

Michaela Ramirez

From: Jonathan Tallman <1stjohn217llc@gmail.com>
Sent: Saturday, September 20, 2025 9:14 PM
To: Tamra Mabbott; Clint Shoemake; Michaela Ramirez
Cc: fletcher@cfsilage.com; derrin@tallman.cx; frances@edglenn.net
Subject: Fwd: Request for Draft TSP/UGB Materials – City of Boardman To: dlcd.info@dlcd.oregon.gov Dear DLCD, I am a landowner in Boardman, Oregon, and I am trying to follow the City's current Transportation System Plan (TSP) and Urban Growth Boundary (UGB) update
Attachments: IMG_3481.jpeg; dji_fly_20250916_190540_659_1758074764421_photo_optimized.jpeg; 30287_BoardmanTSP_DRAFT TSP 091025.pdf; 2022 collectors.pdf

[EXTERNAL EMAIL] - STOP and VERIFY - This message came from outside of Morrow County Gov

Dear Chair and Members of the Morrow County Planning Commission,

I am the owner of 28.11 acres on Laurel Lane in Boardman, Oregon (home to The Farmer's Cup). My property lies fully inside the City of Boardman UGB and is zoned commercial. Please let me know if you have the City of Boardman CIP plan?

On September 15, 2025, the City submitted its TSP/UGB package to DLCD for acknowledgment. Because Morrow County must adopt coordinated findings under ORS 197.610–650, I respectfully request that County Planning staff prepare an independent staff report addressing the issues below.

1) Good Shepherd 61 acres (Plat 25-12, Parcels 2 & 3) – commercial, vacant/part-vacant inside UGB

- Shown on the City's own Employment BLI figure as vacant/partially-vacant employment land inside both City Limits and the UGB.
- Undeveloped, adjacent to services, fronting arterials.

Question: Why is this acreage not fully counted toward the 20-year commercial/employment land supply for Goal 14?

2) My 28.11 acres on Laurel Lane – vested commercial access; City-created “constraint”

- My site operates today with established commercial access (The Farmer's Cup).

- The City/County previously discussed building Laurel–Yates–Devin to code; the project was then abandoned/shifted, leaving my parcel treated as “constrained” only because the City will not construct the road to standard.

Question: Why is a vested, serviced parcel inside the UGB excluded from the buildable inventory due to infrastructure the City itself is failing to provide?

3) Compliance with

LUBA Case No. 2022-062

- LUBA remanded the Loop Road approval for inadequate findings on collector classification and failure to apply full BDC 3.4.100 improvements at time of construction (sidewalks, bike, curb, lighting, stormwater).
- Rather than cure the remand, the City advanced other corridors and is attempting to revise standards.

Question: Has the City actually complied with the 2022 remand, or is the County being asked to adopt a TSP that still avoids the required collector standards?

4) CIP deferrals that manufacture “constraints”

- The 2025 CIP defers Laurel Lane (ST-23.0) and Oregon Trail Blvd → Laurel (ST-22.0) to 2028–30, despite large, in-UGB commercial capacity (Good Shepherd + my 28.11 acres).

Question: How can the County adopt the TSP/CIP while these near-term, code-required improvements are deferred, thereby manufacturing a shortage contrary to Goals 12 and 14?

5) Evidence from Morrow County Public Works (Eric Imes) confirming IAMP/IAMP-access limits

Please include the following email excerpts in the County record and address them in your analysis:

Mon, Jun 2, 2025 – 7:49 AM – Eric Imes, Public Works Director, Morrow County Public Works
“Attached is the application. I did not move forward because the county never obtained an access permit. The IAMP does not allow for a commercial access where our easement is. Only Farm/Residential.”

Mon, Jun 2, 2025 – 7:22 AM – Eric Imes
“Following this correspondence is when I decided to no longer pursue development on this property as the county did not receive an access permit that complies with the IAMP. I figured it would be possible to gain access once the loop roads were built.”

Fri, Oct 28, 2022 – 1:38 PM – Eric Imes to City staff
“We do have an easement and an access permit but I am not sure it will comply to the IAMP. I’m pretty sure the IAMP has that approach listed as farm/residential and I am neither of those.”

These admissions show the constraint is administrative and self-created (IAMP classification/permit), not a physical impossibility of serving existing in-UGB land. That goes directly to the City’s shortage narrative and the necessity of advancing Laurel–Yates–Devin to full collector standards now, rather than deferring to 2028–30.

Requested County Action

Please direct County Planning staff to prepare an independent staff report that evaluates:

- Whether the City’s BLI/EOA fully accounts for all vacant/partially-vacant commercial land inside the UGB (including Good Shepherd’s ~61 acres and my 28.11 acres).
- Whether the City has complied with LUBA 2022-062 (collector classification; BDC 3.4.100 full improvements at construction).
- Whether the CIP deferrals unlawfully create artificial constraints on in-UGB land, contrary to Goal 12 and Goal 14.

If County staff do not intend to prepare such a report, please state that in writing with reasons and place it in the public record so DLCD has a clear, complete understanding of the County's position. I do have many more examples with drone pictures than what I am attaching.

I would also welcome the opportunity to sit down with County staff to go over these items and avoid unnecessary delays or disputes later in the process. Based on the County's response, I reserve the right to retain legal counsel (I really don't want to) to ensure these issues are properly vetted and addressed. My strong preference is to resolve this collaboratively and locally, not through extended appeals or unwanted costs.

Exhibits I will submit for the record now.

- Plat 25-12 (Good Shepherd Parcels 2 & 3, ~61 acres, commercial).
- Aerial/drone photograph of the same site (vacant).
- City Employment BLI map showing the site as vacant/part-vacant inside City & UGB.
- LUBA 2022-062 excerpts (collector classification; BDC 3.4.100 applies at construction).
- 2025 CIP excerpts (ST-22.0, ST-23.0) showing late phasing/deferrals.
- Contradiction chart: LUBA findings vs. CIP deferrals.
- Trip-Generation table for the 61-acre Good Shepherd site (office/medical/mixed scenarios).

Thank you for your attention. Please confirm whether County staff will prepare the independent report, or provide the written statement if not.

Respectfully submitted,

Jonathan Tallman

Good Shepherd Trip Generation Scenarios

Scenario	Gross Floor Area (ksf)	Daily Trips (veh/day)	Est. Peak Hour Two-Way (veh/hr)
A) General Office (FAR 0.25)	~664 ksf	~6,640	~660
B) Medical Campus (FAR 0.35)	~930 ksf	~33,500	~3,350
C) Mixed Use (200k Office + 150k Medical + 150k Retail)	500 ksf	~16,800	~1,680

LUBA vs. CIP Contradiction Chart

	Relevant CIP Project (2025 CIP)	City's Current Action (CIP / TSP)
City must classify Loop Road correctly (likely Minor Collector, not "Neighborhood Collector").	ST 22.0 – Oregon Trail Blvd to Laurel Lane (\$7.3M, FY 2029–30)	Deferring reclassification; no evidence of correcting collector designation now.
City must build full BDC 3.4.100 improvements (sidewalks, planter strips, curbs, bike lanes, lighting, stormwater) at time of road construction.	ST 23.0 – Laurel Lane Improvements (\$2.5M, FY 2028–29)	Projects are listed but pushed to the late window (2028–30), not committed in near-term. Standards still deferred.
City cannot defer improvements to "later when adjacent property develops"; findings must show compliance now.	ST 5.0 – S. Main Street (\$5M, FY 2025–26) and ST 13.0 – NE Front Street (\$5.5M, FY 2026–27) (other corridors prioritized first).	Prioritizing east-side and downtown corridors for full standards while leaving west-side parcels (Laurel/Yates/Devin) constrained

----- Forwarded message -----

From: **HERT Dawn * DLCD** <Dawn.Hert@dlcd.oregon.gov>

Date: Mon, Sep 15, 2025 at 10:19 AM

Subject: RE: Request for Draft TSP/UGB Materials – City of Boardman To: dlcd.info@dlcd.oregon.gov

Dear DLCD, I am a landowner in Boardman, Oregon, and I am trying to follow the City's current Transportation System Plan (TSP) and Urban Growth Boundary (UGB) update

To: Jonathan Tallman <1stjohn217llc@gmail.com>

Good morning Jonathan,

It looks like Boardman's draft TSP has been submitted to DLCD's Post-Acknowledge Plan Amendment(PAPA) portal. I will let our records staff know that it has been submitted and that you are still wanting copies as detailed in your public records request. You should be hearing back from them in the next day or two. I was a little off on the date it was being scheduled for hearings to kick off, they have planned to present at the October 16th Planning Commission meeting, with hopes of the plan being reviewed by the City Council on November 18th.

I have attached the copy that was emailed to me on Friday to all Public Advisory Committee members. I have not reviewed it, nor have I checked that it is what was submitted to our PAPA portal. It appears to be the same document as what was downloaded on our system and has the same number of pages and file name.

With regards to being added to an interested parties list, my suggestion would be that you reach out to the Planning Department asking to be notified. I cover a large region of 10 counties and 59 cities and am not always involved in their pre-application processes. If you would also like copies that are submitted as PAPAs, please be sure to follow the same public records request as you did for the TSP.

Thanks again for reaching out.

Take care,
Dawn

Dawn Marie Hert  [Hear my name](#)



DLCD

Eastern Oregon Regional Representative | Community
Services Division

Pronouns: She/Her/Hers

Oregon Department of Land Conservation and Development

Eastern Oregon University, One University Blvd, Badgely Hall,
Room 233A | LaGrande, OR 97850-2807

Cell: 503-956-8163 | Main: 503-373-0050

dawn.hert@dlcd.oregon.gov | www.oregon.gov/LCD

Regional Representative for the ten most eastern Counties and 59 Cities.

From: Jonathan Tallman <1stjohn217llc@gmail.com>

Sent: Wednesday, September 10, 2025 9:57 PM

To: HERT Dawn * DLCD <Dawn.Hert@dlcd.oregon.gov>

Subject: Re: Request for Draft TSP/UGB Materials – City of Boardman To: dlcd.info@dlcd.oregon.gov Dear DLCD, I am a landowner in Boardman, Oregon, and I am trying to follow the City's current Transportation System Plan (TSP) and Urban Growth Boundary (UGB) update

Dawn,

Thank you for your response and for clarifying the status of Boardman's submittals to DLCD.

I'm actively pursuing public records from the City of Boardman related to the Transportation System Plan (TSP) and certain capital projects (e.g., the Loop Road/Laurel Lane realignment and BPA corridor planning). My goal is to develop my property for an RV use, but I'm receiving mixed signals locally and have not been provided the underlying engineering information.

Once a TSP draft is available—either from the City/consultant or when DLCD receives it—I would like to review it to confirm whether it aligns with the materials I've requested through public records. Please add me to any interested-parties list for both the TSP and the EOA, and kindly share any preliminary schedules, scoping memos, or public review drafts when you have them.

Also, when the City transmits anything to DLCD for the PAPA record, I'd appreciate a direct link or copy so I can compare it against what I receive from the City.

Thank you again for your help. I'm eager to ensure my private development plans are consistent with the adopted transportation and land-use framework.

Best regards,

Jonathan Tallman

On Tue, Sep 2, 2025 at 6:05 PM HERT Dawn * DLCD <Dawn.Hert@dlcd.oregon.gov> wrote:

| Jonathan,

Thank you for reaching out to DLCD. I am the Eastern Oregon Regional Representative from the Agency and cover the ten most eastern counties and 59 cities in Eastern Oregon.

I am following up from your inquiry on submittals for Boardman to my Agency. Currently there have been no formal submittals to our Post-Acknowledge Plan Amendment(PAPA) website for the upcoming Transportation System Plan(TSP) or Economic Opportunities Analysis(EOA). Both projects have been self-funded.

I have been in contact with Boardman's planner and consultant about the EOA that is currently underway. In addition, the TSP is expected to kick off soon(early November.) Please let me know if you have any additional questions and I will do my best to answer.

Take care,

Dawn



Dawn Marie Hert



Eastern Oregon Regional Representative | Community Services Division

Pronouns: She/Her/Hers

Oregon Department of Land Conservation and Development

Eastern Oregon University, One University Blvd, Badgely Hall, Room 233A | LaGrande, OR 97850-2807

Cell: 503-956-8163 | Main: 503-373-0050

dawn.hert@dlcd.oregon.gov | www.oregon.gov/LCD

Regional Representative for the ten most eastern Counties and 59 Cities.

From: Jonathan Tallman <1stjohn217llc@gmail.com>

Sent: Wednesday, August 27, 2025 8:12 PM

To: INFO DLCD * DLCD <dlcd.info@dlcd.oregon.gov>

Subject: Request for Draft TSP/UGB Materials – City of Boardman To: dlcd.info@dlcd.oregon.gov Dear DLCD, I am a landowner in Boardman, Oregon, and I am trying to follow the City's current Transportation System Plan (TSP) and Urban Growth Boundary (UGB) update p...

Some people who received this message don't often get email from 1stjohn217llc@gmail.com. [Learn why this is important](#)

Dear DLCD,

I am a landowner in Boardman, Oregon, and I am trying to follow the City's current Transportation System Plan (TSP) and Urban Growth Boundary (UGB) update process.

Could you please provide me with copies of any draft TSP or UGB amendment materials that the City of Boardman has transmitted to DLCD under ORS 197.610? If no such drafts have been received, I would appreciate written confirmation. Any future list to be notified would be appreciated.

Thank you for your assistance.

Sincerely,

Jonathan Tallman

1st John 2:17 LLC landowner

PLAT

25-12

103
18.39 AC
PARCEL 2

104
43.26 AC
PARCEL 3

2023-10

SEE MAP 4N 25E 16AB

SEE MAP 4N 25E 16AC



City of Boardman TRANSPORTATION SYSTEM PLAN

DRAFT TSP Content

Date: September 10, 2025

Kittelson Project No: 30287

To: Project Management Team (PMT)

From: Matt Hughart, AICP and Eza Gaigalas

Subject: Transportation System Plan – DRAFT Content

Note to Reviewer:

This document presents the Draft Boardman Transportation System Plan (TSP) Update, developed through collaboration between City and agency partners, the results of technical and policy analyses, and feedback received from the community and local constituent groups. This unformatted version has been developed specifically for content development and review and has purposefully left out photos and enhanced graphics. Prior to the first evidentiary adoption hearing in October, this DRAFT will be updated/enhanced for formal publication, ensuring it is formatted to be graphically and visually accessible to all audiences.

Boardman Transportation System Plan

Volume I

September 2025

(Cover Page placeholder)

Acknowledgements

The City of Boardman would like to acknowledge the following committees and individuals who helped guide the development of the Boardman Transportation System Plan. Their time and effort devoted to the planning process was instrumental in the creation of all aspects of the planning document.

Project Management Team

- Carla McLane; City of Boardman Planning Official
- Stephanie Case; City of Boardman Principal Planner
- Roy Drago Jr; City of Boardman Public Works Director
- Mike Lees; Anderson Perry & Associates
- Devin Hearing; ODOT Contract Project Manager

Project Advisory Committee (PAC)

- Heather Baumgartner; Boardman City Council
- Alex Hattenhauer; Business owner
- Jacob Cain; Port of Morrow
- Stephan Faus; Local bike/ped advocate
- Gabe Hansen; Morrow County School District
- Kaitlin Kennedy; Morrow County Planning
- Erik Imes; Morrow County Public Works
- Patrick Keely; The Loop
- Marlow Stanton; ODOT Region 5 Traffic Engineer
- David Jones; Boardman Planning Commission
- George Shimer; Boardman Parks and Recreation District
- Patter Perry; CTUIR
- Dawn Hert; Department of Land Conservation and Development (DLCD)
- Torrie Griggs; Boardman Chamber of Commerce
- Dejan Dudich; ODOT Transportation Planning & Analysis Unit (TPAU)
- Abby Gisler; ODOT Region 5 Planner

Consultant Team

- Kittelson & Associates, Inc.
- MIG
- Zan Associates

This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by Federal Highway Administration, local government, and the State of Oregon funds.

The contents of this document do not necessarily reflect views or policies of the State of Oregon.

TSP Organization

The Boardman TSP is presented in two volumes. Volume 1 constitutes the main TSP document and contains information that is likely to be of interest to the broadest audience. Volume 2 contains technical memoranda and data related to local transportation needs and facilities; these materials provide technical support for the information summarized in Volume 1.

Volume I

Volume I includes the following plan chapters:

- **Chapter 1 - Introduction:** An overview of the planning context for the TSP.
- **Chapter 2 – Goals and Objectives:** Goals and objectives that reflect the community's long-term vision for the transportation system.
- **Chapter 3 – Transportation Context:** A high-level overview of the existing and future transportation system deficiencies and needs.
- **Chapter 4 – Guiding the Transportation Network:** An overview of the key system elements that guide future changes to the multimodal transportation system over the next 20 years.
- **Chapter 5 –Transportation Improvement Projects:** Recommended projects to support the city's anticipated transportation needs over the next 20 years.
- **Chapter 6:** Overview of transportation funding and implementation.

Volume II (Under Separate Cover)

Volume 2 includes the following technical appendices:

- **Appendix A:** Community Profile and Trends
- **Appendix B:** Plans and Policy Review
- **Appendix C:** Goals, Objectives, and Evaluation Criteria
- **Appendix D:** Code Assessment Memorandum
- **Appendix E:** Methodology Memorandum
- **Appendix F:** Existing Conditions Inventory and Analysis
- **Appendix G:** Future Conditions Analysis
- **Appendix H:** Proposed Solutions
- **Appendix I:** Implementing Ordinances
- **Appendix J:** Public Outreach Summary

Chapter 1 - Introduction

The Boardman Transportation System Plan (TSP) establishes a vision for the multimodal transportation system within Boardman for the next 20 years. It provides an adaptable framework for making transportation decisions in an increasingly unpredictable and financially constrained future. Once adopted, the TSP will serve as the transportation section of the Boardman Comprehensive Plan.

The local transportation system is intended to move people, goods, and services to, through, and within the City of Boardman and its Urban Growth Boundary (UGB). The system is used in essential aspects of daily life, including commuting to and from workplaces and schools, fulfilling basic needs, and recreating. The TSP aims to support projects, programs, and further studies that will upgrade and maintain the local transportation system to meet the needs of all users.

TSP Purpose

The Boardman TSP identifies the transportation facilities, services, and investment priorities necessary to achieve the community's vision for a safe, efficient, and reliable transportation system. To meet future needs anticipated from ongoing growth over the next 20 years, the plan identifies priority investments, policies, and programs to support future transportation and land use decision making through the City's Comprehensive Plan. The TSP also serves as a resource for coordination amongst regional, local, and state agencies by providing:

- Location, function, and capacity of future streets, sidewalks, bikeways, pathways, transit services, and other transportation facilities.
- Solutions to address existing and future transportation needs for people walking, biking, riding transit, driving, and moving freight;
- Strategies to prioritize transportation investments that improve safety and access for all users of all ages and abilities; and
- Planning-level cost estimates for transportation infrastructure investments needed to support the community's vision, as well as possible funding sources and partners for these investments.

The TSP satisfies the state's requirements for a local transportation system plan to provide and encourage a safe, convenient, and economic transportation system, as established by Oregon Statewide Planning Goal 12: Transportation (OAR 660-012-0015).

TSP Process

The Boardman TSP was updated through a process that identified transportation needs, analyzed potential options for addressing those needs over the next 20 years, and provided a financial

assessment of funding and a prioritized implementation plan. The following steps were involved in this process:

- Reviewing state, regional, and local transportation plans and policies that the Boardman TSP must either comply with or be consistent with.
- Gathering community input through regular interactions with a project advisory committee (PAC) and multiple public workshops/engagement activities.
- Establishing goals and objectives for the future transportation network
- Using a detailed inventory of existing transportation facilities and serve as a foundation to establish needs near- and long-term.
- Identifying and evaluating future transportation needs to support the land use vision and economic vitality of the urban area.
- Prioritizing improvements and strategies that are reflective of the community's vision and fiscal realities.

Guiding Principles and Context

The TSP was developed in compliance with Oregon Revised Statute (ORS) 197.712 and the Department of Land Conservation and Development (DLCD) administrative rule known as the Transportation Planning Rule (TPR, OAR 660-012). These rules require that the TSP provides for a transportation system that accommodates the expected growth in population and employment based on the visions and expectations of the Comprehensive Plan. As required by the TPR, the TSP was developed in coordination with local, regional, and state plans, which helped shape the TSP's goals and objectives, as detailed in Chapter 2.

Per the TPR, this TSP identifies multimodal transportation needs for users of all ages, abilities, and incomes. As such, the TSP identifies solutions to address existing and future transportation needs, with a focus on enhancing safety and connectivity for people bicycling, walking, using transit, and driving. Also per the TPR, updates for the City's development code have been prepared to support implementation of the solutions in the TSP (see TSP Vol 2, Appendix I).

Chapter 2: Goals and Objectives

The TSP goals are broad statements that, at a high level, reflect the community's desires and vision for the local transportation system. At the onset of the planning process, Boardman defined six goals and supporting objectives for its transportation system. These goals and objectives helped guide the review and documentation of existing and future transportation system needs, the development and evaluation of potential alternatives to address the needs, and the selection and prioritization of preferred projects for inclusion in the TSP update. The goals and objectives will enable the City to plan for, and consistently work toward, achieving the community vision.

These goals and objectives are presented below. Each goal is equal in priority and presented in no particular order.

Goal #1: Safety

Improve the safety and comfort of the multimodal transportation network.

- Objective #1a: Address known safety issues at locations with a history of fatal and/or severe injury crashes.
- Objective #1b: Identify and prioritize transportation improvements that provide safe access for all users, regardless of age, ability, or mode of transportation.
- Objective #1c: Manage vehicular access to key transportation corridors consistent with engineering standards and access management principles, while maintaining reasonable access to adjacent land uses.

Goal #2: Mobility

Provide an efficient multimodal transportation system.

- Objective #2a: Identify capacity constraints and develop projects and strategies to address those constraints, including intersection improvements, new crossings of I-84, and alternative multimodal connections.
- Objective #2b: Preserve and maintain the existing transportation system.
- Objective #2c: Support local and regional transit services through the advancement of stop amenities, service hubs, etc.

Goal #3: Accessibility & Connectivity

Provide an interconnected, multimodal transportation network that connects all members of the community to key destinations.

- Objective #3a: Provide new connections to/from Boardman's neighborhoods, schools, parks, transit stops, employment centers, and other key destinations.

- Objective #3b: Address existing walking, biking, and rolling gaps in Boardman's multimodal network.
- Objective #3c: Increase multimodal connectivity across I-04.

Goal #4: Community Focused

Provide a multimodal transportation system for all users to promote a livable and fully connected community.

- Objective #4a: Ensure that the transportation system provides equitable multimodal access for underserved and vulnerable populations to schools, parks, employment centers, commercial centers, health and social services, and other essential destinations.
- Objective #4b: Strengthen economic opportunities through the development of new transportation infrastructure.

Goal #5: Sustainability

Provide a sustainable transportation system by promoting transportation choices and preserving environmental resources.

- Objective #5a: Consider alternative transportation facility designs in constrained areas to avoid or minimize impacts to natural resources.
- Objective #5b: Avoid or minimize transportation impacts to natural and cultural resources in the city.

Goal #6: Strategic Investment

Make the most of transportation resources by leveraging available funding opportunities, preserve existing infrastructure, and reduce system maintenance costs.

- Objective #6a: Preserve and maintain the existing transportation system assets to extend their useful life.
- Objective #6b: Pursue grants and collaborate with partnering agencies to creatively fund transportation improvements and supporting programs.
- Objective #6c: Identify and maintain stable and diverse revenue sources to address transportation needs.

Chapter 3 – Transportation Context

This chapter provides a high-level overview of findings from the transportation needs assessment, describing existing and future deficiencies in the transportation system based on existing conditions of each travel mode, population forecasts, and the community’s vision for a connected, accessible, and equitable transportation system.

Existing Transportation Conditions

The assessment provides a baseline understanding of the existing transportation system inventory and an analysis of how it operates, including traffic conditions, street connectivity, safety performance, and other aspects. The inventory also covers a review of land uses and population demographics to understand how they are served by the current transportation system.

Details on the inventory, review, and analyses of needs are provided in Volume 2, Appendix D. Key highlights of the inventory and findings are presented in Table 3-1 below and more details are provided in the following sections.

Table 3-1. Existing Conditions Key Findings

Needs Category	Key Findings
Land Uses & Population Demographics	- The City of Boardman has significant residential growth potential, with many of these growth areas located south of the I-84 corridor. To ensure the transportation system effectively and efficiently serves these land uses, it is critical to plan for a well-balanced multimodal transportation system that accommodates a variety of travel modes. - The Boardman UGB is large geographically but limited in some areas by land use constraints that can restrict connectivity to and from certain areas. To address these challenges, targeted strategies and transportation system improvements are needed to enhance existing connections and identify feasible options for new connections. - Ensuring access to key destinations and local activity centers including schools, recreation areas, parks, and businesses is important for maintaining a high quality of life for residents.
Streets	- There are many infill development opportunities. An efficient expansion of the existing street grid network is needed to service this infill development potential. - Maintenance of existing facilities is a key need for the Urban Area.
Intersections	Intersection improvements are needed at locations that are currently exceeding or projected to exceed capacity limitations by 2045. These key intersections are located along the Main Street corridor and the two I-84 interchange terminals at Main Street and Laurel Lane.

Needs Category	Key Findings
Safety	- No fatal crashes were identified at any study intersections in the study period. - The observed crash rate at the S Main Street / Wilson Lane intersection exceeds the 90th percentile crash rate. The urban four-leg stop controlled crash rate was used in the comparison. It is noted that if the rural four-leg stop controlled rate was used then the observed crash rate would not exceed the 90th percentile crash rate. Angle and turning-movement crashes were predominantly observed at this intersection.
Walking & Biking Facilities	Walking and biking infrastructure is generally limited. While sidewalks exist on one or both sides of some key corridors like Main Street, there are significant gaps in the supporting collector and neighborhood collector network. As infill development occurs in Boardman, it will be important to address these gaps and ensure a fully connected network that meets the walking and biking needs of all community members.
Public Transportation	Continued coordination between the City, County, and other transit providers within the Boardman and the adjacent Port of Morrow is necessary to ensure that transit is a safe, reliable, and efficient transportation option, especially in areas where there are higher proportions of transit-dependent populations.
Freight, Rail, & Marine	The Boardman Urban Area has a variety of freight, rail, and marine infrastructure that serve vital roles in the movement of goods. To support economic growth and ensure the safe and efficient movement of freight through the Urban Area, it is essential that these critical facilities effectively meet regional transportation needs.

Population Forecasts

Future transportation needs were identified based on the existing transportation needs summarized previously and the anticipated growth in households within the Urban Area. The Portland State University (PSU) Population Research Center forecasts that the population within the UGB is expected to increase by 5,429 people as of the year 2045, representing an annual average growth rate of 3.5 percent.

Future No-Build Traffic Analysis

To understand the needs of people driving and transporting freight in the Boardman Urban Area in 20 years, the future no-build traffic analyses at 14 study intersections based on forecast year 2045 traffic volumes. These analyses help identify areas that are expected to exceed applicable performance thresholds in 2045 and inform transportation projects, policies, and programs needed to support economic growth through the planning horizon.

Details on how traffic volumes were developed are provided in Volume 2, Appendix E. Based on discussions with the City regarding planned transportation improvements in Boardman's Capital Improvement Program (CIP) and anticipated private development projects, lane configuration changes were assumed. Key findings are presented below.

Ten intersections are forecast to exceed their mobility targets in either the weekday AM or PM peak hour conditions or both in 20 years including intersections owned by both ODOT and the City. The intersections projected to exceed mobility targets in 20 years include:

ODOT	• N Main Street / I-84 Westbound Ramp Terminal • S Main Street / I-84 Eastbound Ramp Terminal • Laurel Lane / I-84 Westbound Ramp Terminal • Laurel Lane / I-84 Eastbound Ramp Terminal
City	• N Main Street / Boardman Avenue • N Main Street / N Front Street • S Main Street / S Front Street • S Main Street / Oregon Trail Boulevard • S Main Street / Kinkade Road • Laurel Lane / Columbia Avenue

Resultant traffic operations for all study intersections are detailed in Volume 2, Appendix E.

Chapter 4 – Guiding the Transportation Network

Boardman manages its transportation network through a variety of management plans, regulations, and standards to ensure a cohesive and coordinated system and one that reflects the goals and objectives of the City. This chapter presents the key system elements that guide needed changes to the multimodal transportation system over the next 20 years. A detailed project list and associated cost estimates are provided in Chapter 5.

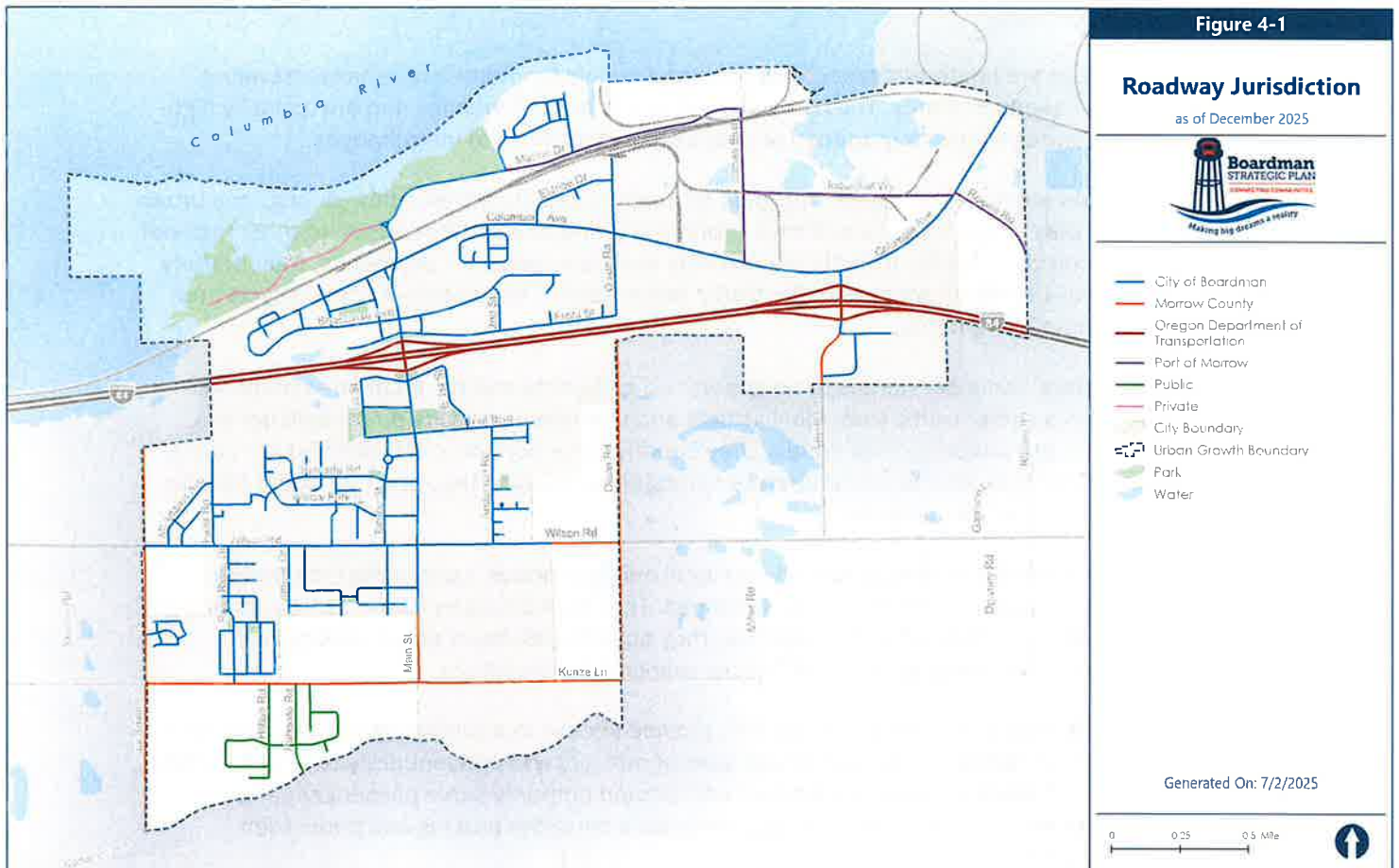
Roadway Jurisdiction

The roadways within the Boardman UGB fall under City, County, Port of Morrow, or ODOT jurisdiction. The respective jurisdiction of individual street segments is illustrated in Figure 4-1.

The City, Port of Morrow, and Morrow County intend to continue managing and maintaining their streets. It is recognized that streets within the UGB currently under Morrow County jurisdiction could be transferred to City control over time through various land use actions, such as annexations. Future potential transfers will be evaluated individually and carried out in accordance with relevant agreements between the City and the County.

Photo/Graphic Placeholder

(Aerial view of City/Port of Morrow facilities)



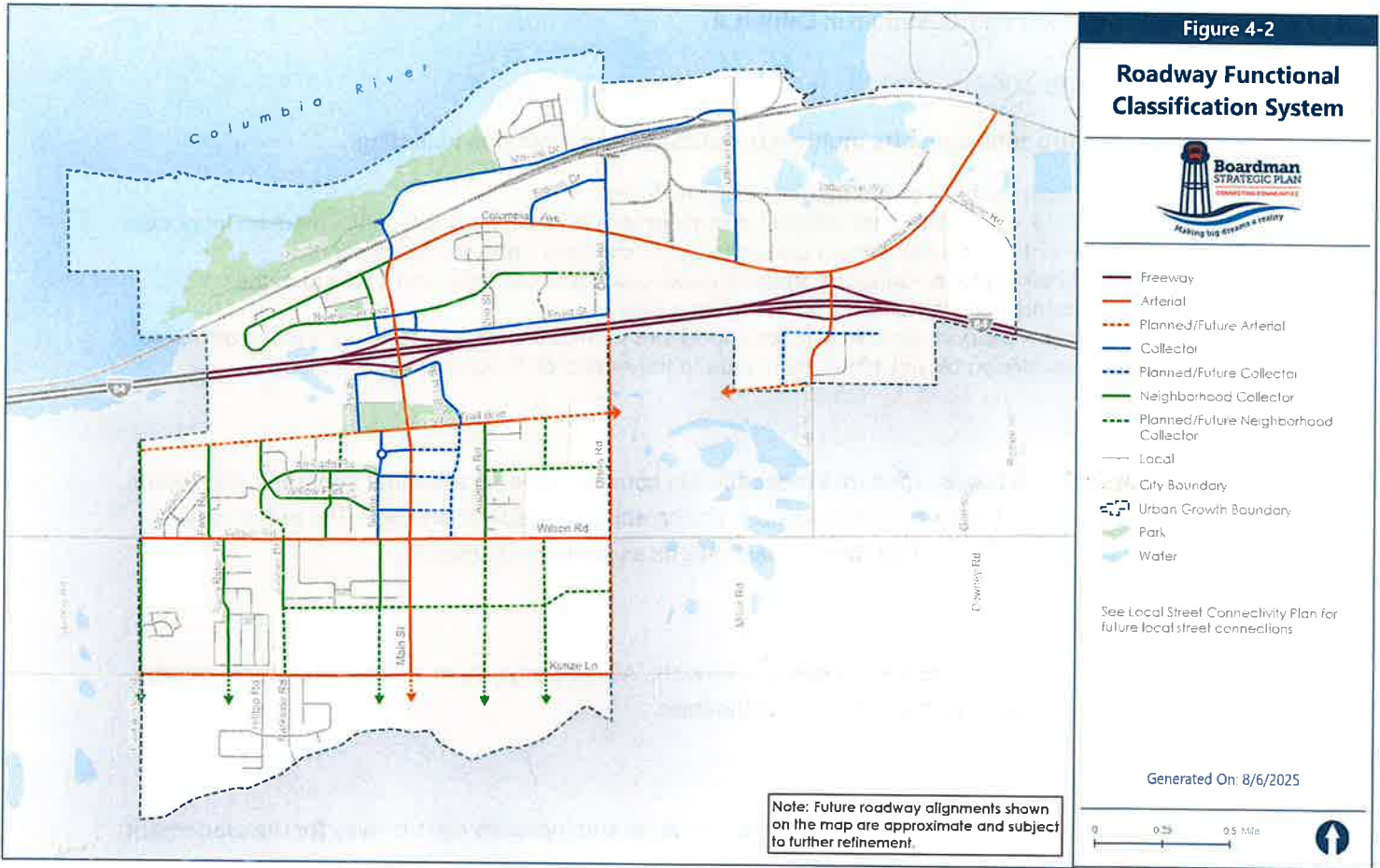
Roadway Functional Classification System

Roadway functional classifications organize the street network based on their role in the transportation system. The classifications define a roadway by their intended mobility and access control as they relate to land use. They designate desired street characteristics such as operational and design characteristics, pavement width, driveway (access) spacing requirements, and context-appropriate pedestrian and bicycle facilities.

The City's roadway functional classification system is illustrated in Figure 4-2 and consists of the following designations:

- **Freeways** are limited-access roads designed mainly for motorized vehicles traveling across regions or states. They provide the highest level of mobility and are typically high-speed routes with widely spaced access points in the form of interchanges.
- **Arterials** are major roadways designed primarily to facilitate traffic flow through the urban areas. They support significant intra-urban travel and connect Boardman to other regional travel corridors. While arterials may provide access to adjacent properties, their primary function is to accommodate major traffic movements. They accommodate bicycle and pedestrian movements.
- **Collectors** connect arterials to neighborhood collectors and the local street network. Collectors gather traffic from local streets and sometimes provide direct land access, channeling it toward arterial roads. They directly serve commercial/industrial land uses, are shorter than arterials, and operate at moderate speeds. They accommodate bicycle and pedestrian movements.
- **Neighborhood Collectors** extend into local neighborhoods, supporting local traffic circulation primarily within residential areas. They typically carry lower traffic volumes at slower speeds compared to collectors. They accommodate on-street parking and pedestrian movements with shared-lane markings for bicyclists.
- **Local Streets** are primarily intended to provide access to abutting residential land uses. Local street facilities offer the lowest level of mobility and consequently tend to be short, low-speed facilities. As such, local streets should primarily serve passenger cars, pedestrians, and bicyclists. They accommodate on-street parking and pedestrian movements.

Over time, as the city continues to grow, functional classifications will be periodically revisited to ensure that street designations are still appropriate. Future land use approvals may require changes to existing streets (beyond those identified in the TSP) consistent with functional classification requirements.



Multimodal Network Design

The multimodal network is guided by a policy framework that establishes the function, design, construction, and operation of travel ways in Boardman.

Roadway Design Elements

All roadways in Boardman will consist of different zones that accommodate motor vehicle travel, on-street parking, bicycle travel, landscaping/buffers, pedestrian travel, and utilities. These zones are outlined below and illustrated in **Exhibit A**.

CURB-TO-CURB ZONE

The curb-to-curb zone supports multiple travel zones and functions including:

- Motor Vehicle Zone – Supports motor vehicle functions.
- Median Zone – Supports motor vehicle turning functions and, where appropriate, medians for access management. The median zone is unique to the Arterial and Collector designations.
- On-Street Parking Zone – Supports on-street parking accommodations and is unique to the Neighborhood Collector and Local Street designations.
- Bicycle Zone – Supports bicycling accommodations such as striped bicycle lanes and shared/mixed travel lanes. Striped bicycle lanes are unique to the Arterial and Collector designations.

BUFFER ZONE

The buffer zone is a hardscaped (or landscaped in some situations) area that separates the motor vehicle functions in the curb-to-curb zone from the adjacent pedestrian zone. The buffer zone is unique to the Arterial and Local Street designations as shown in Exhibit A.

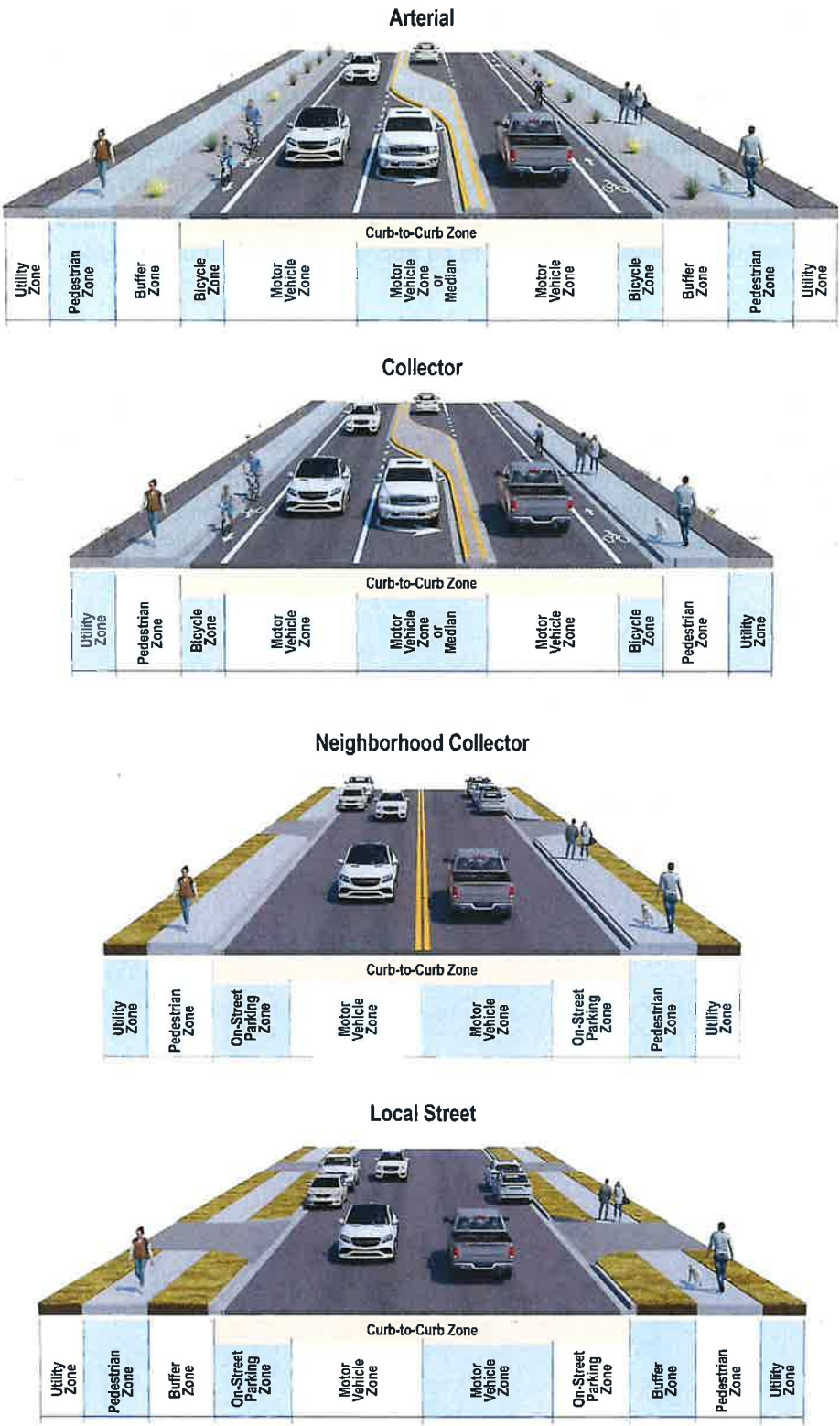
PEDESTRIAN ZONE

The pedestrian zone supports the sidewalk network. All roadways have a pedestrian zone, but the width and location vary by functional classification.

UTILITY ZONE

The utility zone is located outside the pedestrian zone and includes right-of-way for the placement of utilities and other supporting infrastructure.

Exhibit A – Boardman Roadway Design Framework



Based on this framework, the City of Boardman has developed detailed roadway cross section standards specific to each functional classification. These standards are contained in the City of Boardman's *Public Works Standards*. The street cross sections are intended to define a system that allows standardization of key characteristics to provide consistency, but also to provide criteria for application that provides some flexibility while meeting the design standards.

Unless prohibited by significant topographic or environmental constraints, newly constructed streets should meet the standards indicated in the cross sections. When widening an existing street, the City may use lesser standards than the maximum to accommodate physical and existing development constraints where determined to be appropriate by the Public Works Director.

SEPARATED MULTI-USE PATHS

Separated multi-use paths are designed to accommodate a variety of users, including pedestrians, cyclists, and other users of non-motorized forms of transportation. The pathways typically separate these uses from vehicular traffic to enhance safety and provide a more pleasant experience for all ages and abilities. Multi-use pathways are typically located in their own right-of-way. Multi-use pathway standards are contained in the City of Boardman's *Public Works Standards*.

Photo/Graphic Placeholder

(Multi-Use Pathway photo)

Vehicle Performance Standards

Vehicle performance standards (also known as operational standards or mobility targets) for streets and intersections define the maximum amount of congestion that an agency or community has deemed acceptable. These standards are commonly used to assess the impacts of proposed land use actions on vehicular operating conditions and are one measure that staff use to determine transportation improvement needs for project planning.

Mobility targets are typically defined by motor vehicle level of service (LOS), which is presented as grades “A” (free-flow traffic conditions) to “F” (congested traffic conditions) and/or by a volume-to-capacity ratio (V/C), which represents the amount of measured traffic volumes that are utilizing the capacity of a street or intersection. As V/C ratios approach 1.0, traffic congestion increases.

City street performance standards for motor vehicles are identified in the Boardman Development Code (BDC).

Traffic Management

The City of Boardman strives to provide a safe and efficient transportation network that accommodates travelers of all ages and abilities. Effectively managing traffic volumes and speeds on the transportation network is a means to this goal. This section identifies a variety of traffic management tools the city will use as situations arise.

The Traffic Management Toolbox provides information about specific treatments and considerations when applying the treatments. The treatments are generally intended to reduce traffic speeds through at least one of the following ways:

- Create a narrower cross-section (throughout a roadway corridor or at individual locations along the corridor) or tighter turning radii at intersections, which has been shown to slow traffic speeds;
- Create a visual change in context and/or gateways to the corridor to alert drivers of the need to reduce speed;
- Provide a visual or audible warning to drivers to reduce their speed;
- Create horizontal or vertical curvature in the roadway to reduce travel speeds; and/or
- Provide breaks in the corridor to slow or stop through traffic.

(Insert Traffic Calming Toolbox sheets – 18 pages. Currently removed to facilitate ease of content review)

Truck Freight System

Truck freight route classifications are provided at the State and Federal levels. In Oregon, the Oregon Highway Plan documents State freight designations. Locally, Boardman has established a local truck freight route network that supports truck freight movements off the State Highway System. The truck freight system is illustrated in Figure 4-3 and consists of the following:

- **Regional Truck Route** - Regional Truck Routes accommodate the continuous and regional flow of truck freight through the city. These routes serve as the primary travel routes for regionally oriented truck freight, connecting freight-generating land uses to the state highway network. They are consistent with the NHS Intermodal Connectors.
- **Local Truck Route** - Local Truck Routes serve local truck circulation and access and provide for goods and service delivery to individual commercial, employment, and residential land uses outside of industrial areas.

Photo/Graphic Placeholder

(Oversized Truck photo)

Figure 4-3

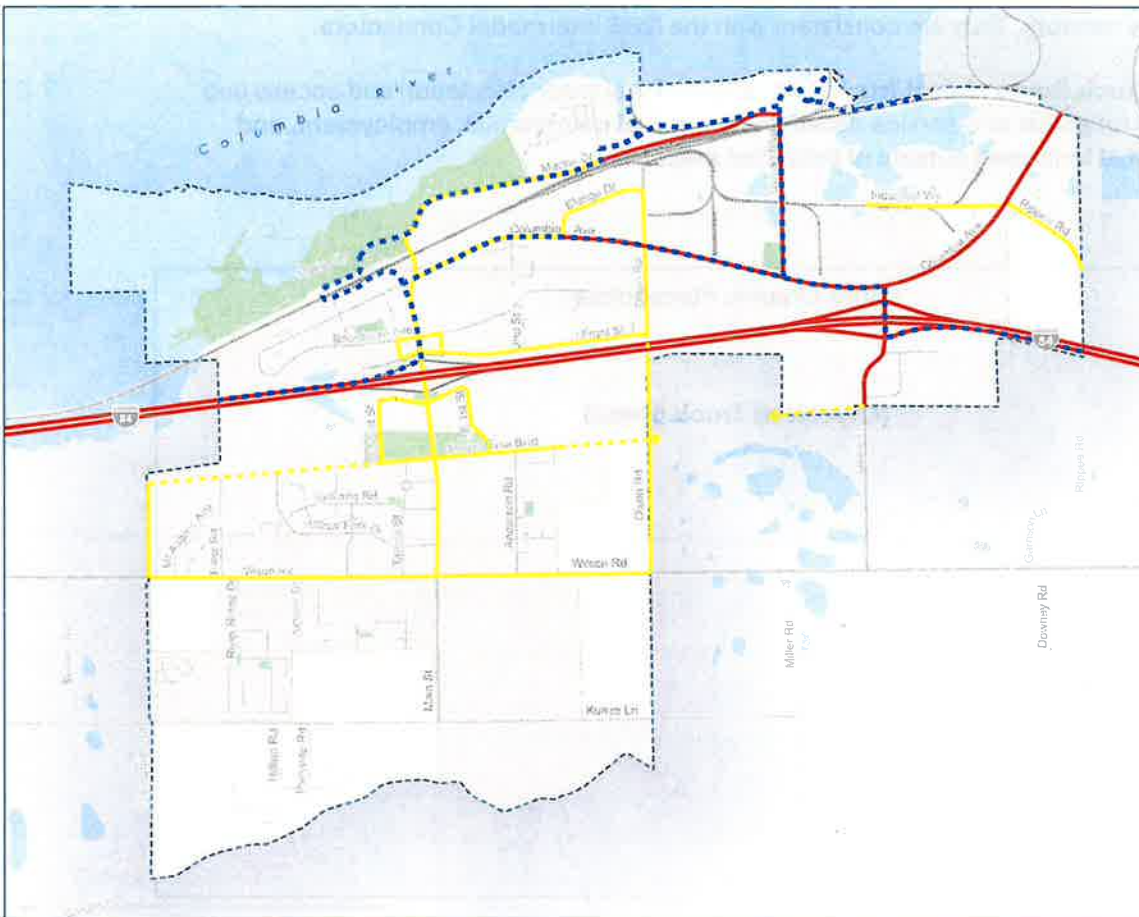
Truck Freight System



- Regional Freight Route
- Local Freight Route
- - - Proposed Future Local freight Route
- - - High, Wide, and Heavy Freight Routes
- City Boundary
- Urban Growth Boundary
- Park
- Water

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0 0.25 0.5 Mile



Chapter 5 – Transportation Improvement Projects

This chapter presents the transportation system improvement projects that are intended to address Boardman’s circulation needs over the next 20 years. These projects represent recommended investments in the transportation system that can provide a (1) safe, (2) efficient, (3) interconnected, (4) community focused, (5) sustainable, and (6) achievable multimodal transportation network.

Projects were identified and prioritized through feedback obtained from the community and stakeholders, technical analysis of existing/projected travel patterns, and input from partnering agencies. Many of the identified projects carry forward the recommendations from prior plans or studies adopted by the City, Morrow County, and/or ODOT. Specific references are identified in the project tables contained in this chapter. Original priorities for projects identified in prior plans and studies have been maintained, unless findings from this TSP warranted adjustments; priorities for new projects were determined using the goals and policies in Chapter 2 and from community input.

Inclusion of a project in the TSP does not represent a commitment by the City of Boardman to fund, allow, or construct the project. Projects on the State of Oregon (“State”) Highway System that are contained in the TSP are not considered “planned” projects until they are programmed in the Statewide Transportation Improvement Program (STIP). As such, projects proposed in the TSP that are located on a State Highway cannot be considered until they are programmed into an adopted STIP or ODOT provides a letter indicating that the project is “reasonably likely” to be funded in the STIP. For the purposes of the TSP, transportation projects involving ODOT are identified for planning purposes and for determining planning-level costs. As part of the TSP implementation, the City will continue to coordinate with ODOT and other partner agencies regarding project prioritization, funding, and implementation.

This section presents the recommended transportation projects for the TSP Update and are organized into five primary categories:

- **Intersection Projects:** These projects include intersection modifications that address either an identified capacity, geometric, or safety needs.
- **Roadway Corridor Projects:** These projects include new street connections and street modifications that address either connectivity, safety, or traffic calming needs – or the need for further study.
- **Local Street Connectivity and Extension Plan:** These projects include new street connections for future local circulation.
- **Pedestrian Projects:** These projects include pedestrian connections and crossing treatments that address either a system gap or safety need.

- **Bicycle Projects:** These projects include bicycle connections that address either a system gap or safety need.
- **Transit Supportive Projects:** These projects include various projects to support and facilitate access to transit stops/routes.

Project Prioritization

The projects presented in this chapter are prioritized as follows:

- **High Priority Projects:** Projects that address critical multimodal circulation needs for a variety of user groups and should be implemented in a near-term time frame.
- **Medium Priority Projects:** Projects that address general multimodal circulation needs and should be implemented in a near- to longer-term time frame.
- **Low Priority Projects:** Projects that address circulation needs associated with long-term growth.
- **Vision Projects:** Aspirational projects that are associated with long-term development areas and/or may extend beyond the 20-year TSP planning horizon.

Financially Constrained Projects

Financially constrained projects are those critical multimodal infrastructure investments that the City anticipates being able to implement over the next 20 years through known financial resources. The financially constrained projects are highlighted in the modal project lists.

The City of Boardman recognizes financial resources, multimodal priorities, and needs can change over time. As such, the financially constrained projects are not required to be implemented first and that other projects on the list may be pursued as needs arise.

Unconstrained Projects

Unconstrained projects are all other multimodal infrastructure investments that are not likely to be implemented with known financial resources.

Intersection Projects

Intersection projects aim to enhance the operational efficiency, safety, and/or geometrics at intersecting roadways on the roadway network. These projects were identified through a combination of prior plans and studies, technical analyses, and community input to address the needs summarized in Chapter 3. Intersection projects are categorized by capacity and geometric changes, safety treatments, and access management applications. Projects may overlap between categories (e.g., capacity-induced changes can also have safety benefits). Intersection projects are illustrated in Figure 5-1 and described in the following table.

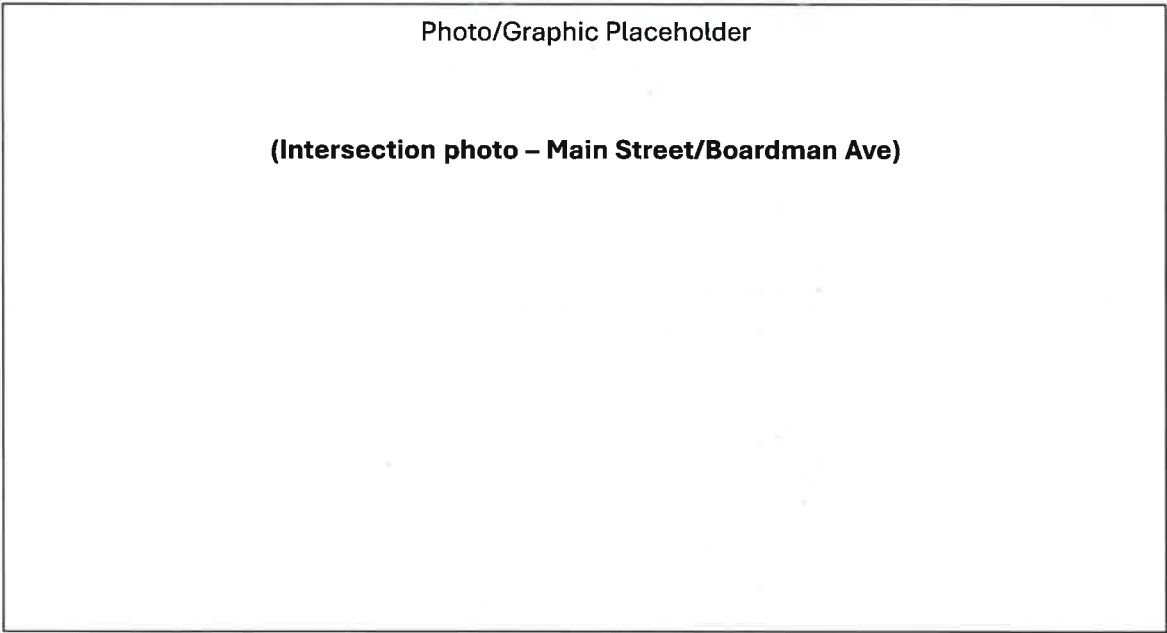


Table 5-1. Intersection Traffic Control, Capacity and/or Geometric Improvement Projects

Project ID	Intersection	Jurisdiction	Project Description	Project Source	Cost Estimate	Priority
I-1	N. Main Street / Boardman Ave	City	1. Signalize (with widening/re-stripping of east and west approaches to provide separate left- and through/right-turn lanes). Project may be refined as part of R-25 (IAMP Refinement). - or 2. Construct a roundabout. Project may be refined as part of R-25 (IAMP refinement).	2024 Main St Corridor Refinement	1. \$1.3M 2. \$3M	High (Financially Constrained)
I-2	N. Main Street / N. Front Street	City	• Modify intersection to be consistent with the outcome of project R-25 (IAMP Refinement). Modifications may include implementing right-in/right-out turning movement restrictions to/from N. Front Street via a raised median or other access management measures.	2009 Main Street IAMP	\$100k	High (Financially Constrained)
I-3	I-84 WB Ramp / N. Main Street	ODOT/City	• Modify intersection to be consistent with the outcome of project R-25 (IAMP Refinement). Modifications may include providing a separate northbound left-turn lane and through lane, installing traffic signals once ODOT standards for traffic control are met, widening the offramp to include separate left- and through/right-turn lanes, and/or lengthening of the offramp.	2009 Main Street IAMP	\$35M+	Medium (Un-constrained)
I-4	I-84 EB Ramp / S. Main Street	ODOT/City	• Modify intersection to be consistent with the outcome of project R-25 (IAMP Refinement). Modifications may include providing a separate southbound left-turn lane and through lane, installing traffic signals once ODOT standards for traffic control are met, widening the offramp to include separate left- and through/right-turn lanes, and/or lengthening of the offramp.	2009 Main Street IAMP		
I-5	S. Main Street / S. Front Street	City	• Modify intersection to be consistent with the outcome of project R-25 (IAMP Refinement). Modifications may include implementing right-in/right-out turning movement restrictions to/from S. Front Street via a raised median or other access management measures.	2009 Main Street IAMP	\$100k	High (Financially Constrained)

Project ID	Intersection	Jurisdiction	Project Description	Project Source	Cost Estimate	Priority
I-6	S. Main Street / Oregon Trail Blvd	City	Modify intersection to be consistent with the outcome of project R-25 (IAMP Refinement). Modifications may include signalization or roundabout, and enhanced pedestrian crossing features.	TSP analysis	\$750k-\$3M	Low (Un-constrained)
I-7	S. Main Street/ Kinkade Rd	City	Implement traffic control improvements to address capacity constraints when they arise. Improvements may include signalization or roundabout.	TSP analysis	\$750k-\$3M	Low ¹ (Un-constrained)
I-8	I-84 WB Ramp / Laurel Lane / Columbia Blvd	ODOT/City	Combine the Laurel Lane/Columbia Boulevard and the Laurel Lane/I-84 WB ramp terminal intersections into one roundabout intersection. Modify the westbound offramp alignment accordingly and lengthen to current standards.	2022 Port of Morrow IAMP	\$10-\$15M+	Med (Un-constrained)
I-9	I-84 EB Ramp / Laurel Lane	ODOT/City	Widen Laurel Lane south of the roundabout to include a 14-ft center turn lane to accommodate southbound left-turn movements at the EB on-ramp. Lengthen and widen the eastbound off ramp to provide separate left/through and right-turn lanes.	2022 Port of Morrow IAMP	\$4M	Med (Un-constrained)

Note: The cost estimates presented do not include costs associated with right-of-way acquisition due to its high variability depending on location, parcel sizes, and other characteristics. The cost estimates also reflect the full cost of the projects, including costs likely to be funded by others, such as private development.

¹ Project anticipated to be primarily development-driven.

Figure 5-1

Planned Intersection and Roadway Corridor Projects



- Planned Traffic Control/Geometric Improvement
- Planned Turn Lane Improvement
- Planned Turn Movement Restriction
- Planned Roadway Corridors
- Planned Road Reconstruction/Modernization
- City Boundary
- Urban Growth Boundary
- Park
- Water

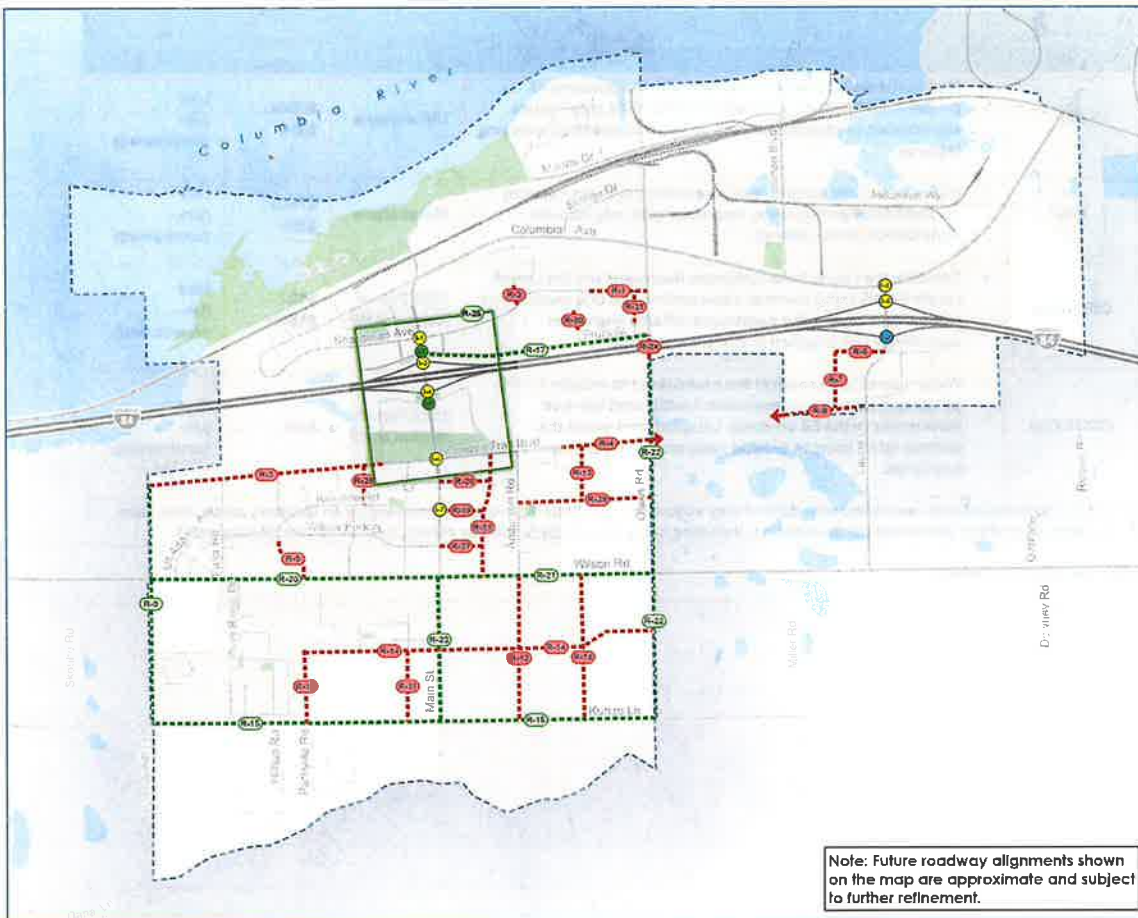
See Local Street Connectivity Plan for future local street connections

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0 0.25 0.5 Mile



Note: Future roadway alignments shown on the map are approximate and subject to further refinement.



Roadway Corridor Projects

Roadway corridor projects entail new roadway segments or modifications to existing roadway corridors. New roadway segments are intended to improve overall circulation in the city and meet the needs of future development. Modifications to existing roadway corridors are intended to improve or modernize the travel conditions on existing unimproved roadway segments. Some roadway corridor projects are carried forward from previously adopted plans and studies, while others are newly identified in this TSP. The combined corridor projects for Neighborhood Collectors and higher are illustrated in Figure 5-1 and described in the following table.

Photo/Graphic Placeholder

(Drone photo of N. Main Street or SW 1st Street construction)

Table 5-2. New/Modified Roadway Corridor Improvement Projects

Project ID	Roadway Segment	Jurisdiction	Project Description	Project Source	Cost Estimate	Priority
R-1	NE Boardman Avenue: Eastern extents to NE Olson Road	City	Extend Boardman Avenue to Olson Road at Municipal street standards	2001 TSP	\$1.6M	High (Financially Constrained)
R-2	NE 2nd Street: NE Boardman Avenue to Marshall Loop Road	City	Extend NE 2nd Street (at Municipal street standards) to fill in the gap between NE Boardman Avenue and Marshall Loop Road	TSP Analysis	\$540k	High (Financially Constrained)
R-3	Oregon Trail Boulevard: S. Main Street to Paul Smith Road	City	Construct a new Oregon Trail Boulevard corridor between S Main Street and Paul Smith Road at Arterial standards	2001 TSP	\$14.3M	High (Financially Constrained)
R-4	Oregon Trail Boulevard: Eastern extents to Olson Road	City	Extend Oregon Trail Boulevard to Olson Road at Arterial standards	2001 TSP	\$4.9M	Med (Un-constrained)
R-5	Kinkade Road Western extents to Wilson Lane/Juniper Drive intersection	City	Extend Kinkade Road to Wilson Road at Neighborhood Collector standards	TSP analysis	\$2.4M	Low ¹ (Un-constrained)
R-6	New East-West Roadway (west of Laurel Lane): Laurel Lane to New North-South Roadway	City	Construct a new east-west roadway from Laurel Lane to a future north-south roadway (R-7) at Collector standards	TSP analysis	\$2.5M	Med ¹ (Un-constrained)
R-7	New North-South Roadway (west of Laurel Lane) Parallel circulation road to Laurel Lane	City	Construct a new north-south roadway that would link projects R-2 and R-8 at Collector standards	TSP analysis	\$3.1M	Med ¹ (Un-constrained)
R-8	Oregon Trail Boulevard Laurel Lane to UGB line	City	Construct a new east-west roadway from Laurel Lane to the city limits at Arterial standards	TSP analysis	\$4.6M	Med (Un-constrained)

Project ID	Roadway Segment	Jurisdiction	Project Description	Project Source	Cost Estimate	Priority
R-9	Paul Smith Road: Oregon Trail Boulevard Extension to Kunze Lane	City/ County	Upgrade Paul Smith Road between Kunze Lane and a future Oregon Trail Boulevard (R-3) to Neighborhood Collector standards	TSP analysis	\$9.5M	Low (Un-constrained)
R-10	Juniper Drive: Current southern extents to Kunze Lane	City	Extend Juniper Drive to Kunze Lane at Neighborhood Collector standards	TSP analysis	\$3.2M	Vision ¹ (Un-constrained)
R-11	Tatone Street: Current southern extents to Kunze Lane	City	Extend Tatone Street to Kunze Lane at Neighborhood Collector standards	TSP analysis	\$3.2M	Vision ¹ (Un-constrained)
R-12	Anderson Road: Wilson Road to Kunze Lane	City	Extend Anderson Road to Kunze Lane at Neighborhood Collector standards	TSP analysis	\$6.4M	Vision ¹ (Un-constrained)
R-13	New North-South Road: Oregon Trail Boulevard to New East-West Road (R-6)	City	Construct a new north-south roadway that would link R-4 and R-6 at Neighborhood Collector standards	TSP analysis	\$2.5M	Low ¹ (Un-constrained)
R-14	New East-West Road: Juniper Drive to Olson Road	City	Construct a new east-west roadway between R-10 and Olson Road at Neighborhood Collector standards	TSP analysis	\$15.5M	Vision ¹ (Un-constrained)
R-15	Kunze Lane: Paul Smith Road to Olson Road	City/ County	Upgrade Kunze Lane between Paul Smith Road and Olson Road at Arterial standards	TSP analysis	\$13.5M	Vision (Un-constrained)
R-16	New North-South Road: Wilson Road to Kunze Lane	City	Construct a new north-south roadway between Wilson Road and Kunze Lane at Neighborhood Collector standards	TSP analysis	\$6.4M	Vision ¹ (Un-constrained)
R-17	N. Front Street: N. Main Street to Olson Road	City	Upgrade Front Street from N. Main Street to Olson Road at Collector standards	2024 Capital Improvement Plan	\$6.9M	High (Financially Constrained)
R-18	SE 1st Street: Oregon Trail Boulevard to Wilson Road	City	Extend SE 1st Street from Oregon Trail Boulevard to Wilson Road at Collector standards	TSP analysis	\$5.5M	Low ¹ (Un-constrained)

Project ID	Roadway Segment	Jurisdiction	Project Description	Project Source	Cost Estimate	Priority
R-19	Kinkade Road: S. Main Street to Future Roadway	City	Extend Kinkade Road from S Main Street to Anderston Road at Collector standards	TSP analysis	\$4.0M	Low ¹ (Un-constrained)
R-20	Wilson Road: Faler Road to Paul Smith Road	City	Upgrade Wilson Road between Paul Smith Road and S. Main Street at Arterial standards	TSP analysis	\$9.2M	Med (Un-constrained)
R-21	Wilson Road: S. Main Street to Olson Road	City	Upgrade Wilson Road between S. Main Street and Olson Road at Arterial standards	TSP analysis	\$6.8M	Low (Un-constrained)
R-22	Olson Road: Kunze Lane to End of Olson Road/UGB	City/ County	Upgrade S. Olson Road between Kunze Lane and northern extents at Arterial standards	TSP analysis	\$10.1M	Vision (Un-constrained)
R-23	S. Main Street: Wilson Road to Kunze Lane	City	Upgrade S. Main Street between Wilson Road and Kunze Lane at Arterial standards	TSP analysis	\$3.5M	Low (Un-constrained)
R-24	Olson Road	ODOT	Extend S. Olson Road underneath I-84 from northern extents to Front Street at Arterial standards	2001 TSP	\$33.7M	Vision (Un-constrained)
R-25	Main Street Interchange Area Refinement Plan	City/ ODOT	Refine the 2009 Interchange Area Management Plan to specifically address interchange location/form, traffic control improvements at the I-84 ramp terminals, Main Street overpass limitations, and access management at north and south Front Streets.	TSP Analysis	\$100k	High (Financially constrained)
R-26	New East-West street: S. Main Street to future R-18	City	Construct a new east-west road from S. Main Street to a future north-south roadway (R-18) at Collector standards	TSP Analysis	\$2.4M	Low ¹ (Un-constrained)
R-27	Willow Fork Drive: S. Main Street to future R-18	City	Extend Willow Fork Drive from S. Main Street to a future north-south roadway (R-18) at Collector standards	TSP Analysis	\$2.3M	Low ¹ (Un-constrained)

Project ID	Roadway Segment	Jurisdiction	Project Description	Project Source	Cost Estimate	Priority
R-28	New North-South street: Kinkade Road to future Oregon Trail Blvd	City	Construct a new north-south road from Kinkade Road to a future Oregon Trail Boulevard (R-3) at Neighborhood Collector standards	TSP Analysis	\$1.6M	Low ¹ (Un-constrained)
R-29	New East-West Road: Anderson Road to Olson Road	City	Construct a new east-west roadway between Anderson Road and Olson Road at Neighborhood Collector standards	TSP analysis	\$5.8M	Low ¹ (Un-constrained)
R-30	NE 3rd Street: NE Front Street to NE Boardman Avenue	City	Extend NE 3rd Street (at Municipal street standards) to fill in the gap between NE Front Street and NE Boardman Avenue	TSP Analysis	\$565K	High (Financially Constrained)
R-31	NE 4th Street: NE Front Street to NE Boardman Avenue	City	Extend NE 4th Street (at Municipal street standards) to fill in the gap between NE Front Street and a future extension of NE Boardman Avenue	TSP Analysis	\$895K	High (Financially Constrained)

Note: The cost estimates presented do not include costs associated with right-of-way acquisition due to its high variability depending on location, parcel sizes, and other characteristics. The cost estimates also reflect the full cost of the projects, including costs likely to be funded by others, such as private development.

¹ Project anticipated to be primarily development-driven.

Local Street Connectivity and Extension Plan

Most streets within Boardman are classified as local streets. Most of Boardman’s residential growth potential is located south of I-84. Development to date has been laid out on a partial street grid. With large parcels available for future infill and master-planned development, improvements to the street grid can be planned to create a more efficient local street network and maximize connections for motorists, cyclists, and pedestrians while accounting for potential neighborhood impacts. In addition, the quality of the transportation system can be improved by making connectivity improvements to the pedestrian and bicycle system separate from street connectivity, as discussed in previous TSP sections.

Local Street Connections

There are a number of areas within Boardman that could experience future residential development or redevelopment, including in the southwest, southeast, and northeast parts of the City. Within these areas, there are opportunities for new local streets that could improve access and circulation for all travel modes. Figure 5-2 illustrates the desired location of future local street connections to serve this development. The arrows shown in Figure 5-2 represent preferred connections and the general direction for the placement of the connection. In each case, the specific alignments and design will be determined upon development review. As shown, these local street extensions are consistent with the future Collector and Neighborhood Collector extensions identified in Figure 4-2.

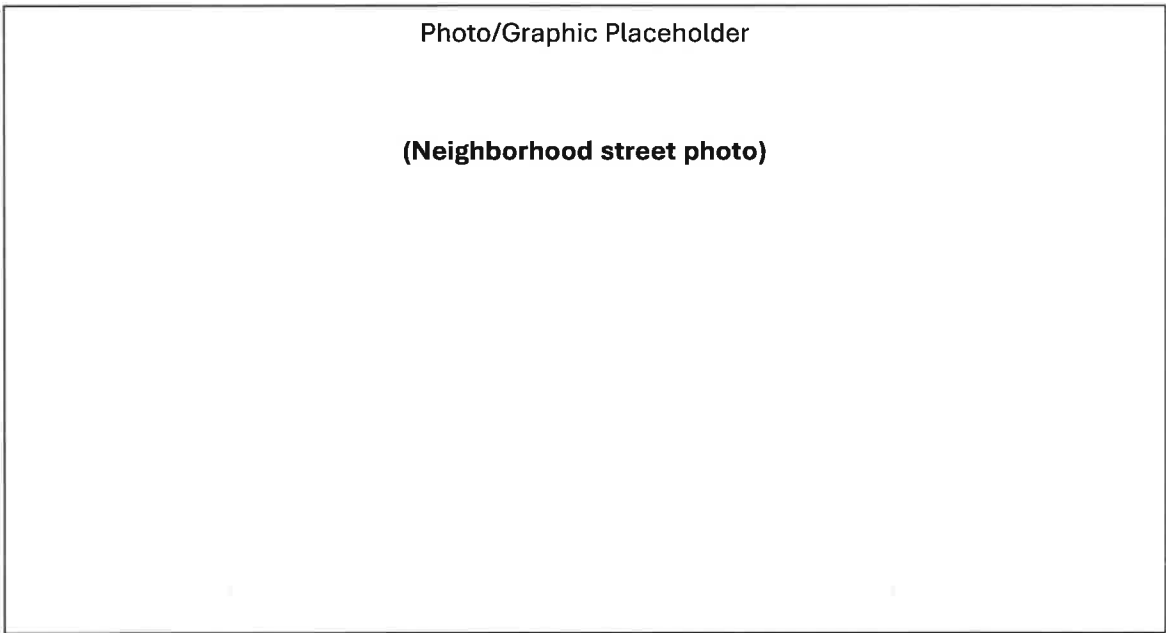


Figure 5-2

Local Street Connectivity Plan



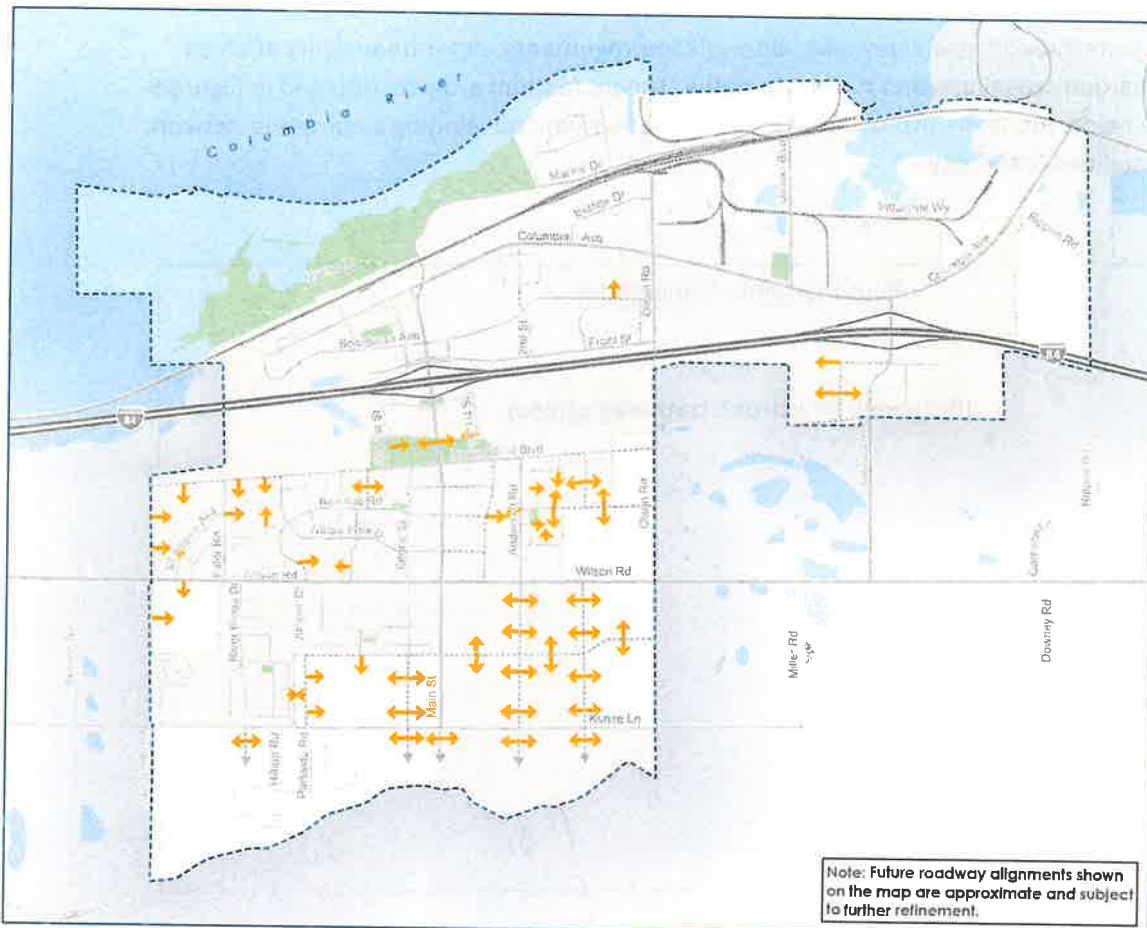
- Future Local Street Connection
- Planned Major Roadway Corridor
- City Boundary
- Urban Growth Boundary
- Park
- Water

Generated On: 8/6/2025

0 0.25 0.5 Mile



Note: Future roadway alignments shown on the map are approximate and subject to further refinement.



Active Transportation (Pedestrian and Bicycle) Projects

Active transportation projects include pedestrian and bicycle connections and crossing treatments that promote a safe, efficient, and connected active transportation network for people walking, biking, and rolling. Treatments include sidewalks, multi-use paths, enhanced crossings, and bicycle lanes.

Pedestrian Projects

Pedestrian projects include new sidewalks, sidewalk improvements, other treatments such as enhanced pedestrian crossings, and multi-use paths. The pedestrian projects detailed in Figure 5-3 and the table below focus on improving overall connectivity and developing a complete network of pedestrian facilities in the city.

Photo/Graphic Placeholder

(Sidewalk/Multi-use pathway photo)

Figure 5-3

Planned Pedestrian Network



- Planned Crossing Project
- Planned Sidewalks
- Planned Multi-Use Path
- Planned Sidewalks - Fill in Gaps
- Planned/Future Arterial or Collector Roadway (See Intersection and Roadway Corridor Projects map)
- Transit Stops
- City Boundary
- Urban Growth Boundary
- Park
- Water

Generated On: 9/2/2025

0 0.25 0.5 Mile



Note: Future roadway alignments shown on the map are approximate and subject to further refinement.

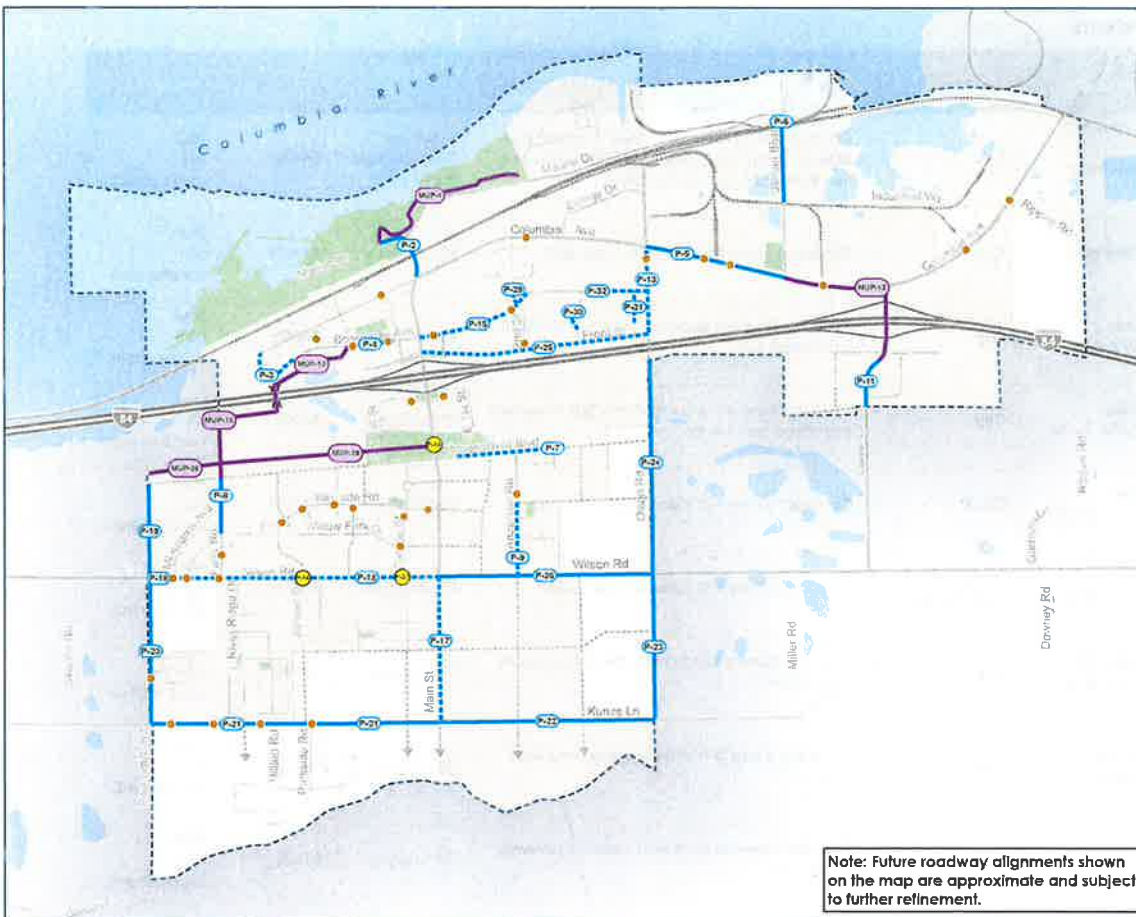


Table 5-3. Pedestrian Projects

Project ID	Roadway Segment	Jurisdiction	Project Description	Project Source	Cost Estimate	Priority
MUP-1	Columbia River Heritage Trail: Marina Park to Riverfront Center	City	Reconstruct the Columbia River Heritage Trail to be an 8-foot multi-use path and construct a new connection to Marine Drive	Columbia River Heritage Trail Plan	\$550k	High (Un-constrained)
P-2	N Main Street: Marine Drive to Columbia Ave	City	Construct a new 6-ft sidewalk (west side)	TSP analysis	\$1.5 M	High (Un-constrained)
P-3	Boardman Avenue: Allen Court to NW 3rd St	City	Fill in the sidewalk gaps with new 5-ft sidewalk (north/east side)	TSP analysis	\$460k	Low (Un-constrained)
P-4	Boardman Avenue: NW 2nd Street to NW 1st St	City	Fill in the sidewalk gaps with new 5-ft sidewalks (north and south side)	TSP analysis	\$400k	Low (Un-constrained)
P-5	Columbia Avenue: Olson Road to Ullman Blvd	City	Construct a new 6-ft sidewalk (north side)	TSP analysis	\$1.3 M	Med (Un-constrained)
P-6	Ullman Boulevard: Rail Crossing to Marine Drive	Port of Morrow/City	Construct a new 5-ft sidewalk (east side)	TSP analysis	\$1.8 M	Med (Un-constrained)
P-7	Oregon Trail Boulevard: S. Main Street to east extents	City	Fill in the sidewalk gaps with new 6-ft sidewalk (south side)	TSP analysis	\$810K	High (Un-constrained)
P-8	Faler Road: Mt Hood Ave to future Oregon Trail Boulevard extension	City	Construct a new 5-ft sidewalk (east and west sides)	TSP analysis	\$670k	Med (Un-constrained)
P-9	Anderson Road: Wilson Road to 1/2 of Anderson Road	City	Fill in the sidewalk gaps with new 5-ft sidewalk (west side)	TSP analysis	\$160k	High (Un-constrained)

Project ID	Roadway Segment	Jurisdiction	Project Description	Project Source	Cost Estimate	Priority
MUP-10	New Multi Use Path and I-84 over crossing: NE Boardman Ave to Oregon Trail Blvd	City	Construct an 8-foot multi-use path that connects NE Boardman Avenue on the north side of I-84 to a future Oregon Trail Boulevard extension (R-3) on the south side of I-84. This would include a grade-separated multi-use bridge across the I-84 corridor.	TSP analysis	\$15M	Vision (Un-constrained)
P-11	Laurel Lane: Curve on Laurel Ln to UGB	City	Construct a new 6-ft sidewalk (east and west sides)	TSP analysis	\$620k	Low (Un-constrained)
MUP-12	Laurel Lane/Columbia Ave: Yates Lane to Ullman Blvd	City/ODOT	Construct a new 8-ft multi-use path (west/south side)	POM IAMP	\$1.6 M	Low (Un-constrained)
P-13	N. Olson Road: N. Front St to Columbia Ave	City	Fill in the sidewalk gaps with a new 5-ft sidewalk (west side)	TSP analysis	\$720k	Med ¹ (Un-constrained)
P-14	Wilson Road/ Jupiter Drive/ future Kinkade Rd intersection	City	When Kinkade Road is extended and connected to Wilson Road/Jupiter Drive intersection, relocate nearby pedestrian crossing to the intersection and install enhanced pedestrian crossing treatment	TSP analysis	\$125k	Med ¹ (Un-constrained)
P-15	Boardman Avenue: N. Main Street to NE 2nd Ave	City	Fill in the sidewalk gaps with new 5-ft sidewalks (south side)	TSP analysis	\$910k	High ¹ (Un-constrained)
P-16	S. Main Street/ S. Front Street intersection	City	Relocate the existing pedestrian crossing beacon on S. Main Street in conjunction with connections and access control modifications planned for the corridor between S. Front Street and Oregon Trail Boulevard	TSP analysis	\$125k	Med (Un-constrained)
P-17	S. Main Street: Wilson Road to Kunze Lane	City/County	Fill in the sidewalk gaps with new 6-ft sidewalks (east and west side)	TSP analysis	\$- ²	Low ¹ (Un-constrained)

TSP Content DRAFT

City of Boardman | Transportation System Plan Update

September 10, 2025

#30287

Project ID	Roadway Segment	Jurisdiction	Project Description	Project Source	Cost Estimate	Priority
P-18	Wilson Road: Faler Road to Paul Smith Rd	City/ County	Fill in sidewalk gaps with new 6-ft sidewalks (north and south side)	TSP analysis	\$- ²	Low ¹ (Un-constrained)
P-19	Paul Smith Road: Oregon Trail Blvd to Kunze Ln	City/ County	Construct a new 5-ft sidewalk (east side)	TSP analysis	\$- ²	Vision ¹ (Un-constrained)
P-20	Paul Smith Road: Wilson Road to Kunze Ln	City/ County	Construct a new 5-ft sidewalk (east side)	TSP analysis	\$- ²	Low ¹ (Un-constrained)
P-21	Kunze Lane: Paul Smith Road to S Main St	City/ County	Construct a new 6-ft sidewalk (north and south side)	TSP analysis	\$- ²	Vision ¹ (Un-constrained)
P-22	Kunze Lane: S. Main Street to Olson Road	City/ County	Construct a new 6-ft sidewalk (north and south side)	TSP analysis	\$- ²	Vision ¹ (Un-constrained)
P-23	Olson Road: Kunze Lane to Wilson Road	City/ County	Construct a new 6-ft sidewalk (west side)	TSP analysis	\$- ²	Vision ¹ (Un-constrained)
P-24	Olson Road: Wilson Road to north extents	City/ County	Construct a new 6-ft sidewalk (west side)	TSP analysis	\$- ²	Vision ¹ (Un-constrained)
P-25	Front Street: S Main Street to Olson Road	City	Construct a new 6-ft sidewalk (north side)	TSP analysis	\$- ²	High (Financially Constrained)
P-26	Wilson Road: S Main Street to Olson Road	City/ County	Construct a new 6-ft sidewalk (north and south side)	TSP analysis	\$- ²	Vision ¹ (Un-constrained)

Project ID	Roadway Segment	Jurisdiction	Project Description	Project Source	Cost Estimate	Priority
P-27	Wilson Road/ Tatone Street intersection	City	Install enhanced pedestrian crossing treatment	TSP analysis	\$125k	High (Un-constrained)
MUP-28	New Multi Use Path: S. Main Street to west UGB	City/ County	Construct an 8-foot multi-use path within the BPA transmission line easement	TSP analysis	\$1.0M	Low (Un-constrained)
P-29	NE 2nd Street: NE Boardman Avenue to Marshall Loop Road	City	Fill in the sidewalk gaps with new 5-ft sidewalks (both sides)	TSP analysis	\$215K	High ¹ (Un-constrained)
P-30	NE 3rd Street: NE Front Street to NE Boardman Avenue	City	Fill in the sidewalk gaps with new 5-ft sidewalks (both sides)	TSP analysis	\$205K	Med ¹ (Un-constrained)
P-31	NE 4th Street: NE Front Street to NE Boardman Avenue	City	Fill in the sidewalk gaps with new 5-ft sidewalks (both sides)	TSP analysis	\$330K	Med ¹ (Un-constrained)
P-32	NE Boardman Avenue: Eastern extents to NE Olson Road	City	Fill in the sidewalk gaps with new 5-ft sidewalks (both sides)	TSP analysis	\$625K	Med ¹ (Un-constrained)

Note: The cost estimates presented do not include costs associated with right-of-way acquisition due to its high variability depending on location, parcel sizes, and other characteristics. The cost estimates also reflect the full cost of the projects, including costs likely to be funded by others, such as private development.

¹ Project anticipated to be primarily development-driven.

² Pedestrian component costs included in the corresponding roadway reconstruction/modernization project (see Table 5-2).

Bicycle Projects

To encourage increased travel by bicycle, the TSP provides a list of bike facility projects as well as programs that will improve safety, convenience, and direct connections for this mode. Riding bikes can help promote health, has a lower environmental impact, and allows people to move independently throughout the community without motorized vehicles, including many who cannot or choose not to drive.

The bicycle project list includes a variety of on- and off-street facilities that provide various levels of separation between people biking and people driving. The projects detailed in Table 5-4 focus on connectivity within, to, and from transportation disadvantaged areas, first- and last-mile connections to transit, and increasing recreational opportunities by enhancing connections to and from recreational trails and parks. The bicycle-focused projects detailed in Figure 5-4 and Table 5-4 focus on improving overall connectivity and serving riders of all ages and abilities.

Photo/Graphic Placeholder

(Biking photo)

Figure 5-4

Planned Bicycle Network



- Planned Bike Lanes
- Planned Shared Lanes
- Planned Multi-Use Path
- Planned/Future Arterial or Collector Roadway (See Intersection and Roadway Corridor Projects map)
- Transit Stops
- City Boundary
- Urban Growth Boundary
- Park
- Water

Generated On: 8/6/2025

0 0.25 0.5 Mile



Note: Future roadway alignments shown on the map are approximate and subject to further refinement.

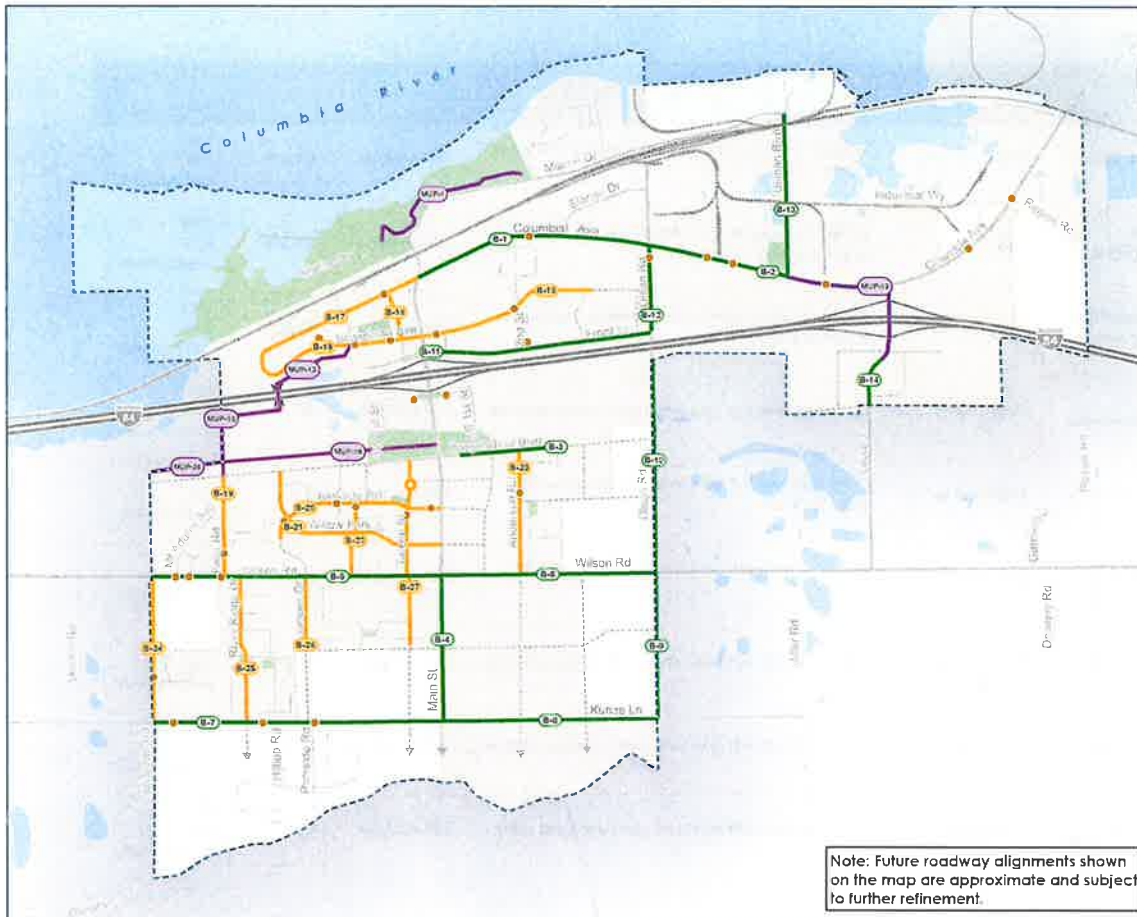


Table 5-4. Bicycle Projects

Project ID	Roadway Segment	Jurisdiction	Project Description	Project Source	Cost Estimate	Priority
B-1	Columbia Avenue: N. Main Street to N. Olson Road	City	Widen roadway and construct new 6-ft bike lanes (north and south side)	TSP analysis	\$3.4 M	High (Un-constrained)
B-2	Columbia Avenue: N. Olson Road to Laurel Ln	City	Widen roadway and construct new 6-ft bike lanes (north and south side)	TSP analysis	\$3.5 M	Med (Un-constrained)
B-3	Oregon Trail Boulevard: S. Main Street to east extents	City	Widen roadway and construct new 6-ft bike lane (north and south side)	TSP analysis	\$1.9M	Low (Un-constrained)
B-4	S Main Street: Wilson Road to Kunze Lane	City/County	Construct new 6-ft bike lanes (east and west side)	TSP analysis	\$ ⁻²	Low ¹ (Un-constrained)
B-5	Wilson Road: Paul Smith Road to S. Main Street	City/County	Construct new 6-ft bike lanes (north and south side)	TSP analysis	\$ ⁻²	Med ¹ (Un-constrained)
B-6	Wilson Road: S. Main Street to S. Olson Road	City	Construct new 6-ft bike lanes (north and south side)	TSP analysis	\$ ⁻²	Low ¹ (Un-constrained)
B-7	Kunze Lane: Paul Smith Road to S. Main Street	City/County	Construct new 6-ft bike lane (north and south side)	TSP analysis	\$ ⁻²	Vision ¹ (Un-constrained)
B-8	Kunze Lane: S. Main Street to S. Olson Road	City/County	Construct new 6-ft bike lane (north and south side)	TSP analysis	\$ ⁻²	Vision ¹ (Un-constrained)
B-9	Olson Road: Kunze Lane to Wilson Road	City/County	Construct new 6-ft bike lane (east and west side)	TSP analysis	\$ ⁻²	Vision ¹ (Un-constrained)

Project ID	Roadway Segment	Jurisdiction	Project Description	Project Source	Cost Estimate	Priority
B-10	Olson Road: Wilson Road to north extents	City/County	Construct new 6-ft bike lane (east and west side)	TSP analysis	\$- ²	Vision ¹ (Un-constrained)
B-11	NE Front Street: N. Main Street to N. Olson Road	City	Construct new 6-ft bike lane (north and south side)	TSP analysis	\$- ²	High (Financially Constrained)
B-12	Olson Road: NE Front Street to Columbia Ave	County	Widen roadway and construct new 6-ft bike lane (east and west side)	TSP analysis	\$1.2 M	High ¹ (Un-constrained)
B-13	Ullman Blvd: Columbia Avenue to Marine Drive	Port of Morrow/City	Widen roadway and construct new 6-ft bike lane (east and west side)	TSP analysis	\$2.3 M	Low (Un-constrained)
B-14	Laurel Lane: Yates Lane to south city limits	City/County	Widen roadway and construct new 6-ft bike lane (east and west side)	TSP analysis	\$740k	Low ¹ (Un-constrained)
B-15	Boardman Avenue: N. Main Street to eastern limits	City	Install shared lane markings and signs	TSP analysis	\$20k	High (Un-constrained)
B-16	Boardman Avenue: N. Main Street to Columbia Avenue	City	Install shared lane markings and signs	TSP analysis	\$20k	High (Un-constrained)
B-17	Columbia Avenue: Boardman Avenue to N. Main Street	City	Install shared lane markings and signs	TSP analysis	\$20k	High (Un-constrained)
B-18	NW 1st Street: Boardman Avenue to Columbia Avenue	City	Install shared lane markings and signs	TSP analysis	\$10k	High (Un-constrained)
B-19	Faler Road: Wilson Road to north extents	City	Install shared lane markings and signs	TSP analysis	\$20K	High (Un-constrained)

Project ID	Roadway Segment	Jurisdiction	Project Description	Project Source	Cost Estimate	Priority
B-20	Kinkade Road: West extents to S. Main St	City	• Install shared lane markings and signs	TSP analysis	\$20k	High (Un-constrained)
B-21	Willow Fork Drive: Cottonwood Loop to S. Main Street	City	• Install shared lane markings and signs	TSP analysis	\$20k	High (Un-constrained)
B-22	Locust Road: Wilson Road to Kinkade Rd	City	• Install shared lane markings and signs	TSP analysis	\$20k	High (Un-constrained)
B-23	Anderson Road: Wilson Road to Oregon Trail Boulevard	City	• Install shared lane markings and signs	TSP analysis	\$20k	High (Un-constrained)
B-24	Paul Smith Road: Wilson Road to Kunze Lane	City	• Install shared lane markings and signs	TSP analysis	\$20k	Low (Un-constrained)
B-25	River Ridge Drive: Wilson Road to Kunze Lane	City	• Install shared lane markings and signs	TSP analysis	\$20k	High (Un-constrained)
B-26	Juniper Drive: Sage Street to Wilson Road	City	• Install shared lane markings and signs	TSP analysis	\$10k	High (Un-constrained)
B-27	Tatone Street: City Center Drive to South extents	City	• Install shared lane markings and signs	TSP analysis	\$10k	High (Un-constrained)

Note: The cost estimates presented do not include costs associated with right-of-way acquisition due to its high variability depending on location, parcel sizes, and other characteristics. The cost estimates also reflect the full cost of the projects, including costs likely to be funded by others, such as private development.

¹ Project anticipated to be primarily development-driven.

² Biking component costs included in the corresponding roadway reconstruction/modernization project (see Table 5-2).

Transit Projects

The TSP promotes providing high-quality, available, and reliable transit service that can support the environment, economic development, and improve travel options for all residents. Public transportation service in Boardman is provided by Morrow County's The Loop and Kayak. To better facilitate access to these transit services, Table 5-5 identifies various transit supportive projects throughout Boardman.

Table 5-5. Boardman Transit Supportive Projects

Transit Facilities and Services	Improvement	Project Source
Service Frequency, Hours, Coverage	- Work with Morrow County to install signage at every bus stop that indicates the location of the stop and includes scheduling information for The Loop. - Work with Morrow County The Loop to explore service modifications and infrastructure enhancements to existing fixed route services lines as needed.	- Morrow County TSP - Morrow County Coordinated Transit Plan
New Amenities	- Add transit shelters and/or benches to existing bus stops - As new service is added, improve ADA accessibility to all new/proposed stop locations (if needed)	- Morrow County TSP - Morrow County Coordinated Transit Plan
Park and Ride Locations	- Explore establishing a shared park-n-ride at or near the Boardman Pool & Recreation Center/SAGE Center. - Explore establishing a park-n-ride at or near the Boardman City Hall.	- Morrow County TSP - Morrow County Coordinated Transit Plan

Chapter 6 - Transportation Funding Plan

Given the uncertainty of today's fiscal environment for funding transportation projects, this plan includes a prudent and conservative list of transportation investments, emphasizes lower cost methods that strengthen multimodal mobility within the city, and increases reliance on partnerships to help implement projects.

The identified TSP projects are under City, Morrow County, Port of Morrow, and ODOT jurisdiction, and some may occur as part of private development activities. For this reason, each project may be funded through a different combination of Federal, State, City, County, or private sources.

This chapter presents the City's current funding sources and revenue, a summary of the overall cost for the recommended projects, and possible new funding mechanisms that could help implement projects during the life of the TSP. It is important to note that the possible new funding mechanisms presented in this chapter do not guarantee that every project that is contained in the TSP will be constructed over the next 20 years.

Current Funding

The City of Boardman currently receives funding from the state gas tax, which is comprised of proceeds from excise taxes imposed by the state and federal government, and from several local sources.

Project Costs and Funding Gap

The City of Boardman has limited to no revenue for capital improvements based on available resources and ongoing regular maintenance needs. As such, only a few projects identified in this TSP are considered financially constrained. Table 6-1 provides a summary, by project type, of the recommended TSP projects, which are provided in 2025 dollars, and rounded to the nearest \$100,000.

In comparing the City's street funding to the estimated costs of recommended transportation solutions, the City will need to identify additional funding sources to implement future improvements to its transportation system. As such, the City will need to partner with other agencies, the private development community, and pursue alternative funding sources to address these 20-year transportation projects.

Table 6–1. Total Cost of Project Types

Facility/Project Type	Total Cost (In 2025 Dollars)
Intersections	\$28.2M+
Roadways	\$187.1M
Pedestrian Facilities	\$28.6M
Bicycle Facilities	\$14.0M
Total	\$257.9M+

Potential Future Funding Sources

Based on the current transportation funding sources, the City of Boardman needs to identify additional funding sources that can be dedicated to transportation-related capital improvement projects over the next 20 years. Reliance upon transportation improvements grants, partnerships with regional and state agencies, and other funding sources to help implement future transportation-related improvements is a reality. Table 6–2.-2 summarizes the funding opportunities and identifies the intended use of the funds and any applicable project types, broken out into the following categories.

- Local Funding Mechanisms:** These mechanisms can currently be used to fund future projects or can be considered by elected officials for adoption as new funding sources. Inclusion of these sources in the TSP does not create a new funding source but identifies the various funding sources that local governments throughout Oregon have utilized. In general, local funding sources are more flexible than funding obtained from state or federal grant sources.
- State and Federal Grants:** The City can seek opportunities to leverage funding from grants at the state and federal levels for specific projects. Potential state funding sources are extremely limited, with some having significant competition. Any future improvements that rely on state funding may require City, County, and regional consensus that they are more important than transportation needs elsewhere in the region and the state. It will likely be necessary to combine multiple funding sources to pay for a single improvement project (e.g., combining state or City bicycle and pedestrian funds to pay for new bike lanes and sidewalks). At the federal level, many new grant opportunities have become available through the Infrastructure Investment and Jobs Act (IIJA). The City and partner agencies should continue to monitor available funding opportunities offered by this program through its end in fiscal year 2026.

Table 6–2. Priority Funding Sources for Boardman TSP Implementation

Funding Source	Description	Application
Local City-Wide Funding Sources		
Local Gas Tax	A local tax can be assessed on the purchase of gas within the urban area. This tax is added to the cost of gasoline at the pump, along with the state and federal gas taxes.	System-wide transportation facilities including streets, sidewalks, and bike lanes.
Street Utility Fees	A fee based on the number of automobile trips a particular land use generates; usually collected through a regular utility bill. Fees can also be tied to the annual registration of a vehicle to pay for improvements, expansion, and maintenance of the street system.	System-wide transportation facilities including streets, sidewalks, bike lanes, and shared use paths.
General Obligation Bond	Bonding allows municipal and county government to finance construction projects by borrowing money and paying it back over time, with interest. General obligation bonds are often used to pay for construction of large capital improvements and must be approved by a public vote because the cost of the improvement is added to property taxes over time.	Construction of major capital improvement projects within the urban area, street maintenance and incidental improvements.
Vehicle Registration Fee	An extra fee on all registered motor vehicles in the urban area. Requires county-wide approval and implementation.	Operations or capital programs.
State/Federal Sources for Specific Projects		
Statewide Transportation Improvement Program (STIP)	STIP is the State of Oregon's four-year transportation capital improvement program. ODOT's system for distributing these funds has varied over recent years. Generally, local agencies apply in advance for projects to be funded in each four-year cycle.	Projects on any facility that meet the benefit categories of the STIP.
Statewide Transportation Improvement Fund (STIF)	Introduced by the House Bill 2017 Transportation Funding Package to fund public transportation improvements across Oregon, STIF funds may be used for public transportation purposes that support the effective planning, deployment, operation, and administration of public transportation programs. This can include projects that are secondary but important to public transportation, such as walking and biking infrastructure near transit stops.	Pedestrian and bicycle improvements that provide connections to transit.
All Roads Transportation Safety (ARTS)	The federal Highway Safety Improvement Program is administered as ARTS in Oregon. ARTS provides funding to infrastructure and non-infrastructure projects that improve safety on all public roads. ARTS requires a data-driven approach and prioritizes projects in demonstrated problem areas.	Areas of safety concerns within the urban area, consistent with Oregon's Transportation Safety Action Plan.
Safe Routes to School (SRTS)	Administered by ODOT and focuses on infrastructure and non-infrastructure programs to improve access and safety for children to walk, roll, and/or bike to school.	Pedestrian and bicycle-related projects within the vicinity of local schools.
Community Paths Program	This is a State of Oregon program focused on helping communities create and maintain connections through shared-use paths.	Shared-use paths.

Funding Source	Description	Application
Oregon Parks and Recreation Local Government Grants	Oregon Parks and Recreation Department administers this program using Oregon Lottery revenues. These grants can fund acquisition, development, and major rehabilitation of public outdoor parks and recreation facilities. A match of at least 20 percent is required.	Trails and other recreational facility development or rehabilitation.
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	The RAISE Discretionary Grant program invests in projects that promise to achieve national objectives. RAISE can provide capital funding directly to any public entity, in contrast to traditional Federal programs which provide funding to very specific groups of applicants. The RAISE program provides supplemental funding for grants to the State and local entities on a competitive basis for projects that will have a significant local/regional impact.	Road, rail, transit, and port projects aimed toward national objectives with significant local or regional impact.
Infrastructure Investment and Jobs Act (IIJA)	The IIJA (aka "Bipartisan Infrastructure Law," BIL) signed into law in November 2021 includes a five-year (FY 2022-26) reauthorization of existing federal highway, transit, safety, and rail programs as well as new programs (resilience, carbon reduction, bridges, electric vehicle charging infrastructure, wildlife crossings, and reconnecting communities) and increased funding. Oregon will receive over \$4.5 billion through the life of the act.	Projects around the state that will benefit drivers, transit riders, cyclists, and pedestrians, and that help maintain roads and bridges, and address climate change.
Rural Surface Transportation Grant Program (Rural Surface)	This program will support projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve safety and reliability for moving people and freight, and generate regional economic growth and improve quality of life.	Surface transportation infrastructure in rural areas.

