is sensitive to not taking development away from the nearby cities. The POM was favorable to other entities funding and building amenities on POM property, with prior approval.

The Loop, public transit provided by Morrow County, provides all residents with safe, caring, and reliable transportation services to enhance their quality of life. We discussed connecting with The Loop to identify potential future transit stop locations, explore opportunities for co-located amenities, and collaborate on multi-use stops that accommodate both trail and transit users along the CRHT.



4. Points of Interest

The POM has a rich history, especially along the waterfront. The below list of Points of Interest (POIs) should be highlighted in the trail maps.

- Captain A.L. James Tugboat – Located at the POMs Riverfront Center and Business Office, the Captain Al James Tugboat was a notable tugboat operating in the region during the mid-20th century.
- Marker 40 Beach – East of Anchor Lane lies Marker 40 Beach with day-use bathrooms, covered picnic areas, beach access, a parking lot, and an 8’ paved path that connects the Beach and the CRHT at the Captain A.L. James Tugboat at the POM Business Office.
- Boardman Pool and Recreation Center—The Rec Center is owned (donated by POM) and operated by the City of Boardman. It is located 0.46 walking miles from the CRHT and has amenities ranging from a climbing wall to a full-size gymnasium.
- SAGE Center – Owned and operated by the POM, this interactive visitor center highlights sustainable agriculture and energy and is located 0.6 walking miles from the current CRHT alignment. The POM provided contact information for Torrie Griggs to inquire about Open House availability.
- The POM has a paved trail connecting Columbia Blvd and Olson Rd intersection near the Boardman Rec Center to the SAGE Center.

5. Overall

The POM highlighted the difficulty of balancing heavy industrial operations with pedestrian and bicycle traffic. As a major hub for heavy cargo transport, primarily via barge, the area is dedicated to industrial logistics and operations, with no current interest in or facilities for tourism activities. POM's priorities remain aligned with supporting and expanding its industrial infrastructure.

6. Next Steps

- a. Coordinate with the SAGE Center to schedule a February Open House.
- b. County will provide the existing CRHT alignment to POM (Jacob Cain) to begin the discussion on implementation with the POM Team.
- c. Contact The Loop to identify future transit plans that may align with the CRHT.





APPENDIX 5

Capital Improvement Plan

Columbia River Heritage Trail
Capital Improvement Plan

Section	Section Name	Category	Improvement	Priority 1 = Immediate/High 2 = 5 year/Medium 3 = 20 year/Low	Total Cost	Individual Cost	Quantity	Comments
1	West of Boardman	Infrastructure	Directional Signage	3	\$ -			0.25 mile intervals
1	West of Boardman	Trail Amenity	Fitness Stations	3	\$ -			Trailhead, Proposed Location - Love's Truck Stop Vicinity
1	West of Boardman	Trail Amenity	Garbage Cans	3	\$ -			Trailhead, Proposed Location - Love's Truck Stop Vicinity
1	West of Boardman	Trail Amenity	Kiosk, Map	3	\$ -			Trailhead, Proposed Location - Love's Truck Stop Vicinity
1	West of Boardman	Trail Amenity	Parking	3	\$ -			Trailhead, Proposed Location - Love's Truck Stop Vicinity
1	West of Boardman	Trail Amenity	Picnic Table	3	\$ -			Trailhead, Proposed Location - Love's Truck Stop Vicinity
1	West of Boardman	Trail Amenity	Restrooms	3	\$ -			Trailhead, Proposed Location - Love's Truck Stop Vicinity
1	West of Boardman	Trail Amenity	Shade Structures	3	\$ -			Trailhead, Proposed Location - Love's Truck Stop Vicinity
1	West of Boardman	Trail Amenity	Shelter	3	\$ -			Trailhead, Proposed Location - Love's Truck Stop Vicinity
1	West of Boardman	Connectivity	Trail Connections - New Construction	2	\$ -			Connect to Wilson Rd SW
2	Boardman	Trail Amenity	Bench	2	\$ 8,000.00	\$ 2,000.00	4	0.5 mile intervals, 2.25 miles total
2	Boardman	Infrastructure	Directional Signage	1	\$ -		9	0.25 mile intervals, 2.25 miles total
2	West of Boardman	Trail Amenity	Drinking Fountains	3	\$ -			Trailhead, Proposed Location - Love's Truck Stop Vicinity
2	Boardman	Trail Amenity	Fitness Stations	3	\$ -			Trailhead, Proposed Location - Boardman Marina Park
2	Boardman	Trail Amenity	Kiosk, Map	1	\$ -			Trailhead, Proposed Location - Boardman Marina Park
2	Boardman	Connectivity	Trail Connections - Pedestrian Overpass	2	\$ -			Connection between Marine Dr NE and N Main St
3	Port of Morrow	Trail Amenity	Bench	1	\$ 16,000.00	\$ 2,000.00	8	0.5 mile intervals, 4 miles total
3	Port of Morrow	Safety	Crosswalks	2	\$ -			Marine Dr & Ulman Blvd
3	Port of Morrow	Infrastructure	Directional Signage	1	\$ -		16	0.25 mile intervals, 4 miles total
3	Port of Morrow	Trail Amenity	Drinking Fountains	3	\$ -			Green spaces
3	Port of Morrow	Trail Amenity	Drinking Fountains	3	\$ -			Trailhead - Proposed Location - Port Park, Columbia Ave @ Ulman Blvd

Columbia River Heritage Trail
Capital Improvement Plan

Section	Section Name	Category	Improvement	Priority 1 = Immediate/High 2 = 5 year/Medium 3 = 20 year/Low	Total Cost	Individual Cost	Quantity	Comments
3	Port of Morrow	Trail Amenity	Fitness Stations	3	\$ -			Trailhead - Proposed Location - Port Park, Columbia Ave @ Ulman Blvd
3	Port of Morrow	Trail Amenity	Garbage Cans	1	\$ -			Trailhead - Proposed Location - Port Park, Columbia Ave @ Ulman Blvd
3	Port of Morrow	Trail Amenity	Kiosk, Map	1	\$ -			Trailhead - Proposed Location - Port Park, Columbia Ave @ Ulman Blvd
3	Port of Morrow	Trail Amenity	Picnic Table	3	\$ -			Trailhead - Proposed Location - Port Park, Columbia Ave @ Ulman Blvd
3	Port of Morrow	Infrastructure	Port of Morrow Trailside Park	3	\$ -			Reference Port of Morrow Concept Plan
3	Port of Morrow	Trail Amenity	Rest Station	3	\$ -			Columbia Blvd @ Union Pacific Railroad, bench, lighting, shade
3	Port of Morrow	Trail Amenity	Restrooms	3	\$ -			Trailhead - Proposed Location - Port Park, Columbia Ave @ Ulman Blvd
3	Port of Morrow	Trail Amenity	Shade Structures	3	\$ -			Trailhead - Proposed Location - Port Park, Columbia Ave @ Ulman Blvd
3	Port of Morrow	Trail Amenity	Shelter	3	\$ -			Trailhead - Proposed Location - Port Park, Columbia Ave @ Ulman Blvd
4	Wildlife Refuge	Connectivity	Alternate Route - Delineate/Signage	1	\$ -			Connection from Patterson Ferry, E on Columbia Ln, N on W 8th Ave
4	Wildlife Refuge	Trail Amenity	Bench	2	\$ 4,000.00	\$ 2,000.00	2	Benches not permitted in Refuge, place at beginning and end
4	Wildlife Refuge	Safety	Crosswalks	2	\$ -			Patterson Ferry Rd & Refuge Entrance
4	Wildlife Refuge	Safety	Crosswalks	2	\$ -			Riverview Ln & Fish Hatchery
4	Wildlife Refuge	Plaque	DeBoer Memorial Plaque	2	\$ 2,500.00	\$ 2,500.00	1	Steve DeBoer Memorial Plaque (placed near bicycle or trailhead infrastructure)
4	Wildlife Refuge	Infrastructure	Directional Signage	1	\$ -		2	Signs not permitted in Refuge, place at beginning and end
4	Wildlife Refuge	Trail Amenity	Drinking Fountains	3	\$ -			Trailhead, Proposed Location - Columbia Blvd Trailhead
4	Wildlife Refuge	Trail Amenity	Fitness Stations	3	\$ -			Trailhead, Proposed Location - Columbia Blvd Trailhead
4	Wildlife Refuge	Trail Amenity	Garbage Cans	1	\$ -			Trailhead, Proposed Location - Columbia Blvd Trailhead
4	Wildlife Refuge	Trail Amenity	Kiosk, Map	1	\$ -			Trailhead, Proposed Location - Columbia Blvd Trailhead
4	Wildlife Refuge	Trail Amenity	Parking	3	\$ -			Trailhead, Proposed Location - Columbia Blvd Trailhead
4	Wildlife Refuge	Trail Amenity	Picnic Table	3	\$ -			Trailhead, Proposed Location - Columbia Blvd Trailhead

Columbia River Heritage Trail
Capital Improvement Plan

Section	Section Name	Category	Improvement	Priority 1 = Immediate/High 2 = 5 year/Medium 3 = 20 year/Low	Total Cost	Individual Cost	Quantity	Comments
4	Wildlife Refuge	Trail Amenity	Restrooms	3	\$ -			Trailhead, Proposed Location - Columbia Blvd Trailhead
4	Wildlife Refuge	Trail Amenity	Shade Structures	3	\$ -			Trailhead, Proposed Location - Columbia Blvd Trailhead
4	Wildlife Refuge	Trail Amenity	Shelter	3	\$ -			Trailhead, Proposed Location - Columbia Blvd Trailhead
5	Irrigon	Trail Amenity	Bench	2	\$ 8,000.00	\$ 2,000.00	4	0.5 mile intervals, 2 miles total
5	Irrigon	Infrastructure	Directional Signage	1	\$ -		8	0.25 mile intervals, 2 miles total
5	Irrigon	Trail Amenity	Fitness Stations	3	\$ -			Trailhead, Proposed Location - Irrigon Marina Park
5	Irrigon	Trail Amenity	Garbage Cans	2	\$ -			Trailhead, Proposed Location - N 2nd St
5	Irrigon	Trail Amenity	Kiosk, Map	1	\$ -			Trailhead, Proposed Location - Irrigon Marina Park
5	Irrigon	Trail Amenity	Water Access	1	\$ -			Improve river access & parking for fishing at N end 2nd St. ACOE land.
6	East of Irrigon	Trail Amenity	Bench	1	\$ 4,000.00	\$ 2,000.00	2	At both ends of this section.
6	East of Irrigon	Infrastructure	Directional Signage	1	\$ -		10	0.25 mile intervals, 2.5 miles total
6	East of Irrigon	Trail Amenity	Fitness Stations	3	\$ -			Trailhead, Proposed Location - County Line
6	East of Irrigon	Trail Amenity	Garbage Cans	1	\$ -			Trailhead, Proposed Location - County Line
6	East of Irrigon	Trail Amenity	Kiosk, Map	1	\$ -			Trailhead, Proposed Location - County Line, with bench
6	East of Irrigon	Trail Amenity	Parking	2	\$ -			Trailhead, Proposed Location - County Line
6	East of Irrigon	Trail Amenity	Picnic Table	3	\$ -			Trailhead, Proposed Location - County Line
6	East of Irrigon	Trail Amenity	Restrooms	3	\$ -			Trailhead, Proposed Location - County Line
6	East of Irrigon	Trail Amenity	Shade Structures	2	\$ -			Trailhead, Proposed Location - County Line
6	East of Irrigon	Trail Amenity	Shelter	3	\$ -			Trailhead, Proposed Location - County Line
7	East of Irrigon	Trail Amenity	Drinking Fountains	2	\$ -			Trailhead, Proposed Location - County Line
4 & 5		Infrastructure	Alternate Route - Delineate/Signage		\$ -			Continue city of Irrigon path along Main St/Columbia Ln to Patterson Ferry

Columbia River Heritage Trail
Capital Improvement Plan

Section	Section Name	Category	Improvement	Priority 1 = Immediate/High 2 = 5 year/Medium 3 = 20 year/Low	Total Cost	Individual Cost	Quantity	Comments
4 & 5		Infrastructure	Bike/Ped Facility		\$ -			Dedicated improved bike/ped facility along alternate route
All	All	Infrastructure	ADA Improvements	2	\$ -			
All	All	Programming/Public Engagement	Develop and Maintain Social Media	2	\$ -			Used for event promotion & trail alerts
All	All	Programming/Public Engagement	Educational Programs	3	\$ -			TBD
All	All	Infrastructure	Educational Signage	3	\$ -			Partner with schools/tribes/etc
All	All	Programming/Public Engagement	Events	2	\$ -			Fun Run, Half Marathon, Trail Clean Up, etc.
All	All	Infrastructure	Lighting	2	\$ -			Solar lighting in high traffic areas
All	All	Programming/Public Engagement	MOU with all Agencies (Memorandum of Understanding)	1	\$ -			Formally recognize and adopt the Proposed alignment, establish protocol for improvements
TBD	TBD	Safety	Emergency Call Boxes	3	\$ -			Locations at high traffic areas, very challenging in rural areas
TBD	TBD	Trail Amenity	Scenic Viewpoints	2	\$ -			Overlook, interpretive signs. View points existing in refuge. Crow Butte or Sand Station?
TBD	TBD	Infrastructure	Trail Delineation - Striping		\$ -			What areas does the County want to add striping?
TBD	TBD	Infrastructure	Trail Surface - Gravel		\$ -			What sections need gravel maintenance or want graveled?
TBD	TBD	Infrastructure	Trail Surface - Paving	2	\$ -			What sections does the County want paved?
TBD	TBD	Trail Amenity	Water Access	1	\$ -			Do water access points need more signage?




APPENDIX 6

Design Concept Cost Estimate

**COLUMBIA RIVER HERITAGE TRAIL
TRAILSIDE PARK
COST ESTIMATE**

August 21, 2025

All cost estimates numbers provided herein are based on pricing as of the year 2025.


		ITEM DESCRIPTION	UNITS	QTY.	UNIT COST	TOTAL COST
TRAILSIDE PARK AMENITIES						
1	Mobilization (5%)	LS	1	\$78,900.00	\$78,900	
2	Storm Water Pollution Prevention Plan (SWPP)	LS	1	\$10,000.00	\$10,000	
3	Clearing and Grubbing	SF	254,406	\$0.35	\$89,042	
4	Mass Grading (Fill)	CY	2,880	\$40.00	\$115,205	
5	Fine Grading	SF	254,406	\$0.10	\$25,441	
6	Curb and Gutter	LF	2,981	\$35.00	\$104,335	
7	Tree Preservation	EA	12	\$110.00	\$1,320	
8	Concrete Flatwork (4" concrete, 4" roadbase typ.)	SF	15,443	\$12.00	\$185,321	
9	Restroom	EA	1	\$200,000.00	\$200,000	
10	Bike Rack	EA	1	\$600.00	\$600	
11	Park Sign	EA	1	\$10,000.00	\$10,000	
12	Benches	EA	3	\$2,000.00	\$6,000	
13	Deciduous Trees (2" CAL) Include amending soil in tree pit backfill	EA	35	\$900.00	\$31,500	
14	Parking Lot	SF	42,374	\$9.00	\$381,364	
15	Pump Track	LS	1	\$100,000.00	\$100,000	
16	Sod Patch & Repair	SF	77,763	\$0.75	\$58,322	
17	Irrigation Patch & Repair	SF	77,763	\$3.00	\$233,290	
18	Landscape Bed (Plants + Mulch)	SF	4,033	\$6.00	\$24,198	
19	Concrete Landscape Edging (Mowcurb)	LF	86	\$3.00	\$259	
General Construction Total					\$1,655,096	
20% Contingency					\$331,019	
10% Contractor General Conditions, Bond, Overhead, and Profit					\$165,510	
TOTAL					\$2,151,625	

COLUMBIA RIVER HERITAGE TRAIL

URBAN TRAIL COST ESTIMATE

August 21, 2025

All cost estimates numbers provided herein are based on pricing as of the year 2025.


		ITEM DESCRIPTION	UNITS	QTY.	UNIT COST	TOTAL COST
OPTION A: URBAN TRAILSECTION - Cost Per 1/2 Mile						
1	Mobilization (5%)*		LS	1	\$3,500.00	\$3,500
2	Storm Water Pollution Prevention Plan (SWPP)*		LS	1	\$6,000.00	\$6,000
3	Trail Grading Allowance		LS	1	\$15,000.00	\$15,000
4	Trail Section - Asphalt (3" asphalt, 6" roadbase) 10' Wide		LF	2,640	\$9.00	\$23,760
5	Bus Stop		EA	1	\$25,000.00	\$25,000
General Construction Total						\$73,260
20% Contingency						\$14,652
10% Contractor General Conditions, Bond, Overhead, and Profit						\$7,326
TOTAL						\$95,238
OPTION B: URBAN TRAILSECTION - Cost Per 1/2 Mile						
1	Mobilization (5%)*		LS	1	\$3,900.00	\$3,900
2	Storm Water Pollution Prevention Plan (SWPP)*		LS	1	\$6,000.00	\$6,000
3	Trail Grading Allowance		LS	1	\$15,000.00	\$15,000
4	Trail Section - Concrete Flatwork (6" concrete 4" roadbase)10' Wide		LF	2,640	\$12.00	\$31,680
5	Bus Stop		EA	1	\$25,000.00	\$25,000
General Construction Total						\$81,580
20% Contingency						\$16,316
10% Contractor General Conditions, Bond, Overhead, and Profit						\$8,158
TOTAL						\$106,054

*The total cost provided in this estimate will remain unchanged regardless of the final constructed length of the trail.

**COLUMBIA RIVER HERITAGE TRAIL
PRIMITIVE TRAIL
COST ESTIMATE**

August 21, 2025

All cost estimates numbers provided herein are based on pricing as of the year 2025.

		ITEM DESCRIPTION	UNITS	QTY.	UNIT COST	TOTAL COST
PRIMITIVE TRAIL SECTION - Cost Per 1/2 Mile						
1	Mobilization (5%)*		LS	1	\$1,600.00	\$1,600
2	Storm Water Pollution Prevention Plan (SWPP)*		LS	1	\$6,000.00	\$6,000
3	Trail Grading Allowance		LS	1	\$15,000.00	\$15,000
4	Trail Section - Roadbase 4' Wide		LF	2,640	\$4.00	\$10,560
General Construction Total						\$33,160
20% Contingency						\$6,632
10% Contractor General Conditions, Bond, Overhead, and Profit						\$3,316
TOTAL						\$43,108

*The total cost provided in this estimate will remain unchanged regardless of the final constructed length of the trail.



APPENDIX 7

Strategic Funding Plan

Project Name: Columbia River Heritage Trail Update - Morrow County				
Link to info	Fund Name	Fund Source	Estimated Schedule *subject to change	Description
Oregon Parks and Recreation : Land and Water Conservation Fund : Grants : State of Oregon	Land and Water Conservation Fund (LWCF)	Oregon Parks and Recreation Department Federally funded program	Opens Fall, 2025	<p>Eligible Projects:</p> <ul style="list-style-type: none"> Projects that enhance outdoor recreational areas and facilities and focus on acquiring, developing, or renovating public outdoor recreation areas. <p>Eligible Applicants</p> <ul style="list-style-type: none"> Cities, counties, park districts, and other local government entities. <p>Match:</p> <ul style="list-style-type: none"> 50% of total project cost. <p>Funds Available:</p> <ul style="list-style-type: none"> Typically receives around \$4 million annually to distribute among qualified projects.
Oregon Parks and Recreation : Recreational Trails Program : Grants : State of Oregon	Recreational Trails Program	Oregon Parks and Recreation Department Federally funded program	Opens September 2, 2025	<p>Eligible Projects:</p> <ul style="list-style-type: none"> Construction of new trails, major rehabilitation of existing trails, development or improvement of trailhead or other support facilities. Acquisition of land or easements for the purpose of trail development Safety and education projects. <p>Eligible Applicants:</p> <ul style="list-style-type: none"> Local, state, federal, Tribal, and other governments <p>Match:</p> <ul style="list-style-type: none"> 20% or more match <p>Funds Available:</p> <ul style="list-style-type: none"> Non-motorized proposals: Maximum request is \$150,000. Motorized proposals: There is no maximum request, although approximately \$480,000 total is available to be distributed among qualified projects.
2025 Preserving Oregon Grant Guidelines	Preserve/Preserving Oregon	Oregon Parks and Recreation Department Grants, State Historic Preservation Office, Oregon Heritage State funded program	Est. open date: Spring, 2026 A letter of intent was required for the last grant submission and was due a month before the due date	<p>Eligible Projects:</p> <ul style="list-style-type: none"> Rehabilitation work on properties listed in the National Register of Historic Places Significant work contributing to identifying, preserving and/or interpreting archaeological sites. <p>Eligible Applicants:</p> <ul style="list-style-type: none"> Property owners, with priority given to public and nonprofit-owned properties <p>Match:</p> <ul style="list-style-type: none"> 1:1 match <p>Funds Available</p> <ul style="list-style-type: none"> Grant funds may be awarded for amounts up to \$20,000. The State Historic Preservation Office attempts to fully fund

*Please note that federal grant funding, or state grants subject to federal funding, are subject to change based on the current administration's priorities, potentially affecting availability for certain programs. Please contact the Funding Team to review the status of funding opportunities.

Project Name: Columbia River Heritage Trail Update - Morrow County				
Link to info	Fund Name	Fund Source	Estimated Schedule *subject to change	Description
				grant requests. The funding is by reimbursement for work completed.
Oregon Parks and Recreation : Local Government Grant Program : State of Oregon	Local Government Grant Program (LGGP)	Oregon Parks and Recreation Department Grants State funded program	Est. open date January, 2026 Summary of 2025 grant application process (now closed) for 2026 planning: Jan/Feb: Workshops April 1: Large grant applications due May 1: Small grant applications due May 15: Planning grant applications due Scheduled to be awarded September, 2025	Eligible Projects: <ul style="list-style-type: none"> Land acquisition, development, and major rehabilitation projects that are consistent with the outdoor recreation goals and objectives contained in the Statewide Comprehensive Outdoor Recreation Plan (SCORP). Eligible Applicants: <ul style="list-style-type: none"> Cities, counties, metropolitan service districts, park and recreation districts, port districts. Match: <ul style="list-style-type: none"> Cities, districts under 5,000 population, counties under 30,000: at least 20% match Cities, districts between 5,000 and 25,000 population, counties between 30,000 and 50,000: at least 40% match Cities, districts over 25,000 population, counties over 50,000: at least 50% match Funds Available: <ul style="list-style-type: none"> Approximately \$6.3 million annually. Awarded annually, projects must be completed within two years.
Oregon Parks and Recreation : Recreational Trails Program : State of Oregon	Recreational Trails Grant	Oregon Parks and Recreation Department Federally funded program	Est. open date September 2, 2025 with webinars starting within 1-2 weeks.	Eligible Projects: <ul style="list-style-type: none"> Projects that construct new trails, restore existing trails, develop or restore trailheads Acquiring land or easements Purchasing equipment Projects to develop safety and educational materials Eligible Applicants: <ul style="list-style-type: none"> Cities, counties, state agencies, federal agencies, other governments, tribal governments, non-profits. Match: <ul style="list-style-type: none"> 20% Funds Available: <ul style="list-style-type: none"> Approximately \$1.6 million annually. Awarded annually, projects must be completed within two years.
The INFRA Grant Program US Department of Transportation	Infrastructure for Rebuilding America (INFRA) Program	US Department of Transportation Federally funded program	Est. open date early 2026	Eligible Projects: <ul style="list-style-type: none"> Highway freight projects on the National Highway Freight Network. Highway or bridge projects on the National Highway System. Freight intermodal, freight rail, or freight projects within public or private freight rail, water (including ports), or intermodal facilities. Highway-railway grade crossing or grade separation projects. Wildlife crossing projects.

*Please note that federal grant funding, or state grants subject to federal funding, are subject to change based on the current administration's priorities, potentially affecting availability for certain programs. Please contact the Funding Team to review the status of funding opportunities.

Project Name: Columbia River Heritage Trail Update - Morrow County				
Link to info	Fund Name	Fund Source	Estimated Schedule *subject to change	Description
				<ul style="list-style-type: none"> • Surface transportation projects connected to international border crossings. • Marine highway corridor projects connected to the National Highway Freight Network. <p>Eligible Applicants:</p> <ul style="list-style-type: none"> • States or groups of states. • Metropolitan planning organizations serving urbanized areas with populations over 200,000. • Units of local government or groups of local governments. • Political subdivisions of states or local governments. • Special purpose districts or public authorities with transportation functions, including port authorities. • Federal land management agencies applying jointly with states or groups of states. • Tribal governments or consortia of tribal governments. • Multistate corridor organizations. • Multistate or multijurisdictional groups of eligible entities listed above. <p>Required Match:</p> <ul style="list-style-type: none"> • Specific match requirements vary by project type and funding round. <p>Funds Available:</p> <ul style="list-style-type: none"> • Funding is made available under the MPDG combined Notice of Funding Opportunity (NOFO).
Oregon Parks and Recreation : Recreational Trails Program : Grants : State of Oregon	Recreational Trails Program (RTP)	<p>Oregon Parks and Recreation Department</p> <p>Federally funded program</p>	Est. open date September 2, 2025 with webinars starting within 1-2 weeks.	<p>Eligible Projects:</p> <ul style="list-style-type: none"> • Construction of new trails • Major rehabilitation of existing trails • Development or improvement of trailhead or other support facilities • Eligible trail types include motorized (OHV, snowmobile), non-motorized (hiker, biker, equestrian), and water trails. • Acquisition of land or easements for the purpose of trail development • Safety and education projects <p>Eligible Applicants:</p> <ul style="list-style-type: none"> • Public entities. • Non-profit organizations. • Private entities with public benefit. <p>Match:</p> <ul style="list-style-type: none"> • 20% match required (can include volunteer labor or other donations)

*Please note that federal grant funding, or state grants subject to federal funding, are subject to change based on the current administration's priorities, potentially affecting availability for certain programs. Please contact the Funding Team to review the status of funding opportunities.

Project Name: Columbia River Heritage Trail Update - Morrow County				
Link to info	Fund Name	Fund Source	Estimated Schedule *subject to change	Description
				<p>Funds Available:</p> <ul style="list-style-type: none"> Funding varies by project and application cycle.
Department of Land Conservation and Development : TGM Planning Grants : Transportation and Growth Management Program : State of Oregon	Transportation and Growth Management Program (TGM) Planning Grants	<p>Joint Program of Dept. of Land Conservation and Development and Oregon Department of Transportation</p> <p>Funding includes both state and federal funds</p>	<p>OPEN as of 5/27/25</p> <p>Pre-applications were due March 31, 2025</p> <p>May – application period begins July – applications due September – awards announced</p>	<p>Eligible Projects:</p> <ul style="list-style-type: none"> Planning Grants <ul style="list-style-type: none"> Category 1: Transportation System Planning, to develop transportation plans and measures that implement statewide policies and plans; increase opportunities for walking, biking, and transit; or reduce reliance on the state highway for local travel needs Category 2: Integrated Land Use and Transportation Planning, to encourage livable, affordable, and accessible communities for all ages and incomes; promote compact, mixed-use, walkable development to increase walking, biking, and transit; or support physical, social, and economic needs <p>Eligible Applicants:</p> <ul style="list-style-type: none"> Local jurisdictions Public entities Special districts, such as transportation districts, metropolitan planning organizations, ports, mass transit districts, parks and recreation districts, and metropolitan service districts <p>Match:</p> <ul style="list-style-type: none"> Both categories require a 12% match of total project cost <p>Funds Available:</p> <ul style="list-style-type: none"> Typically awards between \$2 and \$2.5 million statewide per year. Projects are selected on a competitive basis within each of the five ODOT regions.
Oregon Department of Transportation : Pedestrian and Bicycle Strategic Funding Program : Statewide Transportation Improvement Program : State of Oregon	Pedestrian and Bicycle Strategic Funding Program	<p>Statewide Transportation Improvement Program (STIP) / Oregon Transportation Commission</p> <p>Funding includes both state and federal funds</p>	<p>Est. pre-application open date August-September, 2025 with full application likely due November-January.</p>	<p>Eligible Projects:</p> <ul style="list-style-type: none"> Address pedestrian and bicycle gaps on the state system, such as missing sidewalks, bike lanes, and crossings. Prioritize projects at locations that provide equity and safety benefits. Leverage other ODOT projects like repaving or curb ramp replacement. <p>Eligible Applicants:</p> <ul style="list-style-type: none"> Public entities. <p>Match:</p> <ul style="list-style-type: none"> Typically requires a 20% match of the total project cost. <p>Funds Available:</p>

*Please note that federal grant funding, or state grants subject to federal funding, are subject to change based on the current administration's priorities, potentially affecting availability for certain programs. Please contact the Funding Team to review the status of funding opportunities.

Project Name: Columbia River Heritage Trail Update - Morrow County				
Link to info	Fund Name	Fund Source	Estimated Schedule *subject to change	Description
				<ul style="list-style-type: none"> \$55 million allocated for pedestrian and bicycle projects in the 2024-2027 STIP.
Port Infrastructure Development Program MARAD	Port Infrastructure Development Program (PIDP)	US Department of Transportation Federally funded program	OPEN as of 5/27/25 An amended FY25 PIDP NOFO was posted on Grants.Gov on May 2, 2025. In conjunction with the posting of the NOFO, MARAD has extended the application deadline to September 10, 2025.	<p>Eligible Projects:</p> <ul style="list-style-type: none"> Projects that improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port. Planning and capital projects for port and related freight infrastructure. Projects that support local and regional economies. <p>Eligible Applicants:</p> <ul style="list-style-type: none"> Ports in urban and rural areas. Industry stakeholders. <p>Match:</p> <ul style="list-style-type: none"> Specific match requirements vary by project type and funding round. <p>Funds Available:</p> <ul style="list-style-type: none"> \$450 million available for FY 2025 from the Infrastructure Investment and Jobs Act. Additional \$50 million available through the Full-Year Continuing Appropriations and Extensions Act, 2025.
Discretionary - PROTECT - Environment - FHWA	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program	Infrastructure Investment and Jobs Act (IIJA) Federally funded program	Contact PROTECTdiscretionary@dot.gov directly for available funding opportunities through this grant	<p>Grant Types:</p> <ul style="list-style-type: none"> Planning Resilience Improvement Community Resilience and Evacuation Route At-Risk Costal Infrastructure <p>Eligible Projects:</p> <ul style="list-style-type: none"> Projects that improve the resilience of surface transportation systems to weather events, natural disasters, and changing conditions. Includes highways, public transportation, ports, and intercity passenger rail. <p>Eligible Applicants:</p> <ul style="list-style-type: none"> States (including D.C. and Puerto Rico) or political subdivisions of a state. Metropolitan planning organizations. Units of local governments. Special purpose districts or public authorities with a transportation function, including port authorities and public transit agencies. Indian Tribes. Federal land management agencies applying jointly with a state or group of states.

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Project Name: Columbia River Heritage Trail Update - Morrow County				
Link to info	Fund Name	Fund Source	Estimated Schedule *subject to change	Description
				<ul style="list-style-type: none"> Multi-state or multi-jurisdictional groups of eligible entities. <p>Match:</p> <ul style="list-style-type: none"> Specific match requirements vary by project type and funding round. <p>Funds Available:</p> <ul style="list-style-type: none"> Over \$1.4 billion available over five years through the Infrastructure Investment and Jobs Act (IIJA).
Oregon Department of Transportation : Carbon Reduction Program : Climate Office : State of Oregon	Carbon Reduction Program	2021 Bipartisan Infrastructure Law Federally funded program	Contact Stephanie Millar, Stephanie.L.MILLAR@odot.oregon.gov , directly for available funding opportunities through this grant	<p>Eligible Projects:</p> <ul style="list-style-type: none"> Projects that reduce greenhouse gas emissions from transportation. Includes projects in small urban and rural areas, as well as statewide projects overseen by ODOT. <p>Eligible Applicants:</p> <ul style="list-style-type: none"> Counties, cities, rural areas, and tribal governments with populations less than 200,000. Transportation management areas in urbanized areas of Portland, Eugene, and Salem. <p>Match:</p> <ul style="list-style-type: none"> Specific match requirements vary by project type and funding round. <p>Funds Available:</p> <ul style="list-style-type: none"> \$82 million over five years. <ul style="list-style-type: none"> \$11.3 million awarded for 14 projects in 2024. \$12.5 million awarded for 15 projects in 2023.
Oregon Department of Transportation : Oregon Community Paths Program : State of Oregon	Oregon Community Paths Program	Funding includes both state and federal funds	Pre-applications due: Aug.1 – Sept. 15, 2025 Full applications: Nov. 1, 2025 – Jan. 15, 2026 Project start: October, 2026	<p>Eligible Projects:</p> <ul style="list-style-type: none"> Regional Paths Projects: Focus on creating multiuse paths that connect communities and regions, enhancing transportation options and promoting active transportation. Critical Links Projects: Focus on closing gaps in existing pedestrian and bicycle networks to improve connectivity and safety for users.. <p>Eligible Applicants:</p> <ul style="list-style-type: none"> Public entities. <p>Match:</p> <ul style="list-style-type: none"> Typically requires a 10.27% match of the total project cost. <p>Funds Available:</p> <ul style="list-style-type: none"> Funded through the state Multimodal Active Transportation fund and federal Transportation Alternatives Program fund. Specific funding amounts vary by project and application cycle.

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Project Name: Columbia River Heritage Trail Update - Morrow County				
Link to info	Fund Name	Fund Source	Estimated Schedule *subject to change	Description
Oregon Department of Transportation : Small City Allotment Program : Local Government : State of Oregon	Local Government – Small City Allotment Program	State funded program	Est. application date March-April, 2026	<p>Eligible Projects:</p> <ul style="list-style-type: none"> Streets not part of the state highway system Streets within cities with populations of 5,000 or fewer persons Streets inadequate for the capacity they serve or in a condition detrimental to safety <p>Eligible Applicants:</p> <ul style="list-style-type: none"> Incorporated cities with populations of 5,000 or less <p>Match:</p> <ul style="list-style-type: none"> There is no match requirement and the ability to contribute funds to the project is not considered when scoring projects. <p>Funds Available:</p> <ul style="list-style-type: none"> \$5 million per year, sourced from highway funds and the State Highway Fund
Better Utilizing Investments to Leverage Development (BUILD) Grant Program US Department of Transportation	<p>Better Utilizing Investments to Leverage Development (BUILD) Grant Program</p> <p><i>Previously called RAISE or TIGER grant program</i></p>	<p>American Recovery and Reinvestment Act of 2009</p> <p>Federally funded program</p>	<p>Est. open date: January, 2026</p> <p>UDOT may require prior notice before submitting grants - TBD</p>	<p>Eligible Projects:</p> <ul style="list-style-type: none"> Highway, bridge, or other road project Public transportation projects Port infrastructure investments Intermodal projects <p>Eligible Applicants:</p> <ul style="list-style-type: none"> State and local governments Transit agencies Port authorities Counties Special purpose districts or authorities with a transportation focus <p>Match:</p> <ul style="list-style-type: none"> 20% match. Lower match requirements: available for rural communities, historically disadvantaged communities, and areas of persistent poverty. <p>Funds Available:</p> <ul style="list-style-type: none"> Planning grants: No minimum award amount Capital grants; Range from \$1-25 million for rural areas and \$5-25 million for urban areas.
Oregon State Marine Board : Boating Facility Grant Applications : Boating Facilities : State of Oregon	Waterway Access Grant (WAG)	State funded program	Est. open date: January, 2026	<p>Eligible Projects:</p> <ul style="list-style-type: none"> Nonmotorized recreational boating access Education or expanded opportunity grants for underserved communities Projects related to boating facilities <p>Eligible Applicants:</p> <ul style="list-style-type: none"> State and local governments

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Project Name: Columbia River Heritage Trail Update - Morrow County				
Link to info	Fund Name	Fund Source	Estimated Schedule *subject to change	Description
				<ul style="list-style-type: none"> • Nonprofit organizations • Educational institutions • Community Groups Match: <ul style="list-style-type: none"> • 20% match. Lower match requirements: available for rural communities, historically disadvantaged communities, and areas of persistent poverty. Funds Available: <ul style="list-style-type: none"> • Small grants from \$2,240 to \$29,997
Oregon Department of Transportation : Carbon Reduction Program : Climate Office : State of Oregon	Carbon Reduction Program	Federally funded program	2025 grant cycle ends Sept. 30, 2025 Next est. open date: spring, 2026	Based on previous rounds: Eligible Projects: <ul style="list-style-type: none"> • Electric vehicles and EV charging stations • Transit improvements • Bicycle and pedestrian infrastructure • Intelligent transportation systems Eligible Applicants: <ul style="list-style-type: none"> • Cities • Counties • Tribal governments • Local • State transportation agencies Match: <ul style="list-style-type: none"> • 10.27% local match Funds Available: <ul style="list-style-type: none"> • Est. remaining funds: \$58.2 million
Oregon Federal Lands Access Program FHWA	Oregon Federal Lands Access Program (FLAP)	Federally funded program	RFP opens Fall, 2025	Eligible Projects: <ul style="list-style-type: none"> • Projects that improve transportation facilities providing access to, adjacent to, or located within federal lands • This includes public highways, roads, bridges, trails, and transit systems Eligible Applicants: <ul style="list-style-type: none"> • State, county, local governments, and tribes • Projects must be jointly submitted by a local agency and a Federal Land Management Agency (FLMA) Match Requirements: <ul style="list-style-type: none"> • Typically, a 20% match is required from non-federal sources Funds Available: <ul style="list-style-type: none"> • Approximately \$35.7 million annually for projects
Oregon State Marine Board : Welcome Page : Boating Facilities : State of Oregon	Small Grant Program CONSTRUCTION AND PERMITTING	State of Oregon Marine Board State funded program	APPLICATION TIMELINES September 29, 2025-January 5, 2026 (board meeting April 2026)	Application Process: <ul style="list-style-type: none"> • Applicants are encouraged to contact the Marine Board for a pre-application conference to discuss the proposed project.

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Project Name: Columbia River Heritage Trail Update - Morrow County				
Link to info	Fund Name	Fund Source	Estimated Schedule *subject to change	Description
			May 1, 2026-July 31, 2026 (board meeting October 2026)	<ul style="list-style-type: none"> All approved projects must be completed within the State of Oregon Marine Board's biennial budget or earlier. Applications are accepted on a first-come, first-served basis until funding has been exhausted. <p>Eligible Projects:</p> <ul style="list-style-type: none"> Minor facility improvements related to recreational boating access: boat ramps, docks, parking, restrooms, etc. This program aims to enhance opportunities for non-government organizations to apply for funds to increase paddling access and boating safety education in local communities. <p>Eligible Applicants:</p> <ul style="list-style-type: none"> City, county, ports, park districts, state and federal agencies for public recreational boating access. <p>Match:</p> <ul style="list-style-type: none"> 25% minimum. Cash or "in-kind" materials/services are encouraged and can enhance a project's potential for funding. <p>Funds Available:</p> <ul style="list-style-type: none"> \$30,000 maximum grant award, \$50,000 maximum project cost Projects cannot be fragmented to fit within the grant thresholds.
Oregon State Marine Board : Welcome Page : Boating Facilities : State of Oregon	Small Grant Program NON-MOTORIZED BOATING EDUCATION AND OUTREACH	State of Oregon Marine Board State funded program	APPLICATION TIMELINES September 29, 2025-January 5, 2026 (board meeting April 2026) May 1, 2026-July 31, 2026 (board meeting October 2026)	<p>Application Process:</p> <ul style="list-style-type: none"> Applicants are encouraged to contact the Marine Board for a pre-application conference to discuss the proposed project. All approved projects must be completed within the State of Oregon Marine Board's biennial budget or earlier. Applications are accepted on a first-come, first-served basis until funding has been exhausted. <p>Eligible Projects:</p> <ul style="list-style-type: none"> Minor facility improvements related to recreational boating access: boat ramps, docks, parking, restrooms, etc. This program aims to enhance opportunities for non-government organizations to apply for funds to increase paddling access and boating safety education in local communities. <p>Eligible Applicants:</p> <ul style="list-style-type: none"> City, county, ports, park districts, state and federal agencies for recreational boating access and on-governmental organizations. <p>Match:</p> <ul style="list-style-type: none"> 25% minimum. Cash or "in-kind" materials/services are encouraged and can enhance a project's potential for funding. EOY

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Project Name: Columbia River Heritage Trail Update - Morrow County				
Link to info	Fund Name	Fund Source	Estimated Schedule *subject to change	Description
				Funds Available: <ul style="list-style-type: none"> \$30,000 maximum grant award, \$50,000 maximum project cost Projects cannot be fragmented to fit within the grant thresholds.
Contact Us - Morrow Soil & Water Conservation District	Kevin Payne, Manager	Morrow Soil and Water Conservation District	To be determined (TBD)	Outreach initiated. Initial inquiry sent to the office in June 2025. Awaiting response to confirm whether they have designated funding priorities or prefer to review proposed projects for potential support.
EO Regional Grant - Eastern Oregon Visitors Association (EOVA)	EO Regional Grant Alina Corolla	Under review	To be determined (TBD)	Outreach initiated. Initial inquiry sent to the office in June 2025. Awaiting response to confirm whether they have designated funding priorities or prefer to review proposed projects for potential support.

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APPENDIX 8

Partnership Plan

PARTNERSHIP PLAN

Identify existing and potential partnerships with shared values and vision for the trail

LOCAL & REGIONAL AGENCIES		
City of Boardman	City planning, trail permitting & municipal support	https://www.cityofboardman.com/
City of Irrigon	Permitting, park and marina coordination	https://ci.irrigon.or.us/
City of Boardman Parks and Recreation District	Trails events, marina support	https://www.boardmanorprd.gov/
City of Irrigon Park District	Park maintenance, community recreation	https://www.irrigonmarinaparkrec.org/
City of Boardman Hispanic Community Liaison	Equity outreach, bilingual engagement	Reach via City of Boardman website
Morrow County Public Works	Trail infrastructure and permit coordination	https://www.morrowcountyor.gov/publicworks
Morrow County Recreation and Tourism	Marketing, tourism development	https://www.morrowcountyor.gov/planning/page/recreation-and-tourism
Umatilla County	Regional planning, inter-county coordination	https://www.umatillacounty.gov
Greater Eastern Oregon Development Corp. (GEODC)	Funding, business support	https://www.geodc.net/
STATE AGENCIES		
Oregon Department of Fish & Wildlife	Habitat review, signage support	https://www.dfw.state.or.us/
Oregon Parks & Recreation Dept (OPRD)	State trail grants, heritage interpretation	https://www.oregon.gov/oprd/Pages/index.aspx
Oregon State Historical Preservation Office (SHPO)	Cultural resource compliance, historic coordination	https://www.oregon.gov/oprd/oh/pages/default.aspx
Travel Oregon	Tourism promotion, grant assistance	https://traveloregon.com/
FEDERAL AGENCIES		
National Park Service (NPS) River, Trails, and Conservation Assistance Program (RTCA)	Trail planning assistance, community facilitation	https://www.nps.gov/orgs/rtca/index.htm
Oregon U.S. Army Corps of Engineers	River access infrastructure, permitting	https://www.nwp.usace.army.mil/ Local Contact: Portland Office – Realty Division
U.S. Fish & Wildlife Service	Habitat conservation, interpretive materials	https://www.fws.gov/
USFWS – Umatilla National Wildlife Refuge	Wildlife management, education support	https://www.fws.gov/refuge/umatilla

TRIBAL AND CULTURAL ORGANIZATIONS

Confederated Tribes of Umatilla Indian Reservation (CTUIR)	Cultural interpretation, stewardship partnerships	https://ctuir.org/
Tamástslíkt Cultural Institute	Indigenous programming, museum-based partnerships	https://www.tamastslíkt.org/
Oregon Native American Chamber (ONAC)	Indigenous business outreach	https://nwnac.org/
Irrigon Multicultural Arts Center (IMAC)	Cultural events, inclusive programming	Contact via City of Irrigon or Facebook

COMMUNITY AND NONPROFITS

Lewis & Clark Heritage Foundation	Historical interpretation, grant support	https://lewisandclark.org/
North Central Oregon Tourism Council	Regional tourism collaboration	Search “North Central Oregon Tourism Council”
Blue Mountain Land Trust	Trails and land conservation, stewardship	https://bmlt.org/
Eastern Oregon Visitors Association	Tourism marketing, visitor info, and assistance in grant writing.	https://eova.com/
Oregon Trails Coalition	Trail advocacy, best practices	https://www.oregontrailscoalition.org/
Local Rotary Clubs / Chambers	Volunteer recruitment, sponsorship	Example: Boardman Chamber
MC Unified Recreation District	Recreation funding, regional programs	https://www.mcurd.org/
Community Women’s Club (Irrigon)	Local volunteering, event support	https://business.boardmanchamber.org/list/member/community-women-s-club-1214
Boardman Food Pantry	Community access, bilingual outreach	https://business.boardmanchamber.org/list/member/boardman-food-pantry-1492
Stokes Landing Senior Center	Senior fitness, walking programs	https://business.boardmanchamber.org/list/member/stokes-landing-senior-center-1478
Blue Mountain Council – BSA	Youth stewardship, trail volunteerism	https://bluemountaincouts.org/

RECREATION AND OUTDOOR ADVOCACY

Boardman Park & Rec District	Shared management with City of Boardman	https://www.boardmanorprd.gov/
Blue Mountain OHV / Morrow County OHV Park	Shared-use trail integration	https://ohv.morrowcountyparks.org/
Friends of the Columbia Gorge	Conservation, advocacy, outreach	https://gorgefriends.org/
Crag Rats (Hood River)	Volunteer emergency/rescue support	https://www.cragrats.org/

EDUCATION AND YOUTH

Morrow County School District	Educational programming, student involvement	https://www.morrow.k12.or.us/
Blue Mountain Community College	Workforce training, interpretive design	https://blueecc.edu/
Eastern Oregon University	Historic research, trail-related academic projects	https://www.eou.edu/
4-H / FFA Chapters	Youth agriculture/outdoor stewardship	https://extension.oregonstate.edu/morrow

INDUSTRY & UTILITIES (ADJACENT STAKEHOLDERS)

Port of Morrow	Trailhead infrastructure, SAGE Center programming	https://portofmorrow.com/
Umatilla Electric Cooperative (UEC)	Easements, utility corridor access	https://www.umatillaelectric.com/
Portland General Electric (PGE)	Infrastructure coordination, funding	https://portlandgeneral.com/
Morrow County Grain Growers (MCGG)	Landowner outreach, educational programs	https://www.mcgg.net/



APPENDIX 9

Style Guide

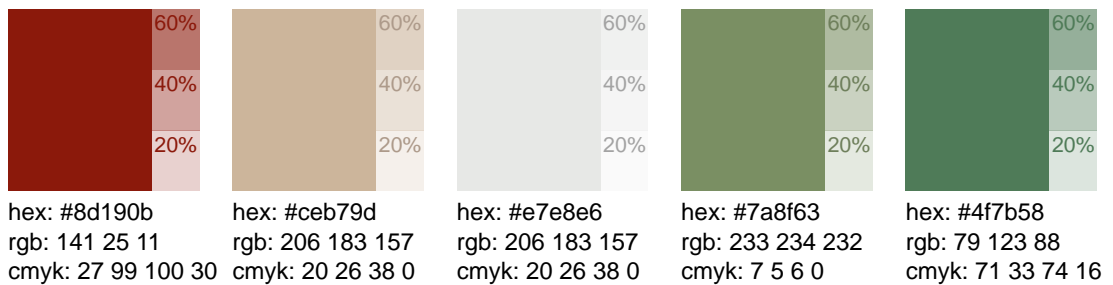
Columbia River Heritage Trail

STYLE GUIDE

Logo



Colors



Typography

Heading

Franklin Gothic Demi
1234567890
ABCDEFGHIJKLMN
OPQRSTUVWXYZ

Body

Kepler Std Regular
Italic, Medium, **Bold**
1234567890
ABCDEFGHIJKLMN
OPQRSTUVWXYZ