
Pattern of Exclusion, Public Records Delays, and Land Use Proposal – Laurel Lane / BPA Corridor

From Jonathan Tallman <1stjohn217llc@gmail.com>

Date Mon 8/4/2025 8:52 PM

To Brandon Hammond <HammondB@cityofboardman.com>; Amanda Mickles <Amanda@cityofboardman.com>;
derrin@tallman.cx <derrin@tallman.cx>

To be on the agenda for my documentation and spoken to the city council meeting August 5th 2025.

Dear City Officials,

I am writing to raise several concerns—rooted in both past precedent and present experience—regarding transparency, public participation, and property planning in the City of Boardman.

Recently, Richard Rockwell posted in the Boardman Community Info Group encouraging residents to contact City officials, attend meetings, and engage in the civic process. I've done exactly that—reaching out respectfully, submitting records requests, and attempting to speak at meetings. However, my experiences tell a different story. Attached as Document #1

Attached is an email (Document #2) I sent to Brandon Hammond in which I sought clarification about public participation. His response welcomed my attendance and input at advisory committees and public meetings. Based on that, I participated in good faith—only to later be told I should not speak. This kind of contradiction discourages civic involvement and creates a perception of selective inclusion.

Meanwhile, I've also faced prolonged delays and silence on multiple public records requests—records that relate directly to the City's own maps and planning references for my land. When access to information is delayed or denied, and when participation is welcomed in writing but rejected in practice, public trust is undermined. (I have numerous emails and am waiting a responses on about four public records requests).

This isn't just about process. It's about how these inconsistencies have real consequences.

Let me give one concrete example from the past:

Attached is a land use map I created over seven years ago. It was part of a proposal I brought to both the City and Umatilla Electric Cooperative (UEC) concerning the routing of the 230kV powerline funded by Amazon—a \$41.5 million project (Document #3). I offered a more efficient, less invasive alternative route (Labeled B on the Map as Document #4), which would have avoided significant damage to my property.

My proposal was ignored. The City turned its head and allowed UEC to move forward without engagement or adaptation—despite having full authority to negotiate on behalf of local landowners. Now, the very blueberry field that was disrupted is under new interest for development. That disruption could have been avoided entirely with basic collaboration.

We're now at risk of repeating that same cycle with my property on the City's own maps—property that I currently own beneath the BPA powerline corridor near Laurel Lane. Documented as #5 below. Labeled as "New RV site"

To that end, I am offering two paths forward:

Option One – Direct Purchase

My brother (Derrin Tallman) and I have reached a verbal general agreement on terms with City Administrator Brandon Hammond. We are now waiting to review the formal written offer and deal structure in order to proceed.

Option Two – Land Dedication with Compensation

Alternatively, I am willing to dedicate the necessary portion of my property—located beneath the BPA powerline corridor and needed to complete the West Loop Road connection to Laurel Lane. This aligns with existing City planning and maps. The final acreage can be confirmed through written discussion.

In exchange, I request compensation consistent with what other people have been paid for similarly zoned commercial land. Brandon has estimated road improvement costs at around \$1.5 million. If the final costs exceed that amount, I'm willing to cover the overage. If the costs come in under, I ask that the difference be paid back to me.

This isn't speculative. The City has already produced maps labeling this land as a "NEW RV SITE" and situating it within the BPA Park Blocks corridor. Public discussions also support the importance of this alignment:

- At the Oregon PMP PAC meeting, City Planning officials Carla McLane and Mike McConnell discussed the future land use and significance of the BPA corridor and that should be done in about 15 to 18 months. Their comments begin at the 1 hour, 51 second mark:

► <https://youtu.be/CDuqhyTX7RI?si=D4S8uVC0HMDLXm9P&t=111>

- At a recent City meeting, Richard Rockwell and Karen Pettigrew both emphasized the importance of completing the Oregon Trail Road connection from Main Street to Laurel Lane to improve safety and establish a second exit. Their public comments begin at the 48-minute mark:

► <https://youtu.be/CDuqhyTX7RI?si=D4S8uVC0HMDLXm9P&t=2880>

The public record already reflects that this corridor has been considered essential. I'm simply proposing a way to move it forward transparently and fairly.

I've also provided a draft site layout. If Option Two is chosen, I welcome the opportunity to walk through the design with City staff. My brother Derrin would serve as the lead for that discussion to ensure coordination with the City's vision for West Loop Road. Documented 6.

Closing Requests

I respectfully ask the City in writing to:

- Clarify participation rights for advisory meetings and ensure written policies match meeting practice
- Fulfill all outstanding public records requests related to land use and road alignments (if land transaction is agreed upon and finalized) this could be avoided
- Provide a written response to my land dedication proposal
- Engage in good faith to avoid another instance of exclusion, delay, or missed opportunity

The land is vacant. The infrastructure is planned. The documents already exist. All we need now is cooperation and collaboration.

Please do not let the past repeat itself. I believe in solutions, not complaints—and that's what I'm offering.

Sincerely,

Jonathan Tallman

Document #1



Admin TTH · 🌐

Just an FYI post for those wondering what's going on with the city:

First off, if you want to find out, go to city website, go to city hall, ask a councilor, go to the cities FB or read the monthly update on the NMT's to stay informed. The information about every meeting or decision, is out there and has been for sometime.

Second, dog park is being moved, which was in the plans for awhile now. The one along the freeway was temporary. Splash pad will eventually move too.

Third, many potential public parks are currently, in the works.

Fourth, many long time road projects are finally coming to fruition in our town. Most importantly, a major update to S Main St to Wilson. A temporary loop road will be made that connects from SW Front St to City Centre.... [See more](#)



Shawn Morton + 83

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THE JUL 29



to Brandon, Derrin, Amanda ▾

Brandon,

You wrote, and I quote:

"Thank you for your thoughts and insights. I agree, there needs to be an open and transparent process. I would encourage you to continue to attend the various meetings (Planning Commission, City Council, advisory committees, etc.) to share your insights and thoughts."

Your inclusion of "advisory committees" led me to believe that I was welcome to speak and share my insights at those meetings. I participated based on that good faith understanding.

To prevent any future confusion or unintended confrontation, I respectfully ask for clarification. The disconnect between what is stated in writing and how participation is handled during meetings creates uncertainty and undermines transparency and accountability. This kind of inconsistency discourages meaningful public engagement.

Could you ensure that this matter is clearly addressed and reflected in future agendas? I simply want to avoid any unnecessary conflict (especially with Carla because she has called cops in the past on me) that stems from written words not aligning with how policies are applied in practice by the city of Boardman.

Document # 3



March 15, 2019

David Wright
VADATA, Inc.
2001 8th Avenue
Seattle, WA 98101

UEC Project Proposal – PDX90, Boardman Site, Permanent Power

Dear David,

Please find below Umatilla Electric Cooperative's proposal to provide design and construction services for the tasks related to provision of the permanent power solution at VADATA's PDX90 site. The project will provide permanent electric service to meet the requested PDX 90 requirements beyond the previous scopes of work detailed in the Commissioning Power proposal and Mobile Solution proposals. This project does not, however, include any necessary improvements that Bonneville Power Administration (BPA) may require to interconnect this load at BPA's Morrow Flat Substation. This project is to be substantially complete and energized by April 1, 2021, or 670 calendar days after occurrence of the Start Date of Services pursuant to the Work Order, whichever is later.

PDX90, Boardman Site, Permanent Power

Services	Estimate
LLE & Engineering: Design/Engineering, Transformers, Conductor/Cable, Insulators, Poles, & Project Management	\$17,919,000.00
Substation Construction: Materials, Construction, & Commissioning	\$8,416,100.00
Feeder Construction: Materials, Construction, & Commissioning	\$1,757,000.00
Upstream Construction; Transmission and Switchyard. Materials, Construction & Commissioning	\$13,443,900.00
TOTAL	\$41,536,000.00

This proposal includes a rough order of magnitude estimate for construction and integration of UEC transmission facilities to serve the full build out of 120-MW at the PDX90 Boardman site and then permanent distribution service to Building #1. Please note that this proposal does not include facilities necessary for Large Load Interconnection and Transmission Operation by BPA. These costs will require a separate proposal/work-order after they are identified in the results of BPA's L0454 study currently in progress; expected to be complete by June 2019. The load demand of PDX-62 and PDX-90 campuses together is limited to 245 MW total until additional infrastructure is in place to serve beyond this limit. VADATA total load in the Boardman area (PDX-1, 4, 62, & 90 AZ's) is required to stay under 384 MW or

750 W. Elm Street • PO Box 1148 • Hermiston OR 97838

Phone: (541) 567-6414

Fax: (541) 567-8142

Toll Free: 800-452-2273

UEC000833



any additional load will require BPA to construct the Longhorn Substation as described in the BPA L0389 study results.

This proposal includes the necessary UEC transmission line extensions up to 5 miles long and interconnection to an existing UEC owned 230kV transmission line by constructing a 230kV switchyard. This proposal also includes a four-position UEC distribution substation to include two power transformers initially, three distribution feeder positions, and two underground distribution feeders of capacity up to 48MW each.

This project proposal is for the provision of services only. UEC shall at all times have and retain ownership of all goods, equipment and materials procured by or resulting from the services. Costs include necessary design, construction, installation, materials, labor, testing and commissioning for operation by the date above provided acceptable terms are mutually agreed upon, executed and a Purchase Order (PO) for the estimated amount is issued by June 1, 2019. Also attached and made part of this estimate is a payment schedule from which UEC will issue one or more invoices for services

of this estimate is a payment schedule from which OLC will issue one or more invoices for services provided to be incorporated in the project team order (P/O). The proposal includes a one-year warranty.

Document # 4

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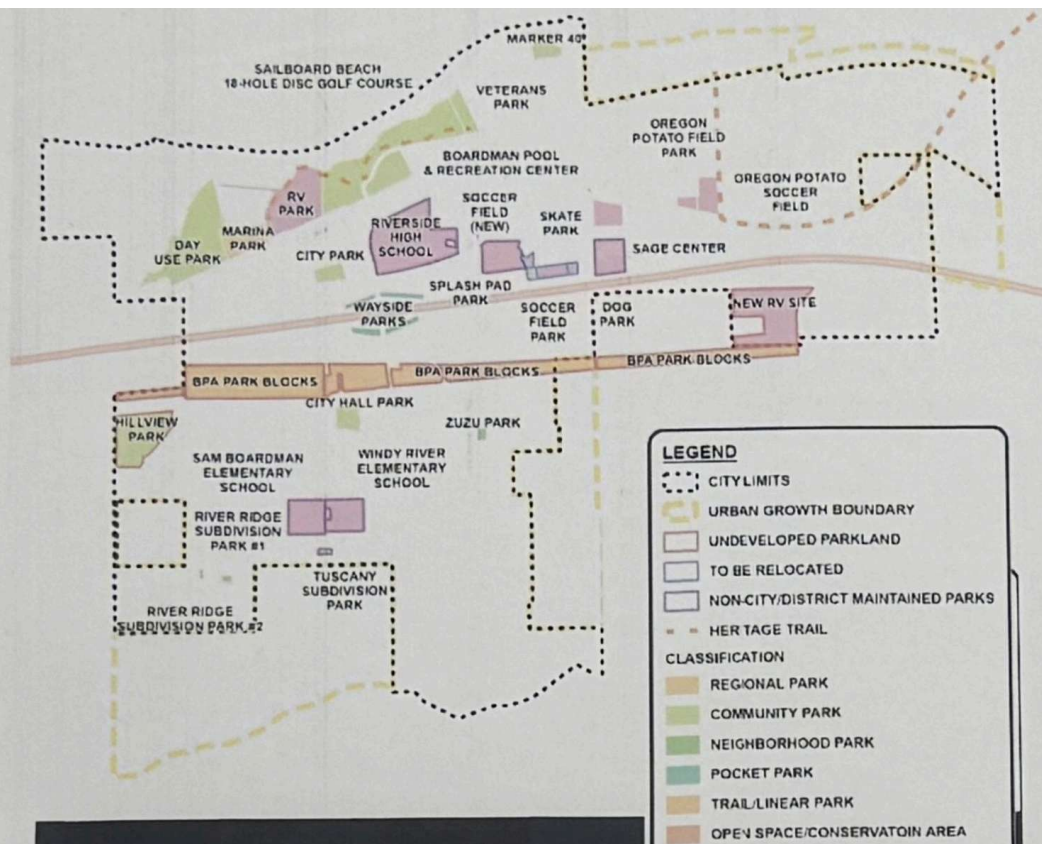
4 miles)
 Cross Marina
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nts
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city
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with future
 with sidewalk
 planned along
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County



Document #6

