

2024 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2024 Application Packet](#) before filling out this grant application.

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

Applications must be received by July 31, 2024 at 11:59 p.m. (PDT)

Applicant information

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

Response instructions are on page 9 of the 2024 Application Packet.

Primary applicant jurisdiction

Morrow County

Mailing address

PO Box 40

Address Line 1

Address Line 2

Irrigon

City

Oregon

State

97844

Zip Code

Website

<https://www.co.morrow.or.us/planning>

Contact person name

Daisy

First

Goebel

Last

Contact person title

Principal Planner

Contact phone

(541) 922-4624

Contact email

dgoebel@co.morrow.or.us

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

Matthew

First

Jenson

Last

Title of above named person

County Administrator

Phone

(541) 922-4624

Email

mjensen@co.morrow.or.us

List co-applicants (if a joint project)

List co-applicants (if a joint project)

Providing match?

Upload your resolution or authorized letter with associated meeting minutes from the governing body of applying jurisdiction(s) here:

TGM Grant Letter of Support.pdf

7-17-2024 BOC Regular DRAFT.pdf

PDFs only. Max 2mb per file.

Project information

Response instructions are on page 10 of the 2024 Application Packet.

Project title

Morrow County TSP Update

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

Option 1: Project area map

PDFs only, 1 file maximum, 2mb file size limit.

Option 2: Project area description

Throughout Morrow County

ODOT region (1-5)

Region 5

[ODOT Region Map](#)

Refer to the region map if you are unsure of your

region.

Type of grant

Category 1: Transportation System Planning

Summary description of project

This grant will fund the review and update of Morrow County's Transportation System Plan (TSP). Population and economic changes, outlined below, have significantly impacted the use patterns, traffic volumes, and rate of deterioration of State and County roads. Further, the overall safety of Morrow County roads has significantly declined since the 2012 TSP update. The most recent available ODOT data set identifies a 470% increase in traffic accidents and a 612% increase in injuries and fatalities compared to the study period used in the TSP. These changes underscore the urgency for this TSP update, which will better equip the County to develop transportation improvements that ensure safe mobility as development intensifies.

Describe the purpose of your project and how the expected outcomes will address a transportation problem, need, opportunity, or issue. (Maximum characters: 750)

Project cost table

Response instructions are on page 11 of the 2024 Application Packet.

TGM funds requested for the work identified in Criterion 3	Consultant \$220,000.00	Local reimbursement 	Total TGM funds requested \$220,000.00
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Local match	Minimum Match (Calculated) \$25,179.98 <i>Approximately 11.5% of requested funds</i>
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Match to be provided	Labor, supplies and services during project \$25,179.98	Payment when Intergovernmental Agreement is signed
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Total Match to be Provided
\$25,179.98

Award criteria

Criterion 1: Proposed project addresses a need and supports TGM

objectives (up to 40 points)

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

Response instructions are on page 13 of the 2024 Application Packet.

What is the transportation or transportation-related land use issue, problem, need, or opportunity the proposed project will address?

The County population has grown by more than 9% between the 2010 and 2020 census, and the economic data provided by the U.S. Bureau of Economic Analysis shows a 25% increase in the County's GDP between 2020 and 2022 alone. These economic changes have a direct impact on the transportation network. Three major economic shifts are summarized below:

1. Renewable energy has expanded exponentially as Morrow County has been identified as an ideal location for both wind and solar energy generation facilities.
2. Agriculture remains a major industry but has evolved due in part to restrictions on water use related to the four OWRD-designated critical groundwater areas in the County. Farmland in central Morrow County has seen significantly more traffic due to major renewable energy and transmission line projects.
3. Data centers, manufacturing, and export-based jobs have increased as the Port of Morrow continues to expand, shifting the economic center of the County further north, with the majority of new jobs located within or adjacent to the Urban Growth Boundaries of Boardman and Irrigon, adjacent to the Columbia River.

These shifts have significantly impacted the use patterns, traffic volumes, and rate of deterioration of State and County Road facilities. Further, the overall safety of Morrow County roads has significantly declined since the 2012 TSP update. ODOT crash data is provided up to two years prior to the current year, so the current TSP analyzes crash rates for the years 2007-2009. The most recent data set available (2020-2022) identifies a substantial increase in both traffic accidents and fatalities, despite impacts related to the Covid-19 pandemic which were shown to depress overall anticipated vehicle travel statewide for the study period. The 2022 dataset identified a 470% increase in traffic accidents, and a 612% increase in injuries and fatalities.

The 2012 TSP update did not contemplate the extent or intensity of development that has since occurred in Morrow County, and the safety failures outlined above are indicative of a failure to plan for such changes. As a practical matter, when new large-scale development is proposed in Morrow County, developers look to the TSP for guidance on how to mitigate their anticipated transportation impacts. Because the current TSP did not account for the intensity of uses now being proposed, County planning staff have grappled with how to mitigate these impacts, not having a clear framework for understanding what improvements will meaningfully improve the transportation system, and at what point they should be implemented.

Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

What are the proposed Project Objectives? How will the Project Objectives achieve one or more of the TGM Objectives?

The project objective is to develop a TSP that accommodates future transportation needs while integrating safety measures into system capacity planning. This objective supports TGM Objectives 1.1, 1.2, 1.3, 3.1, 3.2, and 4.2.

1.1- The project will provide a balanced, interconnected, and safe transportation system by creating a TSP that accounts for future development in terms of both the capacity and the safety of our transportation system.

1.2- The TSP update will provide for appropriately sited, designed, and managed local, regional, and state transportation facilities and services that support the movement of goods and provide for services.

1.3- Approximately 40% of Morrow County's population identifies as Hispanic or Latino. In light of this significant minority community, the TSP update will prioritize mobility choices for this historically underrepresented subset of the population by employing bilingual outreach opportunities and targeted community engagement.

3.1- Significant economic growth in Morrow County is one impetus for this TGM grant application. As addressed in Criterion 1, the TSP update is necessary to accommodate existing and future growth throughout the county.

3.2- The TSP update will support well-located and accessible industrial and employment centers by providing a roadmap for the county to permit significant industrial development without negatively impacting the rural transportation facilities. The county currently relies heavily on developers to propose mitigation for their transportation impacts and does not have a clear framework for understanding how mitigation proposals will impact the transportation system, and when these requirements should be implemented.

4.2- As addressed above, the current process for mitigating substantial transportation impacts relies on anecdotal and case-specific determinations, and views each development proposal in a vacuum, rather than contemplating impacts to the transportation system holistically. The proposed TSP update will rectify this challenge by planning for future transportation needs across the existing transportation system rather than relying on major infrastructure projects to mitigate individual development proposals.

Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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

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

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in local conditions or in federal regulations, state requirements, or regional plans
- build on, complement or take a necessary step toward completing or implementing other high priority community initiatives, including Governor's Regional Solutions Team priority
- resolve transportation or land use-related issues affecting the project readiness of local, regional or

state transportation projects for which funding is expected to be obligated within the near future

Response instructions are on page 15 of the 2024 Application Packet.

Why is it important to do the proposed project in this grant cycle?

The socioeconomic shifts identified in Criterion 1 are continuing to expand, and the growth is anticipated to continue for the foreseeable future. It is imperative that we have a Transportation System Plan that not only accounts for the changes we've seen since the 2012 update, but also provides a "road map" to account for future large-scale developments and their impact on the transportation system. In the two weeks leading up to the submittal of this TGM application, four traffic fatalities were sustained in Morrow County. Morrow County has one of the most rapidly changing economic and demographic landscapes in the state, and the velocity of growth combined with insufficient comprehensive street planning has become deadly. This trend underscores the need for holistic transportation planning measures and a focus on integrating safety into system capacity planning.

Maximum characters: 2,500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

What local actions are needed to move the proposed project forward? Have these actions been taken and if so, when? If those efforts are underway, when will they be completed?

There are no local actions that need to be completed prior to the commencement of the Transportation System Plan update.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

How does the proposed project relate to other planning efforts, developments, or initiatives? Which of those are completed, underway, or waiting on the completion of this project?

Morrow County has several large-scale developments, including renewable energy generating facilities and large-scale data centers, in the land use application cycle that would not be impacted by the TSP update. However, staff is aware of at least as many projects actively planned over the next 5 years that would benefit from a revised TSP. Several major intersections throughout the county are anticipated to fail with the construction of in-progress developments. As discussed elsewhere in this application, staff currently relies heavily on applicant recommendations to guide mitigation measures to account for these large-scale system impacts.

The county has four adopted IAMPs developed in coordination with ODOT and other affected entities and a fifth, The Tower Road IAMP, will begin prior to the TSP update. This process will include an analysis of the current IAMPs and recommendations for future amendments or additions.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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

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

Response instructions are on page 16 of the 2024 Application Packet.

Tasks and deliverables table

What are your proposed tasks and deliverables

Project Management: The county will be the lead project manager for the TSP update. Outside consulting services will be utilized to perform the majority of project work.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Kick-off: Engagement with key stakeholders, select project consultant(s), review 2012 TSP, IAMP documents, and other County plans and codes, develop project objectives and strategies.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Community Engagement: Create a community engagement strategy including bilingual outreach opportunities, host meetings with local businesses, affected agencies, developers, and municipal jurisdictions, provide regular updates to interested parties throughout the process.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Existing Conditions Analysis: Consultant to conduct trip counts, crash history research, inventory road conditions, map functional classifications.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Future Solutions and Alternatives: Consultant and staff to develop proposals for transportation projects, recommend amendments to functional classifications and/or street standards, safety improvements, and future development alternatives. Implementation measures shall be based on stakeholder and community feedback and existing conditions analysis as well as expert recommendations.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Draft TSP: Consultant will draft a new TSP utilizing the recommendations developed in prior tasks. The draft TSP will be distributed for review to identified stakeholders, affected agencies, municipal jurisdictions, and participating community members.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Adopt Final Documents: The final TSP documents, policy amendments, findings of fact, and supporting documents will be adopted by the Morrow County Planning Commission and Board of Commissioners.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

and which entity or entities will need to take action to adopt them.

How will the project approach support investment decisions for Safe Systems, Climate Action, and Equitable Outcomes?

Safety is a primary focus for the TSP update. As addressed elsewhere in this application, safety metrics have notably declined since the most recent update. Additionally, Morrow County has a significant Hispanic community that is disproportionately impacted by transportation safety failures. Understanding and mitigating the sources of these trends is of the utmost importance for Morrow County.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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

Not applicable.

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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

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

Response instructions are on page 17 of the 2024 Application Packet.

Upload letters of support here

PDFs only. Max 2 mb per file.

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

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

Response instructions are on page 18 of the 2024 Application Packet.

Describe the experience and availability of key staff

There is adequate staff capacity to manage a TSP update. The planning department is fully staffed, with a seasoned Planning Director, Tamra Mabbott, overseeing the team. Tamra has 33 years of planning experience in eastern Oregon. Principal Planner Daisy Goebel will be managing the ongoing coordination and management responsibilities of the TSP update under Tamra's oversight. The planning team also includes a full-time GIS tech, Compliance Planner, Planning Tech, and Administrative Assistant. The planning department also hosts an internship program that may include tasks related to the TSP update.

Morrow County has an on-call contract with Anderson Perry and Associates for Civil Engineering and is finalizing an on-call contract for Transportation Engineering. However, the TSP update will be subject to a separate bidding process, as the scope of this project was not included in the RFP for Transportation Engineering services.

The county has not received nor applied for a TGM grant within the last 10 years. However, this project team has worked on multiple Interchange Area Management (IAMP) projects throughout the county. Additionally, Morrow County received the 2024 Most Outstanding Project Award for Small Jurisdictions by DLCD's Achievement in Community Engagement Awards for the 2022 Rural Transit Equity Initiative (RTEI). The RTE project included an intensive community engagement effort undertaken in partnership with Eulvalcree and the Eastern Oregon University Rural Engagement & Vitality Program. This collaborative effort resulted in a highly successful transportation planning initiative specifically addressing the unique challenges of providing transit service

Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Explain how the applicant has the capacity to scope the proposed project during the next 15 months and manage it to completion within 3 years

Morrow County planning staff consider the proposed TSP update to be a significant priority. The planning department has recently expanded to include six full-time staff in order to provide sufficient time and resources for long-range planning initiatives, specifically including a TSP update. Staff will also lean heavily on consultant support to achieve the identified project tasks.

Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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

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

TGM File Code	Project Title	Status
<input type="text"/>	<input type="text"/>	<input type="text"/>

300 character limit.

Bonus points: Housing (up to 10 points)

Response instructions are on page 19 of the 2024 Application Packet.

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

The proposed TSP update does not have a specific housing focus, however, the process and resulting updated TSP will identify facilities and routes to enhance housing in the county and cities within the county.

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Required forms

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

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

PDFs only. Max 2 mb per file.

Certifications

Response instructions are on page 20 of the 2024 Application Packet.

Eligibility criteria

- This application demonstrates a clear transportation relationship
- This application demonstrates adoption of products to meet project objectives
- This application demonstrates the support of local officials

Preparation of application

- This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions
 - This application was prepared by the following COMPENSATED consultant (indicate below)
 - This application was prepared by the following UNCOMPENSATED consultant (indicate below)
-

Would you like to receive TGM news and updates?

Yes No I am already subscribed

Clicking "Yes" authorizes us to add your email to our e-newsletter mailing list. You can unsubscribe at any time.

Today's date

7/22/2024

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

Rachael Levasseur
Planning Section Web Coordinator
Rachael.LEVASSEUR@odot.oregon.gov



BOARD OF COMMISSIONERS

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Heppner, OR 97836
541-676-5613
www.co.morrow.or.us

David Sykes, Chair
Jeff Wenzholz, Commissioner
Roy Drago Jr., Commissioner

July 17, 2024

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

Dear Ms. Jarvis-Smith,

Please accept this letter on behalf of Morrow County in support of staff's application for a 2024 Transportation and Growth Management (TGM) Program Planning Grant from the Oregon Department of Transportation (ODOT). The purpose of the application is to fund the review and update of the County's Transportation System Plan (TSP). Local jurisdictions are required to update their TSP every 5 to 7 years; however, the Morrow County TSP has not been amended since 2012 except for a 2022 minor revision which was limited to addressing public transportation and transit infrastructure.

The County population has grown by more than 9% between the 2010 and 2020 census, and the economic data provided by the U.S. Bureau of Economic Analysis shows a 25% increase in the County's GDP between 2020 and 2022 alone. These economic changes have a direct impact on the transportation network. Three major economic shifts are summarized below:

1. Renewable energy has expanded exponentially as Morrow County has been identified as an ideal location for both wind and solar energy generation facilities.
2. Agriculture remains a major industry but has evolved due in part to restrictions on water use related to the four OWRD-designated critical groundwater areas in the County. Farmland in central Morrow County has seen significantly more traffic due to major renewable energy and transmission line projects.
3. Data centers, manufacturing, and export-based jobs have increased as the Port of Morrow continues to expand, shifting the economic center of the County further north, with the majority of new jobs located within or adjacent to the Urban Growth Boundaries of Boardman and Irrigon, adjacent to the Columbia River.

These changes have significantly impacted the use patterns, traffic volumes, and rate of deterioration of State and County Road facilities. Further, the overall safety of Morrow County roads has significantly declined since the 2012 TSP update. ODOT crash data is provided up to two years prior to the current year, so the current TSP analyzes crash rates for the years 2007-2009. The most recent data set available (2020-2022) identifies a substantial increase in both

traffic accidents and fatalities, despite impacts related to the Covid-19 pandemic which were shown to depress overall anticipated vehicle travel statewide for the study period. The 2022 dataset identified a 470% increase in traffic accidents, and a 612% increase in injuries and fatalities.

These changes underscore the urgency for this TSP update and the need to include stakeholders from a diverse cross-section of the local economy. The proposed TSP update will better equip the County to coordinate effectively with the community members and developers to understand the needs of the local transportation system, provide a clear path for developing necessary system improvements to mitigate anticipated impacts, and to ensure safe mobility throughout the life of the transportation system.

Thank you for your time and consideration.

Sincerely,

MORROW COUNTY BOARD OF COMMISSIONERS



David Sykes, Chair



Jeff Wenholz, Vice-Chair



Roy Drago Jr., Commissioner

Date

July 17, 2024

Morrow County Board of Commissioners Meeting
July 17, 2024
Irrigon Government Center
Irrigon, Oregon

Present In-Person Chair David Sykes, Commissioner Jeff Wenholz, Matthew Jensen, Justin Nelson, Valerie Ballard, Kevin Ince, Lindsay Grogan, Mindy Nelson, Tamra Mabbott, Eric Imes; Non-Staff: Stuart Tick, Tess Ann Rehak, Paul Martin

Present Via Zoom Sabrina Bailey-Cave, Bobbi Childers, Sue Gibbs, Morgan Browning, Robin Canaday, Sarah Rhea, Tami Ewing, Vince Guerrero, Deona Siex; Non-Staff: Aaron Palmquist, Andrea Di Salvo, Autumn Morgan, Brandon Hammond, Brenda Proffitt, Jesse Reynen, Jodi Ferguson, Marty Broadbent, Natalia Wight, Nicole Mahoney, Sam Van Laer

Absent Commissioner Roy Drago Jr.

Call to Order and Pledge of Allegiance 9 a.m.

Public Comment

Stuart Dick of Irrigon read a quote from the Heppner Gazette-Times regarding the Ambulance Service Area Plan (ASA). Mr. Dick said he believes Morrow County Health District was not in fact awarded the Southern and Northeast ASAs.

Justin Nelson, District Attorney, received a message from staff that the meeting was not online. Staff present in the meeting then realized the wrong meeting ID was used. The meeting was paused at 9:05 a.m. to switch to the correct ID and resumed at 9:09 a.m.

Commenting via Zoom, Aaron Palmquist, Irrigon City Manager, said Irrigon will not be signing the Intergovernmental Agreement provided by Morrow County Health District (MCHD). Mr. Palmquist said it is illegal for government jurisdictions to persuade people to vote a certain way.

Open Agenda No Items

Administrator's Report

Matthew Jensen, County Administrator

The geotechnical report for the Kinzua Mill Site as a possible location for the Circuit Courthouse should be available within the next week.

The Lone Rock Fire in Morrow and Gilliam Counties continues to affect air quality. The Emergency Manager has been coordinating with the State Fire Marshall and has an Emergency Operations Center (EOC) being set up today. Presently, fire updates are coming from the Sheriff's Office Facebook page, and with establishing the EOC, updates should be available twice daily. Level 3 evacuation orders impact The OHV and Anson Wright campgrounds. Reservations for both parks have been cancelled through Monday at minimum. One structure has been lost to the fire, fortunately it was not a residence or a cabin.

It was announced on Monday that the County's Rural Transportation Equity Project was awarded the Achievement in Community Engagement, or ACE Award. This report was a collaboration between Planning and Public Transportation. Matthew Jensen, County

Administrator, said Planning Director, Tamra Mabbott, and Public Transportation Manager, Ben Tucker deserve big kudos for their work. The press release with a link to the report can be found on the Morrow County website.

Consent Agenda

Commissioner Wenholz motioned to approve the following items:

1. *Minutes, July 3, 2024; July 9, 2024*
2. *Boardman Fire Rescue District Interim Ambulance Service Invoice*
3. *Contract with New Public Health Director*
4. *Transportation and Growth Management Grant Letter of Support*
5. *Blue Mountain Networks Request for Refund*

Chair Sykes seconded. Vote: 2 approval, 1 absent

Business Items

Columbia Development Authority Quarterly Report

Greg Smith

Mr. Smith was unable to attend the meeting and his presentation has been postponed.

Community Counseling Solutions Quarterly Report

Kimberly Lindsay, Executive Director, Community Counseling Solutions

Providing an update on the deflection program, Kimberly Lindsay of Community Counseling Solutions (CCS) explained the budget had been completed by contractor, Jessica Rose. The County receives \$150k biennially. Next year the amount will be \$75k, and Ms. Lindsay hopes the County will contract with CCS for the deflection program.

Umatilla and Morrow County's programs will mirror each other with CCS hiring a deflection program supervisor for peer navigators. Peer navigators will be able to work across both counties, providing coverage for each other as needed.

With opioid program funds coming to the County, commissioners tasked Ms. Lindsay to work with an advisory board for best use of the funds.

ASA Provider Update and Award

Matthew Jensen, County Administrator

A press release from July 3 mentioned the Board acted on staff recommendation to move forward with the notice of awards. Boardman Fire Rescue District (BFRD) was awarded the Northern ASA with MCHD awarded the Southern and Northeast ASAs. Noting the advisory committee did not take compensation into consideration, staff have met with both entities over the last two weeks, including multiple meetings with MCHD and another meeting with MCHD is scheduled for Monday.

Commissioner Wenholz motioned to approve the ASA assignment to Boardman Fire Rescue District for the Northern ASA and authorize the Board Chair and County Administrator to sign the document. Chair Sykes seconded the motion. Vote: Two approval, one absent.

Looking at the IGA, Commissioner Wenholz asked if the wording precludes the involved entities from working with someone else providing similar services. CCS has been a long time partner with the County, and he wanted to know if the wording could present problems with the County's relationship with CCS.

Mr. Jensen said that he and outside legal counsel, Bob Blackmore, didn't see a problem with the wording when they reviewed it, and that it is not an exclusivity contract. MCHD has expressed an openness to meet with the cities and present their IGA to answer any questions the cities may have.

Commissioner Wenholz motioned to approve the Intergovernmental Agreement for Morrow County Health District and authorize County Administrator to work with the five cities within the County for consideration of the IGA. Chair Sykes seconded. Vote: Two approvals, one absent.

Employee Benefits Renewal

Lindsay Grogan, Human Resources Director; Mindy Nelson, Payroll & Benefits Coordinator

As part of the Request for Coverage (RFC), each year employee benefits are reviewed with the insurance broker, CIS, and this year staff are presenting additional coverage options for employees.

Voluntary employee paid benefits are at no cost to the County (other than administrative costs) with a low cost group rate through the CIS Trust. These benefits include:

- Identity Protection Plan through CIS Allstate
- Trauma Coverage
- Accident Insurance through CIS MetLife
- Critical Illness Insurance through CIS MetLife
- Hospital Indemnity Insurance through CIS MetLife

Accident Insurance, Critical Illness Insurance, and Hospital Indemnity Insurance are currently offered through Aflac, and voluntary employee paid benefits would be an additional option.

The contract with Lifemap, the vendor for long-term disability and life insurance, will be terminating August 31. Lifemap has been acquired by another company, USABLE. The County will either need to sign a new contract with the new vendor, or switch to benefits offered through the benefits administrator, CIS. The current cost per employee per month for \$12,000 of coverage is \$9.51 and the same coverage through CIS is \$6.51. A larger benefit plan offering 1.5 times the employee's salary, up to \$50,000 is available at \$12.42 per employee per month, which would be approximately \$4,200 annually.

Commissioner Wenholz motioned to approve option 1 for voluntary employee paid voluntary benefits for the 2025 plan year. Chair Sykes seconded the motion. Vote: 2 approval, 1 absent.

Commissioner Wenholz motioned to approve switching the vendor for long-term disability and life insurance from Lifemap to Hartford administrated by CIS and to increase benefit levels to up to 1.5x the salary up to \$50,000. Chair Sykes seconded. Vote: 2 approval, 1 absent.

Emergency Operations Center Invoice to Oregon Department of Energy

Matthew Jensen, County Administrator

Morrow County Emergency Operations assists with emergency preparedness exercises for the Columbia Generating Station, a commercial nuclear energy facility at the Hanford Site in Washington. The County is eligible for reimbursement for these exercises and is asked to sign an IGA with the Oregon Department of Energy (ODOE) with set reimbursement amounts through 2028 to the sum of \$61,000.

Commissioner Wenholz motioned to sign the IGA and direct staff to invoice ODOE \$10,000. Chair Sykes seconded. Vote: 2 approval, 1 absent.

Idaho Power Road Use Agreement

Eric Imes

Commissioner Wenholz stated he is on the Board of Umatilla Electric Coop (UEC) and while UEC does not have any current agreements with Idaho Power he is declaring a potential conflict of interest as agreements may be made in the future.

Idaho Power has a proposed 300 mile, single-circuit transmission line throughout Morrow County. The Road Use Agreement (RUA) helps ensure road integrity and the safety of motoring public. Negotiations have been thorough, and the RUA includes every road Idaho Power will be using.

Justin Nelson, County Counsel, added for clarity that this is just a Road Use Agreement. This is not saying the County approves the path or the project but acknowledges roads may be used during construction and the condition of the roads may be adversely affected and those affects will be taken care of.

Chair Sykes motioned to approve and enter into the Road Use Agreement with Idaho Power. Commissioner Wenholz seconded the motion. Vote: 2 approval, 1 absent.

Tower Solar Road Use Agreement

Eric Imes

This solar project is on 947 acres of land near Boardman Airport on Port of Morrow property. Some access via county roads will be required, necessitating the RUA.

Commissioner Wenholz inquired about a price disparity of \$25/hour for reimbursement to the County for pre-construction inventory work between the Tower Solar and Idaho Power RUAs. Eric Imes, Planning Director explained that the Tower Solar negotiations predate Idaho Power's Boardman to Hemingway project. Moving forward, the \$100/hour will be standard for Road Use Agreements.

Commissioner Wenholz motioned to approve and enter into the Road Use Agreement with Tower Solar. Chair Sykes seconded. Vote: 2 approval, 1 absent.

Columbia River Heritage Trail Interpretive Panels

Tamra Mabbott, Planning Director; Landon Jones, Planning Technician

The interpretive panels for the Columbia River Heritage Trail have arrived and the project is nearing completion. County staff are working with Boardman Parks and Recreation District, Irrigon Community Park and Rec District, and Port of Morrow to get Army Corps of Engineers permits for installation and display of the panels.

The panels, manufactured by Seareach LLC, are a combination of new panels with new content, and updating older panels that have been in the park for many years. Each panel is in both English and Spanish and include informative graphics. There will be a more formal unveiling of the panels at a later date, yet to be decided.

Department Reports

The Justice Court Report was presented by Judge Glen Diehl

The Planning Department Report was provided by Tamra Mabbott

The Emergency Management Report was postponed

The Sheriff's Office Written Report was submitted by Melissa Camarillo

The Fair Report was presented by Sue Gibbs

The Treasurer Report was provided by Jaylene Papineau

The Accounts Payable Report was provided by Kevin Ince

Recess 11:13 a.m.

Resume 11:19 a.m.

Correspondence None

Commissioner Reports

Brief reports of Commissioner activity were provided

Executive Session

Chair Sykes read the following Executive Session citations:

ORS 192.660(2)(e), to conduct deliberations with persons designated by the governing body to negotiate real property transactions.

ORS 192.660(2)(h), to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed.

Chair Sykes then read the following:

Representatives of the news media and designated staff shall be allowed to attend the executive session. All other members of the audience are asked to leave the room.

Representatives of the news media are specifically directed not to report on or otherwise

disclose any of the deliberations or anything said about these subjects during the executive session, except to state the general subject of the session as previously announced. No decision may be made in executive session. At the end of the executive session, we will return to open session and welcome the audience back into the room.

DRAFT

RACIAL AND ETHNIC IMPACT STATEMENT

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

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

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

Indicate all that apply:

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

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

Indicate all that apply:

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

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

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

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

Dated:

Printed Name:

Title:

Agency Name:

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