



## TECHNICAL MEMORANDUM #1

### Gilliam County TSP

Plans & Policy Review

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**Date:** December 22, 2014 Project #: 17679.0  
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This memorandum summarizes existing plans, policies, standards, rules, regulations, and other applicable federal, state, regional, and local documents as they pertain to development of the Gilliam County Transportation System Plan (TSP) Update. A list of the documents reviewed by the project team are identified in Table 1-1 and summarized in the following sections. This summary will serve as a reference for the project team throughout the project, and if new policies are proposed as part of the TSP they will be reviewed for consistency with existing policies.

### **BACKGROUND**

In 1977, Gilliam County and two of the incorporated cities (Condon and Arlington) were the first jurisdictions in the State of Oregon to be “acknowledged” by the State Land Conservation and Development Commission (LCDC) for having developed and adopted Comprehensive Land Use Plans that complied with the State’s Land Use Planning Goals. Over the years, the Comprehensive Plans have been updated several times to keep them in compliance. The current Gilliam County Comprehensive Land Use Plan was updated in 2010, formally adopted by the County in 2011, and acknowledged by Oregon Department of Land Conversation and Development (DLCD) in 2011. The County developed and adopted a Transportation System Plan in 1999 that covered Gilliam County and the incorporated City of Lonerock. The Cities of Arlington and Condon also developed and adopted Transportation System Plans in 1999. A number of new or changing circumstances within the County and the incorporated Cities bring into focus key transportation issues indentified below.

### **KEY ISSUES**

In 2011, the City of Arlington undertook a Urban Growth Boundary (UGB) revision process to bring additional land into the UGB for a large industrial park. Approximately 300 acres of industrial land was added to the City’s industrial land base. Subsequent to the UGB expansion, that land has been annexed to the City, bringing the total industrial land available at this site to approximately 450 acres. The City then provided basic water and sewer service to these lands to make the Mesa Industrial Park “shovel ready.” The City and the Port of Arlington are taking

aggressive actions to develop this property. The primary transportation issue is providing safe access to/from Highway 19 and for the maintainance and enhancement of the Arlington Municipal Airport.

**Table 1-1 Documents and Policies Reviewed**

Document/Policy	Page Reference
<b>Statewide Planning Documents</b>	
Statewide Planning Goals (OAR chapter 660 division 012, known as the Transportation Planning Rule or TPR)	3
Transportation System Planning Guidelines	4
Oregon Transportation Plan	4
Oregon Highway Plan (as amended)	6
Oregon Aviation Plan	12
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## STATE OF OREGON/ODOT

### **Statewide Planning Goals**

Oregon's Statewide Planning Goals first originated in 1973 to provide a coordinated vision of state land use policies. There are nineteen planning goals within OAR 660-015. Of these, Goal 15 is only relevant to the Willamette Greenway and Goals 16 through 19 are relevant only to coastal communities. While not all of the goals are mandatory, each has been adopted as an Oregon Administrative Rule (OAR) to be followed by government agencies. A summary of the planning goals is provided below.

- Citizen Involvement (Planning Goal 1) – To develop a citizen involvement program that provides the opportunity for engagement in all phases of the planning process.
- Land Use Planning (Planning Goal 2) – To establish land use planning process and policy framework as a basis for all decisions and actions related to use of land, and to assure an adequate factual base for such decisions and actions.
- Agricultural Lands (Planning Goal 3) – To preserve and maintain agricultural lands.
- Forest Lands (Planning Goal 4) - To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.
- Natural Resources, Scenic and Historic Areas, and Open Space (Planning Goal 5) – To protect those resources that promote a healthy environment and a natural landscape that contributes to Oregon's livability for present and future generations.
- Air, Water, and Land Resources Quality (Planning Goal 6) – “to maintain and improve the quality of the air, water, and land resources of the state”.
- Areas Subject to Natural Disasters and Hazards (Planning Goal 7) – “to protect people and property from natural hazards”, such as floods, landslides, earthquakes, tsunamis, coastal erosion and wildfires.
- Recreational Needs (Planning Goal 8) – to satisfy citizen and visitor's recreational needs. Also, to provide for the siting of necessary recreation facilities (including destination resorts), where appropriate.
- Economy of the State (Planning Goal 9) - To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.
- Housing (Planning Goal 10) – To provide housing needs for the residents of the state.
- Public Facilities and Services (Planning Goal 11) – “to plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development”.

- Transportation Planning (Planning Goal 12) – To develop a coordinated transportation system plan that is safe, convenient, and economical, minimizing reliance on any single travel mode.
- Energy Conservation (Planning Goal 13) – to manage and control lands and associated land uses in order to “maximize the conservation of all forms of energy, based on sound economic principles.”
- Urbanization (Planning Goal 14) – To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide livable communities.

While all of the goals will help set the necessary policy framework for the TSP processes, Goal 12 (OAR 660-015-0000 (12)) in particular provides the framework that the state requires must be followed as part of the preparation of the updated TSP. Specifically, sections 660-012-0020 through 660-012-0045 outline the requirements and implementation guidance. For compliance with Goal 12, the TSP must provide and encourage a safe, convenient and economic transportation system that is coordinated with urban and rural development.

The TSP must include strategies to reduce reliance on any single travel mode (provide mode choice), facilitate movement of goods and people, develop a system hierarchy for orderly and efficient multimodal travel, and preserve and protect streets and highways for their intended function. The TSP must be coordinated with and consistent with statewide, regional, and local plans.

### ***Transportation System Planning Guidelines (2008)***

The TSP Guidelines suggests a logical sequence of planning steps tailored to help smaller, non-Metropolitan Planning Organization (MPO) jurisdictions in particular, prepare a TSP. One of the planning steps prescribes that jurisdictions include a summary to address how the planning project complies with new regulations, policies, and statutes that have been adopted since the TSP was last adopted, or amended. As such, the remainder of this memorandum summarizes applicable state, regional, and local plans, and frames how the existing 1999 Gilliam County Transportation System Plan relates and complies with these. When recommendations to existing plans and policies are developed throughout the TSP Update process, they will be compared to the foundation established in this memo.

### ***Oregon Transportation Plan (2006)***

The Oregon Transportation Plan (OTP) is the state’s long-range multimodal transportation plan, providing a framework for prioritizing transportation improvements based on future revenue conditions. The OTP is the overarching policy document among a series of plans that together form the state's Transportation System Plan. The plan calls for a transportation system that has a modal balance, is both efficient and accessible, provides connectivity among rural and urban places and between modes, and is environmentally and financially stable.

The OTP outlines the following seven goals, each with associated policies, to guide local, regional and state transportation plans.

- **Goal 1 – Mobility and Accessibility:** Provide a balanced and integrated transportation system that ensures interconnected access to all areas of the state, the nation and the world. Promote transportation choices that are reliable, accessible and cost-effective.
- **Goal 2 – Management of the System:** Improve the efficiency of the transportation system by optimizing operations and management. Manage transportation assets to extend their life and reduce maintenance costs.
- **Goal 3 – Economic Vitality:** Expand and diversify Oregon’s economy by transporting people, goods, services and information in safe, energy-efficient and environmentally sound ways. Provide Oregon with a competitive advantage by promoting an integrated freight system.
- **Goal 4 – Sustainability:** Meet present needs without compromising the ability of future generations to meet their needs from the joint perspective of the environment, economy and communities. Encourage conservation and communities that integrate land use and transportation choices.
- **Goal 5 – Safety and Security:** Build, operate and maintain the transportation system so that it is safe and secure. Take into account the needs of all users: operators, passengers, pedestrians and property owners.
- **Goal 6 – Funding the Transportation System:** Create sources of revenue that will support a viable transportation system today and in the future. The goal recognizes that whether or not funds are increased, it is essential to maximize existing resources, invest strategically, consider return on investment and provide equity among rural and urban areas, equity among income groups and access to transportation options throughout Oregon.
- **Goal 7 – Coordination, Communication and Cooperation:** Foster coordination, communication and cooperation between transportation users and providers so various modes of transportation function as an integrated system. Work to help all parties align interests, remove barriers and offer innovative, equitable solutions.

The OTP, as the guiding document for regional and local TSPs, establishes goals, policies, strategies and initiatives that address the core challenges and opportunities facing transportation in Oregon. The OTP includes modal components that outline recommended standards for various forms of transportation. Table 1-2 identifies the relevant modal elements as well as the year of adoption by the OTC. Although there is no separate modal plan for marine freight, the OTP discusses the importance of marine transportation within the state’s transportation system and the need to maintain existing ports. The marine freight facilities map in the OTP shows the a Shallow Draft Cargo Handling Port on the Columbia River in Arlington.

**Table 1-2 OTP Modal Plan Components**

Oregon Transportation Plan Element	Year Adopted
Oregon Highway Plan (OHP)	Originally adopted in 1999 (with subsequent amendments for access management, mobility standards, freight routes, tolling and pricing policy, and expressway classifications)
Oregon Aviation Plan (OAP)	Originally adopted in 2000 and updated in 2007
Bicycle/ Pedestrian Plan	Originally adopted in 1995; Second Part of Plan updated in 2011 and retitled the Oregon Bicycle and Pedestrian Design Guide; Update expected in 2016.
Freight Plan	Adopted in 2011
Public Transportation Plan	Adopted in 1997; update expected in 2017
Rail Plan	Adopted in 2014
Transportation Safety Action Plan (TSAP)	Originally adopted in 1995; the TSAP was last updated in 2011 and will be updated again in 2015.

**1999 TSP Assessment Relative to the OTP**

The 1999 TSP is generally consistent with the policies listed within the OTP. The updated TSP will need to be modernized to reflect amendments and revisions to the OHP.

The 1999 TSP does include a financial plan inclusive of near-term, mid-term, and long-term funding projections based on various types of revenue streams. The updated TSP will need to address current revenue projections and respond to the need for a financially constrained system.

**Oregon Highway Plan (as amended)**

The Oregon Highway Plan (OHP) defines policies and investment strategies for Oregon’s State highways for the next 20 years. The OHP further refines the goals and policies of the OTP, and serves as the policy basis for implementing the Oregon Administrative Rule (OAR) Division 51, which specifically addresses access to State facilities. The OHP has three main elements:

- A Vision for the future of the State highway system that describes economic and demographic trends in Oregon, future transportation technologies, the policy and legal context of the Highway Plan, and pertinent information on the current highway system;
- Goals, policies, and actions items for: system definition, system management, access management, travel alternatives, and environmental and scenic resources; and
- An analysis of the 20-year State highway needs, revenue forecasts, descriptions of investment strategies and implementation strategies, and performance measures.

The OHP provides policy and investment guidance for local corridor plans and TSPs, but it leaves the responsibility for identifying specific projects and modal alternatives to these more localized plans.

The OHP has been amended several times since its original adoption in 1999, the last amendments were adopted in 2012. These amendments since 1999 have addressed the

designation of expressways, changes in mobility standards, designation of Special Transportation Areas, and other changes affecting the classification and standards for highways throughout the state.

Policies in the OHP pertinent to the TSP update are described below.

#### OHP Goal 1: System Definition

- **Policy 1A, State Highway Classification System** outlines functions and objectives for state highways to serve different types of traffic. Greater mobility is expected on interstate and statewide highways than on regional or district highways. Facility classification is used to guide planning, management and investment decisions regarding state highway facilities.

Figure 1-1 (2012 amended OHP) illustrates the existing state highway classifications. I-84, east to west, through the northern edge of the County is a Interstate Highway – NHS. There are two Regional Highways, OR 19 and 206 traversing the County. OR 19 serves Arlington and Condon. Lonerock is served by Lonerock Road, a County road.

- **Policy 1B, Land Use and Transportation** addresses the relationship between the highway and development patterns on and off the highway. It emphasizes development patterns that maintain state highways for regional and intercity mobility, and supports compact development patterns that are less dependent on state highways than linear development for access and local circulation. This policy is designed to clarify how ODOT will coordinate with local governments and others to link land use and transportation in transportation plans, facility and corridor plans, plan amendments, access permitting and project development.
- **Policy 1C, State Highway Freight System** identifies the need to balance the movement of goods and services with other uses and the importance of maintaining efficient through movement on major freight routes.

I-84 is the designated freight route through Gilliam County.

- **Policy 1F, Highway Mobility Targets**<sup>1</sup> establishes acceptable levels of mobility for the various levels of state highway facilities, and the condition of the transportation system. With respect to transportation system planning, the highway mobility targets are used to “identify state highway mobility performance expectations and provide a measure by which the existing and future performance of the highway system can be evaluated.” As such, the targets may be used to identify system mobility deficiencies over a planning horizon of at least 20 years.

The OHP’s mobility targets use volume-to-capacity (v/c) ratios as the primary metric. However, where it can be shown that it is infeasible or impractical to meet the targets,

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<sup>1</sup> The Oregon Transportation Commission reviewed and adopted changes to Policy 1F in December 2011.

local jurisdictions may develop alternative targets in coordination with ODOT and other relevant stakeholders. The OHP states that “providing for better multimodal operations is a legitimate justification for developing alternatives to established OHP mobility targets.”<sup>2</sup>

Table 1-3 summarizes the mobility standards that are applicable to Gilliam County

**Table 1-3 Volume to Capacity Ratio Targets for Peak Hour Operating Conditions**

Route Name	Facility Extents	Facility Designation	Inside UGB			Outside UGB	
			Posted speed <= 35 mph	Posted Speed > 35 mph but <45 mph	Posted Speed limit >= 45 mph	Unincorporated Communities	Rural Lands
Interstate 84	Entire Section within County Limits	Interstate	N/A	N/A	0.70	0.70	0.70
OR 206	West of Condon	Regional Highway	N/A	N/A	N/A	0.75	0.70
	East of Condon	District Highway	N/A	N/A	N/A	0.80	0.75
	Within Condon City Limits	Regional Highway	0.85	0.80	0.75	N/A	N/A
	Within Condon City Limits	District Highway	0.90	0.85	0.80	N/A	N/A
OR 19	Entire Section within County Limits, Outside of Cities	Regional Highway	N/A	N/A	N/A	0.75	0.70
	Within Arlington City Limits		0.90	0.85	0.80	N/A	N/A
	Within Condon City Limits		0.90	0.85	0.80	N/A	N/A
OR 74	Entire Section within County Limits	District Highway	N/A	N/A	N/A	0.80	0.75

\*N/A = Not applicable within Gilliam County.  
 Source: OHP, Table 6, modified for relevance

**Policy 1G, Major Improvements** requires maintaining performance and improving safety by improving efficiency and management before adding capacity. ODOT coordinates with regional and local governments to address highway performance and safety.

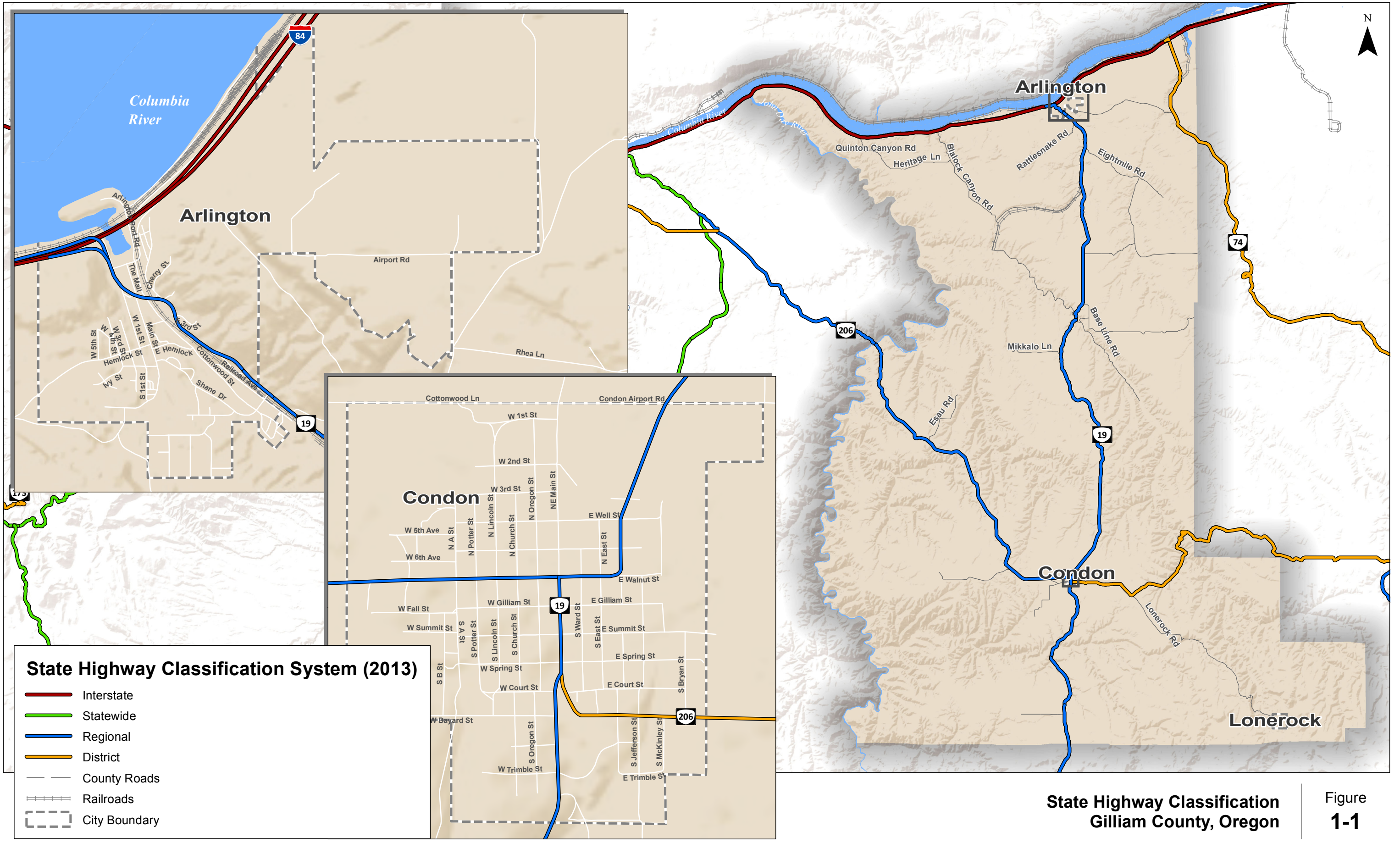
OHP Goal 2: System Management

- **Policy 2A, Partnerships** establishes the need for cooperative partnerships between ODOT and state and federal agencies, regional governments, cities, counties, tribal governments, and the private sector.
- **Policy 2B, Off-System Improvements** helps local jurisdictions adopt land use and access management policies.

<sup>2</sup> Any OHP Amendments are contingent on Oregon Transportation Commission (OTC) approval.



- **Policy 2E, Intelligent Transportation Systems** puts emphasis on considering a broad range of Intelligent Transportation Systems services to improve system efficiency and safety in a cost-effective manner.



State Highway Classification  
Gilliam County, Oregon

Figure  
1-1

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**Policy 2F, Traffic Safety** establishes the need to continually improve safety for all highway system users with solutions involving engineering, education, enforcement and emergency medical services.

OHP Goal 3: Access Management

- **Policy 3A, Classification and Spacing Standards** defines access spacing standards for the location, spacing and type of road and street intersections and approach roads on state highways. The adopted spacing standards consider highway classification, posted speed, safety, and operational needs. Revisions to the OHP were adopted by the Oregon Transportation Commission (OTC) on March 21, 2012 to address Senate Bill 264 (2011). The revisions included reductions in spacing standards outside of interchange areas and established unique standards based on highway volume.

Access management spacing standards for highway segments with AADT of 5,000 vehicles or less are shown in Table 1-4.

**Table 1-4 Access Management Spacing Standards for Highway Segments**

Route Name	Description	Functional Classification	2012 AADT	Posted Speed (mph)	Access Spacing Standard (feet)
Interstate 84	Entire Section within County Limits	Interstate	>5000	65	10,560
OR 206	West of Condon	Regional Highway	<5000	55	650
	East of Condon	District Highway	<5000	55	650
	Within Condon City Limits	Regional/District Highway	<5000	40/30/20	360/250/150
OR 19	Entire Section within County Limits, Outside of Cities	Regional Highway	<5000	55	650
	Within Arlington City Limits		<5000	55/45/25	650/360/150
	Within Condon City Limits		<5000	40/30/20	360/250/150
OR 74	Entire Section within County Limits	District Highway	<5000	55	650

- **Policy 3D, Deviations** establishes general policies and procedures for deviations from adopted access management standards and policies.

OHP Goal 4: Travel Alternatives

- **Policy 4A, Efficiency of Freight Movement** establishes the need to maintain and improve the efficiency of freight movement on the state highway system and access to intermodal connections. The State seeks to balance the needs of long distance and through freight movements with local transportation needs on highway facilities in both urban areas and rural communities.
- **Policy 4B, Alternative Passenger Modes** establishes the need to advance and support alternative passenger transportation systems where travel demand, land use and other

factors indicate the potential for successful and effective development of alternative passenger modes.

### **1999 TSP Assessment Relative to the OHP**

The Oregon Highway Plan was and will continue to be relevant in the assessment of ODOT facilities in the current and updated TSPs. The 1999 TSP includes a Streets and Highways Element that defines the street functional classification, and specifies classifications within the Gilliam County roadway network. State mobility targets for the existing and no-build conditions will be developed based on the facility designations and the adopted mobility targets contained within the OHP.

### ***Oregon Aviation Plan***

The Oregon Aviation Plan (OAP) is a comprehensive evaluation of Oregon's aviation system, thus providing a systematic approach to meeting improvements and development strategies recommended within the Plan. The plan looks beyond the traditional state aviation system planning elements by assessing the following three areas:

- Existing aviation infrastructure;
- The economic benefit of the aviation industry; and,
- National importance and state significance of each airport.

There are two airports in Gilliam County, the Condon State Airport – Pauling Field, and the Arlington Municipal Airport. The Condon State Airport is classified as a Local General Aviation Airport by the OAP. The Arlington Municipal Airport is a Remote Access/Emergency Service Airport in the OAP.

### **1999 TSP Assessment Relative to the OAP**

The 1999 TSP includes an Air Service Element, which recognizes that the Condon State Airport is a part of the OAP. In addition, there is a 2002 Airport Layout Plan which considers and addresses OAP recommendations for the Condon State Airport. An Airport Layout Plan is recommended to be developed from the existing conditions map of the Arlington Municipal Airport to reflect the OAP.

### ***Oregon Bicycle/Pedestrian Plan***

The Oregon Bicycle and Pedestrian Plan is divided into two parts, the Policy and Action Plan and the Bicycle and Pedestrian Design Guide. The first part was adopted in 1995, while the second part was updated in 2011. The Plan outlines key characteristics that should be considered related to accommodating bicycles and pedestrians when planning and designing state facilities. The Oregon Bicycle and Pedestrian Plan does not require specific standards for non-ODOT facilities. However, the plan recommends that land use patterns, transportation system layout, public transportation system design, and other planning related issues consider the impact to bicycle and pedestrian users and to the bicycle and pedestrian system as a whole. To this end, the plan provides specific design recommendations to support bicycle and pedestrian travel.

The Bicycle and Pedestrian Plan recognizes the role that safe, attractive, convenient, and easy to use bicycle and pedestrian facilities play in the provision of the state and local transportation systems. The plan includes seven chapters that guide the planning and design of on-road bikeways, restriping, bicycle parking, walkways, street crossings, intersections, and shared use paths.

### **1999 TSP Assessment Relative to the Oregon Bicycle and Pedestrian Plan**

The existing TSP contains a Bikeway Plan element and a Pedestrian System element that address bicycle and pedestrian system needs, goals and policies, respectively. The TSP update will include revised inventory information, incorporate Safe Routes to School program recommendations, seek to better connect attractions such as community services, downtown areas, parks and trails with County residents using sidewalk improvements and/or shared use paths, and include specific technical analyses relative to the bicycle and pedestrian plan recognizing the important role that these modes play in the provision of a sustainable, safe, and efficient transportation system.

### **Oregon Freight Plan**

The Oregon Freight Plan was adopted in June 2011 and provides a 25-year planning vision. The purpose of the Oregon Freight Plan (OFP) is to “improve freight connections to local, state, regional, national and global markets in order to increase trade-related jobs and income for Oregon workers and businesses.” The OFP addresses challenges facing the freight system, including system operation and development, safety, communications, environmental considerations and funding.

While the freight plan serves as a modal element of the Oregon Transportation Plan, the OFP includes elements of several modes including marine, aviation, rail, pipeline, and truck transport. Key routes and transfer sites are presented and summarized within the plan.

Strategic freight corridors identified by the Central Oregon Area Commission on Transportation (ACT) include: The Columbia River Corridor, I-84 and Marine M-84.

### **1999 TSP Assessment Relative to the OFP**

The 1999 TSP does not include a Freight Mobility Element which identifies improvements to the local street network to increase the efficient movement of freight and to decrease traffic impacts to local streets. The TSP Update should identify improvements to the street network in order to improve freight mobility. The TSP update will include railroad, airports, pipelines, Highway 19, and intermodal connections as they pertain to the local freight system.

### **Oregon Public Transportation Plan**

As a modal element of the OTP, the Oregon Public Transportation Plan provides a long range vision for the public transportation system in Oregon. This system incorporates public and private transportation providers and is comprised of ridesharing and volunteer programs, taxi and minibus service, and intercity and intracity bus and passenger rail services. The Public

Transportation Plan outlines three primary goals and associated policies and strategies that guide public transportation through the year 2015. In recognition of limited resources, the Plan prioritizes elements that deliver service to “those Oregonians most dependent on the public transportation system (seniors, disabled, low-income, and youth).”

### **1999 TSP Assessment Relative to the Public Transportation Plan**

The 1999 TSP includes an inventory of public transportation facilities in the cities. The TSP update should document public transportation services available to residents, including trips within the County and the region.

Gilliam County does not have any urban areas containing a population of more than 25,000 and is not required to evaluate the feasibility of public transit systems in those cities. However, Gilliam County operates a dial-a-ride transit system available for all residents.

### **Oregon Rail Plan**

The Oregon Transportation Commission (OTC) officially adopted the Oregon State Rail Plan at their September 18, 2014 meeting. The TSP update should take into account this revised planning document during the update.

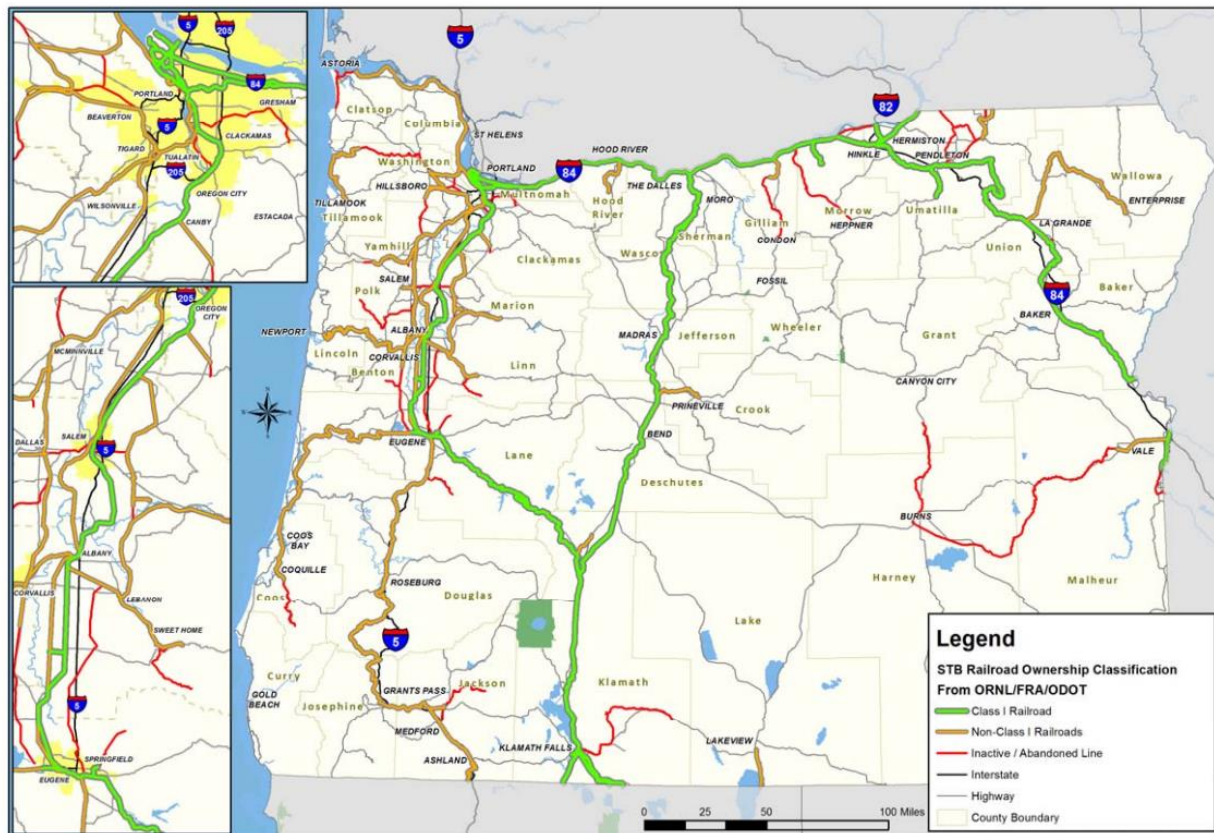
The Oregon Rail Plan meets mandatory federal and state planning requirements related to the management and maintenance of the railway system, and provides general management goals for State rail facilities.

Chapter 2 is particularly relevant to Gilliam County given the existing rail infrastructure. The Oregon Rail Plan provides the following benefits associated with railways serving industrial lands.

*Because of the continuing dependence of many producers upon rail services, communities in their land use planning should attempt to ensure that a sufficient quantity of land with convenient access to rail service is planned and zoned for industrial development. There are several reasons why industrial parks and other industrially zoned property should have rail access:*

- 1. Railroads tend to be more energy efficient than trucks and, therefore, can make better use of available energy resources.*
- 2. Some commodities and products, especially those that are large, bulky, low valued, oversized, or not transportable over highways can be transported only by, or most efficiently by, railroad.*
- 3. Access to rail service enable shippers to have a wider choice of transportation options, thus having a better bargaining position when negotiating rates with rail and truck carriers. While the initial occupant or occupants of a particular site or industrial park may not require rail service, subsequent occupants may.*
- 4. Rail service enables delivery of goods in periods of emergency, strike or inclement weather when trucks cannot operate.*
- 5. A railroad right-of-way may take less space than roads, and a railroad spur track may handle more volume in less space than could be done with trucks.*

The Oregon Rail Plan further describes the implications of rail service with respect to zoning, noting that industrial lands served by rail are more valuable than those without; whereas residential lands near railways are less valuable. The plan also notes that communities with access to short lines have an advantage in attracting business that need frequent switching or rail car movements.



Source: Oak Ridge National Laboratory Rail GIS Data, FRA, ODOT

Exhibit 1-2. State of Oregon Railroads.

### 1999 TSP Assessment Relative to the Oregon Rail Plan

The Gilliam County 1999 TSP has an element addressing Rail Service in the County, including a small spur line servicing the Shutler Flats Industrial Park, Columbia Ridge Landfill and Recycle Center and Chemical Waste Management of the Northwest.

### Transportation Safety Action Plan

The Transportation Safety Action Plan (TSAP) serves as the state of Oregon's Strategic Highway Safety Plan (SHSP), and satisfies federal requirements. The current TSAP was adopted in 2011 and an update is planned to be complete in 2015 to reflect requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21). The TSAP lays out a set of actions to reduce crashes. The set of actions are prioritized based on those factors that contribute to the greatest number of transportation-related deaths and injuries. The TSAP identifies impaired driving, not using safety

constraints, vehicle speed, and inexperience drivers as Emphasis Areas that should be the focus of statewide safety projects. Beyond identifying actions to decrease the overall number of fatalities and injuries related to transportation, the TSAP also serves as a guide to prioritize investments.

### **1999 TSP Assessment Relative to the TSAP**

The 1999 TSP does not address the Transportation Safety Action Plan. The updated TSP should include analysis that supports the TSAP Emphasis Areas, and reference national performance goals for Federal highway programs.

### **OAR Chapter 734-051 (Division 51)**

Commonly referred to as Division 51, ODOT has adopted OAR 734-051 to establish procedures and criteria to govern highway approaches, access control, spacing standards, medians and restriction of turning movements in compliance with statewide planning goals, in a manner compatible with acknowledged comprehensive plans and consistent with state law and the OTP. Any new street or driveway connections, as well as any changes to existing street or driveway connections, to state roads within the TSP study boundary must be in compliance with these rules.

OAR 734-051 policies address the following:

- How to bring existing and future approaches into compliance with access spacing standards, and ensure the safe and efficient operation of the highway;
- The purpose and components of an access management plan; and,
- Requirements regarding mitigation, modification and closure of existing approaches as part of project development.

Access management standards adopted by ODOT and applicable to the County's TSP are summarized in Table 1-4. OHP Policies 3A and 3C establish access management objectives for state highways and interchange areas based on facility type and set standards for spacing of approaches. These standards have also been adopted as part of OAR 734-051, which provides the regulatory basis for implementation.

Senate Bill 408 changes Oregon law concerning management of access (private driveways) onto state highways. Its provisions streamline the management of access onto state highways for a large number of private driveways. The bill also provides local government, property owners and other stakeholders a place at the table during planning, development and design process for highway projects. The bill deals with the access management process in three priority areas:

1. Private driveways that do not have a permit issued by ODOT
2. Access management decisions made as part of highway planning projects
3. Access management decisions made as part of highway construction projects



A summary of the Senate Bill 408 changes is provided in Appendix A.

Senate Bill 264 was passed in June 2011, and amended temporary rules that took effect in May 2012. The bill directs ODOT to develop proposed legislation to “codify, clarify and bring consistency to issuance of access based on objective standards for highway segments where the annual amount of daily traffic is 5,000 vehicles or fewer.” The temporary rules are reflected in the OHP amendment to the 2011 Access Management Standards.

**1999 TSP Assessment Relative to the OAR 734-051**

The 1999 TSP outlines the guiding principles used in the adoption of new access management standards consistent with OAR 734-051 and the 1999 OHP. Table 7-1 in the 1999 TSP summarizes the street design guidelines and includes access management standards based on the guiding principles. The TSP Update shall incorporate the amendments to OAR 734-051 through the adoption of Senate Bill 264 and Senate Bill 408 when establishing revised street design guidelines.

**ODOT Highway Design Manual**

An update to the Highway Design Manual (HDM) was released in 2012, and includes ODOT standards and procedures for the location and design of new construction, major reconstruction, and resurfacing, restoration or rehabilitation (3R) projects. The HDM is used for all projects that are located on state highways. The following matrix in Table 1-5 shows which design standards are applicable for certain projects based on project type, and whether the project pertains to a state route.

**Table 1-5 Design Standards Selection Matrix**

Project Type	Roadway Jurisdiction	
	State Highways	Local Agency Roads
Modernization/ Bridge New/Replacement	ODOT 4R^/ New Urban	AASHTO*
Preservation/ Bridge Rehabilitation	ODOT 3R^ Urban	AASHTO
Preventive Maintenance	1R (Preservation)	N/A
Safety- Operations- Miscellaneous/ Special Programs	ODOT Urban	AASHTO

*^4R = Reconstruction; 3R = Resurfacing, Restoration, and Rehabilitation*

*\*AASHTO: American Association of State Highway and Transportation Officials*

*Source: 2012 HDM, Table 1-1*

In addition, the HDM identifies more stringent capacity standards than those within the Oregon Highway Plan when developing new highway facilities, to further leverage the investment in infrastructure.

### 1999 TSP Assessment Relative to the Highway Design Manual

The design standards in the HDM will be integrated into the detailed design and engineering that will occur for projects once they are incorporated into the TSP Update and are programmed as part of the County's Capital Improvement Program (CIP) for transportation.

### Statewide Transportation Improvement Program (2015-2018)

The Statewide Transportation Improvement Program (STIP) is Oregon's four-year transportation capital improvement program that identifies the funding for, and scheduling of, transportation projects and programs. It includes projects on the federal, state, county and city transportation systems, multimodal projects (highway, passenger rail, freight, public transit, bicycle and pedestrian) and projects in the National Parks, National Forests and Indian tribal lands. Oregon's STIP covers a four-year construction period, but is updated every two years in accordance with federal requirements. Two projects are included in the approved 2012-2015 STIP; both were completed in 2014.

The 2015-2018 STIP was reviewed for projects to consider during the development of Gilliam TSP Update for complementary or conflicting traffic impacts. The 2015-2018 Draft STIP identifies one project within Gilliam County, as summarized in **Table 1-6**.

**Table 1-6 2015-2018 Draft STIP Projects within Gilliam County**

Section	Total Cost	Description	Status	Year (FFY)
I-84: John Day River Bridge Deck Overlay	\$2,482,000	Deck overlap; Joints	Construction Scheduled	2018

### House Bill 3379 Administrative Rule

House Bill (HB) 3379, which passed during the 2009 legislative session, directed the Oregon Transportation Commission (OTC) to adopt an administrative rule to establish an application process that local governments can use for economic development projects if they are not able to meet the funding or timing requirements of the Transportation Planning Rule (TPR) related to state highways. The administrative rule describes how a local jurisdiction may work with the OTC and ODOT to do one of the following:

- Apply for a time extension to meet TPR requirements;
- Submit a plan proposing alternative methods of funding that will meet the standards adopted by the OTC;
- Apply to adjust traffic performance measures during an interim period prior to completion of construction of the proposed development; or,
- Apply to allow various types of traffic performance measures other than volume to capacity ratios (v/c).

The OTC adopted the Administrative Rule in December 2010 and provisions pertaining to the above can be found in OAR 731-017-005 through -0055.

## **REGIONAL PLANS**

### ***ODOT Region 4 Park and Ride Lot Plan***

The Central Oregon Intergovernmental Council and its partners – the Mid Columbia Economic Development District and Klamath County Planning Department – developed a Park & Ride Lot Plan for ODOT Region 4, which straddles the Highway 97 corridor from California to the Columbia. The Plan identifies there are currently no formally-designated Park and Ride lots or rideshare programs in Region 4 outside of the Central Oregon Area (Jefferson, Crook and Deschutes counties). ODOT Region 4 has funded an analysis of rideshare feasibility in the Lower John Day (Wasco, Sherman, Gilliam, and Wheeler Counties) and South Central Oregon (Klamath and Lake Counties) areas and preliminary findings from this work suggest that there is interest and demand for an expanded rideshare program in these areas. The Plan identifies a need to facilitate partnerships between the Port of Arlington and the City of Arlington to develop the lot at Earl Snell Park.

## **COUNTY PLANS AND POLICIES**

### ***Gilliam County Comprehensive Plan (Last Amended 2011)***

The Comprehensive Plan is a statement of public policy for the guidance of growth, development, and conservation of resources within the County. There is basic information in the Comprehensive Plan related to the transportation system within the County, listed under Goal 12 Transportation. There are a number of policies that directly relate to transportation system planning. These policies are provided in Appendix B.

The Comprehensive Plan describes the dynamic tension between rural and urban land uses and the County's role in providing a planning framework that both preserves agricultural land and provides for the smooth transition of rural to urban use. The policy framework set out in Chapter 14 is related to the urban growth boundary (UGB) and urbanization. These policies relate to the timing, location, and funding of public facilities. Pertinent to the TSP Update process, particularly within the areas of the UGB outside of city limits, policies specifically address the role of public facilities in supporting or restricting growth.

### ***Gilliam County Zoning Ordinance (Last updated 2011)***

The Gilliam County Zoning and Land Development Ordinance were updated in 2010 and adopted in 2011. Access management standards are contained in Article 5, Section 2.280(A-O). The intent of this section is to manage access to land development to preserve the transportation system in terms of safety, capacity, and function.

## Gilliam County TSP (1999)

The 1999 Gilliam County Transportation System Plan (County TSP) addresses the County's anticipated transportation needs through the year 2020. The long-range plan is intended to serve as a guide for managing existing County transportation facilities and developing transportation facilities to meet existing and future needs. Transportation Goals and Policies are found in Chapter 2.

The following projects for the 20 year planning period were listed in table 7.7 of the 1999 TSP. Many of these have been completed.

TABLE 7-7  
PRIORITIZED 20-YEAR TRANSPORTATION PROJECT LIST

Project Number/Description	Estimated Cost Allocation			
	County	State	Other	Total
<b>GILLIAM COUNTY</b>				
<b>High Priority (1998-2003)</b>				
1 Pavement preservation on I-84 from MP 138.00-149.65 <sup>1</sup>		\$7,870,000		\$7,870,000
2 Pavement preservation on I-84 from MP 149.65-159.30 <sup>1</sup>		\$6,747,000		\$6,747,000
6 Improve traffic control at OR 19/206 intersection		\$2,700		\$2,700
4 Realign OR 19 through "S" curve at MP 8.4 <sup>2</sup>		\$600,000		\$600,000
<b>Medium Priority (2004-2008)</b>				
3 Improve roadway alignment at Olex Grade		\$6,500,000		\$6,500,000
7 Install flashing beacon at OR 19/Cedar Sp. Intersection <sup>3</sup>	\$6,100			\$6,100
8 Extend Columbia View Dr. to Main Street in Arlington	\$86,600		\$173,400	\$260,000 <sup>4</sup>
9 Replace state bridge No. 01792 on OR 206 across Rock Creek		\$275,000		\$275,000
10 Repair county bridge No. 21C04 on Cayuse Canyon Road	\$175,000			\$175,000
11 Develop multi-use path along Old Cottonwood Road	\$54,000			\$54,000
<b>Low Priority (2009-2018)</b>				
5 Improve roadway alignment on OR 19 near MP 26-26.7		\$1,200,000		\$1,200,000
<b>Subtotal High Priority Projects</b>	<b>\$0</b>	<b>\$15,219,700</b>	<b>\$0</b>	<b>\$15,219,700</b>
<b>Subtotal Medium Priority Projects</b>	<b>\$321,700</b>	<b>\$6,775,000</b>	<b>\$173,400</b>	<b>\$7,270,100</b>
<b>Subtotal Low Priority Projects</b>	<b>\$0</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$1,200,000</b>
<b>GILLIAM COUNTY TOTAL</b>	<b>\$321,700</b>	<b>\$23,194,700</b>	<b>\$173,400</b>	<b>\$23,689,800</b>
<b>CITY OF LONEROCK</b>				
<b>High Priority (1998-2003)</b>				
1 Complete paving of county roads within city limits	\$50,500			\$50,500 <sup>5</sup>
2 Draft 2002-2005 STIP project to replace the Lonerock Bridge		\$480,000		\$480,000
<b>Subtotal High Priority Projects</b>	<b>\$50,500</b>	<b>\$480,000</b>	<b>\$0</b>	<b>\$530,500</b>
<b>Subtotal Medium Priority Projects</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Subtotal Low Priority Projects</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>CITY OF LONEROCK TOTAL</b>	<b>\$50,500</b>	<b>\$480,000</b>	<b>\$0</b>	<b>\$530,500</b>

Notes

- 1998-2001 STIP project.
- The higher cost estimate for this improvement has been shown; however, cost estimates range from \$400,000 to \$600,000.
- The higher cost estimate for this improvement has been shown; however, cost estimates range from \$3,000 to \$6,100. The county should also investigate cost sharing with Waste Management.
- The county should coordinate development of a cost sharing plan among the county, Arlington, and the affected landowners. For this program, all three parties have been assigned an equal share the total project cost.
- Gilliam County will need to determine what portion of the project they are willing to pay for.

## CITY PLANS AND POLICIES

### City of Condon Comprehensive Plan (2011 update)

The City of Condon serves as the Gilliam County Seat. The City's Comprehensive Plan was updated in 2011, and notes the City serves as a regional service center for the surrounding

farming community. The City has an existing population of just under 700, according to the 2010 census data.

The Comprehensive Plan, begins with a brief description of the community and local history. The Plan then follows the Statewide Planning Goals, addressing each one individually to provide basic information. The Comprehensive Plan's discussions of Goal 10: Housing, Goal 12: Transportation, and Goal 14: Urbanization are of particular interest in this update of the County (and City's) TSP.

The City joined with Gilliam County to prepare the 1999 Transportation System Plan. That plan is adopted by reference into this Comprehensive Plan. In addition, the City has adopted the recommended street standards in the City's Public Works Standards. Those street design standards are carried over into the City's Subdivision Ordinance and are implemented as development occurs in the City.

### ***City of Condon Buildable Lands Inventory (2001)***

In 2001, the City undertook a Buildable Lands Inventory. The purpose of a Buildable Lands Inventory is primarily to determine if there is enough available land remaining within the City and Urban Growth Boundary to meet the projected population needs for the next twenty years. The secondary purpose is to ascertain where most of the development is occurring and determine the probability for needed urban services as the City continues to grow. The Buildable Lands Inventory, once completed, is generally outdated at the issuance of the next building permit and absolute accuracy is not required unless an Urban Growth Boundary Expansion is being contemplated.

The 2010 Census Data indicated the population of the City is just 682; however, City staff believes it is closer to 800. The Census found that there are 357 occupied homes in the City to yield an average household size of 1.91 persons per home. This is particularly useful when determining future land needs in the City with any potential expansion of the Urban Growth Boundary.

A review of the Buildable Lands Inventory Map of 2001 indicates a sufficient amount of land for future residential development. There are a considerable number of platted residential lots and there is a 30 acre tract that is currently undeveloped in the southwest corner of the City. There is approximately 97 acres within the Urban Growth Boundary, on the east side of the City, which is currently undeveloped. These two areas could support approximately 590 homes, or approximately 1,100 new residents, based on the current household size, without expanding the existing Urban Growth Boundary. There is adequate land available barring some unforeseen economic activity to boost the residential housing needs of the community.

The City has directed its Planning Staff to begin the Planning Process to bring the Condon State Airport into the City's Urban Growth Boundary. The purpose of which is to allow the extension of domestic water service to the airport and to the hangar area. The airport lays almost immediately adjacent to the City's existing UGB. There is but one intervening property. If the process is successful, it should be completed by the end of 2014.

### **Condon Transportation System Plan (1999)**

The 1999 City of Condon TSP provides a guide for the City of Condon to meet its transportation goals and objectives. The following goals and objectives were developed from information supplied by the Transportation Advisory Committee, the Local Working Group, city staff, and public response. Throughout the planning process, each element of the plan was evaluated against these parameters.

The City's goals reflect a desire to maintain a safe, convenient, and economic transportation system that enhances the livability of Condon and accommodates growth and development through careful planning and management of existing and future transportation facilities. Among other goals that reflect state policies, a few of the City's goals reflect its unique characteristics and indicate a desire to:

- Accommodate developing or undeveloped areas without undermining the rural nature of the local community;
- Encourage and support the use of alternative modes of transportation (walking, bicycling, and specialty transit) through improved access, safety, and service; and,
- Improve coordination among Condon, Gilliam County, and ODOT.

The City's 20-year Transportation Project List is provided in Table 7-5 of the TSP.

### **Condon State Airport Layout Plan (2002)**

The Condon State Airport Layout Plan was developed in 2002 for the Oregon Department of Aviation, which owns the facility. The Plan developed using a complete public process and copies of the plan were furnished to the City and the County with a recommendation for adoption.

The airport has been continuously operated by the State of Oregon since it was constructed in 1951. The airport accommodates general aviation and agricultural users serving the local community and the surrounding region. Condon State Airport has a land area of approximately 104 acres and is partially zoned Airport Development (A-D) by Gilliam County. The outer periphery of the airport is predominantly zoned Exclusive Farm Use (A-E). The airport is located entirely outside the City's urban growth boundary (UGB).

### **City of Arlington Comprehensive Plan (2003)**

The City of Arlington Comprehensive Plan was updated in 2003. The Comprehensive Plan begins with a brief description of the community and local history. The Plan then follows the Statewide Planning Goals, addressing each one individually to provide basic information. The Comprehensive Plan's discussions of Goal 10: Housing, Goal 12: Transportation, and Goal 14: Urbanization are of particular interest in this update of the County (and City's) TSP.

The Buildable Lands Map was completed in the Fall of 2002 via a windshield survey by the City's staff. It noted a number of residential lots available, both in the upper areas of the City and in the

southern area of the City where a new subdivision (the first subdivision in the City in over a quarter of a century) has been completed. The buildable lands analysis by staff indicates over 120 vacant lots readily available for development in various portions of the City. There are other vacant lots available that would be difficult to build because of topography, including the area of the early subdivisions in the City where the lots are actually 25'x 100'. In addition, there is a considerable amount of undeveloped residential land on either side of the City that would be available over time.

The Transportation System Plan is an element of the City of Arlington Comprehensive Plan. It identifies the general location of transportation improvements. Changes in the specific alignment of proposed public road and highway projects shall be permitted without plan amendment if the new alignment falls within a transportation corridor identified in the Transportation System Plan.

### **City of Arlington Transportation System Plan 1999**

The 1999 City of Arlington TSP provides a guide for the City to meet its transportation goals and objectives. The following goals and objectives were developed from information supplied by the Transportation Advisory Committee, the Local Working Group, city staff, and public response. Throughout the planning process, each element of the plan was evaluated against these parameters.

The City's goals reflect a desire to maintain a safe, convenient, and economic transportation system that enhances the livability of Condon and accommodates growth and development through careful planning and management of existing and future transportation facilities. Among other goals that reflect state policies, a few of the City's goals reflect its unique characteristics and indicate a desire to:

- Examine the need for specific pedestrian crossing locations in Arlington.
- Encourage and support the development of port and rail freight activities.
- Preserve and enhance Arlington's municipal airport and support airport master planning efforts.
- Improve coordination among Arlington, Gilliam County, ODOT, the Port of Arlington, and Union Pacific Railroad.
- Encourage and support the Port of Arlington's development as a source of freight transport.

The City's 20-year Transportation Project List is provided in Table 7-4 of the TSP.

### **City of Lonerock**

The City of Lonerock lies to the southeast of the City of Condon, approximately 21 road miles. It is a legally incorporated Oregon Municipality. It has a 2013 certified population of 20. There are approximately 16 homes, sited on platted lots with a municipal water system. Gilliam County

performs most of the administrative work for the community, particularly land use planning. The County has the community planned and zoned as a rural service center. There are no apparent commercial activities or goods and services. The Gilliam County 1999 Transportation System Plan listed the paving of the streets of Lonerock at an estimated cost of \$50,000. Most of that work, if not all, has been completed as of October 2014. The Lonerock Bridge has not been replaced.

## **SUMMARY OF TSP UPDATE ACTIONS**

This review of plans and policies identified the following key elements of the 1999 TSP that need to be updated to remain consistent with current State, County, and City plans and policies.

- Identify improvements to the street network in order to improve freight mobility, consistent with the Oregon Freight Plan.
- Document public transportation services available to residents of Gilliam County, Oregon that support the goals of the Public Transportation Plan.
- Account for revisions to the Oregon State Rail Plan.
- Include analysis that supports the TSAP Emphasis Areas, and identify performance goals consistent with the Oregon Transportation Safety Action Plan.



Appendix A Summary of Senate Bill 408  
Amendments to OAR 734-051

**Senate Bill 408** changes Oregon law concerning management of access (private driveways) onto state highways. Its provisions streamline the management of access onto state highways for a large number of private driveways. The bill also provides local government, property owners and other stakeholders a place at the table during planning, development and design process for highway projects. The bill deals with the access management process in three priority areas.

### **1. Private driveways that do not have a permit issued by ODOT**

SB 408 clarifies how to manage the large number of existing private driveways to state highways that exist today, but do not have a written permit issued by ODOT. The bill changes statute to create the presumption that these driveways have written permission from the department as required by ORS 374. The bill places the burden on the department to show where available documentation does not support this presumption. This enables the department, and the adjacent property owners, to treat existing driveways that do not have a written permit as if they are permitted.

- Examples of private driveways covered by SB 408 include driveways onto a state highway that:
- Existed prior to 1949 when the statute managing access onto state highways and county roads became law
- Were built before April 1, 2000 when the department established statewide standards for issuing permits for driveways onto state highways
- Were built by the department as part of highway improvement projects and the department failed to issue a permit

### **2. Access management decisions made as part of highway planning projects.**

SB 408 clarifies the process by which ODOT will engage local governments and abutting property owners to address how decisions affecting access to state highways would occur as part of facility plans (interchange area management plans, corridor plans, transportation refinement plans and access management plans). Facility plans document the agreement between ODOT and local government concerning the location of county roads and city streets that connect to the state highway for which the plan is prepared.

The department must develop key principles to evaluate how properties abutting the state highway will retain or obtain access to the highway. The key principles must balance the state's investment in the highway facility with local government plans, approved land uses, and the economic development objectives of the affected property owners.

When a facility plan identifies the need to modify, relocate or close an existing private driveway, the key principles must have sufficient detail so that affected property owners are informed of the changes.

### **3. Access management decisions made as part of highway construction projects.**

SB 408 clarifies the process by which ODOT will engage local governments and abutting property owners. The bill requires ODOT to develop an access management strategy for a highway improvement and highway modernization project. In developing an access management strategy, the department must engage affected property owners when accesses are proposed for modification, relocation, or closure, or when the department proposes to purchase all rights of access to a segment of state highway.

In addition, SB 408 includes provisions to address opportunities for the applicant to resolve disputes as part of planning or construction projects that identify the need to modify, relocate, or close existing private driveways on a state highway. SB 408 is the third of a series of bills beginning with the 2010 session that address management of access onto state highways. The bill was developed by the Access Management Oversight Task Force

Appendix B Gilliam County  
Comprehensive Plan Policies

## ***Gilliam County Comprehensive Plan (Last Amended 2011)***

The Comprehensive Plan is a statement of public policy for the guidance of growth, development, and conservation of resources within the County. There is basic information in the Comprehensive Plan related to the transportation system within the County, listed under Goal 12 Transportation. There are a number of policies that directly relate to transportation system planning, as outlined below.

1. Major attention by the Oregon State Highway Division should be directed toward improvement of:
  - A) Oregon Route 19 between Arlington and Condon;
  - B) Oregon Route 206 in its entirety

In that order, both of these major routes are in need of improvement, including straightening of the basic alignment and widening of the roadway. In several areas, re-engineering and improvement of super elevations should be undertaken. Relative to the State Highway facilities within the County, it shall be the policy of the County to continue to work with, support, and coordinate with the State Highway Six-Year Planning programs. Further, it is not the intent of any county implementing ordinance provisions to preclude or limit any highway improvement project, which merely requires an expansion of an existing right-of-way for completion. Highway projects shall only be regulated when an existing right-of-way realignment is involved where the new alignment crosses productive agricultural lands. Further, should EFU statutes be amended regarding such projects, the County will proceed to consider the inclusion of such amendments into local ordinance provisions.

2. The County's transportation system is at present adequate to handle the needs of the area. Because Union Pacific Railroad has abandoned the line from Arlington to Condon, it will be the policy of Gilliam County to seek the help of appropriate State and Federal agencies for the immediate improvement of the road network so that farm products can continue to move to major market areas in an efficient manner.
3. Current county policy involves periodic maintenance of county roads on a regular schedule. County roads have been prioritized according to use based on the movement of agricultural products, commercial use, and traffic volume with a maintenance schedule adopted. County policy requires that a five-year plan for construction and maintenance of these roads be updated annually. The County hereby reaffirms these policies as being in the general public interest.
4. Although the County, within limitations of available time and manpower, has provided some limited maintenance assistance on private roads on a cost-reimbursable basis, the County is not in a position to guarantee maintenance of private roads or of any road not

designed and constructed to predetermined County standards.

5. It has been and will continue to be the policy of Gilliam County not to build or totally fund major improvements of existing roads to serve isolated non-agricultural areas or developments. The requirements for new roads or major improvements for such areas and/or developments shall, therefore, be the responsibility of those areas or developments needing and requesting such facilities and/or improvements. The County will continue to concentrate its maintenance and construction efforts on County Roads of major significance to the overall economy of the County and to those roads, which have been constructed to and "accepted" as County Roads for full maintenance responsibility.
6. If the Condon Radar Base is converted to housing for such a needed purpose, the County will encourage commuter transportation service from said Base to the point(s) of destination, and/or may fully implement those provisions set forth by Policy No. 5 set forth herein before.
7. In order to reduce weed infestation and to conserve agricultural land, it will be the policy of Gilliam County to acquire new rights-of-way no wider than necessary to satisfy construction and maintenance requirements.
8. It is the policy of Gilliam County to look to the Port of Arlington Commission to provide leadership in the development of identified river port sites and facilities, and to encourage the Port Commission to develop its plans in a manner consistent with the County's Comprehensive Plan. Further, it is the policy of the county governing body to encourage all county offices and agencies to cooperate with the Port District in this development, consistent with available County resources and provided that sufficient benefits to the overall economy of the County will accrue there.
9. Gilliam County recognizes the importance, existing and potential, of the two public use airports in the county. The county's policy will be to protect these airports from hazards to navigation and to otherwise encourage the development of adjacent lands and facilities in a manner that will be conducive to increased utilization of these fields. The county's policy on the Condon Airport is to support its retention as a state-owned facility.
10. Operation, maintenance, repair and preservation of existing transportation facilities shall be allowed without land use review, except where specifically regulated.
11. Dedication of right-of-way, authorization of construction and the construction of facilities and improvements that follow roadway classification and approved road standards shall be allowed without land use review for improvements designated in the Transportation System Plan.
12. For State projects that require an Environmental Impact Study (EIS) or Environmental Assessment (EA), the draft EIS or EA shall serve as the documentation for local land use

review, if local review is required.

13. Gilliam County shall coordinate with the Department of Transportation to implement the highway improvements listed in the Statewide Transportation Improvement Program (STIP) that is consistent with the Transportation System Plan and Gilliam County Comprehensive Plan.
14. Gilliam County shall provide notice to ODOT of land use applications and development permits for properties that have frontage or access onto a state highway.
15. Gilliam County shall consider the findings of ODOT's draft Environmental Impact Statements and Environmental Assessments as integral parts of the land use decision-making procedures. Other actions required, such as a goal exception or plan amendment, will be combined with review of the draft EA or EIS and land use approval process.
16. Gilliam County shall protect the function of existing and planned roadways as identified in the Transportation System Plan.
17. Gilliam County shall include a consideration of a proposal's impact on existing or planned transportation facilities in all land use decisions.
18. Gilliam County shall protect the function of existing or planned roadways or roadway corridors through the application of appropriate land use regulations.
19. Gilliam County shall consider the potential to establish or maintain access ways, paths, or trails prior to the vacation of any public easement of right-of-way.
20. Gilliam County shall preserve right-of-way for planned transportation facilities through acquisitions, dedications, or setbacks.
21. The function of airports shall be protected through the application of appropriate land use designations to assure future land uses are compatible with continued operation of the airport.
22. Airport Inventory Updates: There are no new airports in Gilliam County and the updated plan for the Condon Airport is hereby adopted by reference, but is not found to conflict with any existing Plan policies or implementing Ordinance provisions. The airport at Arlington is classified as a municipal airport.
23. Highway Inventory Updates (Four-Year Statewide Transportation Improvement Program dated 2008-2011): There are no improvement projects identified as applicable to Gilliam County.