

MORROW COUNTY BOARD OF COMMISSIONERS MEETING AGENDA

Wednesday, October 19, 2022 at 9:00 a.m.

Bartholomew Building Upper Conference Room

110 N. Court St., Heppner, Oregon

Zoom Meeting Information on Page 2

1. **Call to Order and Pledge of Allegiance - 9:00 a.m.**
 2. **City/Citizen Comments:** Individuals may address the Board on topics not on the agenda
 3. **Open Agenda:** The Board may introduce subjects not on the agenda
 4. **Consent Calendar**
 - a. Approve Accounts Payable and Payroll Payables
 - b. Minutes: October 12th
 - c. The Loop and Greater Oregon Behavioral Health, Inc. Service Agreement, Corrected Signatures
 - d. Eagle Crest Estates Plat
 5. **Business Items**
 - a. Review Permit #OTN to Work in County Right-Of-Way from Windwave Communications (Mike Haugen, Assistant Road Master)
 - b. Resolution No. R-2022-20: Authorizing Public Works to Apply for an All-Terrain Vehicle Grant from Oregon Parks and Recreation Department for Operations and Maintenance at the Morrow-Grant County Off-Highway Vehicle Park (Greg Close, Parks Operation Manager)
 - c. Morrow-Grant County OHV Park, Youth Elk Hunt (Greg Close)
 - d. Appointments to the Review Team for the Water Coordinator Request for Proposals (Tamra Mabbott, Planning Director)
 - e. Adopt Findings of Fact:
 - i. To Amend the Subdivision Ordinance and Relevant Portions of Articles 1 & 9 of the Zoning Ordinance (Tamra Mabbott)
 - ii. To Update Section 7 of the Port of Morrow Interchange Area Management Plan (Tamra Mabbott)
 - f. Resolution No. R-2022-21: Approving the Morrow County Coordinated Human Services Transportation Plan (Katie Imes, Transit Manager)
 6. **Old Business**
 - a. Interim Chief of Staff Discussion
 7. **Department Reports**
 - a. The Loop Quarterly Report (Katie Imes)
 - b. Juvenile Dept. Quarterly Report (Christy Kenny, Juvenile Director)
 - c. Emergency Management Quarterly Report (Paul Gray, Emergency Manager)
 8. **Commissioner Liaison Reports**
 9. **Correspondence**
 10. **Commissioner Reports**
 11. **Signing of documents**
 12. **Adjournment**
-

Agendas are available every Friday on our website (www.co.morrow.or.us/boc under “Upcoming Events”). Meeting Packets can also be found the following Monday.

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to Roberta Lutcher at (541) 676-5613.

Pursuant to ORS 192.640, this agenda includes a list of the principal subjects anticipated to be considered at the meeting; however, the Board may consider additional subjects as well. This meeting is open to the public and interested citizens are invited to attend. Executive sessions are closed to the public; however, with few exceptions and under specific guidelines, are open to the media. The Board may recess for lunch depending on the anticipated length of the meeting and the topics on the agenda. If you have anything that needs to be on the agenda, please notify the Board office before noon of the preceding Friday. If something urgent comes up after this publication deadline, please notify the office as soon as possible. If you have any questions about items listed on the agenda, please contact Chair Jim Doherty at (541) 571-0584.

Zoom Meeting Information

<https://zoom.us/j/5416762546>

Password: 97836

Meeting ID: 541-676-2546

Zoom Call-In Numbers for Audio Only Using Meeting ID 541-676-2546#:

- 1-346-248-7799
- 1-669-900-6833
- 1-312-626-6799
- 1-929-436-2866
- 1-253-215-8782
- 1-301-715-8592

Morrow County Board of Commissioners Meeting Minutes
October 12, 2022
Bartholomew Building Upper Conference Room
Heppner, Oregon

Present In-Person:

Chair Jim Doherty
Commissioner Don Russell
Commissioner Melissa Lindsay
Karen Wolff, Board Staff
Justin Nelson, County Counsel

Call to Order and Pledge of Allegiance 9:00 a.m.

City and Citizen Comments

Ken Brown, Boardman Rural Fire District (BRFD)

Mr. Brown asked when they will get on the agenda to move forward with licensing ambulances. Mr. Brown said mediation is about the ASA (Ambulance Service Area), not licensing. Commissioner Lindsay said mediation is about everything.

Justin Nelson, County Counsel explained that there is a Letter of Need that goes to OHA for licensing. The discussion on this letter was tabled waiting for documents supporting the need. Mr. Nelson said he can forward the last communications from BRFD counsel, saying to wait.

Mr. Brown said he is just asking to get on the agenda. Mr. Nelson clarified that we need the documents before going on the agenda.

Chair Doherty explained that Chief Hughes said BRFD wants the transport license for the revenue and to contract with the military. We are looking for supporting documents for the need for revenue.

Mr. Nelson said June 1, 2022 he received an email from BRFD counsel. He read the email asking to wait for further direction before proceeding.

Commissioner Lindsay said she asked that day if this was the documented need. BRFD Counsel said that day that their presentation was not their documented need. That is why it was tabled.

Todd Lindsay

After hearing about what happened in the Board of Commissioners meeting last week, he believes Commissioner Russell owes some apologies.

Open agenda

Commissioner Russell – nothing.

Commissioner Lindsay – Add Rock Crushing contract.

Chair Doherty – Chief of Staff discussion is being removed this week.

Consent Calendar

Commissioner Lindsay moved to approve the minutes of September 28, 2022 and October 5, 2022 and to remove the Accounts Payable and Payroll Payables for further discussion.

Commissioner Russell seconded. Unanimous approval.

Business Items

Accounts Payable and Payroll Payables

Commissioner Lindsay asked Kevin Ince, Finance Director to comment on a couple of payments that have exceeded GSA policy. Mr. Ince said that we have approved people to be issued credit cards and provided the policy. It is not VISAs fault that they exceeded.

Chair Doherty said travel and credit card discussions are work sessions to be scheduled in the near future. Commissioner Russell said we need to bring this to the attention of the Department Director and let them talk to their employees.

Commissioner Lindsay moved to approve all Accounts Payables and Payroll Payables.

Commissioner Russell seconded. Unanimous approval.

Price Increase on Public Transit Buses

Katie Imes, Public Transit Manager

Ms. Imes reviewed the submitted documents. The buses were ordered in 2021. Since then the price has gone up significantly. Ms. Imes said she has been in contact with ODOT. They said there is no way to get around these increases. This is a 60% increase.

Commissioner Lindsay asked where these buses would be used. Ms. Imes said the Boardman loop. Commissioner Lindsay asked if Boardman still supports this project. Ms. Imes said yes.

Don said if we go out for a new one, we will be starting over.

By consensus, asked to bring this back next week for County Counsel to review previous ordering documents.

Rural Veterans Healthcare Transportation Purchased Services Agreement with Good Shepherd

Katie Imes, Transit Manager

Ms. Imes reviewed the submitted documents.

Chair Doherty moved to approve Good Shepherd CareVan Purchase Service Agreement between Morrow County and Good Shepherd Health Care System (CareVan) from July 1, 2022 through

June 30, 2023 in the amount of up to \$10,000. Commissioner Lindsay seconded. Unanimous approval.

Supplemental Budget - Road Fund

Kevin Ince, Finance Director

Mr. Ince explained that a Road Use Agreement with Amazon Data Services was approved last week. As a result of that agreement, we need to make sure appropriations are correct. Net impact is zero.

Commissioner Lindsay moved to approve Resolution No. R-2022-19 In the Matter of Increasing Appropriations for Fiscal Year Beginning July 1, 2022 for the Road Fund. Commissioner Russell seconded. Unanimous approval.

Wagon Trail Solar Comment Letter

Tamra Mabbott, Planning Director

Ms. Mabbott reviewed the draft Comment Letter to the Oregon Department of Energy regarding the Wagon Trail Solar Project Preliminary Application for Site Certificate.

Commissioner Lindsay moved to approve the Comment Letter as presented. Commissioner Russell seconded. Unanimous approval.

Sheriff Appointment Preliminary Discussion

Chair Doherty said before we get into the discussion, we need to plan a send off for the Sheriff following his many years of service.

Chair Doherty explained this was crafted as a preliminary discussion. Nothing precludes the Board from going a little further down the path.

Chair Doherty asked Mr. Nelson to explain the process. Mr. Nelson said this does not happen often. Explained the board shall appoint a person to fill the vacancy. Shall qualify by law for qualifications. Mr. Nelson reviewed, including a form from DPSST approving the background/qualification of the appointee. DPSST said they can turn it around pretty quickly. It is especially quick when the applicant is already working in Oregon. Bobbi Childers, Clerk said she still needs a certain election form completed.

Justin said he does not believe there is time for a panel to interview and make recommendations. This needs to be filled by November 1, 2022.

Commissioner Russell asked if this is for the remainder of the term, or until the next election can be held. Sheriff Matlack stated it would be for the remainder of the term. Ms. Childers said until 2024.

Chair Doherty asked if there were a motion, would it need to be upon the approval of the various documents. Mr. Nelson said yes, that could be part of a motion.

Commissioner Lindsay said she appreciates the time constraint we are under. She sees two very qualified individuals have submitted letters of interest, but she is defaulting to our very popular Sheriff who has been elected numerous times and to his recommendation.

Commissioner Lindsay moved to appoint Undersheriff John Bowles as the Sheriff for the remaining term of our current Sheriff Ken Matlack effective upon the resignation of Sheriff, pending the successful completion of the DPSST F25 form and County Clerk SEL 101 form. Chair Doherty seconded.

Chair Doherty said the constituency sees both the Sheriff and Undersheriff on the ballot, even if the Undersheriff is not named.

Unanimous approval.

Break 10:01 am

10:09 a.m. Reconvene

Rock Crushing Contract Amendment

Eric Imes, Public Works Director

Mr. Imes updated: This is in regard to the Rock Crushing Contract for this year. On Sept. 21 Mr. Imes brought a request to increase the fee for crushing for this year. Mr. Imes reviewed the provided documents, including an updated bid sheet. Justin explained his review.

Commissioner Lindsay moved to approve the Morrow County Personal/Professional Services Contract Amendment of Contract Agreement with 4R Equipment L.L.C. and the updated Exhibit A. Commissioner Russell seconded. Unanimous approval.

Old Business

AOC Product Tasting

Karie Walchli, Contracted Destination and Tourism Development

Ms. Walchli reviewed ongoing plans for Association of Oregon Counties Annual Conference Product Tasting. The Commissioners thanked Ms. Walchli for her efforts and plans.

Department Report

Tourism Report

Karie Walchli, Contracted Destination and Tourism Development

Ms. Walchli explained they have wrapped up the survey for the Destination Development process. Has been a great experience to meet with the communities. Reviewed some of the comments and visions from the process. Final report will explain further.

Question for Commissioners, for the presentation on this report, which will take 20 minutes or so, would the Board prefer a work session? Commissioners think a work session is best.

Planning Monthly Update

Tamra Mabbott, Planning Director

Ms. Mabbott reviewed her written report.

Treasurer Monthly Report

Jaylene Papineau, Treasurer

Ms. Papineau reviewed the written report.

Is moving forward with the Investment Advisory Committee. Continuing to work with Finance on combining processes and transparency. Chair Doherty said he appreciates the effort in working with Finance.

Veterans Quarterly Report

Commissioner Lindsay said Linda Skendzel, Veteran's Service Office is not able to attend today. Commissioners accepted the written report

Justice Court Quarterly Report

Glen Diehl, Justice of the Peace

Judge Diehl is happy with the cooperation between departments to get people into diversion. He said the Mental Health court is proceeding and should be ready to go very soon. His office is seeing more business.

Chair Doherty asked if Judge Diehl is involved with Juvenile cases. He said yes, and has a great team approach with our Juvenile Department.

Liaison reports

Chair Doherty - Nothing

Commissioner Russell – Noting

Commissioner Lindsay - Nothing

Correspondence

Reviewed the final Request For Proposals for Water Coordinator position document

Commissioner Reports

Commissioner Russell – attended AOC Transportation and Community Development Subcommittee meeting recently.

Chair Doherty – Thinks we may get some reimbursement from the State for water expenses.

Commissioner Lindsay – There are some Broadband Action Team meetings coming up.

The cistern is still being billed to Morrow County. It is dangerous. Would like to bring this back for further action.

Ione gas station underground tanks have not been cleared. Believes we have a responsibility to do this. Wants to bring this to an agenda. Commissioner Russell said that is different information than what he received from the person who runs the Underground Tank Program. Commissioners will compare notes.

Adjourn 10:59 a.m.

AGENDA ITEM COVER SHEET

Morrow County Board of Commissioners

(Page 2 of 2)

1. ISSUES, BACKGROUND, DISCUSSION AND OPTIONS (IF ANY):

Please see attached contract with Greater Oregon Behavioral Health, Inc. (GOHBI).

Due to the recent fuel increases a cost analysis was conducted to update our contract with GOHBI. Through this analysis an increase was proposed to GOBHI to compensate the County \$70.00 for each one-way trip that the Loop provides to a GOBHI-Medicaid authorized passenger. GOHBI has reviewed and signed the contract.

2. FISCAL IMPACT:

Revenue to budget 216

3. SUGGESTED ACTION(S)/MOTION(S):

Motion to approve The Loop and Greater Oregon Behavioral Health, Inc. (GOHBI) Service Agreement 2022 Update that expires on June 30, 2023.

Attach additional background documentation as needed.

Karen Wolff

From: Karen Wolff
Sent: Monday, October 10, 2022 12:05 PM
To: Katie Imes
Subject: RE: GOHBI Agreement

Katie,

Chair Doherty has asked to have this on the Consent Calendar for October 19. Could you please prepare an Agenda Cover sheet to go with it?

Thanks,

Karen Wolff

Executive Assistant
Morrow County Board of Commissioners
kwolff@co.morrow.or.us
541-676-5613

From: Katie Imes <kimes@co.morrow.or.us>
Sent: Monday, October 10, 2022 11:14 AM
To: Karen Wolff <kwolff@co.morrow.or.us>
Subject: GOHBI Agreement

Hi Karen,

I gave you the old agreement last time I asked for signatures, I need the Commissioners to sign this agreement. Hopefully this is the last time 😊

Thanks,

Katie Imes
Morrow County
Transit Manager
P.O. Box 495
Heppner, Or. 97836
Office: 541-676-5667
Cell: 541-256-6106



"It's Time to Get Going"

I have compared the first copy of this agreement with the second copy, word for word. The only changes are on the signature page.

Karen 10/10

The Loop and Greater Oregon Behavioral Health, Inc. Service Agreement

Section I Parties

This agreement is made by and between **Morrow County**, a political subdivision of the State of Oregon, hereafter referred to as "County," and **Greater Oregon Behavioral Health, Inc.**, hereafter referred to as "GOBHI."

Section II Considerations

1. It is hereby agreed by and between the above named parties that as consideration for performance by County of services in accordance with the terms and conditions specified below, that GOBHI will pay to the County the sum of \$70.00 per one-way trip used with The Loop. County will submit monthly billings to GOBHI based upon trips used.
2. The \$70.00 per one-way trip compensation will apply for GOBHI-Medicaid authorized passengers. GOBHI shall supply County with an updated list of authorized passengers, and shall update that list as necessary through the duration of this agreement.

Section III Term

1. This agreement shall be effective from the date of signing by all parties, and shall expire on June 30, 2023.

Section IV Terms and Conditions

The following terms and condition are binding on the parties of this agreement:

1. GOBHI shall compensate County \$70.00 for each one-way trip of The Loop by a GOBHI-Medicaid authorized passenger.
2. The Loop will provide the GOBHI passenger with transportation services as allowed and authorized by The Loop policy and procedures.
3. GOBHI passengers will not be granted priority for reservations or use of The Loop compared to other county passengers on The Loop. Reservation and trip priority will continue to be the same for all passengers on The Loop.

Section V Labor Standards

1. County agrees to comply with all applicable labor standards and restriction set forth in ORS 279.310 through 279.320.

Section VI Waiver

1. A waiver of any term or condition under this agreement by either party shall not be construed as a continuing waiver of that term or condition or affect the right to future enforcement of that term or condition.

Section VII Indemnification

1. Each party shall indemnify, defend, protect, hold harmless, and release the other, its officers, agents, and employees, from and against any and all claims, loss, proceedings, damages, causes of action, liability, costs, or expense (including attorneys' fees and witness costs) arising from or in connection with, or caused by any act, omission, or negligence of such indemnifying party or its agents, employees, contractors, or subcontractors.

Section VIII Dispute Resolution

1. If a dispute should arise concerning this agreement, the parties agree to make a good faith effort to mediate the dispute before filing any action or suit, with costs of mediation to be shared equally by the parties.
2. If a suit or action is filed, each party will pay its own costs and attorney fees.
3. Venue for such action shall be filed in Morrow County, Oregon.

Section IX Governing Law

1. The provisions of this agreement shall be governed by the laws of the state of Oregon.
2. County and GOBHI agree to comply with all federal, state, and local laws in the performance of this agreement.

Section X Assignment

1. County may not assign the rights or duties under this agreement to any other person or party without express written consent of GOBHI.

Section XI Modification

1. Any amendment or modification to any provision of this agreement must be in writing, dated, and signed by both parties.

Section XII Termination

1. Either party shall have the right to terminate this contract with or without cause upon 30 days' notice in writing to the other party. If GOBHI terminates the agreement, GOBHI shall be required to repay to County the **reasonable** amount owed for unpaid trips within 30 days.

GOBHI

Dated this 31st day of August 2022.

Karen Wheeler, Chief Executive Officer
Representative
Greater Oregon Behavioral Health, Inc.

DocuSigned by:
Karen Wheeler
524278E38F82463...

GOBHI Internal Review - Sr. Contract Specialist:

^{DS}
LS

General Counsel:

^{DS}
SM

MORROW COUNTY

Dated this _____ day of _____ 2022.

Jim Doherty
Morrow Co. Commissioner, Chair

Don Russell
Morrow Co. Commissioner

Melissa Lindsay
Morrow Co. Commissioner

AGENDA ITEM COVER SHEET
Morrow County Board of Commissioners
(Page 2 of 2)

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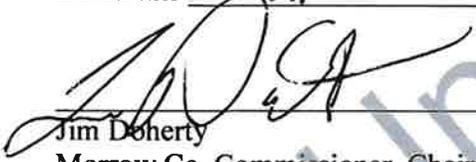
GOBHI

Dated this _____ day of _____ 2022.

Representative
Greater Oregon Behavioral Health, Inc.

MORROW COUNTY

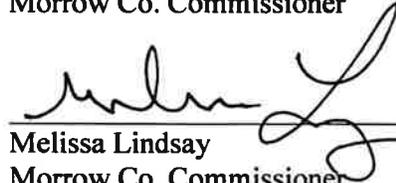
Dated this 21st day of September 2022.



Jim Doherty
Morrow Co. Commissioner, Chair



Don Russell
Morrow Co. Commissioner



Melissa Lindsay
Morrow Co. Commissioner

AGENDA ITEM COVER SHEET
Morrow County Board of Commissioners
(Page 2 of 2)

1. ISSUES, BACKGROUND, DISCUSSION AND OPTIONS (IF ANY):

Planning Commission approved the Eagle View Subdivision and the Final Findings were signed by Planning Commission Chair Jeff Wenholz on November 3, 2021.

See attached Final Findings.

Landowners have completed the conditions of approval required precedent to county approval of the final plat.

All other signatures have been secured except for the Board of Commissioners.

2. FISCAL IMPACT:

None known.

3. SUGGESTED ACTION(S)/MOTION(S):

Sign the Final Subdivision Plat.

Attach additional background documentation as needed.

**FINAL FINDINGS OF FACT
SUBDIVISION REQUEST SD-N-225-21**

REQUEST: To approve a Subdivision of a 24.27-acre parcel into 9 residential lots.

APPLICANT: Rod Taylor and Joe and Cheryl Taylor
Double T Farming
77458 Threemile Road
Boardman, Oregon 97818

OWNERS: Subdivision Parcel (tax lot 1900 of Map 4N 25 13)
Double T Farming (same as applicant)

Portion of Road (tax lot 400 of Map 4N 25 13)
Craig Coleman
Stiffler LLC
33896 East Walls Road
Hermiston, Oregon 97838

PROPERTY DESCRIPTION AND LOCATION: Parcel proposed to be subdivided is Tax Lot 1900 of Assessor's Map 4N 25 14. A portion of the proposed road is the western most 30 feet of Tax Lot 400 of Assessor's Map 4N 25 13. Property is located on the south side of Wilson Lane at the south end of Root Road, south of Interstate 84 and west of Bombing Range Road. Property is located south of the West Extension Irrigation District (WEID) canal and the Sunrise Meadows Subdivision.

FINDINGS OF FACT:

I. BACKGROUND INFORMATION

ZONING: Subdivision parcel (tax lot 1900) is zoned Farm Residential and has a Comprehensive Plan designation of Rural Residential. The 30 feet strip of the new proposed road is located in the Exclusive Farm Use Zone and is designated Farm in the Comprehensive Plan.

II. SUBDIVISION REVIEW COMMITTEE

SECTION 2.060. COMMITTEE REVIEW FACTORS. In review of proposed subdivisions and partitions, the committee shall consider the following factors:

A. Preliminary Plat Requirements.

Please see the information provided above and the tentative plat.

B. Conformance to Zoning and Comprehensive Plan.

The subject property is planned and zoned for residential use with a Farm Residential use zone applied.

C. Possible adverse effects on the development by natural hazards.

Morrow County has adopted a Natural Hazards Mitigation Plan which includes eight natural hazards possible in Morrow County. This parcel and the development thereof do not appear to be affected by natural hazards.

D. Quantity and quality of existing or proposed water supply.

Domestic water will be provided by individual wells. Proposal is to have an “exempt” well for each parcel based on Oregon Water Law that allows one well without a water right for a single dwelling (ORS Chapter 537). Irrigation water is available from West Extension Irrigation District; parcel has WEID water rights currently. District Manager Bev Bridgewater attended the committee meeting and advised that landowner will need to cancel a portion of district water rights (1/2 acre under dwelling, roads, buildings, etc.). Ms. Bridgewater also discussed the use of the private bridge that crosses the WEID canal and provided a copy of the Consent to Use agreement for the bridge (see attached). She advised that use of the bridge for the subdivision parcels will be allowed if improvements are made to the bridge, per the Consent to Use agreement and, asked to clarify ownership and liability for the bridge once the subdivision parcels are sold. Matt Scrivner, Morrow County Public Works Director, indicated County would not accept ownership of the bridge.

E. Adequacy of the existing or proposed sewage disposal system to support the projected population.

Wastewater is proposed to be individual onsite septic systems. Application for individual lot site suitability has not yet been filed but will do so after preliminary plat approval by Commission. Landowners indicated they have some concern that two lots may not qualify for individual on-site. If the two lots do not meet requirements for a standard septic system landowners propose to combine lots which would result in two lots being 4-acre in size, 5 lots 2 acres and a total of 7 lots.

F. Adequacy of public services to serve the increase in population to be created by the development; including schools, police and fire protection, health facilities, highway and arterial and collector road networks, parks, etc.

Nine new home sites are proposed which will create a modest increased demand on public services, however, the affected agencies are positioned to accommodate the new growth. All public agencies were invited to the Subdivision Review Committee meeting and no agency indicated the increase in population would be problematic or create a burden on their respective services. Demand for housing is very high in the Greater Boardman Area. Carrying capacity of public facilities appears to be adequate to keep up with the pace and volume of new housing outside city limits.

G. Possible conflicts with adjoining property.

A residential subdivision, Sunrise Meadows, is located directly to the north, across the WEID Canal. Parcels to the west include larger residential parcels. To the south and east are farm parcels including perennial blueberries to the east and circle pivot irrigation to the south. The density (one dwelling per two acres) is similar to the density of adjacent residential development. The landowner has not developed Covenants yet so it is not clear what type of housing is expected, other than single family dwellings. The applicants propose using existing Root Lane and will not make additional improvements except to extend an asphalt surface to the bridge and across the bridge to the southern property line. Internal roads are proposed to be gravel, although the landowners indicated they may decide to pave the internal roads as well. Without reviewing proposed covenants and CCR's it is difficult to determine the type of development and any associated impacts. Otherwise, the proposed subdivision is

consistent with the type in the surrounding area and would be compatible with area residential and farm use. A Right to Farm Covenant is a tool to help prevent claims against farming practices.

H. Protective covenants, deeds, or restrictions.

The landowner is considering CCRs. Planning staff requested the CCRs be shared with Planning Commission. Applicant indicated that they would provide CCR's to the Morrow County Planning Department before signature and recording of the final Subdivision Plat if requested. Based on G. above, Planning Commission may want to review Covenants as a measure to determine compatibility with adjacent properties and to assess long term liability and ownership responsibility for the bridge and subdivision roads.

I. Conformance with policies and provision of local and State regulations.

The preliminary Subdivision Plat was submitted as part of the application. The final plat will be completed in conformance with Oregon Revised Statute Chapter 92 and the applicable provisions of the Morrow County Subdivision Ordinance. Matt Kenny, County Surveyor, participated in the meeting.

J. Marketable title or other interest contracted.

A simplified title report in support of the Subdivision Application was included as part of the application package.

K. Agreement or by-laws to provide for management, construction, maintenance, or services provided.

Either as part of the CCRs or separately the landowner will provide for road maintenance to be managed by the owners of the individual lots. During the Subdivision Review Committee Meeting Planning staff expressed preference for paved roads as a measure to protect property values and to prevent problems associated with subdivisions that have gravel and/or poorly maintained roads. Staff also offered an option that would allow development of one or more lots prior to applying asphalt. That phased-in option would allow developer to recover some capital prior to investing in asphalt. Where the extension of Root Lane will be asphalt, there is an economy of scale cost saving if the interior subdivision roads were improved at the same time. Applicants indicated that at this time they prefer to have gravel roads but may consider asphalt. Staff also requested applicant provide a copy of the CCR's to Planning Commission in order to assess type of road and to determine sufficiency of measures to guarantee long term maintenance of subdivision roads.

L. Effects of the subdivision for continuity of public services and access to adjoining lands.

The subdivision is the southern boundary of residential zoning in this area. Exclusive Farm Use zoning abuts this property and therefore future non-farm development is not anticipated south of this proposed development. Services available immediately to the north in the Sunrise Meadows subdivision would similarly be available to the proposed subdivision. Continuation of roads beyond the subdivision to not appear to be warranted.

III. SECTION 3.020. REQUIRED FINDINGS FOR APPROVAL.

The Commission shall not approve a Tentative Plan for a proposed subdivision unless the Commission finds, in addition to other requirements and standards set forth in this ordinance, that the subdivision as proposed or modifies will satisfy the intent of this ordinance relating to subdivision development, the intent and requirements of the applicable zoning regulations, will be in compliance with the Comprehensive Plan, and the standards set forth in this Article; such findings shall include the following:

Findings for Section 3.020 include *and incorporate findings from Subdivision Review Committee* noted above in Section 2.060 as follows:

- A. The subdivision is an effective, efficient and unified treatment of the development possibilities on the project site while remaining consistent with the Comprehensive Plan relative to orderly development and land use patterns in the area, and provides for the preservation of natural features and resources such as natural vegetation, and special terrain feature.**

The tentative plan includes nine residential lots. The parent parcel has some variation in elevation with a gently sloping hillside that is currently farmed. The 9 lots appear to be laid out according to the natural topography. The layout of the road network does not provide for future connectivity with adjacent parcels. It may be possible to connect to Fisher Lane to the west if that were desirable or necessary for emergency vehicles or for circulation. The internal road network includes a cul-de-sac. The Boardman Fire Department participated in the Subdivision Review Committee meeting and indicated the 50-foot radius would allow for emergency vehicle turn around. Fire Department also requested that measures be taken to prevent people from parking vehicles, hay bales, equipment, etc. within the road right of way as this has been a problem in other subdivisions. The parcel has a residential Comprehensive Plan designation and a Farm Residential – 2 (FR2) zone. While there may be other configurations for the lots and roadways the proposed layout appears to be an efficient use of land and otherwise complies with the Comprehensive Plan.

- B. The subdivision will be compatible with the area surrounding the project site, and will not create an excessive demand on public facilities and services required to serve the development.**

As noted in the Subdivision Review Committee notes, the proposed subdivision will not create an excessive demand on public facilities and services. Each parcel will have an individual well and an on-site septic system. Other public services provided are more general to the area such as fire protection and emergency medical response.

- C. That there will not be any adverse impact on natural resource quality and public service and facilities.**

Nine new residences would create on average 90 daily automobile trips based on AASHTO and MSCO Section 8.020 trip estimates of 10 trips per day/household. The current road system can accommodate the additional traffic. The proposed subdivision is within the boundary of the Lower Umatilla Basin Groundwater Management Area (LUB GWMA), a designation based on elevated levels of nitrate/nitrite in groundwater. The two-acre minimum applicable to this subdivision is designed to allow for the placement and installation of wells and onsite septic systems in ways to protect public

health. To the south and east of the proposed subdivision are lands committed to agricultural activities.

SECTION 3.040. TENTATIVE PLAN REQUIRED. The Tentative Plan for a subdivision shall be prepared and submitted in compliance with the provision of Sections 3.050 through 3.080 of this Article.

A tentative plan was submitted with the application and is attached to these Findings.

SECTION 3.050. SCALE OF TENTATIVE PLAN. The Tentative Plan of a proposed subdivision shall be drawn on a sheet of 18 by 24 inches in size or a multiple thereof at a scale of one (1) inch equals 50 feet for subdivision up to 10 acre size, one (1) inch equals 100 feet for subdivisions up to 50 acre size, one (1) inch equals 200 feet for subdivision up to 100 acre in size, and for subdivision of more than 100 acres in size a scale not greater than one (1) inch equals 400 feet; or multiples thereof as approved by the Planning Department.

The preliminary plat complied with these scale and standards.

SECTION 3.060. INFORMATION REQUIREMENTS. The following information shall be shown on the Tentative Subdivision Plan or provided in accompanying materials. No Tentative Plan submittal shall be considered "complete" unless all such information is provided.

A. General Information Required

1. Proposed name of the subdivision

Eagle View Subdivision

2. Names, addresses and phone numbers of the owner of record and subdivider, authorized agents or representatives, surveyor, and any assumed business names filed or to be filed with the Corporation Commissioner by the owner or subdivider which will be used in connection with the subdivision.

Owners of record are listed above.

3. Date of preparation, north point, scale and gross area of the proposed subdivision. Subdivision plat date is June 19, 2020. Other requirements are shown on the preliminary plat.

4. Appropriate identification of the drawing as a Tentative Plan for a subdivision.

5. Location and tract designation sufficient to define its location and boundaries, and a legal description of the tract boundaries in relation to existing plats and streets.

The preliminary plat shows this information except adjacent roadways which are not shown on the plat.

B. Information Concerning Existing Conditions.

1. Location, names and widths of existing improved and unimproved streets and roads within and adjacent to the proposed subdivision.

This information is partially shown on the vicinity map. County Surveyor and Public Works Director provided additional detail about adjacent roads, as follows. That portion of Root Lane located north of Wilson Lane is a county roadway; the portion south of Wilson is a public roadway not maintained by county. According to the County Surveyor, "the west 30 feet of Root Lane was dedicated to the public as part of the Sunrise Meadows Subdivision. There is a note on the plat that says the east 30 feet would be dedicated by a separate document; I could not find that document.

This portion of Root Lane is not included in the County Road file.” The minimum road width is 60 feet. The applicant provided a reference to Deed M-54103 which described the transfer of land from parcel that is now tax lot 400. Staff reviewed that deed and it includes the following: “reserving therefrom, for the benefit of Sell and the public, an easement and right of way for access and utilities over and across the western 30 feet of said property.” That appears to be adequate, however, Surveyor may request that be included in the final plat to confirm Root Lane meets the 60-foot width is required.

Root Lane is an asphalt road, constructed about 15 years ago. The quality of asphalt is average with some signs of aging and deterioration. The asphalt surface ends about 200 feet north of the canal. At which point it is gravel.

No wetlands are shown on the parcel. See attached Statewide Wetlands Inventory map.

2. Location of any existing features such as section lines, section corners, city and special district boundary lines and survey monuments.

Shown on the preliminary plat.

3. Location of existing structures, irrigation canals and ditches, pipelines, waterways, and railroads, and natural features such as rock outcroppings, marshes, wooded areas and natural hazards.

This information is shown on the vicinity map and the preliminary plat map.

4. Location and direction of watercourses, and the location of area subject to erosion, high water tables and flood hazards.

Only known water feature is the WEID canal which is shown on the preliminary plat map.

5. Location, width and use or purpose of any existing easement or right-of-way within and adjacent to the proposed subdivision.

The preliminary map shows a part of Root Road, the westerly one half, but does not show the easterly one half. Verification of the legal status of the easterly one half (easterly 30 feet of Root Lane) should be shown on the final plat.

6. Existing sewer lines, water mains, culverts, and underground and overhead utilities within and adjacent to the proposed subdivision, together with pipe sizes, grades and locations.

This is not shown in the preliminary plat map or application materials.

7. Contour lines related to some established bench mark or other engineering acceptable datum and having minimum intervals of two feet for slopes of less than five percent, five feet for slopes of five to fifteen percent, ten feet for slopes of fifteen percent, and twenty feet for slopes greater than twenty percent.

Same as above.

C. Information Concerning Proposed Subdivisions.

- 1. Location, names, width, typical improvements, cross sections, approximate grades, curve radii and length of all proposed streets, and the relationship to all existing and projected streets.**
- 2. Location, width and purpose of all proposed easements or rights-of-way and relationship to all existing easements or rights-of-way.**
- 3. Location of at least one temporary bench mark within proposed subdivision boundary.**
- 4. Location, approximate area and dimension of each lot, and proposed lot and block numbers.**
- 5. Location, approximate area and dimensions of any lot or area proposed for public use, the use proposed and plans for improvements or development thereof.**
- 6. Proposed use, location, approximate area and dimensions of any lot which is intended for non-residential use.**
- 7. An outline of the area proposed for partial recording of a final plat if phased development and recording is contemplated or proposed. If the proposed subdivision pertains to only a portion of the tract owned or controlled by the subdivider, the Planning Commission may require a tentative plan for streets and utilities in the unsubdivided portion.**
- 8. Source, method, and preliminary plans for domestic and other water supplies, sewage disposal, solid waste disposal and all utilities.**
- 9. Description and location of any proposed community facilities.**
- 10. Storm water and other drainage facility plans.**
- 11. Solar protection statement.**

Summary of Section C: The proposed internal streets, Nighthawk Lane and Tomcat Lane, will be 60 feet in width and dedicated to the public. Application does not propose improvements to existing Root Lane, except to apply an asphalt surface at the end of the existing asphalt, extending the asphalt to the canal bridge and then further south of the bridge where a new road with asphalt (Rural Access I standard) will be constructed and extended from the bridge to the southern property boundary. Internal roads are proposed to be gravel only, however applicants indicated they may consider asphalt. Planning Commission discussed the road standards and agreed to require both the extension of Root Lane and the two internal roads be constructed to the Rural Access I standard.

There is a 10-foot-wide utility easement along the road right-of-way to support the installation of various utilities however it may move based on further discussion with utility providers.

Necessary easements for the delivery of irrigation water have not yet been identified but are proposed to be shown on the final plat.

All lots are proposed for use as homesites and there will be no remnant public use or non-residential use. The entire ownership of tax lot is proposed for development as part of Eagle View Subdivision and does not have any remaining acreage. Potable water will be provided via domestic wells on each lot; irrigation rights are also available to the lots. Wastewater will be

managed via onsite septic systems; other utilities will be installed in the utility easement or other ways agreed upon by the provider and the developer. No community facilities or parks are proposed. Storm water will be managed on each individual lot. The design and construction of the proposed roads will include appropriate stormwater management. Road construction and other earth work may require a WPCF or NPDES Permit from Oregon Department of Environmental Quality. FR 2 Zoning setback provides for solar panels if desired by each landowner.

SECTION 3.080. SUPPLEMENTAL INFORMATION REQUIRED. The following information shall be submitted with the Tentative Plan for a subdivision. If such information cannot be shown practically on the Tentative Plan of a proposed subdivision, it shall be submitted on separate documents accompanying the plan at the time of filing.

A. Proposed deed restriction or protective covenants, if such is proposed to be utilized for the proposed subdivision.

While covenants are anticipated they have not been developed. The applicant proposes that covenants be provided to the Planning Department prior to the recording of the final plat. Planning Commission agreed that covenants will be required prior to final approval of the subdivision plat.

B. Certified statement from each serving utility company proposed to serve the proposed subdivision as set forth in the Tentative Plan, and the conditions of such service shall be set forth.

A letter from Umatilla Electric Cooperative was included with the application indicating the cooperative's ability to serve the parcels. West Extension Irrigation District provided documentation about the bridge (see attached) and requested the applicant make improvements to the bridge and provide verification of future ownership and maintenance responsibility for the bridge. Applicant proposes that statements from other utilities be submitted after Planning Commission review but prior to approval of the final plat.

C. Proposed fire protection system for the proposed subdivision and written review thereof by the appropriate serving fire protection agency.

The Boardman Rural Fire Protection District participated in the Subdivision Review Committee meeting and will provide fire protection service.

D. Title or Subdivision Guarantee Report from a licensed title company stating the record owner(s) of the land proposed to be subdivided and setting forth all encumbrances relative to the subject property.

A subdivision title report was included with the application.

E. Reasons and justifications for any variances requested to the provisions of this ordinance or any other applicable ordinance or regulation.

A variance was not requested or required. This application is being reviewed together with a Conditional Use Permit application to allow for a small section of public road to be constructed on land zoned Exclusive Farm Use. See CUP-N-349-21.

SECTION 3.100. SPECIFIC APPROVAL REQUIREMENTS. In addition to the requirements set forth by the provision of this ordinance and applicable local and State regulations, specific requirements for preliminary plat approval are as follows:

- A. No Tentative Plan of a subdivision shall be approved which bears a name using a word which is the same as, similar to or pronounced the same as a word in the name of any other subdivision in the same county, except for the words "town", "city", "place", "court", "addition", or similar words, unless the land platted is contiguous to and platted by the same party that platted the subdivision bearing that name or unless the party that platted the subdivision bearing that name. All plats must continue the Lot and Block numbers of the plat of the same name, last filed.**

The preliminary Eagle View Subdivision plat meets this requirement.

- B. No Tentative Plan for a proposed subdivision shall be approved unless:**
- 1. The streets and roads are laid out so as to conform to the plats of subdivisions and maps of partitions already approved for adjoining property as to width, improvements, general direction and in all other respects, unless the Planning Commission determines it is in the public interest to modify the street or road pattern.**

The primary access road, Root Lane, is a public roadway not maintained by county. The preliminary plat shows only the west 30 feet of this roadway. Verification of the eastern 30 feet should be submitted and shown on the final plat is addressed above. The eastern 30 feet was dedicated as part of Deed M- 54103.

- 2. Streets and roads to be held for private use are approved by the Commission and are clearly indicated to the Tentative Plan and all reservations or restrictions relating to such private streets and roads are set forth thereon; such as ownership and maintenance responsibilities.**

The proposed new internal subdivision roads are shown on the preliminary plat. Roadway dedication language is not shown on the preliminary plat although the application indicates the roadways will be dedicated to the public. There are no covenants to verify ownership and maintenance responsibility.

The internal subdivision roads, Nighthawk Lane and Tomahawk Lane, will be dedicated to the public and will provide ingress and egress for the subdivision. The applicant proposed they would submit a road maintenance agreement after Planning Commission as a Condition of Approval. Staff recommends the road maintenance agreement also be included in the CCR's. Planning Commission included CCR's as a precedent condition of approval. CCR's should include provision for long term assurance of road and bridge ownership and maintenance responsibility.

- 3. The Tentative Plan complies with the Comprehensive Plan and zoning.**

The proposed layout is an efficient use of land and otherwise complies with the Comprehensive Plan and FR 2 Zoning. To evaluate the subdivision is consistent with the Comprehensive Plan, relevant sections of the Transportation System Plan (TSP) are considered below.

Transportation System Plan Goal 2 Land Use

Support land-use planning with appropriate transportation improvements.

The following Transportation System Plan (TSP) Goal 2 Land Use Policies Apply.

Policy 2.1 Design all new roadways to meet county and state adopted road design

standards, as a minimum.

The north-south access road, extension of Root Lane, is designed and will be further improved to meet minimum standards of the Rural Access I design. The internal subdivision roads, Nighthawk and Tomcat, as shown on the preliminary subdivision plat, meet the minimum 60 foot right of way width. The applicants proposed a gravel surface (Rural Access II), however, Planning Commissioner included Rural Access I standard as a subsequent condition of approval. Roadway Standards in MCSO Article 8 Design Standards require a Rural Access I road for development with Average Daily Traffic (ADT) Count of 100-200 (ADT) and a Rural Access II for development with 50-100 ADT. Based on AASHTO standards, this subdivision will generate 90 trips per day.

While the gravel surface would meet the minimum Rural Access I roadway design standard, TSP Policy recommends this as a minimum. Planning Commission could require a Rural Access II, consistent with the TSP. The Rural Access I design with asphalt roads, would result in a more appealing and more valuable subdivision. It would also serve to minimize conflicts with residential neighbors by reducing dust. Rural Residential parcels with asphalt roads are in high demand and also bring a higher value at sale.

Considering the cost differential between Rural Access I and Rural Access II, Planning Commission discussed the option of allowing the developers to phase in road improvements and apply asphalt surface at a later date. For example, developers could sell one or two lots, (Planning Staff could approve a Zoning Permit to construct the homes) and then, prior to development (and approval of a Zoning Permit for a homesite) developers would complete the asphalt surface on the roadway.

The developer could also schedule the road building and asphalt of Root Lane to be done at the same time as the internal roads (Nighthawk and Tomcat) which would reduce overall costs by paying for a one-time mobilization cost. Based on estimate from Assistant Roadmaster, Public Works, a mobilization fee is about \$25,000.

Planning Commission discussed options relative to road improvements and voted to require the roads be built to a Rural Access I standard and developed prior to development of the lots. See subsequent conditions of approval.

Policy 2.2 Identify and reserve future road corridors.

This subdivision did not include a thru-road, connecting to residential property to the west. Given the associated Conditional Use Permit for Root Lane extension and the limits on use of the private bridge, a thru road does not seem feasible.

Policy 2.3 Require new development proposals, plan amendments and zone changes to conform to the TSP as required of the TPR.

See response to Policy 2.1 above.

Policy 2.4 Require new development to provide appropriate access to the transportation system.

See response to Policy 2.1 above.

Policy 2.5 Require new development to identify transportation impacts and provide appropriate mitigation.

Transportation impacts is expected to be under the 400 trips per day threshold that would require a Traffic Impact Analysis.

Policy 2.6 Require new development to dedicate right-of-way for transportation system

improvements where appropriate. Establish procedures for the dedication of right of way necessary for the transportation system.

See response to Policy 2. 1 above. Right-of-way will be dedicated and shown on the final plat.

Policy 2.7 N/A

Policy 2.8 N/A

Policy 2.9. N/A

Policy 2.10. Request an exception to any statewide goal before the construction of roads, highways, and other transportation facilities and improvements not otherwise allowed outright on resource lands (EFU and FU Zones).

The proposed north south roadway includes 30 feet of land from the parcel contiguous to the east boundary of the subdivision parcel. The roadway, a continuation of Root Lane, will be developed to a Rural Access I standard (see attached). That improvement will serve to provide access to the residential subdivision as well as enhance access to the subject farm parcel. This application is submitted together with CUP-N-347 to include approval for the additional land as part of this subdivision.

C. Approval or denial shall take into consideration the Subdivision Review Committees' recommendations and the factors listed in 2.060 of this ordinance.

The applicant and their representative participated in the Subdivision Review Committee meeting and agreed to comply with reasonable requests and conditions.

D. A review and formal recommendation has been provided for by the affected city if located within the Urban Growth Boundary thereof, or as otherwise set for by the applicable Urban Growth Boundary management agreement.

The subject property is not within the City's urban growth boundary.

ARTICLE 4. FINAL PLAT

The final plat will be required to conform with the standards of Oregon Revised Statute Chapter 92 and Morrow County Subdivision Ordinance Article 4.

ARTICLE 5. LAND PARTITIONING

Not applicable.

ARTICLE 6. PLANNED UNIT DEVELOPMENT

This proposal does not include a Planned Unit Development.

ARTICLE 7 CREATION OF STREETS AND WAYS NOT PART OF A SUBDIVISION

The application includes extending a portion of Root Lane to provide access to the subdivision. A portion of Root Lane (the easterly 30 feet) will be on an adjacent parcel. Article 7 allows for the creation of a street outside of a subdivision under certain conditions. The creation of that street may be by deed. More specifically, Article 7, Section 7.020.C allows a street outside a subdivision to be created where "the tract in which the street is to be dedicated is an isolated ownership of such size and condition as to make it impossible to develop more than two lots." The extension of Root Lane is required in order to provide the 60- foot road access to the subdivision parcel.

ARTICLE 8. DESIGN STANDARDS

SECTION 8.010. COMPLIANCE REQUIRED. Any land division, whether by Subdivision, creation of a street or other right-of-way, partitioning or planned unit development, shall be in compliance with the design standards set forth by this ordinance.

See response to TSP Policy 2.1 above.

SECTION 8.020. STREETS.

- A. General.** The location, width and grade shall be considered in their relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of land to be served by the street. The street system shall assure an adequate traffic circulation system with intersection angles, grades, tangents and curves appropriate for the traffic to be carried considering the terrain. Streets shall be designed and constructed in conformance with the basic cross-sections in the County TSP Update, with horizontal and vertical alignment geometry conforming to the latest version of applicable ODOT and/or AASHTO standards.

The extension of Root Lane is in conformance with other streets and roads in the vicinity and complies to the Transportation System Plan. See also response to TSP Policy 2 above. The internal subdivision roads, Nighthawk and Tomcat will comply with the TSP and the Subdivision Ordinance.

- B. Design and Construction Approval.** Any facility or improvement conditioned to be constructed as part of private development activity and subsequently dedicated to the County must first receive design approval by the Morrow County Public Works Department. Design approval shall include all other pertinent issues related to roadway construction and operations, including but not limited to drainage, maintenance, serviceability, and pavement design. Upon request of an applicant, the County shall provide applicable design criteria and the rationale for establishing the criteria. Street design plans submitted for County approval shall be stamped by a registered professional engineer with appropriate experience. The Public Works Department is responsible for providing regular inspections throughout construction, and performing final inspection upon completion and prior to acceptance of the improvement as public right-of-way. An equitable Plan Review and Construction Inspection fee shall be determined at the initiation of plan review and charged to the developer.

The roadways are not intended to be transferred to county ownership. In the application, developer stated that "final road design will need to be reviewed and approved by the Morrow County Public Works Director or his designee, follow the requirements of these provisions, and that reasonable fees may be charged." However, since these roads will not be transferred to county, county will not be responsible for inspection of the roadway. Rather, the developer will be required to submit an engineer certification that roads were constructed to design standard.

- C. Minimum Right-of-Way and Roadway Width.** Unless otherwise approved in the tentative plan, the street right-of-way and roadway surfacing widths shall not be less than the minimum width in feet set forth in the following table. Additional right-of-way may be necessary to conform to standards and specifications set forth in current AASHTO and/or ODOT design standards, and other applicable affected City standards and specifications.

Where conditions, particularly topography or the size and shape of land parcels, make it impractical to provide buildable lots, narrower right-of-way may be accepted ordinarily not less than 40 feet. Slope easements, while generally undesirable, may be required in extreme cases.

The Roadway Standards set forth in the following table shall be observed unless a variance has been obtained.

ROADWAY STANDARDS					
Road Classification	Right of Way (ft)	Lane Width (ft)	Paved Shoulder Width (ft)	Pavement Width (ft)	Average Daily Traffic (ADT)
Rural Access I*	60	9	1	20	100-200
Rural Access II*	60	9	1	20	50-100
Rural Collector I	60	12	3-4	30-32	300-500
Rural Collector II	60	12	2	28	200-300
Rural Collector III	60	12	1	26	100-200
Rural Arterial I	60	12	4-8	32-40	> 700
Rural Arterial II	60	12	3-6	32-40	300-700
Rural Gravel	60	11	n/a	n/a	n/a

* Rural Access I and Rural Access II differ in the surface type – Rural Access II is gravel.

MCSO Article 8.020, page 50.

Proposed roads include right-of-way width of 60 feet and a 50-foot radius cul-de-sac for the internal road which will allow for turnaround of emergency vehicles. The subject property has moderate elevation changes including a knoll that is currently farmer. The 60 foot right of way appears to be appropriate, however, some attention to special design may be warranted to address slope and drainage onto the Nighthawk Lane which is at the base of the knoll.

- J. Cul-de-Sac. A cul-de-sac, while not encouraged, may be used as part of a development plan, consistent with other provisions of this section (refer to Section 8.020.E). A cul-de-sac shall be as short as possible and shall have a maximum length of 400 feet and serve building sites for not more than 9 dwelling units unless approved otherwise by the Commission. A cul-de-sac shall terminate with a circular turn-around.**

A cul-de-sac is proposed and appears to be reasonable given the limitation on the private bridge and the related Conditional Use Permit approval of 30 feet roadway from an adjacent EFU-zoned parcel. That is, The CUP approval for a rural road is based upon providing access to this subdivision and the adjacent farm parcel only. Otherwise, a through street may be considered.

- K. Street Names.** Except for extensions of existing streets, no street name shall be used which will duplicate or be confused with the name of an existing street in the city or county. Street names and numbers shall conform to the established pattern in the affected city urban area, and shall be subject to the approval of the Planning Commission.

The proposed road names are Nighthawk Lane and Tomcat Lane. The names are taken from aircraft paying homage to the Boardman Bombing Range and the military influence in the greater Boardman area.

- M. Installation of Regulatory Signs in County Road Right-of-Way.** Developers are to install street name, posted speed, and other traffic control and/or regulatory signage required for private developments, per applicable standards of Morrow County and the Manual on Uniform Traffic Control Devices (MUTCD).

The applicant anticipates having responsibility for the cost of initial installation of these various regulatory signs. Maintenance and replacement of signs should be included in the CCR's for the subdivision.

SECTION 8.030. BLOCKS.

- A. General.** The length, width, and shape of blocks shall take into account the need for adequate building site size and street width and shall recognize the limitations of the topography.
- B. Minimum Block Lengths.** Minimum block lengths of 600 feet shall be established within urban growth boundaries. A goal for areas outside of urban growth boundaries is a minimum of 1,200 feet. A block shall have sufficient width to provide for two tiers of building site unless topography or the location of adjoining streets justifies an exception.
- C. Easements.**
- 1. Utility Lines.** Easements for sewers, water mains, electric lines or other public utilities shall be at least 12 feet wide and centered on lot or parcel rear lot lines, except for utility pole tieback easements which may be reduced to six feet in width.
 - 2. Water Courses.** If a tract is traversed by a water course, such (as) a drainage way, channel or stream, there shall be provided a storm water easement or drainage right-of-way conforming substantially with the lines of the water course, and such further widths as will be adequate for the purpose. Streets or parkways parallel to the major watercourses may be required.
 - 3. Pedestrian and Bicycle Ways.** When desirable for public convenience, a pedestrian or bicycle way at least 10 feet in width may be required to connect to a cul-de-sac or to pass through an unusually long or oddly shaped block or otherwise provide appropriate circulation.

The proposed Eagle View Subdivision does not contain blocks per se. Rather, the layout includes two roads of approximately 800 feet (north-south Tomcat Lane) and 976 feet (east-west Nighthawk Lane) designed to provide access to each lot. Each parcel has a single access or street frontage with a dead-end road with a cul-de-sac at the end rather than a thru street

surrounding a block. Based on this the block lengths would not be relevant and the block length standard would not apply to this subdivision.

The utility easement is proposed along the street edge at 10-feet in width to accommodate utilities for each lot and home site. This utility easement may be moved or modified based on ongoing conversations with utility providers. The land is not located inside an urban growth boundary and is several miles east of the City of Boardman UGB. Domestic wells and onsite septic systems will be installed on each individual lot. No separate pedestrian or bike lanes are proposed.

SECTION 8.040. BUILDING SITES.

A. Size and Shape. The size, width, shape and orientation of building sites shall be appropriate for the location of the land division and for the type of development and use contemplated, and shall be consistent with the residential lot size provisions of the zoning ordinance with the following exceptions:

- 1. In areas that will not be served by a public sewer, minimum lot and parcel sizes shall permit compliance with the requirements of the Department of Environmental Quality and shall take into consideration problems of soil structure and water table as related to sewage disposal by septic tank.**
- 2. Where property is zoned and planned for business or industrial use, other widths and areas may be permitted at the discretion of the Planning Commission. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.**

On-site septic inspection program is provided by Umatilla County Public Health via a contract with Morrow County. Site suitability for parcels has not yet been secured but is recommended as a condition of approval prior to signing the final plat. During the Subdivision Review Committee meeting the landowners indicated they would combine or reconfigure lots, if necessary, in order to meet septic system construction guidelines. At the hearing, applicants described the four lots that may be affected which would result in combining two lots and resulting in a total of 7 lots. Planning Commission discussed the matter and agreed the applicant could modify the plat and change the total lots from 9 to 7, if necessary, based on the septic suitability.

B. Access. Each lot and parcel shall abut upon a street other than an alley for a width of at least 50 feet.

Based on the preliminary plat, each of the proposed lots will abut a public roadway with a width greater than 50 feet. Lot frontage for the 9 lots varies from 120 feet to 339 feet of road frontage. See Findings for A. above. If plat is reconfigured to include 7 rather than 9 lots then the parcels must comply with this standard.

C. Through Lots and Parcels. Through lots and parcels shall be avoided, except where they are essential to provide separation of residential development from major traffic arterials or adjacent non-residential activities or to overcome specific disadvantages of topography and orientation. A planting screen easement at least ten feet wide and

across which there shall be no right of access may be required along the line of building sites abutting such a traffic arterial or other incompatible uses.

No through lots or parcels are proposed. This is not applicable. See Findings for B. above relative to possible change in total number of lots.

- D. Lot and Parcel Side Lines. The lines of lots and parcels, as far as it is practicable, shall run at right angles to the street upon which they face, except that on curved streets they shall be radial to the curve.**

All parcels have side lines at right angles to the abutting road including the lots on the cul-de-sac. See Findings for B. above relative to possible change in total number of lots.

- E. Division by ROW, Drainage Ways. No lot shall be divided by the boundary line of the County, City, or other taxing or service district, or by the right-of-way of a street utility line or drainage way, or by an easement for utilities or other services.**

No lots are divided by any boundary lines or utility right-of-way.

SECTION 8.050. GRADING OF BUILDING SITES. Grading of building sites shall conform to the following standards unless physical conditions demonstrate the priority of other standards.

- A. Cut slopes shall not exceed one foot vertically to one-half feet horizontally.**
- B. Fill slopes shall not exceed one foot vertically to two feet horizontally.**
- C. The character of soil for fill and the characteristics of lots and parcels made usable by fill shall be suitable for the purpose intended.**

The topography of the subject property is relative flat; grading for site development will be minimal. The development will comply with these standards.

SECTION 8.060. BUILDING LINES. If special building setback lines are to be established in a subdivision, they shall be shown on the subdivision plat and included in the deed restrictions. The applicant acknowledges setbacks in the Farm Residential zone.

SECTION 8.070. LARGE BUILDING SITES. In dividing tracts into large lots or parcels, which at some future time are likely to be redivided, the Planning Commission may require that the blocks be of such size and shape, so that they may so be divided into building sites and contain such site restrictions as will provide for extension and opening of streets at intervals which will permit a subsequent division of any tract into lots or parcels of smaller size.

The entire acreage of the subject parcel is proposed for development into nine residential lots with the balance dedicated to roadways. No remainder acreage is anticipated or planned.

SECTION 8.080. LAND FOR PUBLIC PURPOSES.

- A. If the county or affected city has an interest in acquiring a portion of a proposed subdivision for a public purpose, or if the county has been advised of such interest by a school district or other public agency, and there is reasonable assurance that steps will be taken to acquire the land, then the Planning Commission may require that those portions of the subdivision to be reserved for public acquisition, for a period not to exceed one year.**
- B. Within or adjacent to a subdivision, a parcel of land of not more than five (5) percent of the gross area of the subdivision may be required to be set aside as and dedicated to the public by the Planning Commission as being suitable and adaptable for park and**

recreation uses. In the event no such area is suitable for park and recreation purposes, the subdivider may be required, in lieu of setting aside land, to pay into a public fund an amount equal to the value of the area required for dedication above in the subdivision. If the nature of the subdivision is being dedicated to the public for streets and other public uses, the requirements of this section shall be reduced so that the total obligation of the subdivider does not exceed 40 percent.

The applicant does not propose dedication of land for a school or park.

IV. LEGAL NOTICE PUBLISHED: October 9, 2021

V. AGENCIES NOTIFIED: October 6, 2021

VI. PROPERTY OWNERS NOTIFIED: October 6, 2021

VII. HEARING DATE: October 27, 2021

VIII. DECISION OF THE PLANNING COMMISSION

Based on the above Findings of Fact and report of the Subdivision Review Committee, Planning Commission voted to approve the application with Conditions of Approval listed below.

PRECEDENT CONDITIONS (To be completed prior to approval of the final plat):

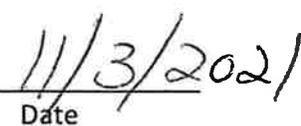
1. Provide both a preliminary and final Subdivision Plat as required by the Subdivision Ordinance and ORS Chapter 92.
2. Submit approved site suitability for on-site septic system for each lot.
3. Provide a certified statement from each serving utility company serving the proposed subdivision stating that each company is able and willing to serve the proposed subdivision.
4. Comply with the recommendations of the West Extension Irrigation District relative to improvements to the bridge, assigning liability and ownership of the bridge, installing fencing along the perimeter of the canal easement, water rights and delivery system.
5. Provide a letter from the Boardman Rural Fire Protection District confirming that the subdivision configuration and improvements for fire safety and protection.
6. Submit a title report from a licensed title company.
7. The internal roads will be dedicated to the public and include a 60-foot right-of-way width. The minimum cul de sac turn-around design must meet minimum standards to assure access for emergency vehicles.

8. Secure approval of the Conditional Use Permit (CUP-N-347-91) for the 30-foot section of new roadway to extend Root Lane.
9. Submit a Road Maintenance Agreement that clearly and permanently assigns road maintenance responsibility.
10. *Submit a preliminary road design for road construction.*
11. Submit Covenants, Conditions and Restrictions (CCR's).
12. Sign and Record a Covenant Not to Sue against farming practices. (Planning Department will provide the form.)

SUBSEQUENT CONDITIONS: (to be completed after approval of the final plat and prior to approval of Zoning Permit for lot development):

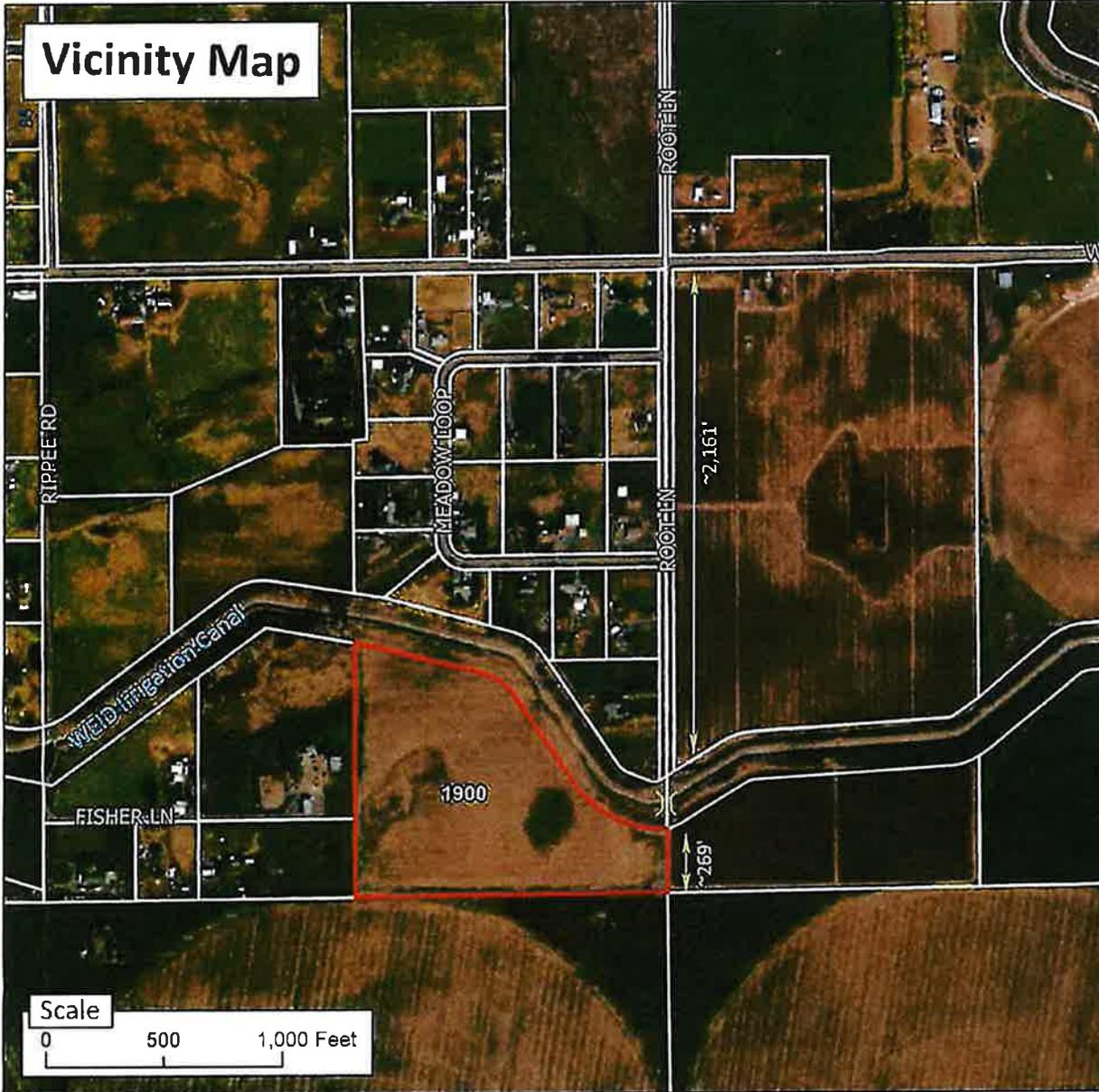
1. The internal road shall meet the Rural Access I Standard and be developed prior to residential development.
2. Submit engineer approval to verify roads are constructed to Rural Access I standard.
3. Submit an NPDES or WPCF permit from Oregon Department of Environmental Quality if applicable.
4. Install street name, posted speed and other traffic control signage per standards from Morrow County Public Works and the Manual on Uniform Traffic Control Devices.
5. The developer or subsequent lot owners will obtain necessary Zoning, Rural Address and Building Permit for each lot.


Jeff Wehholz, Chair


Date

ATTACHMENTS:
Vicinity Map
Preliminary Plat

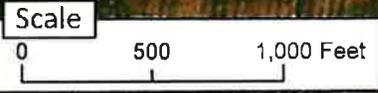
Vicinity Map



Extent



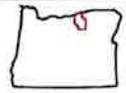
© OpenStreetMap (and) contributors, CC-BY-SA, Imagery



SD-N-225-21
 Double T Farming
 4N 25E 14 TL1900

Legend

Tax Lots Subject Parcel



Date Saved: 10/14/2021 4:01 PM

Cartography By: Stephen Wrecsics
 Morrow County Planning Department
 Coordinate System: NAD83 Oregon GIC Lambert ft
 Datum: North American 1983
 Projection: Lambert Conformal Conic
Units: Feet



"EAGLE VIEW SUBDIVISION"

A SUBDIVISION OF THAT LAND DESCRIBED AND RECORDED AS INST. NO. 2013-33536, LOCATED IN THE S.E. 1/4 SEC 14, TWP. 4 N., RNG. 25 E.W.M. MORROW COUNTY OREGON.

- (R4) N 89°52'35" E, 2636.52'
- (R3) N 89°52'35" E, 2636.22'
- (R1) S 89°52'35" E, 2636.22'
- (R4) N 89°52'35" E, 1315.25'
- (R2) N 89°52'35" E, 1315.25'
- (R1) S 89°52'35" E, 1315.25'
- (C) N 89°52'35" E, 1315.26'

C-E 1/16 SEC. 14

DEEDS

- INST NO 2013-33536 (TAYLOR)
- INST NO 2020-40148 (THIEL)
- M-40854 (JONES, PARTLOW, COOK)

SURVEYS

- (R1) 1999 LS 2431 SUNRISE MEADOWS SURVEY NO. 1179C
- (R2) 1977 LS 923 FOR CARLSON SURVEY NO. 8-104-E
- (R3) 1999 LS 2735 PARTITION PLAT 1999-18 SURVEY NO. 2013-24C
- (R4) 1999 LS 2735 PARTITION PLAT 1999-18 SURVEY NO. 1999-1716

SURVEYOR'S NARRATIVE

THIS SURVEY WAS UNDERTAKEN IN JUNE OF 2020 AT THE REQUEST OF JOE TAYLOR. THE PURPOSE OF THE SURVEY IS TO SUBDIVIDE THAT LAND DESCRIBED AND RECORDED AS INSTRUMENT NO. 2013-33536 INTO LOTS AS SHOWN ON THIS PLAN.

IN 1999 LS 2431 MONUMENTED THE NORTHERLY CANAL EASEMENT LINE FALLING IN THE EAST ONE-HALF OF THE SOUTHEAST ONE-QUARTER OF SECTION 14. SEE SURVEY NO. 1179C AND 1175C. FOUR OF THESE ELEVEN MONUMENTS WERE FOUND THE MEASURED DISTANCES BETWEEN THESE MONUMENTS MATCHES FAIRLY WELL WITH THAT DATA SHOWN ALONG THE NORTHERLY CANAL EASEMENT LINE ON SAID SURVEY NO. 1179C.

THIS SURVEY WAS UNDERTAKEN IN JUNE OF 2020 AT THE REQUEST OF JOE TAYLOR. THE PURPOSE OF THE SURVEY IS TO SUBDIVIDE THAT LAND DESCRIBED AND RECORDED AS INSTRUMENT NO. 2013-33536 INTO LOTS AS SHOWN ON THIS PLAN.

THE HORIZONTAL CURVE DATA ON SURVEY NO. 1175C DOES NOT MATHEMATICALLY AGREE WITH THE NORTHERLY EASEMENT LINE DATA FOR CURVES 10, 11 AND 12 SHOULD BE 40°28'12", 33°55'57" AND 53°31'39" RESPECTIVELY, WHERE AS UNDER THE CURVE TABLE DATA IT LISTS THE DELTA ANGLES AS 30°45'12", 37°37'57" AND 53°30'17" RESPECTIVELY. SEE SURVEY NO. 1175C.

THE HORIZONTAL CURVE DATA ON SURVEY NO. 1175C DOES NOT MATHEMATICALLY AGREE WITH THE NORTHERLY EASEMENT LINE DATA FOR CURVES 10, 11 AND 12 SHOULD BE 40°28'12", 33°55'57" AND 53°31'39" RESPECTIVELY, WHERE AS UNDER THE CURVE TABLE DATA IT LISTS THE DELTA ANGLES AS 30°45'12", 37°37'57" AND 53°30'17" RESPECTIVELY. SEE SURVEY NO. 1175C.

THE HORIZONTAL CURVE DATA ON SURVEY NO. 1175C DOES NOT MATHEMATICALLY AGREE WITH THE NORTHERLY EASEMENT LINE DATA FOR CURVES 10, 11 AND 12 SHOULD BE 40°28'12", 33°55'57" AND 53°31'39" RESPECTIVELY, WHERE AS UNDER THE CURVE TABLE DATA IT LISTS THE DELTA ANGLES AS 30°45'12", 37°37'57" AND 53°30'17" RESPECTIVELY. SEE SURVEY NO. 1175C.

IN 1999 LS 2735 MONUMENTED THE INTERSECTION POINT OF THE NORTHERLY CANAL EASEMENT WITH THE NORTH-SOUTH CENTERLINE OF THE SOUTHEAST ONE-QUARTER OF SECTION 14. THIS MONUMENT WAS FOUND, RECOVERED AND HELD AS SUCH. SEE PARTITION PLAT 1999-18 RECORDED AS SURVEY NO. 2013-24C AND 1999-1716.

THE NORTHERLY BOUNDARY OF THE PARENT TRACT WAS COMPRISED AT THE SOUTHERLY EASTMENT LINE OF THE CANAL BY FIELD SURVEY OF THE EXISTING CANAL.

THE SOUTHERLY BOUNDARY OF THE PARENT TRACT WAS HELD AS THE FOUND 1 1/2" IRON ROD MARKING THE SOUTHWEST CORNER AND THE 3 1/2" BRASS CAP MARKING THE SOUTHWEST CORNER OF THE EAST ONE-HALF OF THE SOUTHEAST ONE-QUARTER OF SECTION 14.

THE EASTERNLY BOUNDARY OF THE PARENT TRACT WAS HELD AS THE FOUND 1 1/2" IRON ROD MARKING THE SOUTHWEST CORNER OF SECTION 14 AND THE INTERSECTION POINT OF THE EAST LINE OF SECTION 14 WITH THE SOUTHERLY EASTMENT LINE OF THE CANAL.

THE WESTERLY BOUNDARY OF THE PARENT TRACT WAS HELD AS A LINE BETWEEN THE FOUND 2 1/2" BRASS CAP MARKING THE SOUTHWEST CORNER OF THE EAST ONE-HALF OF THE SOUTHEAST ONE-QUARTER OF SECTION 14 AND THE FOUND 5/8" IRON ROD WITH A YELLOW PLASTIC CAP STAMPED "RSI JAB 0273515" ON THE NORTHERLY EASTMENT LINE OF THE CANAL AND AT THE INTERSECTION POINT OF THE SOUTHERLY CANAL EASEMENT.

THIS SURVEY WAS ACCOMPLISHED UTILIZING 2 TRIMBLE R10 GNSS RECEIVERS. AN AUTONOMOUS POSITION WAS GENERATED ON THE BASE RECEIVER AND THE SOUTHWEST CORNER OF THE EAST ONE-HALF OF THE SOUTHEAST ONE-QUARTER AND THE SOUTHWEST CORNER BOTH OF SECTION 14 WERE SUBSEQUENTLY USED FOR A SITE CALIBRATION EACH CORNER WAS THEN LOCATED ON A 1 SECOND EPOCH WITH A FIXED SOLUTION THE BASIS OF BEARING OF THIS PLAT IS BASED ON SUNRISE MEADOWS RECORDED AS SURVEY NO. 1179C.

REGISTERED PROFESSIONAL LAND SURVEYOR

KEITH P. PRIMM
EXPIRATION DATE: 12/31/22

SURVEYOR'S CERTIFICATION

I, KEITH P. PRIMM, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF OREGON HEREBY CERTIFY THAT I HAVE SURVEYED THE BOUNDARIES OF THAT LAND DESCRIBED AND RECORDED AS INST. NO. 2013-33536, MORROW COUNTY DEED RECORDS AND THAT THIS MAP CORRECTLY REPRESENTS A SURVEY CONDUCTED UNDER MY DIRECT SUPERVISION IN JUNE, 2020 IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING LAW, AS ESTABLISHED BY ORS CHAPTER 92, AND HAVE SET THE PROPER MONUMENTS.

LEGAL DESCRIPTION AS PER M57 NO. 2013-33536:

The East Half of the Southeast Quarter of Section 14, Township 4 North, Range 25, East of the Willamette Meridian, in the County of Morrow and State of Oregon, lying South of the West Extension Irigation Canal

I CERTIFY THAT THIS IS A TRUE AND EXACT COPY OF THE ORIGINAL PLAT AS FILED FOR JOE TAYLOR, GREGORY TAYLOR AND ROD TAYLOR IN MORROW COUNTY, OREGON.

KEITH P. PRIMM

LEGEND

- FOUND MONUMENT AS NOTED
- SET 3/8" X 30" IRON ROD WITH A YELLOW PLASTIC CAP STAMPED "PLS LS 48490"
- SET 5/8" X 30" IRON ROD WITH A 2" ALUMINUM CAP STAMPED "PLS LS 48490"
- FOUND 5/8" IRON ROD WITH A YELLOW PLASTIC CAP STAMPED "RSI JAB 0273515"
- FOUND IRON SPIKE
- × COMPUTED POINT (NOT SET)
- (C) CALCULATED

1" = 120'

CURVE TABLE

CURVE	DIVISION	RADIUS	LENGTH	TANGENT	CHORD	CHORD BEING
(C) C1	40°24'48"	145.23'	101.44'	35.95'	99.53'	S 2°11'34" E
(C) C2	33°55'57"	259.32'	118.55'	59.98'	116.81'	S 20°24'15" E
(C) C3	53°31'39"	140.00'	113.64'	60.16'	116.55'	N 89°20'27" E
(C) C4	40°24'48"	43.27'	30.61'	15.58'	35.96'	S 54°11'34" E
(C) C5	37°20'10"	300.31'	174.73'	85.57'	172.78'	S 10°24'15" E
(C) C7	53°31'39"	240.00'	215.78'	127.61'	212.33'	N 85°48'40" E
(C) C8	31°42'53"	240.00'	151.70'	78.42'	148.19'	S 89°20'24" E
(C) C9	31°45'39"	240.00'	151.31'	78.13'	90.60'	N 81°21'24" W
(C) C10	07°18'46"	240.00'	30.49'	15.27'	30.47'	N 80°11'07" E
(C) C11	8°55'24"	240.00'	31.48'	15.78'	31.48'	N 72°47'17" E
(C) C12	40°24'48"	243.23'	172.28'	85.97'	188.56'	S 24°11'34" E
(R) C13	30°45'12"	243.23'	130.35'	178.93'	178.93'	S 55°16'13" E
(C) C13	37°20'10"	109.32'	58.37'	30.04'	57.55'	S 52°24'15" E
(R) C13	37°20'10"	109.32'	58.37'	30.04'	57.55'	S 52°24'15" E
(R) C14	53°31'39"	100.33'	63.89'	34.55'	53°20'30" E	
(C) C14	53°31'39"	40.00'	37.43'	20.34'	34.26'	N 85°48'40" E
(R) C14	53°31'39"	40.00'	37.43'	20.34'	34.26'	N 85°48'40" E
(C) C15	8°55'24"	23.00'	30.11'	24.84'	35.24'	N 45°04'17" E
(C) C16	8°55'24"	23.00'	29.42'	25.15'	35.44'	N 45°04'23" E
(C) C17	48°11'24"	10.00'	8.41'	4.47'	8.17'	N 24°21'43" E
(C) C18	138°11'24"	30.00'	120.59'	120.59'	93.47'	S 10°38'10" E
(R) C18	138°11'24"	30.00'	120.59'	120.59'	93.47'	S 10°38'10" E
(C) C20	48°11'24"	10.00'	8.41'	4.47'	8.17'	S 23°48'35" E

LINE TABLE

LINE	BEARING	DISTANCE
(C) L1	S 09°22'33" E	124.90'
(R) L1	S 09°22'33" E	124.80'
(C) L2	S 09°22'33" E	103.23'
(R) L2	S 09°24'57" E	81.85'
(C) L3	S 09°22'33" E	42.39'
(R) L3	N 58°51'39" E	41.92'
(C) L4	N 58°51'39" E	41.92'
(C) L5	N 87°14'19" E	88.25'
(C) L6	S 87°14'19" E	88.25'
(R) L7	S 87°33'53" E	82.83'
(R) L8	S 33°54'10" E	24.82'
(R) L9	N 00°17'27" E	30.00'

PRIMM LAND SURVEYING, INC.

P.O. BOX 1528, 1340 N.E. 4TH AVENUE, OR 97818
 (503) 864-7889
 FAX (503) 847-8020
 WWW.PRIMMLANDSURVEYING.COM
 WWW.MORROWCOUNTY.SURVEYORS.COM

CLIENT: JOE TAYLOR

7745B THREEMILE RD. BOARDMAN, OR 97818

PROJECT: A SUBDIVISION OF THAT LAND DESCRIBED AND RECORDED AS INST. NO. 2013-33536, LOCATED IN THE S.E. 1/4 SEC. 14, TWP. 4 N., RNG. 25 E.W.M. MORROW COUNTY OREGON.

JOB #: 2006007
 DATE: 19 JUN 20
 TB/PG: 44/4
 SHEET: 1 OF 1
 DRAWN: KPP
 APPROVED: KPP

EAGLE VIEW SUBDIVISION"

A SUBDIVISION OF THAT LAND DESCRIBED AND RECORDED AS INST. NO. 2013-33536, LOCATED IN THE S.E. 1/4 SEC. 14, TWP. 4 N., RNG. 25 E.W.M. MORROW COUNTY OREGON.

MORROW COUNTY SURVEYOR

I DO HEREBY CERTIFY THAT I HAVE EXAMINED THE ACCOMPANYING PLAT, THAT IT COMPLIES WITH THE LAWS OF THE STATE OF OREGON WITH REFERENCE TO THE FILING AND RECORDING OF SUCH PLATS AND I THEREFORE APPROVE SAID PLAT.

MORROW COUNTY SURVEYOR

DATED THIS _____ DAY OF _____

MORROW COUNTY COMMISSIONERS

WE DO HEREBY CERTIFY THAT THE ACCOMPANYING PLAT IS APPROVED FOR FILING AND RECORDING IN THE RECORD OF TOWN PLATS OF MORROW COUNTY, OREGON, BY THE UNDERSIGNED AND BY ITS ORDER

CHAIRMAN

COMMISSIONER

COMMISSIONER

DATED THIS _____ DAY OF _____

MORROW COUNTY TAX COLLECTOR & ASSESSOR

WE DO HEREBY CERTIFY THAT WE HAVE EXAMINED THE TAX RECORDS RELATIVE TO THE LAND COVERED BY THE ACCOMPANYING PLAT AND THAT ALL MONIES DUE FOR STATE AND COUNTY TAXES AND ASSESSMENTS THAT COULD CONSTITUTE A LIEN ON SAID LANDS HAVE BEEN PAID, AND WE HEREBY APPROVE SAID PLAT.

TAX COLLECTOR

DATED THIS _____ DAY OF _____

ASSESSOR

DATED THIS _____ DAY OF _____

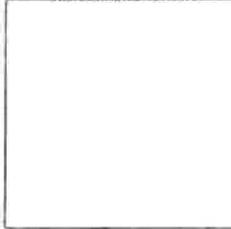
MORROW COUNTY PLANNING DIRECTOR

I DO HEREBY CERTIFY THAT I HAVE EXAMINED THE ACCOMPANYING PLAT AND THAT IT COMPLIES WITH THE COUNTY OF MORROW REGULATIONS WITH REFERENCE TO SUCH PLATS, AND I THEREFORE APPROVE SAID PLAT.

PLANNING DIRECTOR

DATED THIS _____ DAY OF _____

RECORDING LABEL

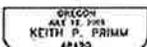
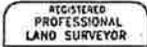


SURVEYOR'S CERTIFICATION

I, KEITH P. PRIMM, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF OREGON DO HEREBY CERTIFY THAT I HAVE SURVEYED THE LANDS AS DESCRIBED IN LEGAL OF RECORD RECORDED AS INSTRUMENT NUMBER 2013-33536 MORROW COUNTY DEED RECORDS AND THAT THIS PLAT CORRECTLY REPRESENTS A SURVEY CONDUCTED UNDER MY DIRECT SUPERVISION IN JUNE 2020, AND HAVE SET THE PROPER MONUMENTS AS ESTABLISHED BY O.R.S. 209

I CERTIFY THAT THIS IS A TRUE AND EXACT COPY OF THE ORIGINAL PLAT AS FILED FOR JOE TAYLOR, CHERYL TAYLOR AND ROD TAYLOR IN MORROW COUNTY, OREGON.

KEITH P. PRIMM



EXPIRATION DATE: 12/31/27

DATE _____

OWNER'S DEDICATION/ACKNOWLEDGEMENT

KNOW ALL PEOPLE BY THESE PRESENTS THAT WE JOE TAYLOR AND CHERYL TAYLOR, AS TO AN UNDIVIDED 50% INTEREST AND ROD TAYLOR, AS TO AN UNDIVIDED 50% INTEREST, COLLECTIVELY DOING BUSINESS AS DOUBLE T FARMING, OWNERS OF THE LANDS SHOWN ON THIS PLAT AND MORE PARTICULARLY DESCRIBED IN THE ACCOMPANYING LEGAL DESCRIPTION, HAVE CAUSED THE SAME TO BE SURVEYED AND PARTITIONED INTO PARCELS AS SHOWN ON THIS PLAT, AND MORROW COUNTY ORDINANCES, AND DO HEREBY DEDICATE THE 60 FOOT WIDE PUBLIC STREETS HEREAFTER KNOWN AS TOMCAT LANE AND HIGHTRUNK LANE AND THE WESTERLY ONE-HALF ROAD WIDTH OF 30 FEET FOR PUBLIC STREET HEREAFTER KNOWN AS ROOT ROAD AS SHOWN HEREON

JOE TAYLOR

CHERYL TAYLOR

ROD TAYLOR

OWNER'S DEDICATION

KNOW ALL PEOPLE BY THESE PRESENTS THAT I CRAIG F. COLEMAN MANAGING MEMBER OF STIFFLER, LLC OWNER OF THE LANDS SHOWN ON THIS PLAT AND MORE PARTICULARLY DESCRIBED IN THE ACCOMPANYING LEGAL DESCRIPTION, DO HEREBY DEDICATE THE EASTERLY ONE-HALF ROAD WIDTH OF 30 FEET FOR PUBLIC STREET HEREAFTER KNOWN AS ROOT ROAD AS SHOWN HEREON.

CRAIG F. COLEMAN, MANAGING MEMBER OF STIFFLER, LLC AN OREGON LIMITED LIABILITY COMPANY

NOTARY PUBLIC FOR OREGON

KNOW ALL PEOPLE BY THESE PRESENTS THAT ON

THIS DAY _____ OF _____

APPEARED JOE TAYLOR, CHERYL TAYLOR, ROD TAYLOR AND CRAIG F. COLEMAN TO ME PERSONALLY KNOWN, WHO ACKNOWLEDGED THE FOREGOING SUBDIVISION AND DEDICATION OF LAND TO BE A FREE AND VOLUNTARY ACT.

BEFORE ME _____

PRINTED NAME _____

COMMISSION NO. _____

MY COMMISSION EXPIRES _____

LEGAL DESCRIPTION (TAYLOR) INST. NO. 2013-33536

THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 14, TOWNSHIP 4 NORTH, RANGE 25, EAST OF THE WILLAMETTE MERIDIAN, IN THE COUNTY OF MORROW AND STATE OF OREGON, LYING SOUTH OF THE WEST EXTENSION IRRIGATION CANAL.

LEGAL DESCRIPTION (STIFFLER, LLC) INST. NO. 2012-29982

PARCEL 1
A PARCEL OF LAND LOCATED IN SECTION 13, TOWNSHIP 4 NORTH, RANGE 25, EAST OF THE WILLAMETTE MERIDIAN, IN THE COUNTY OF MORROW AND STATE OF OREGON, FURTHER DESCRIBED AS FOLLOWS:

SECTION 13: THE WEST HALF OF THE SOUTHWEST QUARTER,
EXCEPTING THEREFROM THAT PORTION CONVEYED TO MORROW COUNTY BY DEED RECORDED NOVEMBER 1, 1963, IN BOOK 63, PAGE 567, MORROW COUNTY DEED RECORDS.

INITIAL POINT

THE INITIAL POINT BEING A 5/8" X 3/8" IRON ROD WITH A 2" ALUMINUM CAP STAMPED "INITIAL POINT EAGLE VIEW SUBDIVISION PLS 15 48490", LOCATED AT THE INTERSECTION OF THE SOUTHERLY EASEMENT LINE OF THE WEST EXTENSION IRRIGATION CANAL WITH THE NORTH-SOUTH CENTERLINE OF THE SOUTHEAST ONE-QUARTER OF SECTION 14.



P.O. BOX 1322, 1340 N.E. 4TH
NEWPORT, OR 97338
503 (541) 564-2887
FAX (541) 567-8020
www.primmlandsurveying.com
primmlandsurveying.com

CLIENT: JOE TAYLOR	
77458 THREEMILE RD. BOARDMAN, OR 97818	
PROJECT:	JOB #: 2006007
A SUBDIVISION OF THAT LAND DESCRIBED AND RECORDED AS INST. NO. 2013-33536,	DATE: 19 JUN 20
LOCATED IN THE S.E. 1/4 SEC. 14, TWP. 4 N., RNG. 25 E.W.M. MORROW COUNTY OREGON.	FB/PG: 44/4
	SHEET: 1 OF 1
	DRAWN: KPP
	APPROVED: KPP



AGENDA ITEM COVER SHEET
Morrow County Board of Commissioners
(Page 1 of 2)

(For BOC Use)
Item #

Please complete for each agenda item submitted for consideration by the Board of Commissioners
(See notations at bottom of form)

Presenter at BOC: Mike Haugen
Department: Public Works- Roads
Short Title of Agenda Item:
(No acronyms please)

Date submitted to reviewers: 10/11/2022
Requested Agenda Date: 10/19/2022

Review of permit application #OTN to work in the county right-of-way

This Item Involves: (Check all that apply for this meeting.)
Order or Resolution
Ordinance/Public Hearing:
1st Reading 2nd Reading
Public Comment Anticipated:
Estimated Time:
Document Recording Required
Contract/Agreement
Appointments
Update on Project/Committee
Consent Agenda Eligible
Discussion & Action
Estimated Time: 5 min.
Purchase Pre-Authorization
Other

N/A
Purchase Pre-Authorizations, Contracts & Agreements
Contractor/Entity:
Contractor/Entity Address:
Effective Dates - From: Through:
Total Contract Amount: Budget Line:
Does the contract amount exceed \$5,000? Yes No

Reviewed By:

Eric Imes 10/11/2022 Department Director Required for all BOC meetings
Melissa Lindsay 10/11/2022 Liaison Commissioner Required for all BOC meetings
County Counsel *Required for all legal documents
Finance Office *Required for all contracts; other items as appropriate.
Human Resources *If appropriate

Note: All other entities must sign contracts/agreements before they are presented to the Board of Commissioners (originals preferred). Agendas are published each Friday afternoon, so requests must be received in the BOC Office by 1:00 p.m. on the Friday prior to the Board's Wednesday meeting. Once this form is completed, including County Counsel, Finance and HR review/sign-off (if appropriate), then submit it to the Board of Commissioners Office.

AGENDA ITEM COVER SHEET

Morrow County Board of Commissioners

(Page 2 of 2)

1. ISSUES, BACKGROUND, DISCUSSION AND OPTIONS (IF ANY):

Windwave Communications has applied for a permit to work in the county right-of-way. The project is approximately 1,450ft from the southside of Wilson to the ODOT ROW. It will be a 21 conduit package, with 2-3x4 vaults and 3-7x12 vaults.

2. FISCAL IMPACT:

3. SUGGESTED ACTION(S)/MOTION(S):

Approve the Assistant Road Master and the Public Works Director to approve permit OTN.

Attach additional background documentation as needed.

Return to:
MORROW COUNTY PUBLIC WORKS
365 West Highway 74
P.O. Box 428
Lexington, Oregon 97839
Phone: (541) 989-9500

APPLICATION #: OTN
COUNTY ROAD #: 490
ROAD NAME: Bombing Range Rd

Applicant Mailing Address
Windwave Communications Attn: Wendy
Name (Business Name, Attn: Name)
P O Box 1390
Mailing Address (Street/Post Office Box)
Boardman, OR 97818
City, State, Zip Code
541-561-4428
Phone Number

APPLICATION FEE:
(CHECK ONE)
 Private (\$50.00) Utility Company (No Fee)
PAYMENT RECEIVED: 09-29-2022 - \$0 - [Signature]
(Date Payment Received - Amount Received - Initials)

APPLICATION FOR NECESSITY TO BUILD ON RIGHT OF WAY
(Water, Gas, Communication Service Lines, Fixtures, Signs, and other Facilities)

Please fill out this form completely in ink (Blue or Black) or type.

We, Windwave Communications 73500 Rupe Kennedy Road, Boardman 399
(Name - Individual/Business) (Physical Address) (Work Order Number)
hereby request permission either to locate within County Road right of way or cross
Morrow County road Bombing Range Road at 0.0 miles from nearest
(Name of County Road) (Miles)
intersection with road Wilson Road 13 4 North 25 East
(Name of County Road) (Section) (Township) (Range)
E.W.M. with a Communication of 24", Center Line 35 feet distance
(Water, Gas, Telephone Lines, ect.) (Dimensions) (Distance)
from R/W line 4 feet depth of line or pipe, West X side of road.
(Depth) (Note N, S, E, W)

As more particularly described by the attached sketch.

PERMITTEE AGREES TO TERMS AND CONDITIONS ON THE ATTACHED TWO PAGES

Page 1 W Page 2 W
(Initial) (Initial)

Additional Terms and Conditions to be noted here.

When work is completed call Morrow County Public Works Office for final inspection at (541) 989-9500.

PERMITTEE SIGNATURE: [Signature]
(Signature of Authorized Permittee)

DATE: 9/29/2022
(Date Signed)

State of Oregon
County of Morrow
This instrument was acknowledged before me on 29th of September 2021
by [Signature]
Thirza E. Kilgore
Notary Public - State of Oregon

OFFICIAL STAMP
THIRZA EILEEN KILGORE
NOTARY PUBLIC-OREGON
COMMISSION NO. 986858
MY COMMISSION EXPIRES JUNE 25, 2023

Denied permit application may be appealed to the Morrow County Board of Commissioners

RECOMMENDED BY: _____
(Assistant Road Master)

DATE: _____
(Date Signed)

APPROVED BY: _____
(Public Works Director)

DATE: _____
(Date Signed)

ATTEST: _____
(Morrow County Clerk)

PERMITTEE AGREES TO THE FOLLOWING TERMS AND CONDITIONS:

SPECIFICATIONS:

1. A notice of ten (10) days from request to issuance of permit will be required in order for the Department of Public Works to inspect and approve desired project.
2. Two (2) sets of plans for approval by the Director of Public Works or their representative will be submitted with request for permit.
3. Upon granting of this permit the applicant hereby agrees to install necessary installations in the following manner:

ROAD CROSSING:

Unless written permission is first obtained from the Director to open cut; pipeline or conduit which crosses under the surfaced portion of the road shall either be tunneled, jacked, driven, or placed in a hole bored under the surface for that purpose with following provisions:

- A. All installations will be a minimum of four (4) feet from the surface of the road to top on installation.
- B. Trenching in connection with any of these methods shall be no nearer top of the fill slope in fill sections or the point where the outer edges of the surfacing meets the subgrade in other sections, than two (2) feet.
- C. If the tunneling method is used, it shall be by an approved method, which supports the surrounding materials so as to prevent caving or settlement.
- D. The backfilling around the installed pipe or conduit of all trenches and tunnels must be accomplished immediately after the facility authorized by the permit has been placed therein and must be well tamped with mechanical tampers or other approved devices so as to allow the least possible amount of subsequent settlement.
 1. All trenches will be backfilled and mechanically tamped to a depth of two (2) feet below surface of road. The remaining depth will be backfilled with $\frac{3}{4}$ " - 0" rock tamped in six (6) inch layers to a depth of three (3) inches below road surface. Remaining depth to be filled with blacktop properly installed.
 2. Where original surface was crushed rock or gravel, wearing surface and foundation either 1" - 0" or $\frac{3}{4}$ " - 0" aggregate placed to a total compacted thickness of four (4) inches or the thickness of the removed stone base and wearing surface, whichever is greater.
- E. Special Consideration - Pipelines
 1. The minimum depth to the top of the pipe forty-eight (48) inches from the ground line or top of wearing surface and thirty (30) inches from bottom of the road drainage ditch line is required and these distances should be increased when warranted by conditions such as possible increases in ditch depths from scouring or road maintenance, clearance of existing drainage structures or other utilities, code requirements, ect. All pipelines shall be located under drainage structures or other utilities, code requirements, ect. All pipelines shall be located under drainage structures or under drainage ways, unless authorized otherwise in special provisions, except those pipelines may be attached to bridges at locations specified by the Director.
 2. Where a buried crossing is sought, to expedite insertion, removal or replacement of carrier pipes, or protect carrier pipes from external pads or shock, and carry leaking fluids or gases away from the roadway. It is required to place pressure pipelines crossing or paralleling County roads in conduit or casing pipe. Exceptions may be made for coated and/or cathodic protected steel pipe placed by the trenching method, ductile iron pipe and other durable type pipe having a long term life expectancy, leak proof joints and capable of withstanding the external loads applied through the use of the roadways. Coated pipe placed by the boring or jacking method should be placed in a casing pipe unless the coating is of a type resistant to abrasions.

ADJACENT TO ROADWAY:

- A. All installations shall be buried at a depth of four (4) feet from top of the roadway to top of installation. Said installation shall be outside the traveled surface.
- B. If said installation is installed in shoulder of road, backfill will be suitable to Director of Public Works or his representative. Backfill will be mechanically tamped to a depth of one (1) foot below surface of road and remaining depth to be $\frac{3}{4}$ " - 0" rock.

Permit # 07N

TRAFFIC

- A. Applicant must maintain and protect the movement of traffic at all times.
- B. In trenching across the County road, no more than one half of the traveled way is to be opened at one time. The opened half shall be completely backfilled before opening the other half, or provision for a bypass or "shoofly" road must be made.
- C. Closure of intersecting streets, road approaches, or other access points will not be permitted. Upon trenching across such facilities, steel-running plates, planks or other satisfactory methods shall be used to provide for traffic to enter or leave the highway or adjacent property.

INSURANCE

- A. Permittee must carry all necessary liability to protect the public at all times.

REPAIRS

- A. All roadbed surfaces disturbed by utility installations, adjustments or repairs covered by permit, will be repaired or replaced within one (1) week, except specifically allowed for by special provisions listed in the permit.
- B. All roadbed surfaces disturbed by utility installations, adjustments or repairs covered by permit that result in hazards to the traveling public will be either replaced or repaired immediately or adequately barricaded and signed to warn the public that a hazard exists.
- C. Any replacement or repair not accomplished by the applicant under the above, within the specified time will be done by the County with no prior notice to the applicant and at the expense of the applicant. The County will also make any immediate repairs, alterations or additions to any barricading, signing or warning for a hazardous area when such barricading, signing or warning is found to be inadequate, inappropriate, or ineffective without prior notice to the applicant.
- D. For a period of one (1) year following the patching of any paved surface, the applicant shall be responsible for the condition of said pavement patches, and during that time shall, upon request from the Director, repair to the County's satisfaction any of the said patches which become settled, cracked, broken or otherwise faulty.
- E. The repair or maintenance of said installation shall be the responsibility of the applicant at all times. The applicant will complete any necessary repairs not more than forty-eight (48) hours after notification by Department of Public Works.

REMOVEAL, RELOCATION AND REPAIR

The permit is issued pursuant to the law of the State of Oregon which authorizes the Board to subsequently require the applicant to remove, relocate or repair the poleline, buried cable, or pipeline covered by the permit as needed by the County to replace, repair, or maintain County roads, at that sole cost of the applicant and by applying applicant consents and agrees to such conditions.

Upon receiving written notice from the Board to remove, relocate or repair the said poleline, buried cable or pipeline, the applicant shall within the thirty (30) days make arrangements for removal, relocation or repair of same, at his sole cost, in accordance's with said written notice.

If the applicant fails to commence installation of the poleline, buried cable, or pipeline covered by the permit within sixty (60) days from the date the permit is issued, said permit shall be deemed null and void and all privileges there under forfeited, unless a written extension of time is obtained from the Director.


Permit # OTN



Bombing Range Rd



**Area includes vault placement of OTL permit
New Package placement- 35' from center line**

Permit# OTN





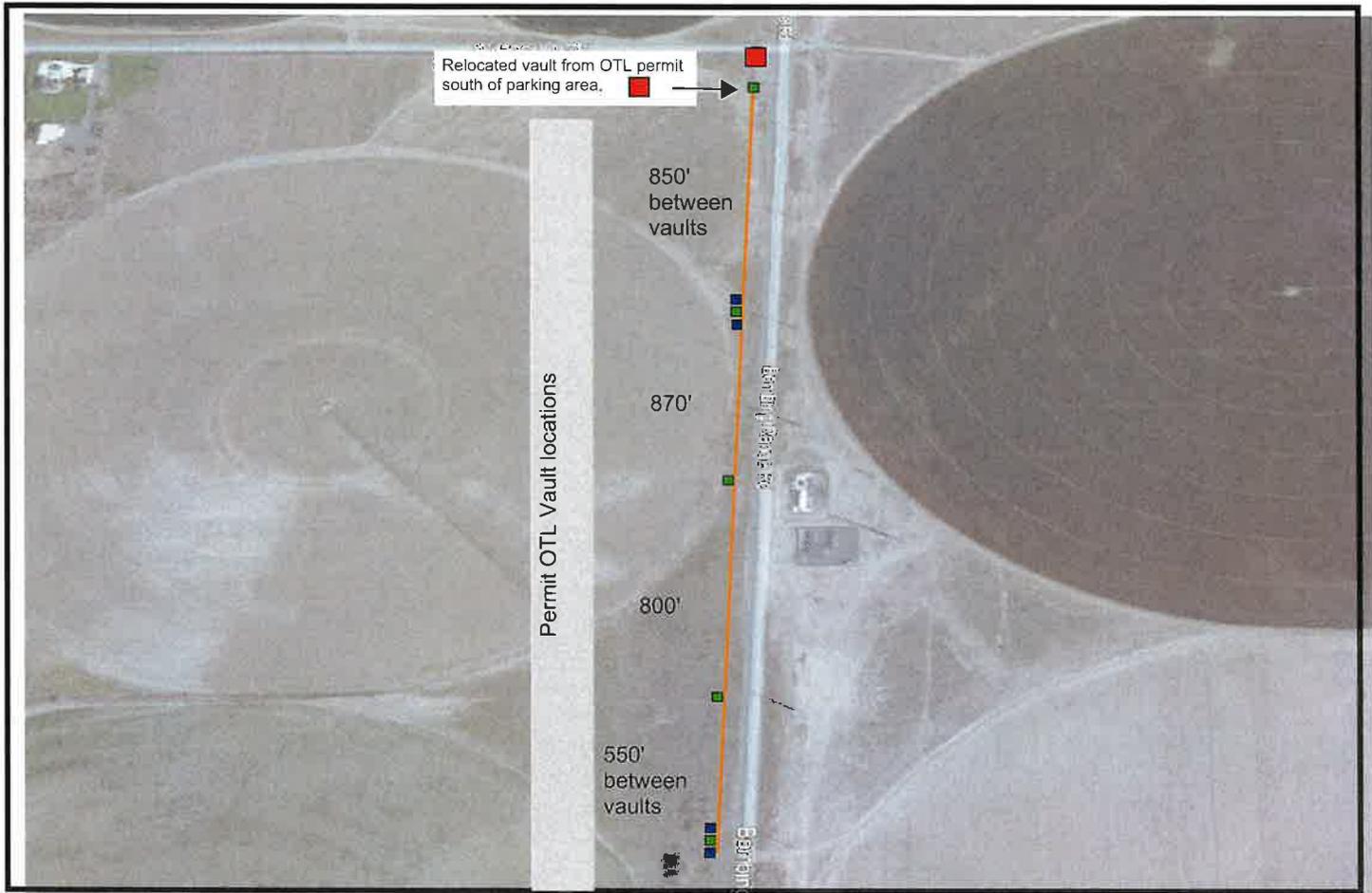
■ 7x12

■ 3x4

— conduit package

Permit# OTN





■ 7x12

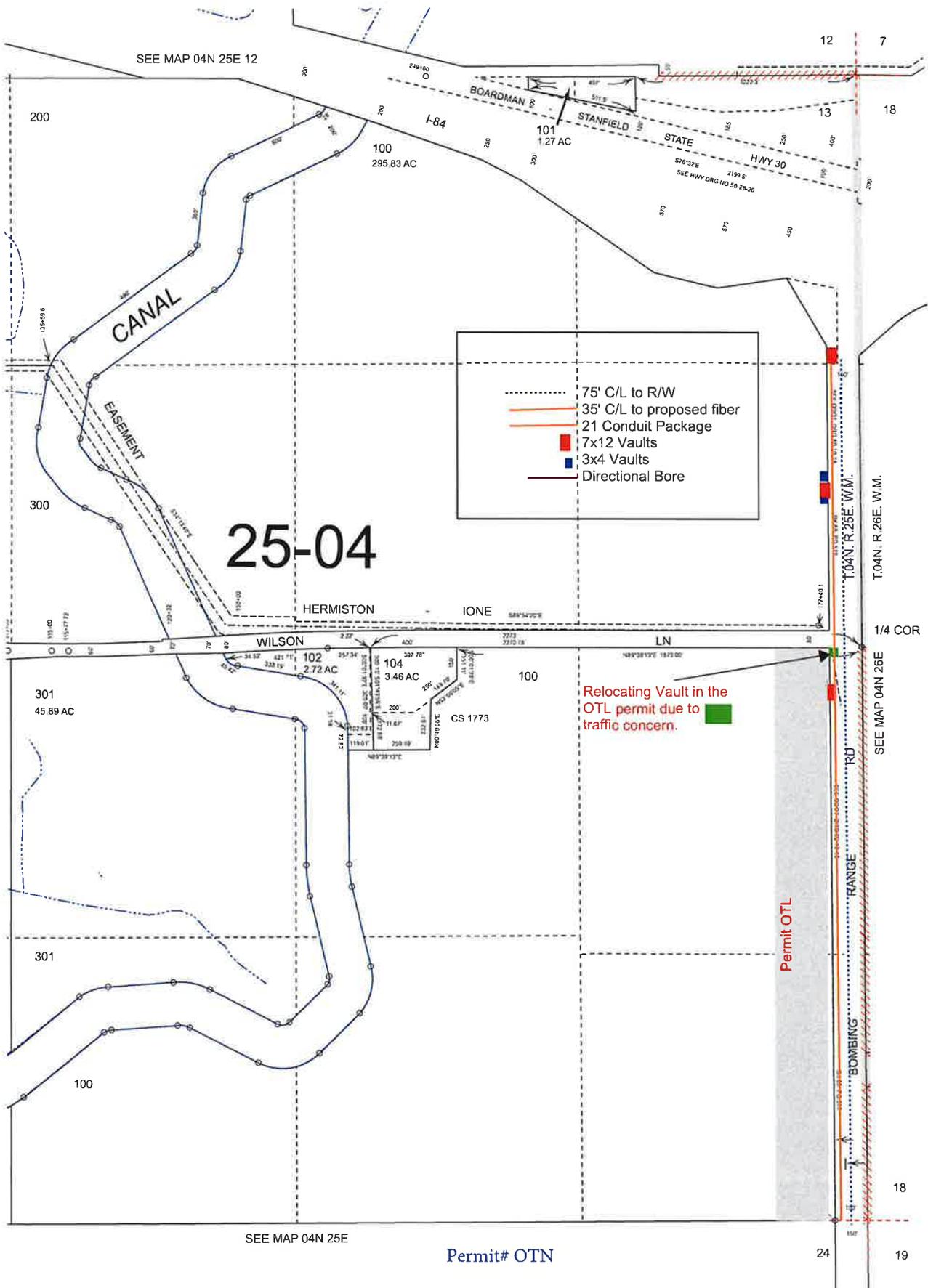
■ 3x4

— conduit package

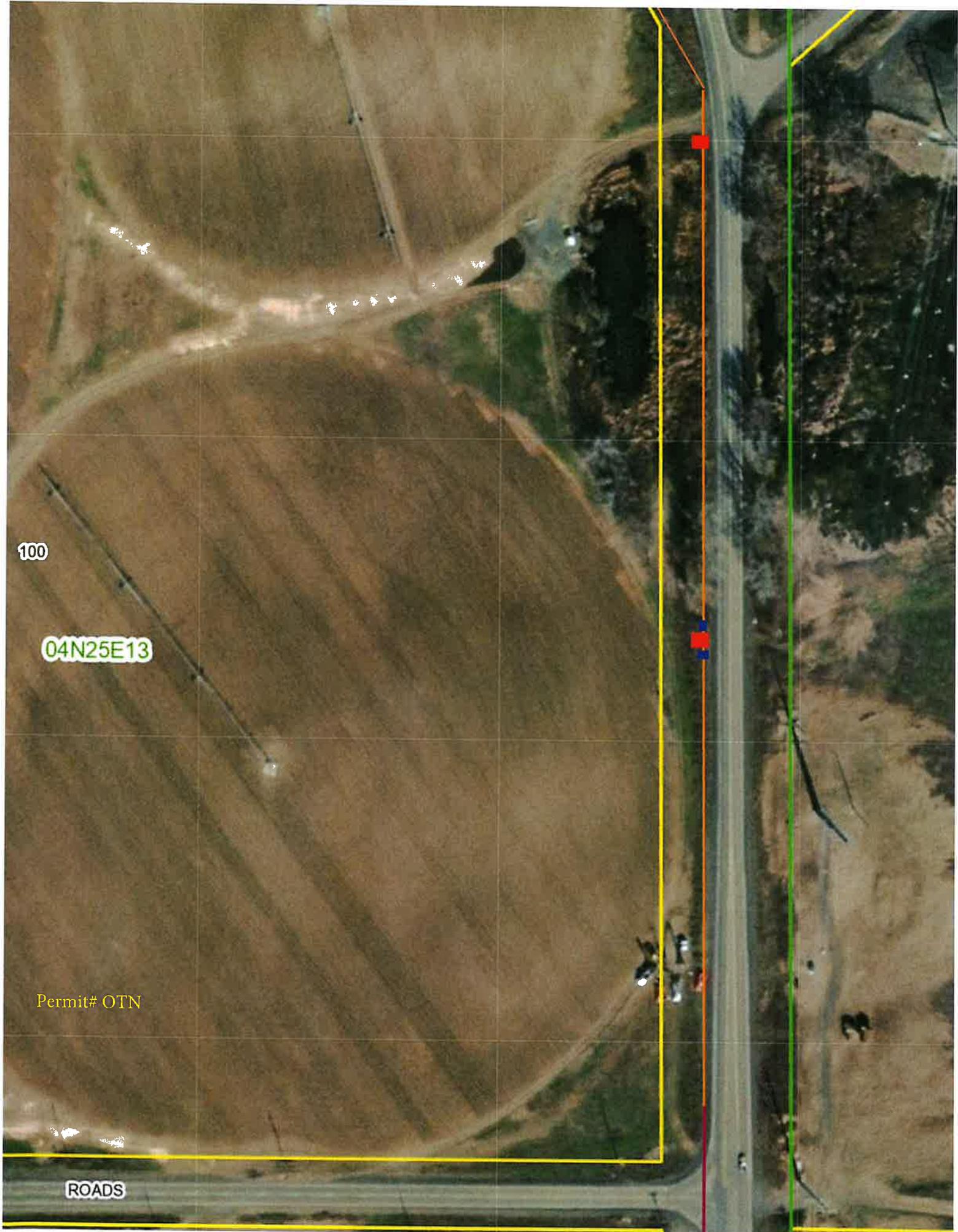
Permit# OTN



SECTION 13 T.4N. R.25E. W.M.
MORROW COUNTY
1" = 400'



Permit# OTN



100

04N25E13

Permit# OTN

ROADS

AGENDA ITEM COVER SHEET

Morrow County Board of Commissioners

(Page 2 of 2)

1. ISSUES, BACKGROUND, DISCUSSION AND OPTIONS (IF ANY):

Resolution for Public Works/Parks to apply and seek funding assistance for the Oregon Parks and Recreation Department All-Terrain Vehicle Grant Program to continue funding for the Operations and Maintenance of the OHV Park.

Current O & M ATV Grant (2021-2023)

Resolution# R-2020-26 signed & dated on 11-07-2018

Grant Request: Total: 828,973 (100%)

Grant: 661,800 (79.83%)

Match: 167,173 (20.17%)

Increase from previous grant include:

One time purchase of Ford F-350 - to replace 2010 F-150 that was previously part of MCSO fleet.

Full Time Employee - Park Ranger.

*Cost of Living Increases.

*Fire Protection Services.

* Denotes on previous grant applications - increases due to cost of living and associated costs.

2. FISCAL IMPACT:

None at this time as is only for resolution to apply for OPRD's ATV Grant but if grant is approved:

Grant Request: Total: 1,133,763 (100%)

Grant: 907,000 (80%)

Match: 226,763 (20%)

See attached worksheet itemization of items

3. SUGGESTED ACTION(S)/MOTION(S):

Approve Resolution as submitted so the Public Works Department can submit signed resolution as required for the ATV Operations and Maintenance Grant Program for the Morrow/Grant County OHV Park.

Attach additional background documentation as needed.

**BEFORE THE BOARD OF COMMISSIONERS
FOR MORROW COUNTY, OREGON**

IN THE MATTER OF AUTHORIZING MORROW)
COUNTY PUBLIC WORKS DEPARTMENT TO)
APPLY FOR AN ALL-TERRAIN VEHICLE GRANT)
FROM THE OREGON PARKS AND RECREATION) RESOLUTION NO. R-2022-20
DEPARTMENT FOR OPERATIONS AND)
MAINTENANCE AT THE MORROW-GRANT)
COUNTY OFF-HIGHWAY VEHICLE PARK)

In the matter coming before the Morrow County Board of Commissioners, sitting as the governing body for Morrow County, Oregon, during its regularly scheduled meeting on October 19, 2022; and

WHEREAS, ORS 203.035 authorizes Morrow County to exercise authority within the County over matters of County concern; and

WHEREAS, the Oregon Parks and Recreation Department is accepting applications for the All-Terrain Vehicle Grant Program; and

WHEREAS, the Morrow County Parks Master Plan has identified the need to provide operations and maintenance for the trail system, campground, equipment and structures at the Morrow-Grant County OHV Park; and

WHEREAS, the Morrow County Public Works Department desires to participate in this grant program to the greatest extent possible as a means for needed park and recreation acquisitions, maintenance, improvements and enhancements; and

WHEREAS, the applicant hereby certifies that the matching share for this application is readily available at this time.

NOW, THEREFORE, BE IT RESOLVED that the Morrow County Public Works Department be authorized to apply for the ATV Grant from Oregon Parks and Recreation Department.

Dated this 19th day of October 2022

**MORROW COUNTY BOARD OF COMMISSIONERS
MORROW COUNTY, OREGON**

Jim Doherty, Chair

Melissa Lindsay, Commissioner

Don Russell, Commissioner

Approved as to Form:

Morrow County Counsel

ATV GRANT DETAILED BUDGET WORKSHEET

APPLICANT:

Morrow County (MC)

PROJECT TITLE:

MGCOHV 2023-2025 O & M

	Unit (describe what unit is)	Unit Cost	Qty.	Subtotal	Match	Grant
Type of Project						
Type of Item						
Specific Item						
	Full-time Park Manager - 2 yrs	\$202,000.00	1	\$202,000.00	~	\$202,000.00
	Full-time Park Ranger - 2 yrs	\$195,000.00	1	\$195,000.00	~	\$195,000.00
	Full-Time Park Staff - 2 yrs	\$190,000.00	1	\$190,000.00	\$25,000.00	\$165,000.00
	Park PT Seasonal Employees (2) PT- MATCH - 2 yrs	\$65,000.00	1	\$65,000.00	\$25,000.00	\$40,000.00
	Fuel (Diesel, Gas, Propane) - 2 yrs	\$60,000.00	1	\$60,000.00	~	\$60,000.00
	Equipment Maintenance - 2 yrs	\$45,000.00	1	\$45,000.00	~	\$45,000.00
	Infrequent Building Repairs - 2 yrs	\$10,000.00	1	\$10,000.00	~	\$10,000.00
	Trail Maintenance - 2 yrs	\$16,500.00	1	\$16,500.00	~	\$16,500.00
	Fencing Material (per mile) - 2 yrs	\$4,000.00	1	\$4,000.00	~	\$4,000.00
	Signage - 2 yrs	\$2,000.00	1	\$2,000.00	~	\$2,000.00
	Tools - 2 yrs	\$10,000.00	1	\$10,000.00	~	\$10,000.00
	Paint/Stain - 2yrs	\$4,000.00	1	\$4,000.00	\$2,500.00	\$1,500.00
Equipment	F-350 (Replacing 2010 F-150 Silver from MCSO)	\$70,000.00	1	\$70,000.00	\$10,000.00	\$60,000.00
Additional Services						
	Oregon Dept. of Forestry - Fire Protection (MC)	\$33,000.00	2	\$66,000.00	~	\$66,000.00
	Oregon Dept. of Forestry - Fire Protection (GC)	\$12,000.00	2	\$24,000.00	~	\$24,000.00
	Chemical Toilets - Sanitary Services	\$3,000.00	2	\$6,000.00	\$4,000.00	\$2,000.00
	Publications - 2 years	\$10,000.00	1	\$10,000.00	\$6,000.00	\$4,000.00
Grazing Leases						
	Morrow County -- Grazing Leases	\$7,000.00	2	\$14,000.00	\$14,000.00	~
	Grant County -- Grazing Leases	\$6,000.00	2	\$12,000.00	\$12,000.00	~
Camping Fees						
	Camping Fee Revenues					
	Camp Host Contract (camping/grazing revenue)	\$20,000.00	2	\$40,000.00	\$40,000.00	~
	Electrical utilities (camping/grazing revenue)	\$20,000.00	2	\$40,000.00	\$40,000.00	~
	Restroom/Shower supplies (camping/grazing revenue)	\$10,000.00	2	\$20,000.00	\$20,000.00	~
Volunteer Hours	All other volunteers (OR2019 - independentsector.org)	\$29.75	950	\$28,262.50	\$28,262.50	~
Sub-Totals * * *				\$1,133,762.50	\$226,762.50	\$907,000.00
Grant Funds Requested *						\$907,000.00
Match Funds *					\$226,762.50	
Total Project Costs *				\$1,133,762.50		
Grant Request Total			Match %	20.00% 19 - 20% Min.		
			Grant %	80.00%		\$907,000.00
			Reduction %	15%		\$136,050.00
						\$770,950.00

AGENDA ITEM COVER SHEET
Morrow County Board of Commissioners
(Page 2 of 2)

1. ISSUES, BACKGROUND, DISCUSSION AND OPTIONS (IF ANY):

Annual 2nd Season Special Youth Spike Only Elk Hunt at the Morrow/Grant County Off-Highway Vehicle Park (OHV). This hunt is held during the regularly scheduled second season elk hunt for the area as stated by Oregon Department of Fish and Wildlife (ODFW) November 05-13, 2022. With park trail area closures starting on or around November 01, 2022 to prepare for the Youth Hunt.

This hunt is not a special hunt organized by ODFW, this hunt only provides permission to hunt on the lands within the park. This hunt only provides permission to hunt for Morrow or Grant County Youth. The hunt was established as a way to give back to the communities that help make the park possible and provide an outdoor experience to local youth.

Applicants: allow up to six (6) youth hunters with four (4) alternates that are residents of Morrow or Grant County between the ages of 12 - 17 unless participating in the ODFW Mentored Youth Hunter Program. The goal is to have an equal number of participants from Morrow and Grant County.

There was a total of 6 applications received by the youth application due date/time (October 17, 2022 @ 4:00pm.)

- 6 - Total Applications Received
- 1 - Grant County Resident Application
- 5 - Morrow County Resident Applications
- 0 - Other County Residency Applications

In years past if there were one (1) or two (2) more applicants for the hunt received those applicants were permitted to participate in the hunt. If three (3) or more applicants above they became alternates.

2. FISCAL IMPACT:

Little to none

- Employees Time - Assisting with the program who are already patrolling the park or doing work in the area.

3. SUGGESTED ACTION(S)/MOTION(S):

Recommended Option:

Motion to approve all six (6) applicants meeting criteria (Morrow or Grant County Resident) to participate in the Youth Hunt and have equal amounts from each County if possible. Any others meeting criteria to be placed on an alternate list. All applicants including those not meeting criteria to be notified if permitted, not-permitted or place on alternate list.

Attach additional background documentation as needed.



**MORROW / GRANT COUNTY OHV PARK
SPECIAL ELK YOUTH HUNT
FOR YOUTH AGES 12 - 17
APPLICATION**



MUST BE turned in by October 17, 2021 at 4:00 p.m. to
Morrow County Public Works. P.O. Box 428, Lexington, OR. 97839

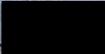
General Second Season, Spike Only Elk, Nov. 05 - Nov. 13, 2022.

(Successful applicants will need to purchase any and all licenses, tags, and items necessary for the youth hunt. Morrow County only provides access to hunting area for the Youth.)

Name Riley M. Gregg
First — Middle Initial — Last


 Mailing Address (if different from Physical Address)

John Day, OR 97845
 City, State ZIP Code

Age.  Need to be between ages 12 and 17 at time of youth special hunt



Are you a Morrow or Grant County Resident? Hunting License **(REQUIRED)** must include a copy
 YES NO if no what County _____

Is a copy of current hunting license included with application? YES NO

A copy of your current hunting license showing Morrow or Grant County residence is required with application.

Have you completed a Hunter Education Course?
 YES NO

Attach/Include copy of Hunter Education certificate

Have you participated in this hunt in prior years? YES NO

If Yes, were you successful?
 YES NO

By signing below, I acknowledge that my son or daughter is engaging in a dangerous activity, a resident of Morrow or Grant County, Oregon and that I give my permission for my son or daughter to take part in the youth hunt. I further acknowledge that I am aware of what steps have been taken to maximize the safety of the participants, and hereby release Morrow and Grant County of any liability and hold the Counties and its employees and representatives harmless from any potential legal action that I believe I would otherwise be entitled to whether or not I believe additional safety steps could have been taken. By signing this document, I understand that a successful applicant will be required to have a valid Oregon hunting license, purchase a second season elk tag, follow local, state, and federal rules, laws and guidelines for the hunt. I give permission to Morrow and/or Grant County to use the above-named applicant's photograph and name in any and all promotional material and publications without notification or compensation for use of such documents or images.

Janet Plocharsky 10-4-22
 Signature of parent/Guardian Date

Janet Plocharsky
 Printed name of Parent/Guardian

Applications Due **OCTOBER 17, 2022 @ 4:00PM**
 at the **MORROW COUNTY PUBLIC WORKS OFFICE**
 Return applications to:
 Morrow County Public Works
 365 West Highway 74
 P.O. Box 428



**MORROW / GRANT COUNTY OHV PARK
SPECIAL ELK YOUTH HUNT
FOR YOUTH AGES 12 – 17*
APPLICATION**



MUST BE turned in by October 08, 2020 at 5:00 p.m. to
Morrow County Public Works. P.O. Box 428, Lexington, OR. 97839
General Second Season, Spike Only Elk, Nov. 07 – Nov. 15, 2020

(Successful applicants will need to purchase any and all licenses, tags, and items necessary for the youth hunt. Morrow County only provides access to hunting area for the Youth.)

Name Darby Duane Spivey
First — Middle Initial — Last



Mailing Address (if different from Physical Address)
Ione Oregon 97843
City, State ZIP Code

Age.  Need to be between ages 12 and 17 at time of youth special hunt



Are you a Morrow or Grant County Resident? **Hunting License (REQUIRED) must include a copy**

YES NO if no what County _____

Is a copy of current hunting license included with application? YES NO

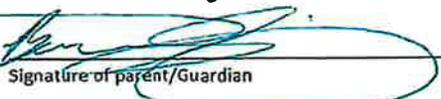
A copy of your current hunting license showing Morrow or Grant County residence is required with application.

Have you completed a Hunter Education Course? *Please include a copy*

YES NO

Attach/Include copy of Hunter Education certificate

By signing below, I acknowledge that my son or daughter is engaging in a dangerous activity, a resident of Morrow or Grant County, Oregon and that I give my permission for my son or daughter to take part in the youth hunt. I further acknowledge that I am aware of what steps have been taken to maximize the safety of the participants, and hereby release Morrow and Grant County of any liability and hold the Counties and its employees and representatives harmless from any potential legal action that I believe I would otherwise be entitled to whether or not I believe additional safety steps could have been taken. By signing this document I understand that a successful applicant will be required to have a valid Oregon hunting license, purchase a second season elk tag, follow local, state, and federal rules, laws and guidelines for the hunt. I give permission to Morrow and/or Grant County to use the above named applicant's photograph and name in any and all promotional material and publications without notification or compensation for use of such documents or images.


Signature of parent/Guardian

10/10/20
Date

Brian Spivey
Printed Name of Parent/Guardian

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at the **MORROW COUNTY PUBLIC WORKS OFFICE**
Return applications to:
Morrow County Public Works
365 West Highway 74
P.O. Box 428
Lexington, Oregon 97839
Phone#: 541-989-9500



**MORROW / GRANT COUNTY OHV PARK
SPECIAL ELK YOUTH HUNT
FOR YOUTH AGES 12 – 17*
APPLICATION**



MUST BE turned in by October 17, 2021 at 4:00 p.m. to

Morrow County Public Works. P.O. Box 428, Lexington, OR. 97839

General Second Season, Spike Only Elk, Nov. 05 – Nov. 13, 2022.

(Successful applicants will need to purchase any and all licenses, tags, and items necessary for the youth hunt. Morrow County only provides access to hunting area for the Youth.)

Name Kassadie Griffin
First --- Middle Initial --- Last

[Redacted]
Mailing Address (if different from Physical Address)

Irrigon Oregon 97844
City, State ZIP Code

Age. [Redacted] Need to be between ages 12 and 17 at time of youth special hunt

Are you a Morrow or Grant County Resident? Hunting License **(REQUIRED)** must include a copy
 YES NO if no what County Morrow

Is a copy of current hunting license included with application? YES NO

A copy of your current hunting license showing Morrow or Grant County residence is required with application.

Have you completed a Hunter Education Course?
 YES NO

Attach/Include copy of Hunter Education certificate

Have you participated in this hunt in prior years? YES NO

If Yes, were you successful? YES NO

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Billy Griffin 10-5-22
Signature of parent/Guardian Date

Billy Griffin 10-5-22
Printed Name of Parent/Guardian

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 at the **MORROW COUNTY PUBLIC WORKS OFFICE**
Return applications to:
Morrow County Public Works
365 West Highway 74
P.O. Box 428
Lexington, Oregon 97839
Phone# : 541-989-9500 E-Mail: mcparks@co.morrow.or.us



MORROW / GRANT COUNTY OHV PARK
SPECIAL ELK YOUTH HUNT
FOR YOUTH AGES 12 – 17*
APPLICATION



MUST BE turned in by **October 08, 2020** at 5:00 p.m. to
 Morrow County Public Works, P.O. Box 428, Lexington, OR. 97839
 General Second Season, Spike Only Elk, Nov. 07 – Nov. 15, 2020 ²²

(Successful applicants will need to purchase any and all licenses, tags, and items necessary for the youth hunt. Morrow County only provides access to hunting area for the Youth.)

Name Katie L Spivay

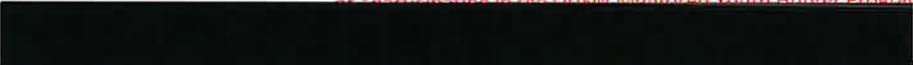


Mailing Address (if different from Physical Address)

ione, OR 97843

City, State ZIP Code

Age.  Need to be between ages 12 and 17 at time of youth special hunt or participating in the ODFW Mentored Youth Hunter Program.



Are you a Morrow or Grant County Resident? **Hunting License (REQUIRED)** must include a copy
 YES NO if no what County _____
 Is a copy of current hunting license included with application? YES NO
A copy of your current hunting license showing Morrow or Grant County residence is required with application.

Have you completed a Hunter Education Course? Please include a copy
 YES NO
Attach/Include copy of Hunter Education certificate

By signing below, I acknowledge that my son or daughter is engaging in a dangerous activity, a resident of Morrow or Grant County, Oregon and that I give my permission for my son or daughter to take part in the youth hunt. I further acknowledge that I am aware of what steps have been taken to maximize the safety of the participants, and hereby release Morrow and Grant County of any liability and hold the Counties and its employees and representatives harmless from any potential legal action that I believe I would otherwise be entitled to whether or not I believe additional safety steps could have been taken. By signing this document I understand that a successful applicant will be required to have a valid Oregon hunting license, purchase a second season elk tag, follow local, state, and federal rules, laws and guidelines for the hunt. I give permission to Morrow and/or Grant County to use the above named applicant's photograph and name in any and all promotional material and publications without notification or compensation for use of such documents or images.

 Signature of parent/Guardian Date

 Printed Name of Parent/Guardian

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General Second Season. Spike Only Elk, Nov. 05 – Nov. 13, 2022.

(Successful applicants will need to purchase any and all licenses, tags, and items necessary for the youth hunt. Morrow County only provides access to hunting area for the Youth.)

Name Maxaphis M. Jones

[Redacted Address]

Mailing Address (if different from Physical Address)

Irrigon Oregon 97844

City, State ZIP Code

Age. [Redacted] *Need to be between ages 12 and 17 at time of youth special hunt*

[Redacted]

Are you a Morrow or Grant County Resident? **Hunting License (REQUIRED) must include a copy**

YES NO if no what County MORROW

Is a copy of current hunting license included with application? YES NO

A copy of your current hunting license showing Morrow or Grant County residence is required with application.

Have you completed a Hunter Education Course?

YES NO

Attach/Include copy of Hunter Education certificate

Have you participated in this hunt in prior years? YES NO

If Yes, were you successful? YES NO

By signing below, I acknowledge that my son or daughter is engaging in a dangerous activity, a resident of Morrow or Grant County, Oregon and that I give my permission for my son or daughter to take part in the youth hunt. I further acknowledge that I am aware of what steps have been taken to maximize the safety of the participants, and hereby release Morrow and Grant County of any liability and hold the Counties and its employees and representatives harmless from any potential legal action that I believe I would otherwise be entitled to whether or not I believe additional safety steps could have been taken. By signing this document, I understand that a successful applicant will be required to have a valid Oregon hunting license, purchase a second season elk tag, follow local, state, and federal rules, laws and guidelines for the hunt. I give permission to Morrow and/or Grant County to use the above-named applicant's photograph and name in any and all promotional material and publications without notification or compensation for use of such documents or images.

Billy O. Griffin 10-5-22

Signature of Parent/Guardian Date

Billy O. Griffin Jr. 10-5-22

Printed Name of Parent/Guardian

Applications Due **OCTOBER 17, 2022 @ 4:00PM**
at the **MORROW COUNTY PUBLIC WORKS OFFICE**

Return applications to:
Morrow County Public Works
365 West Highway 74
P.O. Box 428
Lexington, Oregon 97839
Phone#: 541-989-9500 E-Mail: mcparks@co.morrow.or.us



**MORROW / GRANT COUNTY OHV PARK
SPECIAL ELK YOUTH HUNT
FOR YOUTH AGES 12 – 17*
APPLICATION**



MUST BE turned in by **October 17, 2021** at 4:00 p.m. to

Morrow County Public Works, P.O. Box 428, Lexington, OR. 97839

General Second Season, Spike Only Elk, Nov. 05 – Nov. 13, 2022.

(Successful applicants will need to purchase any and all licenses, tags, and items necessary for the youth hunt. Morrow County only provides access to hunting area for the Youth.)

Name Prestic J. Bowes

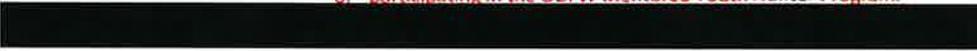


Mailing Address (if different from Physical Address)

Irrigon Oregon 97844

City, State ZIP Code

Age.  Need to be between ages 12 and 17 at time of youth special hunt or *participating in the ODFW Mentored Youth Hunter Program.



Are you a Morrow or Grant County Resident? **Hunting License (REQUIRED) must include a copy**

YES NO if no what County Morrow

Is a copy of current hunting license included with application? YES NO

A copy of your current hunting license showing Morrow or Grant County residence is required with application.

Have you completed a Hunter Education Course? YES NO

Attach/Include copy of Hunter Education certificate

Have you participated in this hunt in prior years? YES NO

If Yes, were you successful? YES NO

By signing below, I acknowledge that my son or daughter is engaging in a dangerous activity, a resident of Morrow or Grant County, Oregon and that I give my permission for my son or daughter to take part in the youth hunt. I further acknowledge that I am aware of what steps have been taken to maximize the safety of the participants, and hereby release Morrow and Grant County of any liability and hold the Counties and its employees and representatives harmless from any potential legal action that I believe I would otherwise be entitled to whether or not I believe additional safety steps could have been taken. By signing this document, I understand that a successful applicant will be required to have a valid Oregon hunting license, purchase a second season elk tag, follow local, state, and federal rules, laws and guidelines for the hunt. I give permission to Morrow and/or Grant County to use the above-named applicant's photograph and name in any and all promotional material and publications without notification or compensation for use of such documents or images.

Bry Eiff 10-5-22
Signature of parent/Guardian Date

Billy Griffin
Printed Name of Parent/Guardian

Applications Due **OCTOBER 17, 2022 @ 4:00PM**
at the **MORROW COUNTY PUBLIC WORKS OFFICE**

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AGENDA ITEM COVER SHEET
Morrow County Board of Commissioners
 (Page 1 of 2)

(For BOC Use)
 Item #

Please complete for each agenda item submitted for consideration by the Board of Commissioners
 (See notations at bottom of form)

Presenter at BOC: Tamra Mabbott

Date submitted to reviewers: October 17, 2022

Department: Planning

Requested Agenda Date: October 19, 2022

Short Title of Agenda Item: **Appoint Committee to review proposals and make recommendation to Board to hire a consultant to provide Water Coordinator Services.**
 (No acronyms please)

This Item Involves: (Check all that apply for this meeting.)

<input type="checkbox"/> Order or Resolution	<input type="checkbox"/> Appointments
<input type="checkbox"/> Ordinance/Public Hearing:	<input type="checkbox"/> Update on Project/Committee
<input type="checkbox"/> 1st Reading <input type="checkbox"/> 2nd Reading	<input type="checkbox"/> Consent Agenda Eligible
<input type="checkbox"/> Public Comment Anticipated:	<input type="checkbox"/> Discussion & Action
Estimated Time:	Estimated Time:
<input type="checkbox"/> Document Recording Required	<input type="checkbox"/> Purchase Pre-Authorization
<input type="checkbox"/> Contract/Agreement	<input checked="" type="checkbox"/> Other

N/A Purchase Pre-Authorizations, Contracts & Agreements

Contractor/Entity:
 Contractor/Entity Address:
 Effective Dates – From: _____ Through: _____
 Total Contract Amount: _____ Budget Line:
 Does the contract amount exceed \$5,000? Yes No

Reviewed By:

<u>Tamra Mabbott</u>	<u>October 17, 2022</u>	<u>Department Director</u>	Required for all BOC meetings
_____	<i>DATE</i>	<u>Liaison Commissioner</u>	Required for all BOC meetings
_____	<i>DATE</i>	<u>County Counsel</u>	*Required for all legal documents
_____	<i>DATE</i>	<u>Finance Office</u>	*Required for all contracts; other items as appropriate.
_____	<i>DATE</i>	<u>Human Resources</u>	*If appropriate

*Allow 1 week for review (submit to all simultaneously). When each office has notified the submitting department of approval, then submit the request to the BOC for placement on the agenda.

Note: All other entities must sign contracts/agreements before they are presented to the Board of Commissioners (originals preferred). Agendas are published each Friday afternoon, so requests must be received in the BOC Office by 1:00 p.m. on the Friday prior to the Board's Wednesday meeting. Once this form is completed, including County Counsel, Finance and HR review/sign-off (if appropriate), then submit it to the Board of Commissioners Office.

AGENDA ITEM COVER SHEET
Morrow County Board of Commissioners
(Page 2 of 2)

1. ISSUES, BACKGROUND, DISCUSSION AND OPTIONS (IF ANY):

Board of Commissioners approved a Request for Proposals for Water Coordinator Services. Staff has posted the RFP on county website and published numerous Legal Notices.

This request is to appoint a committee to review proposals and make a recommendation to Board of Commissioners to hire.

2. FISCAL IMPACT:

3. SUGGESTED ACTION(S)/MOTION(S):

Identify Committee and appoint.

Attach additional background documentation as needed.



AGENDA ITEM COVER SHEET
Morrow County Board of Commissioners
(Page 1 of 2)

(For BOC Use)
Item #

Please complete for each agenda item submitted for consideration by the Board of Commissioners
(See notations at bottom of form)

Presenter at BOC: Tamra Mabbott

Date submitted to reviewers: October 14, 2022

Department: Planning

Requested Agenda Date: October 19, 2022

Short Title of Agenda Item: Adopt and sign Findings for two land use applications approved by Board on August 24.
(No acronyms please)

This Item Involves: (Check all that apply for this meeting.)

- Order or Resolution
Ordinance/Public Hearing:
1st Reading 2nd Reading
Public Comment Anticipated:
Estimated Time:
Document Recording Required
Contract/Agreement
Appointments
Update on Project/Committee
Consent Agenda Eligible
Discussion & Action
Estimated Time:
Purchase Pre-Authorization
Other

N/A

Purchase Pre-Authorizations, Contracts & Agreements

Contractor/Entity:

Contractor/Entity Address:

Effective Dates - From:

Through:

Total Contract Amount:

Budget Line:

Does the contract amount exceed \$5,000? Yes No

Reviewed By:

Tamra Mabbott October 14, 2022 Department Director Required for all BOC meetings
Liaison Commissioner Required for all BOC meetings
County Counsel *Required for all legal documents
Finance Office *Required for all contracts; other items as appropriate.
Human Resources *If appropriate

*Allow 1 week for review (submit to all simultaneously). When each office has notified the submitting department of approval, then submit the request to the BOC for placement on the agenda.

Note: All other entities must sign contracts/agreements before they are presented to the Board of Commissioners (originals preferred). Agendas are published each Friday afternoon, so requests must be received in the BOC Office by 1:00 p.m. on the Friday prior to the Board's Wednesday meeting. Once this form is completed, including County Counsel, Finance and HR review/sign-off (if appropriate), then submit it to the Board of Commissioners Office.

AGENDA ITEM COVER SHEET
Morrow County Board of Commissioners
(Page 2 of 2)

1. ISSUES, BACKGROUND, DISCUSSION AND OPTIONS (IF ANY):

Board of Commissioner held two land use hearings on August 24th and voted unanimously to approve both legislative actions. The Board subsequently conducted the First and Second Readings. Both legislative Amendments become effective December 2022.

While a formality, adoption of the Findings is a requirement, in addition to approving the amendment and the adopting Ordinances. Minutes did not reflect Board adopted the minutes, thus, staff request Board adopt and sign both sets of Findings.

See attached Findings:

1. Subdivision Ordinance Update ORD 2022-03
2. Port of Morrow Interchange Area Management Plan Update ORD 2022-04

2. FISCAL IMPACT:

None.

3. SUGGESTED ACTION(S)/MOTION(S):

Recommendation to adopt Findings and sign.

Attach additional background documentation as needed.

**Findings of Fact
Morrow County
Subdivision Ordinance Update
AS-138-22
AZ-139-22**

REQUEST: To amend and update the Morrow County Subdivision Ordinance and relevant sections of Articles 9 and 1 of the Morrow County Zoning Ordinance.

PROPONENT: Morrow County Planning Department
P.O. Box 40
Irrigon, OR 97844

I SUMMARY OF LAND USE REVIEW:

This Plan Amendment is intended to amend the Morrow County Subdivision Ordinance. The existing Subdivision Ordinance was adopted in 1980, codified in 2001, and last updated in 2012. This update is necessary to sustain development in Morrow County in accordance with the intent of the Morrow County Comprehensive Plan and to conform to regulatory changes since the last update. Sections of Article 9 and Article 1 of the Morrow County Zoning Ordinance are also being amended to include and cross-reference Administrative Provisions.

II SUMMARY OF APPLICABLE CRITERIA

The following sections of the Morrow County Zoning Ordinances apply to this land use application. The relevant County Ordinance sections are shown below in **bold** text, followed by a Finding in standard text. All of the following criteria must be satisfied in order for this request to be approved.

MORROW COUNTY ZONING ORDINANCE: SECTION 8.040. The proponent of the application or permit has the burden of proving justification for its approval. The more drastic the request or the greater the impact of the application or permit on the neighborhood, area, or county, the greater is the burden on the applicant. The following criteria shall be considered by the Planning Commission in preparing a recommendation and by the County Court in reaching their decision.

A. The local conditions have changed and would warrant a change in the zoning of the subject property(ies).

No changes in zoning of properties are proposed therefore this standard does not apply.

B. The public services and facilities are sufficient to support a change in designation including, but not limited to, water availability relevant to both quantity and quality, waste and storm water management, other public services, and streets and roads.

1. Amendments to the zoning ordinance or zone changes which significantly affect a transportation facility shall assure that land uses are consistent with the function, capacity, and level of service

AS-138-22

Findings of Fact

of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:

- a. Limiting allowed land uses to be consistent with the planned function of the transportation facility or roadway;
- b. Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the Transportation Planning Rule; or,
- c. Altering land use designations, densities, or design requirements to reduce demand for automobile travel to meet needs through other modes.

No lands will be rezoned as a result of this legislative amendment. The application therefore complies with this standard.

2. **A plan or land use regulation amendment significantly affects a transportation facility if it:**
 - a. Changes the functional classification of an existing or planned transportation facility;
 - b. Changes standards implementing a functional classification;
 - c. Allows types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility; or
 - d. Would reduce the level of service of the facility below the minimal acceptable level identified in the Transportation System Plan. (MC-C-8-98)

See Findings above.

- C. **That the proposed amendment is consistent with unamended portions of the Comprehensive Plan and supports goals and policies of the Comprehensive Plan, that there is a public need for the proposal, and that the need will be best served by allowing the request. If other areas in the county are designated for a use as requested in the application, then a showing of the necessity for introducing that use into an area not now so zoned and why the owners there should bear the burden, if any, of introducing that zone into their area.**

The proposed amendments in the Subdivision Ordinance comply with the intent of the Comprehensive Plan as it conforms with the other county plans and addresses the public need to sustain development in an orderly and efficient fashion to preserve natural resources and enhance livability in Morrow County. This criterion is met.

- D. **The request addresses issues concerned with public health and welfare, if any.**

This criterion is not applicable as there are no known issues concerning public health or welfare that relates to this amendment, however an operative Subdivision Ordinance offers enhanced livability in the county which relates to the health and welfare of the citizens of Morrow County.

AS-138-22

Findings of Fact

III APPLICABLE STATEWIDE PLANNING GOALS

Statewide Planning Goal 1: Citizen Involvement

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Generally, Goal 1 is satisfied when a county complies with public notice and hearing requirements in the Oregon Statutes and in the local Comprehensive Plan and Land Use Code. The County's Zoning Ordinance is consistent with State law with regards to notification requirements. Pursuant to Section 9 of Morrow County Zoning Ordinance at least one public hearing before the Planning Commission and Board of Commissioners is required. Legal notice in a newspaper of general circulation is required. The County has met these requirements and notified DLCD of the proposal.

Statewide Planning Goal 2: Planning

To establish a 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.

Goal 2 establishes the underlining process that a county or a city needs to utilize when considering changes to their Comprehensive Plans and development codes. This amendment meets those requirements.

Statewide Planning Goals 3-7: Agricultural Lands; Forest Lands; Open Spaces, Scenic and Historic Areas, and Natural Resources; Air, Water and Land Resources Quality; Areas Subject to Natural Hazards and Disasters

To preserve, maintain, and protect agricultural lands, forest lands, natural resources, scenic and historic areas. To maintain and improve the quality of air, water, and land resources.

Goals 3 through 7 are addressed in this update as the Subdivision Ordinance provides for a thorough evaluation of the land prior to development to protect and preserve the state's resources and to maintain and improve the quality of the air, water, and land. Cooperatively with the Comprehensive Plan, Zoning Ordinance, and other plans of Morrow County these goals are satisfied.

Statewide Planning Goals 8-11: Recreation Needs; Economy; Housing; Public Services

To satisfy the recreational needs of the citizens and visitors of the state; provide adequate opportunities for a variety of economic activities; provide for the housing needs of the citizens of the state; and to plan and develop a timely, orderly, and efficient arrangement of public facilities for urban and rural development.

An operative Subdivision Ordinance provides for orderly development of housing and economic opportunities to meet the needs of the citizens of the county. Additionally, an effective Subdivision Ordinance allows for efficient arrangements of facilities for development, which supports Goals 8 through 10. Though Goal 8 for Recreation Needs is not directly applicable to this update, it is significant in livability of the county. These goals are satisfied with this proposal.

Statewide Planning Goal 12: Transportation

AS-138-22

Findings of Fact

To provide and encourage a safe, convenient and economic transportation system.

Goal 12 requires local governments to provide and encourage a safe, convenient, and economic transportation system, implemented through the Transportation Planning Rule. The Subdivision Ordinance references and supports the Morrow County Transportation System Plan and as such this proposal is compliant with Goal 12.

**Statewide Planning Goal 13: Energy
To conserve energy.**

Goal 13 is not directly applicable; however, the intent of the Subdivision Ordinance is to produce effective and efficient development which supports energy conservation.

Statewide Planning Goal 14: Urbanization

To provide 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 for livable communities.

The intent of the Subdivision Ordinance to provide and orderly and efficient development pattern, including the transition from rural to urban land use. Goal 14 is satisfied as this update directly supports this intent and provides for livable communities in coordination with the other Plans and Ordinances of Morrow County.

- IV DLCD 35 DAY NOTICE:** June 21, 2022
- V PROPERTY OWNER NOTICE:** Not applicable.
- VI LEGAL NOTICE PUBLISHED:** Heppner Gazette Times
July 6, 2022

East Oregonian
July 5, 2022
- VII AGENCIES NOTIFIED:** Dawn Hert, Department of Land Conservation and Development; Mike Gorman, Morrow County Assessor's Office; Matt Kenny, Morrow County Surveyor; Justin Nelson, Morrow County Counsel; Jacob Cain, Port of Morrow.
- VIII HEARING DATES:**
Planning Commission
July 26, 2022
Morrow County Government Center
Irrigon, Oregon

Board of Commissioners
August 24, 2022
Bartholomew Building
Heppner, Oregon

AS-138-22

Findings of Fact

IX RECOMMENDATION: Approve Findings and Amend the Morrow County Subdivision Ordinance and relevant portions of Articles 9 and 1 of the Morrow County Zoning Ordinance.

MORROW COUNTY BOARD OF COMMISSIONERS

Jim Doherty, Chair

Melissa Lindsay, Commissioner

Don Russell, Commissioner

Date

Attachments: Draft Subdivision Ordinance
Draft changes to Morrow County Zoning Ordinance Articles 9 and 1

BOARD OF COMMISSIONERS STAFF REPORT AND FINDINGS

PLAN AMENDMENT (AP-137-22)

I. GENERAL INFORMATION AND FACTS

Applicant: Port of Morrow

Summary of Land Use Review: This Plan Amendment is intended to amend the 2012 Port of Morrow Interchange Area Management Plan (IAMP). The update is focused on the interchange north of Interstate 84 to allow a roundabout. Minor updates also include a multi-use path in the interchange.

II. NATURE OF REQUEST AND GENERAL FACTS

The existing Interchange Area Management Plan continues to function as was intended. The 2021 IAMP is available on the Planning Department website.

https://www.co.morrow.or.us/sites/default/files/fileattachments/planning/page/12211/pomfinal_iampwordinances_0.pdf

In 2019, the City of Boardman, Morrow County, Port of Morrow and Oregon Department of Transportation (ODOT) entered into an Intergovernmental Agreement for the purpose of updating the IAMP to assure the plan met ODOT interchange standards. A Technical Advisory Committee (TAC) was formed and met over a two year period. A pre-application meeting was held on May 3, 2022 at the Port of Morrow.

A summary of the amendments to the IAMP is as follows:

Page 77 includes a minor edit to the first sentence under the “Transportation Improvement Plan Overview.”

Page 78 will include a new Figure 7-1.

Page 80 will include an updated Table 7-1 to reflect the new improvements.

Page 81 is an update project A narrative.

III. MORROW COUNTY ZONING CODE STANDARDS APPLICABLE TO LEGISLATIVE DECISIONS.

The following sections of the Morrow County Zoning Ordinances apply to this land use application. The relevant County Ordinance sections are shown below in italic text, followed by a Finding in standard text. All of the following criteria must be satisfied in order for this request to be approved.

MORROW COUNTY ZONING ORDINANCE Section 8. Amendments

SECTION 8.040. CRITERIA. The proponent of the application or permit has the burden of

proving justification for its approval. The more drastic the request or the greater the impact of the application or permit on the neighborhood, area, or county, the greater is the burden on the applicant. The following criteria shall be considered by the Planning Commission in preparing a recommendation and by the County Court in reaching their decision.

A. The local conditions have changed and would warrant a change in the zoning of the subject property(ies).

This standard applies to a property rezone not a Comprehensive Plan text amendment. Therefore, this standard is not applicable.

B. The public services and facilities are sufficient to support a change in designation including, but not limited to, water availability relevant to both quantity and quality, waste and storm water management, other public services, and streets and roads.

1. Amendments to the zoning ordinance or zone changes which significantly affect a transportation facility shall assure that land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following: a. Limiting allowed land uses to be consistent with the planned function of the transportation facility or roadway; b. Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the Transportation Planning Rule; or, c. Altering land use designations, densities, or design requirements to reduce demand for automobile travel to meet needs through other modes. Morrow County Zoning Ordinance Article 8 (10-01-13) Page 2 of 2

The subject Plan amendment will not have the effect of rezoning any particular property. Rather the Plan Amendment includes an update to Table 7 and Figure 7-1. Therefore, the application complies with this standard.

2. A plan or land use regulation amendment significantly affects a transportation facility if it: a.) Changes the functional classification of an existing or planned transportation facility; b.) Changes standards implementing a functional classification; c.) Allows types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility; or d.) Would reduce the level of service of the facility below the minimal acceptable level identified in the Transportation System Plan. (MC-C-8-98)

The subject Plan amendment will not have the effect of rezoning any particular property. Rather the Plan Amendment includes updated Section 7 of the Port of Morrow Interchange Area Management Plan. Therefore, the application complies with this standard.

C. That the proposed amendment is consistent with unamended portions of the Comprehensive Plan and supports goals and policies of the Comprehensive Plan, that there is a public need for the proposal, and that the need will be best served by allowing the request. If other

areas in the county are designated for a use as requested in the application, then a showing of the necessity for introducing that use into an area not now so zoned and why the owners there should bear the burden, if any, of introducing that zone into their area.

The proposed Interchange Area Management Plan (IAMP) is consistent with the Transportation System Plan (TSP), a part of the county Comprehensive Plan. The proposed IAMP update is based on a public need identified in the April 22, 2021 Technical Memo by Matt Hughart and Ali Razmpa of Kittelson & Associates. See attached.

D. The request addresses issues concerned with public health and welfare, if any. This Plan Amendment application does not directly impact specific public health and welfare. However, the updated TSP will serve to promote and streamline the development of more transit services, with an emphasis on serving all residents, employees and employers in Morrow County.

IV. APPLICABLE STATEWIDE PLANNING GOALS

Statewide Planning Goal 1: Citizen Involvement

Goal 1 requires a citizen involvement program that is widespread, allows two-way communication, allows for citizen involvement through all planning phases and is understandable, responsive and funded.

Generally, Goal 1 is satisfied when a county complies with public notice and hearing requirements in the Oregon Statutes and in the local Comprehensive Plan and Land Use Code. The County's Zoning Ordinance is consistent with State law with regards to notification requirements. Pursuant to Section 9 of Morrow County Zoning Ordinance at least one public hearing before the Planning Commission and Board of Commissioners is required. Legal notice in a newspaper of general circulation is required. The County has met these requirements and notified DLCD of the proposal.

Finding: Given the public vetting of the report, scheduled public hearings and notice provided, Goal 1 is satisfied.

Statewide Planning Goal 12: Transportation

A transportation plan shall (1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian; (2) be based upon an inventory of local, regional and state transportation needs; (3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes; (4) avoid principal reliance upon any one mode of transportation; (5) minimize adverse social, economic and environmental impacts and costs; (6) conserve energy; (7) meet the needs of the transportation disadvantaged by improving transportation services; (8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and (9) conform with local and regional comprehensive land use plans. Each plan shall include a provision for transportation as a key facility. Transportation -- refers to the movement of people and goods. Transportation Facility -- refers to any physical facility that moves or assists in the movement of people and goods

excluding electricity, sewage and water. Transportation System -- refers to one or more transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas. Interchange Area Management Plan -- refers to a strategic plan designed to protect the long term function of an interchange by preserving capacity of the interchange while providing safe and efficient operations between connecting roadways.

Finding: Statewide Planning Goal 12 contemplates updates to local transportation plans as well as strategic plans such as an Interchange Area Management Plan. The proposed IAMP update is designed to preserve the capacity of the intersection. For purposes of this plan amendment, this application satisfies Goal 12 requirements.

Statewide Planning Goal 11: Public Facilities and Services.

Goal 11 requires cities and counties 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. The goal requires that urban and rural development be “guided and supported by types and levels of urban and rural public facilities and services appropriate for, but limited to, the needs and requirements of the urban, urbanizable and rural areas to be served.”

Finding: Transportation in Morrow County is as diverse as the landscape and development type. The urban scale development at the Port of Morrow and City of Boardman warrants an appropriate interchange design in order to support the urban scale development and preserve the capacity of the interchange and adjacent roadways.

This Interchange Area Management Plan update will foster future development within the urban areas of Morrow County in an around the Port of Morrow and City of Boardman. Goal 11 is satisfied.

VI. SUMMARY AND RECOMMENDATION

Morrow County proposes to update the Port of Morrow Interchange Area Management Plan.

VII. AGENCIES NOTIFIED:

Eric Imes, Morrow County Public Works Director; Joshua LeBombard, Department of Land Conservation & Development; Justin Nelson, Morrow County Counsel; Karen Pettigrew, City of Boardman; Lisa Mittelsdorf, Mark Patton, Jacob Cain, Port of Morrow; ODOT Region 5 Teresa Penninger; ODOT District 12, Rich Lani; Boardman Fire District.

35-Day Notice for this Post Acknowledgement Plan Amendment (PAPA) was submitted to Department of Land Conservation and Development on May 17, 2022.

VIII. Hearing Dates:

- Planning Commission June 28, 2022
- Board of Commissioners August 24, 2022 Hearing
- Board of Commissioner, September 7, 2022 First Reading
- Board of Commissioners, September 21, 2022 Second Reading

VIII. RECOMMENDATION: Adopt the attached updated Section 7 of the 2011 Port of Morrow Interchange Area Management Plan.

MORROW COUNTY BOARD OF COMMISSIONERS

Jim Doherty, Chair

Melissa Lindsay, Commissioner

Don Russell, Commissioner

Approved as to Form:

Morrow County Counsel

Attachments: 2022 Update to Section 7 of the Port of Morrow Interchange Area Management Plan



AGENDA ITEM COVER SHEET
Morrow County Board of Commissioners
(Page 1 of 2)

(For BOC Use)
Item #

Please complete for each agenda item submitted for consideration by the Board of Commissioners
(See notations at bottom of form)

Presenter at BOC:
Department:
Short Title of Agenda Item:
(No acronyms please)

Date submitted to reviewers:
Requested Agenda Date:

This Item Involves: (Check all that apply for this meeting.)
List of checkboxes for various agenda items: Order or Resolution, Ordinance/Public Hearing, Appointments, etc.

N/A
Purchase Pre-Authorizations, Contracts & Agreements
Contractor/Entity:
Contractor/Entity Address:
Effective Dates - From: Through:
Total Contract Amount: Budget Line:
Does the contract amount exceed \$5,000? Yes No

Reviewed By:

Department Director Required for all BOC meetings
Liaison Commissioner Required for all BOC meetings
County Counsel *Required for all legal documents
Finance Office *Required for all contracts; other items as appropriate.
Human Resources *If appropriate

Note: All other entities must sign contracts/agreements before they are presented to the Board of Commissioners (originals preferred). Agendas are published each Friday afternoon, so requests must be received in the BOC Office by 1:00 p.m. on the Friday prior to the Board's Wednesday meeting. Once this form is completed, including County Council, Finance and HR review/sign-off (if appropriate), then submit it to the Board of Commissioners Office.

AGENDA ITEM COVER SHEET

Morrow County Board of Commissioners

(Page 2 of 2)

1. ISSUES, BACKGROUND, DISCUSSION AND OPTIONS (IF ANY):

2. FISCAL IMPACT:

3. SUGGESTED ACTION(S)/MOTION(S):

Attach additional background documentation as needed.

**BEFORE THE BOARD OF COMMISSIONERS
FOR MORROW COUNTY, OREGON**

A RESOLUTION APPROVING THE)
MORROW COUNTY COORDINATED) RESOLUTION NO. R-2022-21
HUMAN SERVICES TRANSPORTATION PLAN)

WHEREAS, Morrow County Public Transit has jointly worked with the Morrow County Public Transit Advisory Committee, Morrow County Public Transit Project Management Team, and Morrow County The Loop Stakeholder Workshop Participants to update the County Coordinated Human Services Public Transportation Plan (Attachment A); and

WHEREAS, the Transportation Plan will be used to allocate funding and enhance transit services in Morrow County; and

WHEREAS, the Transportation Plan is required for application for federal and state funding of public transportation.

NOW, THEREFORE, BE IT RESOLVED, The Morrow County Board of Commissioners approves and adopts the 2022 Morrow County Coordinated Human Services Transportation Plan, as described in Attachment A.

Adopted this 19th day of October 2022

MORROW COUNTY BOARD OF COMMISSIONERS

Jim Doherty, Chair

Melissa Lindsay, Commissioner

Don Russell, Commissioner

Approved as to Form

Morrow County Counsel

MORROW COUNTY COORDINATED HUMAN SERVICES TRANSPORTATION PLAN



August 2022



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Morrow County Public Transit Advisory Committee (PTAC)

Aaron Palmquist – Chair, Irrigon/Low Income
Debbie Radie – Vice Chair, Port of Morrow Employers/Employees
Karen Pettigrew, Boardman/Low Income
Sheryll Bates, Heppner/Seniors
Debra Khaljani
Katie Imes, County Staff/Transportation Coordinator
Stephanie Case, County Staff/Local Planner
George Nairs

Morrow County Public Transit Project Management Team

Katie Imes, Transportation Coordinator
Stephanie Case, County Planner II
Tamra Mabbott, County Planning Director

Morrow County The Loop Stakeholder Workshop Participants

Aaron Palmquist, City of Irrigon
Angie Jones, Grant County People Mover
Ann Morter, BMCC Training Center
Carla McClane, City of Boardman
Debbie Radie, Boardman Foods
Emily Roberts, Morrow County Health District
Heidi Turrell, Morrow County The Loop
Jon Asher, Wheeler County
Kate Neuberger, GOBHI
Kraig Cutsforth, City of Heppner
Kris Boler, GOBHI
Megan Davchevski, Umatilla County
Patience Searle, Oregon Employment Department
Rick Stokoe, City of Boardman
Roberta Carver-Carson, Kayak Public Transit
Sanjuanita Olivas, Columbia River Health
Steve Abernathy, Greyhound Lines
Susan Johnson, Kayak Public Transit



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ACRONYMS

- ACS - American Community Survey
- CTP – Coordinated Human Services Public Transportation Plan/Coordinated Transportation Plan
- CTUIR - Confederated Tribes of Umatilla Indian Reservation
- DLCD - Department of Land Conservation and Development
- FTA – Federal Transit Administration
- IAMP - Interchange Area Master Plan
- HRTG – Highly Rural Transportation Grant
- ICU - Intensive Care Unit
- LEP - Low English Proficiency
- MCPT - Morrow County Public Transit
- PMT - Project Management Team
- PTAC - Public Transit Advisory Committee
- ODOT – Oregon Department of Transportation
- RVHT - Rural Veteran Healthcare Transportation Grant
- STF – Special Transportation Fund
- STIF - Statewide Transportation Improvement Fund
- TSP - Transportation System Plan
- WORC - Workforce On-Demand Ride Cooperative



INTRODUCTION



INTRODUCTION

Morrow County is undertaking an update to its Coordinated Human Services Public Transportation Plan (the Coordinated Transportation Plan, or CTP) to address a combination of regulatory and community goals.

The Federal Transit Administration's (FTA's) Section 5310 program and Oregon's Special Transportation Fund (STF) both fund projects and services that enhance the mobility of seniors and persons with disabilities. To be eligible for funding, projects and services are required to be "included in a locally developed, coordinated public transit human services transportation plan." While §5310 funds are directed solely toward services open to the general public, STF funds can also be used for client-only services and programs enhancing the mobility of low-income individuals. As the recipient of Morrow County's STF funds, Morrow County Public Transit (MCPT) implements projects and services funded by §5310.

The STF is being merged into Oregon's Statewide Transportation Improvement Fund (STIF) effective July 2023. Administrative rulemaking related to this merger will not be finalized until late 2022. However, if ODOT's initial recommendations are implemented, client-only projects and services will need to be included in the CTP to be eligible to receive STIF funding. As the designated STIF Qualified Entity, Morrow County has the ability to distribute federal and state funds to itself and to eligible subrecipients to support the mobility of seniors and persons with disabilities. An update to Morrow County's CTP should capture existing STIF plan projects and inform future STIF planning.

The intent of the CTP is to be a "living" document identifying needs and investment priorities. Transit providers and partners in Morrow County will use the plan to allocate funding and develop and enhance transit services. Since the plan must be updated every five years, it has been written in a way that can incorporate ongoing updates and revisions.

Coordinated Transportation Plan Requirements

ODOT provides the following requirements for Coordinated Transportation Plans:

- » (1) An assessment of available services that identifies current transportation providers (public, private, and non-profit);
- » (2) An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service (Note: If a community does not intend to seek funding for a particular program (Section 5310, 5311), then the community is not required to include an assessment of the targeted population in its coordinated plan);
- » (3) Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and
- » (4) Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.



Assessing Need and Identifying Proposed Service and Capital Improvements

Reflecting legislative priorities identified in the Keep Oregon Moving act, the CTP addresses the transportation needs of people residing and traveling within the region, especially those residents in low-income communities. Key project and program provisions of the CTP include the following STIF Criteria:

- » Increased frequency of bus service to areas with a high percentage of Low-Income Households.
- » Expansion of bus routes and bus services to serve areas with a high percentage of Low-Income Households.
- » Fund the implementation of programs to reduce fares for public transportation in communities with a high percentage of Low-Income Households.
- » Procurement of low or no emission buses.
- » The improvement in the frequency and reliability of service between communities inside and outside of the Qualified Entity's service area.
- » Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
- » Implementation of programs to provide student transit service for students in grades 9-12.



DEMOGRAPHICS



DEMOGRAPHICS

Understanding specific demographic distributions and needs is vital to evaluating the quality of a transit system. This section discusses the composition of Morrow County and its communities, and the considerations for needs for different transit dependent populations. It should be noted that census block groups in Morrow County are large, and dilute the density of populations. As such, maps provide the total population within each transit dependent population group in addition to density.

Transit riders are typically generalized into two categories:

- » **Choice riders** have adequate resources and abilities to own, operate, and maintain a vehicle but choose to use transit. Choice riders are more likely to use public transportation for commuting or when transit offers an advantage over driving (i.e., roads are congested, convenience, high parking fees, passenger amenities, etc.)
- » **Captive riders**, also referred to as transit dependent riders, use public transportation because they lack access or resources to own or operate a vehicle. These riders use public transportation for most of their trips, including to get to work, medical appointments, shops, and social activities.

Choice riders can be located anywhere in a community, with the strongest market areas typically being areas with high population or employment density. Market areas for captive riders, however, is more complex, as an understanding of population distributions and considerations for special concerns is needed. For example, older adults tend to travel during the daytime and require shorter walks to/from a bus stop. The following outlines seven demographic groups typically associated with higher use of transit:

- » **People Experiencing Poverty** – individuals who live within a set of income thresholds established by the US Census Bureau, which vary by family size and composition. Low-income households tend to rely on public transportation as it is less expensive than owning and operating a vehicle.
- » **People with Disabilities** – people with a disability often have difficulty operating a vehicle and require access to public transportation.
- » **Youth** – individuals under 18 years old have limited access or ability to drive a vehicle.
- » **Elderly Adults** – individuals aged 65 and older may become less comfortable driving as they age or are no longer physically able to drive.
- » **People of a Racial Minority** – often live in neighborhoods that have suffered systemic disinvestment and other barriers to transportation.
- » **Zero Vehicle Households** – persons residing in households without access to a vehicle typically rely on walking, biking, public transportation, or carpooling to meet their mobility needs.
- » **Low English Proficiency Households** – low English proficiency (LEP) can be a barrier for interacting with the transportation system, particularly in terms of owning and operating a vehicle. Typically, households with low English proficiency rely on other modes to meet their mobility needs.



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- » **Veterans** - have devoted years of their lives into their respective field of expertise, with many impacted by limited mobility and high medical needs.

Title VI of the Civil Rights Act of 1964 prohibits discrimination in the provision of federally supported benefits and services, including public transportation service. In addition to Title VI populations, this analysis presents information about the study area population’s transit reliant populations, including poverty status, age, racial/ethnic composition, and English proficiency, and proportion of people with disabilities.

Table 1 breaks down these metrics for Morrow County and its communities. This analysis provides information regarding populations who are typically more reliant on transit or have been historically underrepresented in planning processes. Values higher than the state average are in **bold**. As shown, cities throughout Morrow County have high percentages of people below the poverty line, people with a disability, youth, older adults, zero vehicle households, households with low English proficiency, and veterans.

Table 1. Title VI and Underrepresented Populations

	2020 Census Population	Total Population (ACS)	Total Households (ACS)	Below 100% Poverty	Below 200% Poverty	People with Disability	Youth (Under 18)	Older Adults (65 and older)	Racial/Ethnic Minority	Zero Vehicle Households	Households with LEP	Veteran
Oregon	4,246,155	4,096,744	1,642,579	12.4%	29.3%	14.3%	20.7%	17.7%	25.0%	7.2%	2.4%	8.3%
Morrow County	12,303	11,384	4,093	15.1%	42.5%	17.3%	27.5%	22.4%	41.3%	2.0%	6.7%	10.6%
Boardman	NA	3,527	1,086	20.6%	51.3%	11.1%	33.7%	12.5%	74.7%	2.5%	20.3%	4.2%
Heppner	NA	1,264	556	10.9%	39.9%	27.9%	25.9%	29.5%	12.3%	2.0%	0.0%	12.1%
Ione	NA	410	178	16.6%	29.3%	32.7%	19.5%	32.9%	24.6%	0.0%	10.1%	12.1%
Irrigon	NA	1,896	668	16.2%	44.6%	16.4%	25.9%	16.6%	51.3%	0.7%	4.5%	11.2%
Lexington	NA	160	85	8.8%	51.3%	44.4%	21.9%	40.0%	12.5%	15.3%	0.0%	20.0%

Source: 2020 Census and American Community Survey 2016-2020 5-Year Estimates; Tables S1602, S1701, S1810, B25044. NA = Not Available.

People Experiencing Poverty

Low-income populations are individuals that live within a set of income thresholds established by the US Census Bureau, which vary by family size and composition. Historically, people experiencing poverty may rely on active and public transportation more than the general population; therefore, recognition of this group’s concentration centers is needed to determine transportation needs. Figure 1 and Figure 2 illustrate areas with high percentages of people living below the poverty level. Densities of individuals residing below 100% poverty exist in the following areas:



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- » Northern part of Irrigon and the surrounding areas
- » Most parts of Boardman with a higher concentration south of I-84 and north of Wilson Lane

Densities of individuals residing below 200% poverty exist in the following areas:

- » Throughout Irrigon
- » Parts of Boardman south of I-84 and north of Wilson Lane

The federal poverty level is defined by household size. The 2022 federal poverty level for a family of 4 is \$27,750 of income. 200% of federal poverty level for a family of 4 would be \$55,500. The state of Oregon uses 200% poverty level for Statewide Transportation Improvement Fund criteria.

People with Disabilities

People with a disability often have difficulty operating a vehicle and require access to public transportation. Figure 3 illustrates areas with high percentages of households with disabilities. Densities of people with disabilities exist in the following areas:

- » All of Irrigon, but mostly concentrated in the northern part and surrounding areas
- » Most parts of Boardman, with a higher concentration south of I-84
- » Western half of Lone
- » Western portion of Heppner

Youth & Seniors

Analyzing an area's age composition helps decision-makers understand the potential need for increased transit options. As people age, they typically begin to drive less and require alternative modes of transportation for medical appointments, shopping, and visiting family and friends. Children are unable to operate a vehicle and must rely on family, friends, walking, biking, or public transportation to travel. Figure 4 and Figure 5 illustrate areas with concentrations of youth and older adults, respectively. As illustrated in both the figures, densities of youth and older adults existing in the following areas:

- » All of Irrigon, but mostly concentrated in the northern part and surrounding areas
- » Most parts of Boardman, with a higher concentration south of I-84 and north of Wilson Lane

People of a Racial Minority

People of a racial minority, defined by the US Census Bureau as non-white and/or Hispanic populations, typically live in neighborhoods that have suffered systemic disinvestment and other barriers to transportation. Understanding where people of color live is a step towards equitably implementing transit service that serves their needs. Figure 6 illustrates areas with high percentages of people of a racial minority. Densities of racial minorities existing in the following areas:

- » All of Irrigon, but mostly concentrated in the northern part and surrounding areas
- » All of Boardman, with a higher concentration south of I-84 and north of Wilson Lane
- » Most of Lone
- » Western portion of Heppner



Zero Vehicle Households

Vehicle availability may limit a person's ability to commute to work or get to an activity center. Depending on the number of people living in each household, a certain number of vehicles may not be able to provide everyone with a means of transportation. Figure 7 illustrates areas with concentrations of households with no vehicles available. Densities of zero car households existing in the following areas:

- » Northern part of Irrigon and the surrounding areas
- » Most parts of Boardman with a higher concentration north of I-84
- » Eastern part of Lone
- » Southeastern portion of Heppner

Low English Proficiency Households

Low English proficiency can be a barrier for interacting with the transportation system, particularly in terms of owning and operating a vehicle. Typically, households with low English proficiency rely on other modes to meet their mobility needs. Figure 8 illustrates areas with high percentages of households with low English proficiency. Densities of households with low English proficiency exist in the following areas:

- » Northern part Irrigon and the surrounding areas
- » All of Boardman, with a higher concentration south of I-84 and north of Wilson Lane
- » Most of Lone
- » Portion of the northern Heppner

Veterans

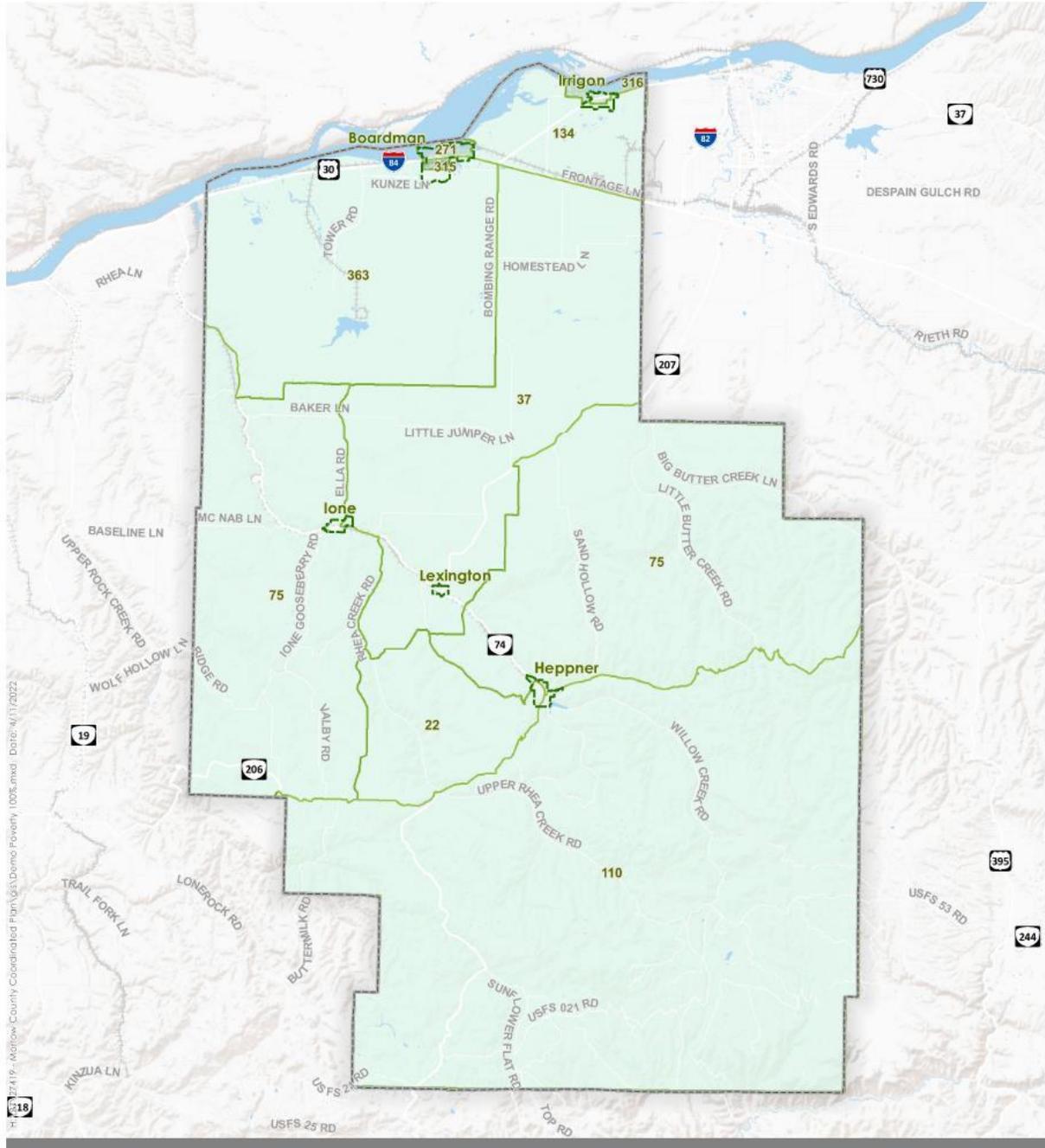
Veterans typically have an increased need for transit options given mobility impairments and higher medical travel needs. Figure 9 illustrates areas with high percentages of veterans. Densities of households with veterans exist in the following areas:

- » All of Irrigon, but mostly concentrated in the northern part and surrounding areas
- » All of Boardman, with a higher concentration south of I-84 and north of Wilson Lane
- » Western portion of Heppner



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Figure 1. People Below 100% Poverty



People below 100% Poverty per Acre by Block Group

- 0.00
- 0.01 - 0.25
- 0.25 - 0.50
- UGB
- County Boundary

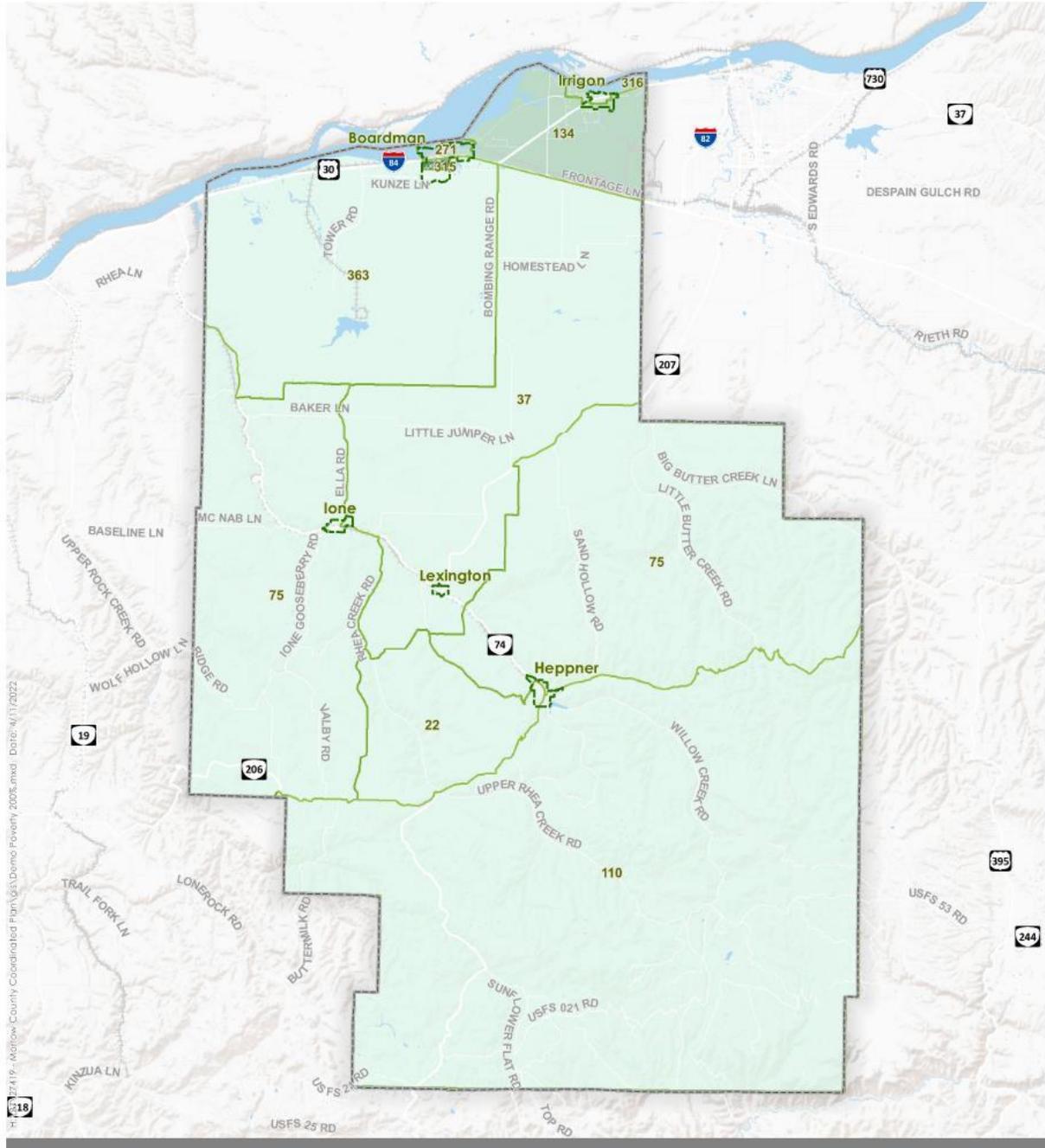


Source: American Community Survey 5yr 2020 Table C21007



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Figure 2. People Below 200% Poverty



People below 200% Poverty per Acre by Block Group

- 0.00
- 0.01 - 0.25
- 1 - 1.5
- UGB
- County Boundary

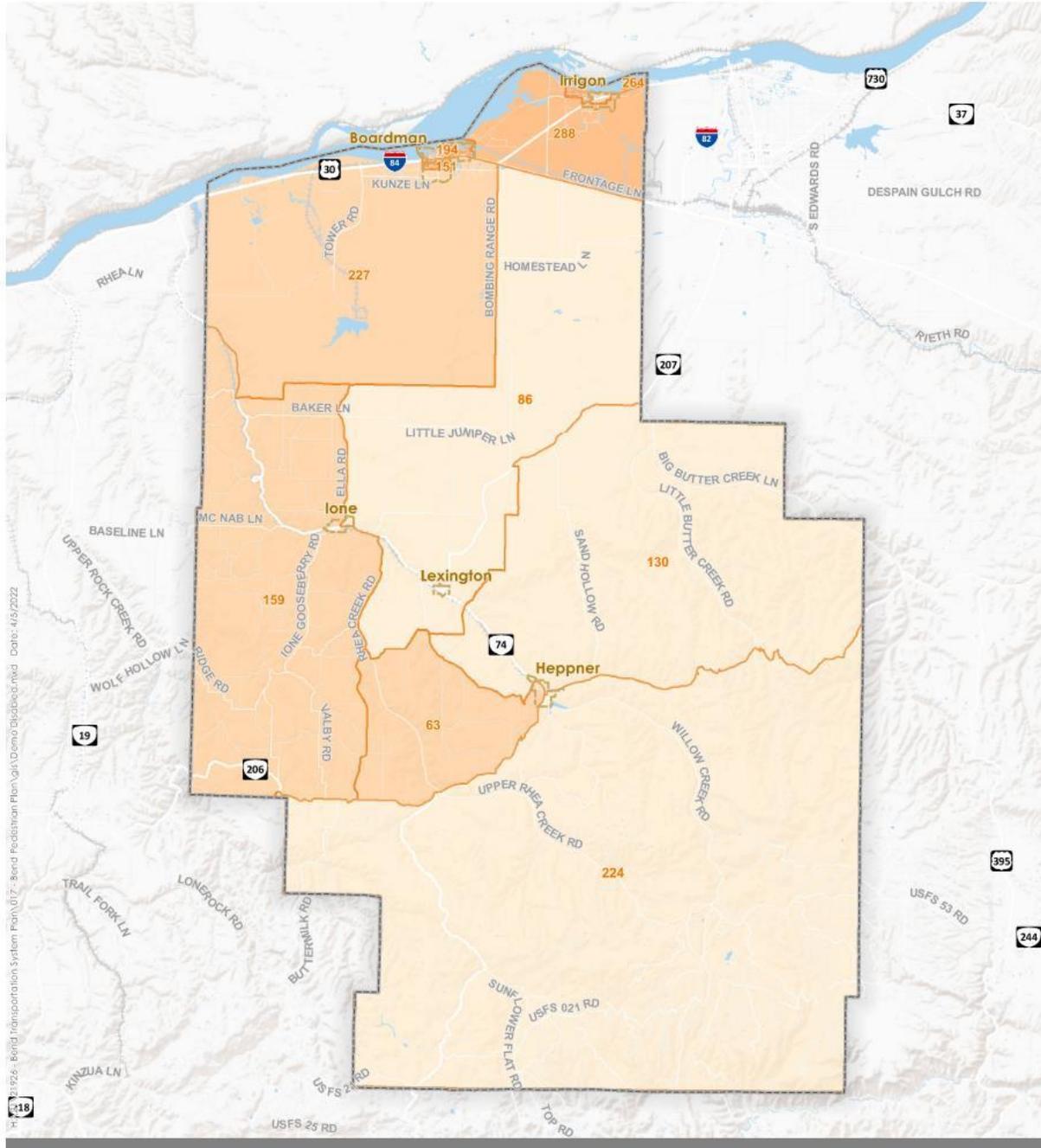


Source: American Community Survey 5yr 2020 Table C21007



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Figure 3. People with Disabilities



People with Disabilities per Acre by Block Group

- 0.00
- 0.01 - 0.00
- 0.01
- 0.02 - 0.08
- 0.09 - 0.20

- UGB
- County Boundary

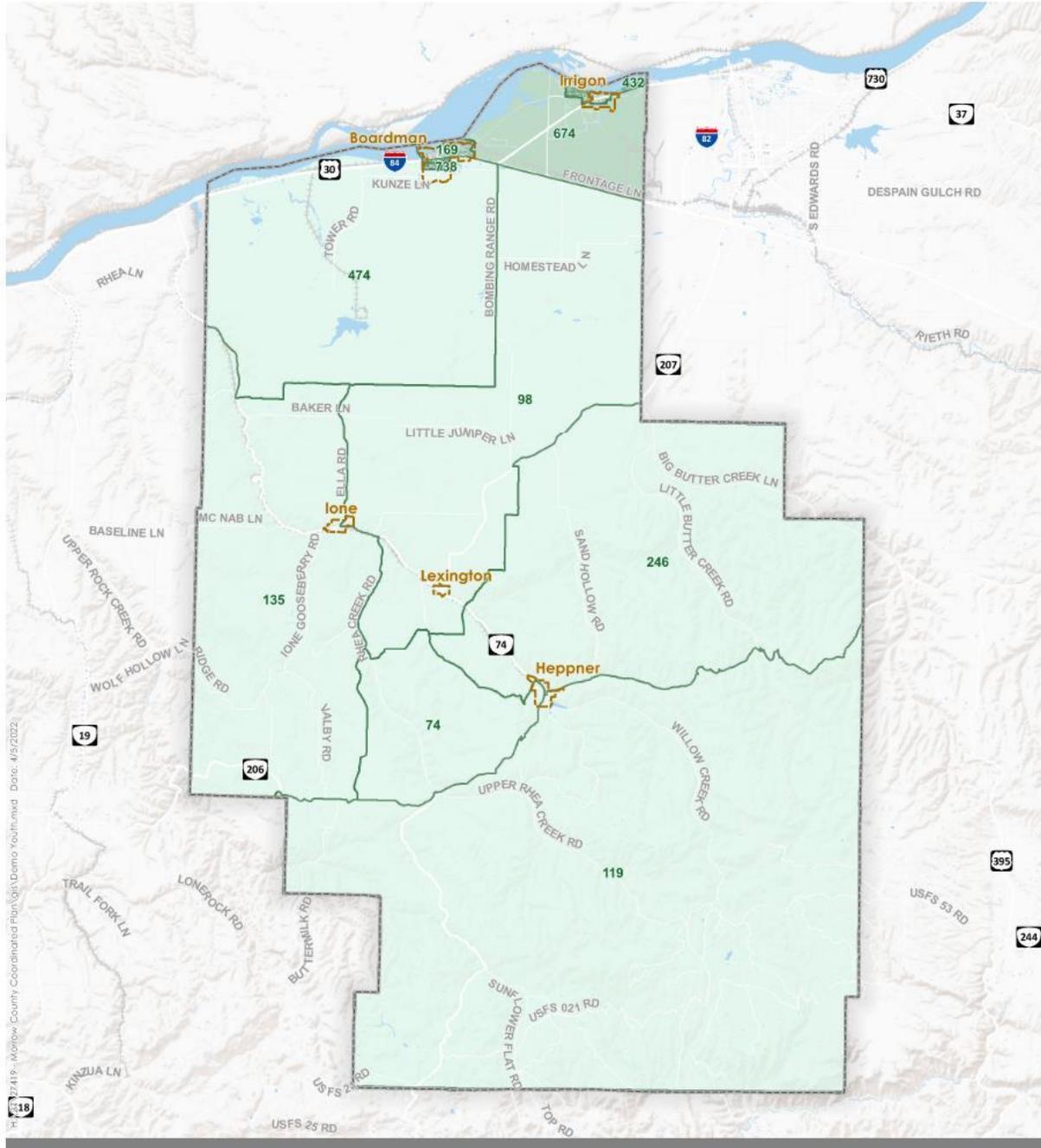


Source: American Community Survey 5yr 2020 Table C21007



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Figure 4. Youth Population



People Under Age 18 per Acre by Block Group

- 0.00
- 0.01 - 0.02
- 0.03 - 0.07
- 0.08 - 0.14
- 0.15 - 1.00

- UGB
- County Boundary

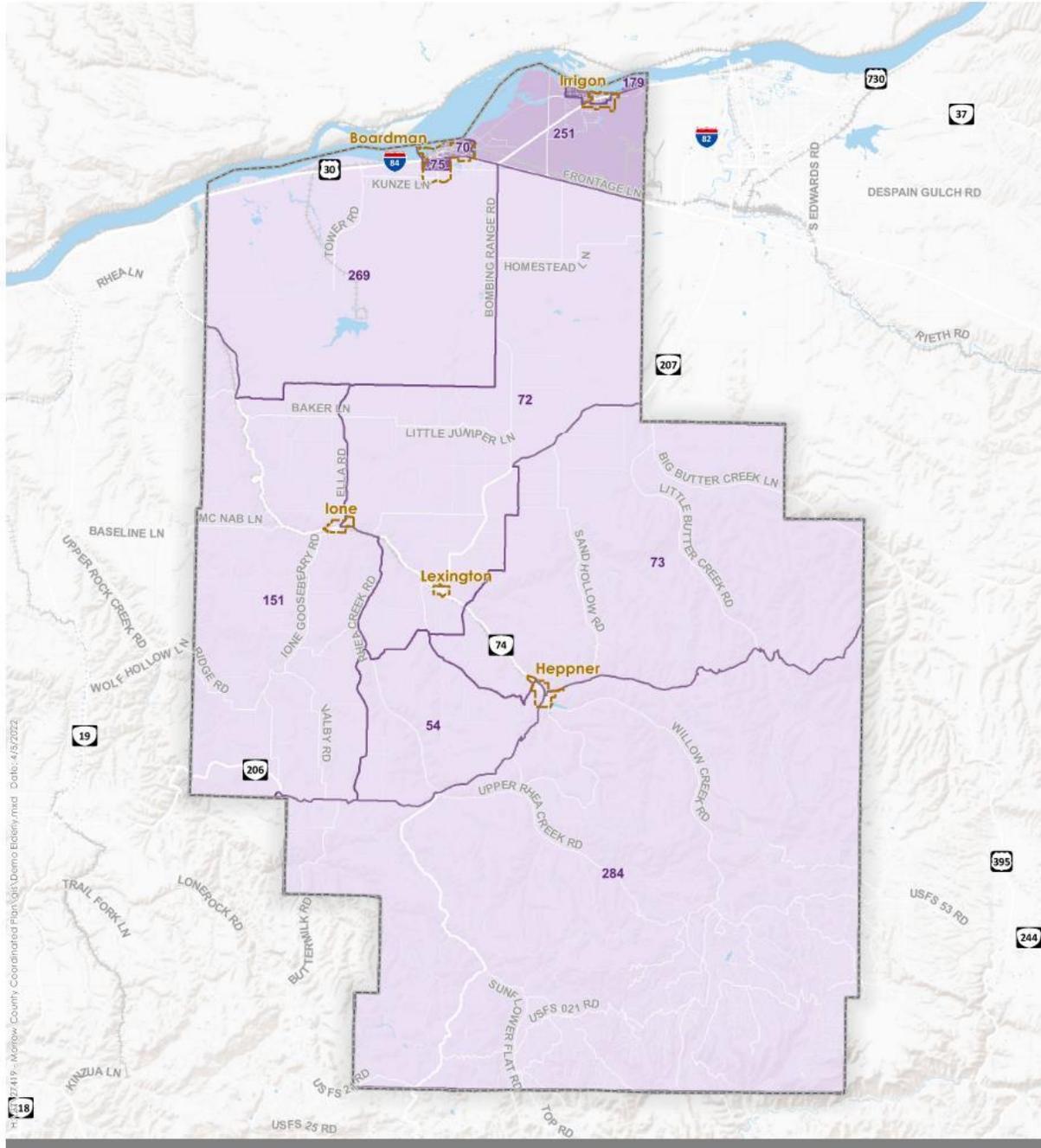


Source: American Community Survey 5yr 2020 Table B01001



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Figure 5. Senior (Age 65 and Over) Population



People Age 65 and Over per Acre by Block Group

- 0.00
- 0.01
- 0.02 - 0.03
- 0.04 - 0.06
- 0.07 - 0.10

- UGB
- County Boundary

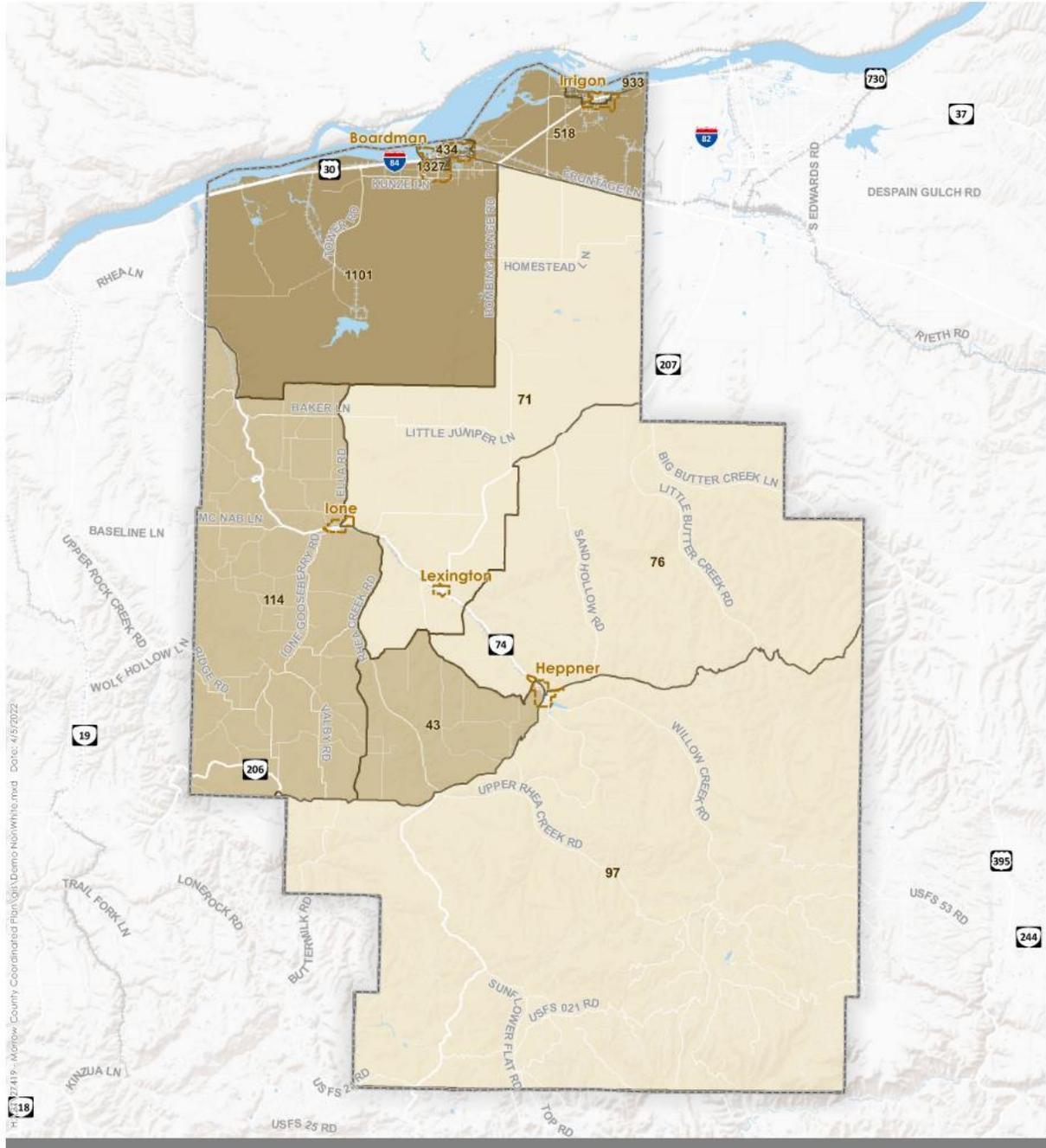


Source: American Community Survey 5yr 2020 Table B01001



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Figure 6. People of a Racial Minority



Non-White Population per Acre by Block Group

- 0.00
- 0.01 - 0.00
- 0.01
- 0.02 - 0.30
- 0.31 - 1.79

- UGB
- County Boundary

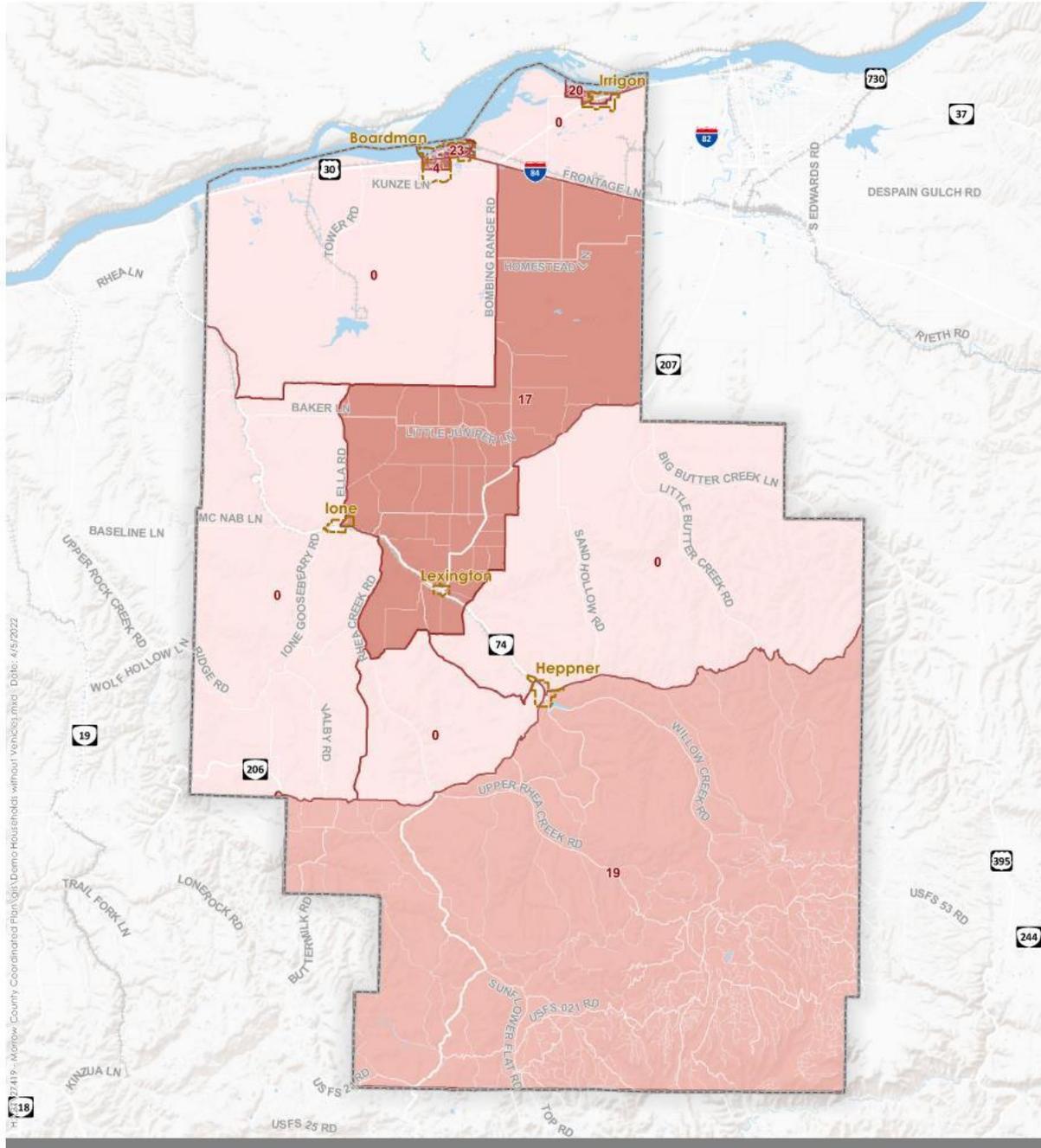


Source: Census 2020 Table P1



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Figure 7. Zero Vehicle Households



Households without Vehicles per Acre by Block Group

- 0.00
- 0.01 - 0.00
- 0.01 - 0.00
- 0.01
- 0.02 - 0.01

- UGB
- County Boundary

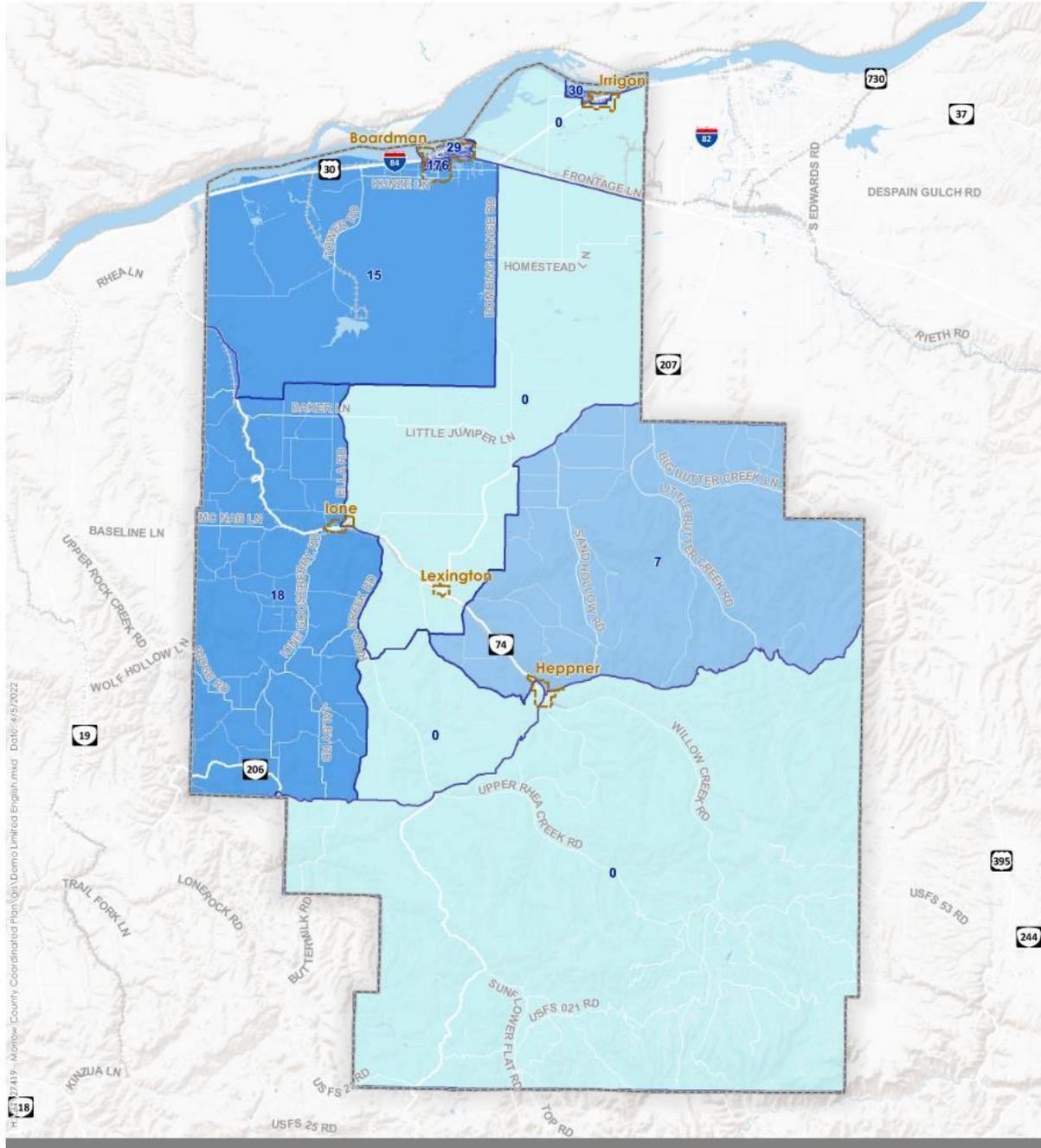


Source: American Community Survey 5yr 2020 Table B25044



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Figure 8. Low English Proficiency (LEP) Households



Households with Limited English Spoken per Acre by Block Group

- 0.00
- 0.01 - 0.00
- 0.01 - 0.00
- 0.01
- 0.02 - 0.24

- UGB
- County Boundary

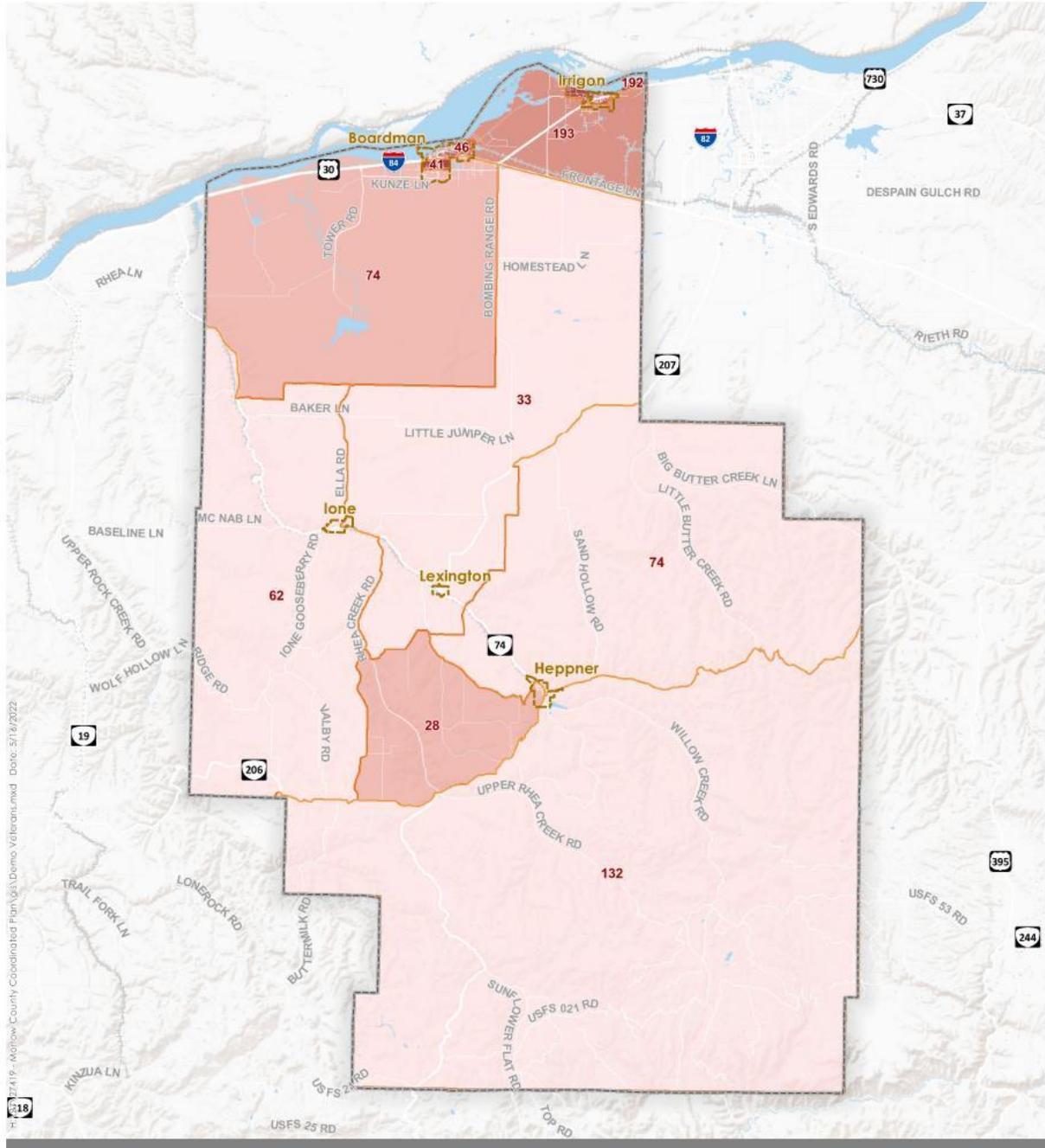


Source: American Community Survey 5yr 2020 Table C16002



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Figure 9. Veterans



Veterans per Acre by Block Group

- 0.00
- 0.01 - 0.00
- 0.01 - 0.00
- 0.01 - 0.02
- 0.03 - 0.06

- UGB
- County Boundary



Source: American Community Survey 5yr 2020 Table C21001



EXISTING SERVICES AND RESOURCES



EXISTING SERVICES AND RESOURCES

Taking inventory of the existing transportation services and resources within the county helps identify any unmet transit needs and gaps in transportation service. Available services include one fixed-route (buses running on a set schedule with set pick-up and drop-off points) operated by Kayak Public Transit serving Irrigon. The second main public transportation operator is Morrow County, which operates a dial-a-ride service (called The Loop) in which passengers can get picked up at their home and taken to their destination. Other privately provided transportation services in the region are also described.

Public Transportation Service within Morrow County

Transportation services provided in Morrow County by public entities are summarized below.

THE LOOP

Morrow County Public Transit operates The Loop, a demand-response service (also known as dial-a-ride service) for residents of Morrow County. Service is provided on weekdays between 8 a.m. and 5 p.m. Trip times can be adjusted to meet earlier or later appointments or activities. Weekend trips can also be requested. Request for service is made through the dispatch office, those hours are weekdays 8-12 am and 1-5 pm.

KAYAK PUBLIC TRANSIT

Kayak Public Transit provides public transportation serving southeastern Washington and northeastern Oregon via fixed-route, ADA Paratransit⁶, and a voucher-based taxi system. The service is operated by the Confederated Tribes of the Umatilla Indian Reservation (CTUIR), which is headquartered in Mission in Umatilla County. The goal of service lies in connecting towns and transporting people to employment and school. Kayak Public Transit's Hermiston Hopper route services Irrigon Monday-Saturday, providing two stop times daily. Morrow County funds the service to Irrigon.

TRANSIT FACILITIES

Morrow County Public Transit has three bus storage locations in the cities of Heppner, Boardman and Irrigon. These facilities are at capacity. Morrow County is planning to expand its transit facility infrastructure to meet its current and future operating demands. This could include but is not limited to, storage and maintenance facilities, transit centers, and park and ride areas.

Neighboring Public Transportation Services

Neighboring transportation services are provided by local city, county, and private providers.

GREYHOUND

Regional transportation services available near Morrow County are provided by Greyhound. Greyhound operates private transit bus lines throughout the United States. Greyhound has a daily route that travels through Morrow County but does not have a scheduled stop within the County. The nearest scheduled Greyhound stop is in Stanfield, 25 miles east of Boardman on I-84,



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in Umatilla County at the Pilot Travel Center. The stop is served by a Greyhound route connecting Portland and Denver via Boise and Salt Lake City. The stop is also the end point of a connecting route to Pasco, Yakima, and Seattle. Morrow County residents feel strongly that Greyhound should schedule stops in the northern portion of Morrow County.

GRANT COUNTY

Grant County People Mover also provides service near Morrow County, with a Prairie City to Walla Walla route providing stops in John Day, Mt. Vernon, Long Creek, Dale, Ukiah, Pilot Rock, Pendleton, and Milton-Freewater on Tuesdays.

CITY OF HERMISTON

The City of Hermiston provides workforce and senior transportation services seven days a week, typically between 6 AM and 6 PM. The workforce program (WORC) serves approximately 30 riders per month and senior transportation serves 100 riders per month.

GILLIAM COUNTY

Gilliam County provides dial-a-ride services Monday through Thursday, 8 a.m. to 5 p.m., and Fridays, 8 a.m. to 4 p.m., providing roughly 75 to 100 trips per month. Riders are typically accessing services such as grocery stores, medical, social services, elder/senior services, banking, and community events.

WHEELER COUNTY

Wheeler County provides dial-a-ride services, primarily for seniors and people with disabilities but open to the general public when space allows. The service is operated by both volunteer and paid drivers. Trips are typically for non-emergency medical, and passengers access facilities as far as The Dalles and Portland.

Client-Based Transportation Service

Several transportation services in Morrow County are privately provided to specific clients.

CAREVAN (GOOD SHEPARD HEALTH CARE SYSTEM)

In addition to The Loop's demand-response service for all populations, CareVan Medical Transportation provides services for residents living in Boardman and Irrigon that have appointments at Good Shepherd Medical facilities in Hermiston. Service operates from 7:30 a.m. to 5:30 p.m. on weekdays. Rides are dispatched by a volunteer at Good Shepherd and are only available for clients of Good Shepherd. Transportation is currently provided for approximately 400 to 700 clients per month.

COLUMBIA RIVER COMMUNITY HEALTH SERVICES

Columbia River Community Health Services is a clinic located in Boardman providing medical services to the greater Boardman area population, migrant/seasonal farm workers, refugees, and low-income populations. Clients without access to other transportation are provided nonemergent rides to/from appointments. Rides must be scheduled with the clinic on a case-by-case basis. Transportation is currently provided for approximately 50 clients per month.



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CAPECO

CAPECO is a non-profit who provides service to a mix of clients including Medicaid recipients, older adults, and the general public. The agency provides Dial-a-Ride transportation in Umatilla County and community services in Morrow County. CAPECO services include eight drivers, four of whom are paid.

TRANSPORTATION SOLUTIONS

Transportation Solutions provides non-emergency medical transport in Walla Walla, The Dalles, La Grande, Pendleton, Hermiston, Baker City, Clarkston/Lewiston, Boise, and the Coeur d'Alene areas for Medicaid patients. They typically serve into Irrigon about once per day and occasionally other communities in Morrow County. Vehicles include ambulatory and wheelchair-accessible vans.

EMPLOYMENT TRANSPORTATION

Workforce transportation is provided by some employers, such as Independent Transport, Atkinson Staffing, MJ's Labor, and others.

Other Transportation Service

TAXIS

Limited taxi service exists in the northern region of Morrow County provided by taxi companies based in Umatilla County (e.g., Umatilla Cab Company, Elite Taxi). There is no consistent taxi service in eastern or southern Morrow County.

UMATILLA-MORROW COUNTY HEADSTART

Umatilla-Morrow County Headstart provides bus services for children enrolled at the Boardman Center and Irrigon Headstart. The Oregon Child Development Coalition provides bus services for children enrolled in the Migrant Education Program.

MID COLUMBIA BUS COMPANY

Mid Columbia Bus Company provides school transportation services, though buses can be contracted as charter bus transportation if fleet and drivers are available. Should Mid Columbia Bus Company not provide charter services, public entities in the region can contract to serve these trips.

Rail Facilities

Rail services within Morrow County includes only freight service. Rail transportation has historically been, and continues to be, an important avenue for moving goods within the region. Passenger service had previously been provided via a stop at the Hinkle Railyard in Hermiston and is desired by Morrow County residents to return. Future transit services should connect to passenger rail service.



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RAIL FREIGHT FACILITIES

Rail freight services are provided to businesses in Morrow County by the Union Pacific Railroad: from their main line, which parallels I-84. Multiple spurs extend from this line: one serving the coal-fired gas plant and another serving the Umatilla Ordinance Depot.

In fact, The Union Pacific main line running east-west through the Columbia River Gorge runs through the Boardman Industrial Park, owned by the Port of Morrow. Through this connection, the Port is able to transport its goods either to the Port of Portland or east into the continental United States.

The Hinkle Classification Yard, located 20 miles east of the Port of Morrow (near Hermiston, Oregon), is the largest hump yard west of St. Louis. Through use of this facility, the Port is able to access rail lines leading north into Canada and south into California. The Port is effectively able to use rail service because of the Hinkle hump yard to send its products in many different directions.

Historically, there were freight rail lines in place at the former Umatilla Chemical Depot (previously known as the Umatilla Army Depot). There are no spurs currently active on the depot land. The Union Pacific Mainline runs east and west adjacent to the southern border of the depot property. Future development plans are to reconnect a spur off the UP mainline to the depot property with connectivity to serve future industrial sites that will be located at the depot.

PASSENGER RAIL FACILITIES

There has been no passenger rail service in Morrow County since the mid-1990s, when the Amtrak Pioneer line between Salt Lake City, Utah and Portland, Oregon stopped operating. Loss of this line not only removed service from Morrow County, but also from a regional perspective, deleted service east to Salt Lake City. Amtrak does provide service between Portland and Spokane on its Empire Builder line. Morrow County residents must go to the Tri-Cities, the closest stop, to use this service.

Airport Facilities

Two public airports exist in Morrow County currently limited to private aircraft. They include the Lexington-Morrow County airport and the Port of Morrow airport west of Boardman. The closest public air service is located in Pendleton, Oregon. Depending on the growth of Morrow County, opportunities exist to expand the Port of Morrow's airport facility to provide public air transportation service. In addition to airport facilities, medical flight service is available in the County.

LEXINGTON-MORROW COUNTY AIRPORT

Morrow County Airport in Lexington is owned and operated by Morrow County. There is an Automated Weather Observation System and a 4,300-foot main runway that will accommodate most intermediate size aircraft.

Lexington is located one-half mile north of the Town of Lexington city center, just west of Highway 207. The airport access road is located approximately one-half mile north of the



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intersection of Highway 207 and Highway 74. The paved airport access road travels approximately ¼ mile from Highway 207 to the vehicle parking area.

The airport has been a base for agricultural spraying operators for many years, in addition to accommodating general aviation, business, medical and charter activities. The airport currently accommodates locally based single engine aircraft, including two turbine powered agricultural aircraft. In addition to local aircraft, the airport accommodates intermediate general aviation, business aviation, including turboprop, business jet and helicopter operations. Morrow County has been the owner of the airport since 1960.

Location Identifier 9S9, FAA site Number 19500.5*A, Latitude 45-27-14.9000N, Longitude 119-41-25.0000, Elevation 1634

The Airport Layout Plan for the Lexington-Morrow County Airport, acknowledged by DLCD in 2002, defines how the airport is planned to be used over the next two decades. The Air Industrial Zone identified in the Airport Layout Plan has been applied as an overlay zone in the Morrow County Zoning Ordinance. Copies of the Airport Layout Plan are available at the County Public Works Department.

PORT OF MORROW AIRPORT FACILITY

The Port of Morrow purchased what was previously known as the Boardman airport. This facility offers a 4,200-foot-long paved runway. This runway was designed to offer takeoff and landing capability for heavy bombers and commercial passenger/cargo jets, but current use is corporate jets and light general aviation aircraft.

After acquiring the airport, the Port of Morrow developed an Airport Industrial Park centering on the 100-foot wide, 4,200-foot-long landing strip. Industrial sites are available for facilities that would benefit from the capabilities of the airport as well as the general services provided by the Port of Morrow. Sufficient land exists at the Port's Airport Industrial Park to extend the runway and to offer a full range of aviation services depending on the need of future industrial, commercial, or public clientele.

Future Port of Morrow improvements to the Airport Industrial Park focus on improved access for ground transportation services. Also to be considered are the actions approving a major motor speedway and related uses at the Boardman Airport.

LIFE FLIGHT SERVICES

Air Ambulance World provides life flight services to Pioneer Memorial Hospital in Heppner. These services provide Intensive Care Unit (ICU)-equipped aircraft to transport patients between medical facilities.



SUMMARY OF RELEVANT PLANS



SUMMARY OF RELEVANT PLANS

The Morrow County Coordinated Human Services Transportation Plan (Morrow County CTP) Update will identify public transportation needs for people with disabilities, seniors, individuals with lower incomes, individuals with limited English proficiency, and others who depend on public transportation services. The Morrow County CTP will seek to minimize duplication of services, identify gaps in services, identify unmet needs, and prioritize strategies for better public transportation services. This section lists the relevant plans conducted since the 2016 Morrow County CTP and identifies elements critical to this Morrow County CTP update. Reviewed documents include:

- » Morrow County Coordinated Human Services Public Transportation Plan (2016)
- » Port of Morrow Interchange Area Master Plan (IAMP, 2012 with ongoing update)
- » City of Heppner Transportation System Plan (2018)
- » Morrow County/Umatilla County Transit Development Strategies (2018)
- » Hermiston – Boardman Connector / Boardman – Port of Morrow Circular Report (2021)

In addition to these plans, the project team notes that the following documents were completed prior to and incorporated in the 2016 Morrow County CTP:

- » Morrow County Heritage Trail Concept Plan (2000)
- » Boardman Main Street IAMP (2009)
- » City of Lone Transportation System Plan (1999)
- » City of Lexington Transportation System Plan (2003)
- » Irrigon Downtown Development Plan and Highway 730 Streetscape Plan (2009)
- » Irrigon to Umatilla Highway 730 Corridor Plan (2008)

Morrow County Coordinated Human Services Public Transportation Plan (2016)

The 2016 Coordinated Human Services Public Transportation Plan developed and documented transportation needs, opportunities, and challenges for Morrow County for key target populations, including older adults, people with disabilities, and people with low incomes. In addition to intra-city, commuters, the plan aims for better coordination with health and human services providers. This document will be further evaluated in *Task 3: Evaluation of Former Plan Recommendations* for relevancy and updates. Table 2 summarizes the documented transit-related needs and opportunities from the 2016 Morrow County CTP.



Morrow County Coordinated Transportation Plan

Table 2: 2016 Morrow County CTP Needs/Opportunities

Need	Opportunity	Keep and Update?
Information and Marketing		
Market The Loop to the general public	Focus marketing so that all individuals know they can use The Loop, and it is not only for “special transportation.”	Yes
Bilingual information and marketing	Morrow County's large Spanish-speaking population may not be aware of transit service availability.	Yes
Geographic		
Service to medical facilities	Central/southern Morrow County residents need access to Pioneer Memorial Hospital in Heppner while those in northern Morrow County generally need to get to Tri-Cities or Umatilla County hospitals.	Yes
Connections to Port of Morrow	Dense employment clusters at Port of Morrow could support transit, carpools, or vanpools.	Yes
Inter-county service	Morrow County residents must often travel to Tri-Cities, Umatilla County, or farther destinations for services.	Yes
Kayak service to Boardman	Kayak currently links Pendleton through Hermiston to Irrigon. The agency has thought about extending service to Boardman. The county and Boardman can work with Kayak to assess service viability and support expansion, if warranted.	Modify – Implement service to Boardman
Long-distance trips	Current volunteer and veteran's programs transport passengers 100 miles or more to services on a regular basis, including destinations such as Portland or Walla Walla.	Yes
Regional transportation network	Many providers serve the greater region, but service lacks coordination. A system with a mix of regional intercity routes supported with demand-response services and vanpools/carpools would provide all-day mobility options serving multiple markets.	Yes
Temporal		
Late night/very early morning service	Employees working 2nd and 3rd shifts (late night and early morning) do not have transit options available.	Yes
Organization		
Employer coordination	So far one employer has shown interest in providing transportation options to employees at the Port of Morrow. The Loop can reach out to this employer and others to educate employers about existing service and find out transportation needs.	Yes
Funding silos dictate service eligibility requirements	Special Transportation Funds, Highly Rural Transportation Grants, Title IIIB, and Medicaid are some of the funding sources being used to provide transportation in Morrow County and its neighbors. Comingling clients funded by separate sources on one vehicle is often either disallowed outright or is not encouraged, resulting in low passenger productivity per vehicle or hour.	Yes



Morrow County Coordinated Transportation Plan

Need	Opportunity	Keep and Update?
Technology		
Scheduling software	The county plans to purchase scheduling software, which will enable The Loop to potentially increase service productivity and also coordinate with other providers.	Modify – Monitor purchased software
Operations		
Lack of volunteers	The Loop relies upon volunteers, which are often in short supply.	No
Lack of regular service	Residents do not have access to regularly scheduled service offerings that do not require a reservation, making transit inconvenient.	Yes
Door-through-door assistance	Some passengers are not able to board vehicles at the curb without assistance, meaning the volunteer must be able to provide assistance.	Yes
Underserved Markets		
Medicaid recipients	There is no public transportation Medicaid authorized provider in the county.	Yes
Hispanic community	Hispanic populations in Morrow County (Boardman, Irrigon) do not have access to or know of how to use available public transit	Yes
Veterans	The VA clinic in Boardman can provide some services and has capacity to serve more people, but funding is limited and its continued operation is in question. Continued outreach needed to alert veterans about Veteran's Choice program providers in Morrow County.	Yes

Port of Morrow Interchange Area Master Plan (IAMP, 2012 with ongoing update)

The Port of Morrow IAMP was prepared for the I-84/Laurel Lane interchange to preserve the capacity of the interchange while providing safe and efficient operations between connecting roadways. The IAMP establishes near-term and long-term recommendations for the interchange and surrounding roadway network. The ongoing update currently proposes refined interchange area designs with walking and biking facilities, but does not include mention of transit needs.

Morrow County/Umatilla County Transit Development Strategies (2018)

The 2018 *Morrow County/Umatilla County Transit Development Strategy* evaluates needs and identifies strategies and solutions that address these needs. The transit-related needs identified in this plan are summarized below.

TRANSIT SERVICE

- » Add transit service not just to major population centers, but to the various rural employment clusters that exist throughout Morrow and Umatilla County. Major employment clusters that should be a focus of this study include:
 - Port of Morrow



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- I-84/I-82/Westland Road interchange area
 - US 395 (south of Hermiston) industrial area
 - McNary/Port of Umatilla area
- » Increase the geographic scope of fixed route transit service. Areas for consideration include:
- City of Boardman/Port of Morrow
 - City of Arlington
 - City of Heppner/City of Lexington
 - Tri-Cities in Washington State
 - OR 11 corridor between Pendleton and Milton-Freewater/Walla Walla, WA.
- » Consider the special needs of providing transit service to industrial areas and rural employment clusters.
- Take into account employee shift patterns when considering transit service to industrial areas and employment clusters.
 - Broad service spans that accommodate the variety of work shifts that exist at many large-scale employment centers.
- » Some employment clusters such as the Port of Morrow and Port of Umatilla/McNary area have a large geographic footprint. Transit service to these areas may necessitate smaller shuttle service to more efficiently serve the various businesses that are located too far from transit stops or lack adequate pedestrian facilities.

INFRASTRUCTURE NEEDS

- » Construct and integrate Park-and-Ride facilities along the I-84 corridor. Planning for Park-and-Ride facilities has already been included in the recent City of Pendleton Transportation System Plan and Mission Area Community Plan.
- » Construct new pedestrian improvements to accommodate transit service in employment clusters.

COORDINATION AND ORGANIZATIONAL NEEDS

- » Coordinate services that cross jurisdictional and transit provider service area boundaries.
- » Coordinate services among social service agencies, senior centers, medical facilities, employers, and other organizations to share information about local transportation options, training opportunities, and other information.
- » Apply technological solutions to facilitate coordination efforts.

CAPITAL AND FUNDING NEEDS

- » Sustainable funding to maintain and provide for service additions and route enhancements.
- » Fare subsidies for several population groups (fixed incomes, those with medical plans that don't cover transportation, for medical trips, for accompanying caregivers).



City of Heppner Transportation System Plan (2018)

The City of Heppner TSP highlighted issues and opportunities related to transit, including those related to information and marketing, technology, operations, and the market for transit service. With regards to physical improvements, the City of Heppner TSP highlights the need for a larger long-term facility for fleet storage, maintenance and operations, vehicle upgrades, shuttles/vanpools, fixed-route feasibility in Heppner, and continued demand-response service. Table 3 summarizes the identified transit-related issues and opportunities in the City of Heppner TSP.



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Table 3: City of Heppner TSP Transit Plan - Issues and Opportunities

Topic Area	Issue	Opportunity
Information and Marketing	General public may not be aware of The Loop Service	Continue marketing service to all Morrow County residents
	Potential to appeal to younger generation who is interest in transit	Increase marketing and social media presence
Technology	Dispatching and schedule done manually	Staff currently receiving training on new scheduling software. Pursue a contract with software provider to automatically handle scheduling and dispatch.
	Limited vehicle amenities; long trip distances	Study the possibility of offering wi-fi on vehicles to increase appeal to broader range of riders.
Operations	Fleet has outgrown existing Heppner bus barn	Explore options for building or renting larger long-term facility in Heppner, Lexington, or the surrounding area.
	Not all The Loop vehicles are equipped with wheelchair lifts or ramps.	Upgrade vehicles when funding becomes available.
	Long-term staffing for The Loop uncertain	Form a succession plan to account for current staff retirement, and hire new staff with specific transit planning experience.
	Lack of volunteers/unmet demand – 17 denials in the month of September	Identify additional volunteer drivers to expand the volunteer pool beyond the existing nine. Explore ways to incentivize additional volunteers, such as by increasing the daily reimbursement rate.
	Limited funding for system expansion	Oregon HB 2017 will allocate additional funding for Morrow County transportation – possibly \$100,000 - \$200,000 annually beginning in FY 2020.
Market for Transit Service	Difficult to serve agricultural sector workers and Port of Morrow; destinations not on main roads and demand for employees ebbs and flows.	Shuttles or vanpools may best serve employment market
	Trip distances on The Loop are very long. People must travel far from Heppner to major destinations, which is difficult to address with regular transit service.	Consider connecting people via Morrow County transit to locations served by other providers, like Kayak. Transit to Hermiston, for example, would allow a person to travel via Kayak to Pendleton, Tri-Cities, or La Grande, for example.
	Desire to expand public transportation both within Heppner as well as connecting to regional destinations.	Study feasibility of establishing fixed route service in the near future. Look to Grant County People Mover as a potential example.
	Although Heppner is compact, topography and consideration of those with limited mobility may indicate demand for intra-Heppner transit	Continue providing demand-response service within Heppner



Hermiston – Boardman Connector / Boardman – Port of Morrow Circular Report (2021)

The Hermiston – Boardman Connector / Boardman – Port of Morrow Circular Report identified the preferred operations of two new services:

- » The Hermiston- Boardman Connector, a clockwise and counterclockwise fixed-route loop between Hermiston, Umatilla, Irrigon, and Boardman utilizing the I-84, Westland Road, US 395, and US 730 corridors. Service would be provided by Kayak Public Transit.
- » Boardman – Port of Morrow Circular, a deviated fixed-route service covering the Port of Morrow with a flexible deviation zone and the City of Boardman along Columbia Avenue, Main Street, Wilson Lane, Boardman Avenue, and other local roadways. Morrow County's the Loop would operate the Circular.

In addition to the services, key outcomes for Morrow County include bus stop improvements in the County, bicycle and pedestrian connections to those stops, and the need for a Morrow County transit center, storage and maintenance, and/or park-and-ride facilities, likely in Boardman and/or Irrigon.

Near-term implementation needs (verbatim from the Final Report) include:

- » **Pursue** funding through the identified funding sources or others that arise to support operating and capital costs.
- » **Coordinate** with local jurisdictions, businesses, and property owners to establish stops and seek bus stop and access improvements.
- » **Develop** marketing and advertising materials in conjunction with partners.
- » **Improve** local coordination, potentially through dedicated staff at transit agencies and/or designated liaisons at the local agencies.
- » **Plan** for property acquisitions and/or capital improvement of existing properties for regional facilities such as transit centers, park-and-rides, and vehicle maintenance and storage facilities as described in this Report.
- » **Refine** the transit schedules through ground-truthing prior to implementation.
- » **Monitor** system performance and demand over time and consider adjustments to service.

Morrow County Transportation System Plan

The Morrow County Transportation System Plan (TSP) was recently updated to incorporate recent transit planning efforts. The TSP reiterates many of the needs discussed above, and also describes the desire for improved long-distance rail and bus transportation in the County. The TSP identifies other roadway, biking, and walking facility improvements that can support and promote transit use.



STAKEHOLDER INVOLVEMENT



STAKEHOLDER INVOLVEMENT

Stakeholder involvement is essential for a successful Coordinated Transportation Plan. Engaging the appropriate organizations and individuals in this planning efforts is critical to identifying the needs of the target populations, the public transportation resources available, local context, and prioritization of strategies.

This section summarizes responses to a provider survey to inventory transportation services in Morrow County, provider interview summary, stakeholder workshop feedback, and Morrow County Public Transportation Advisory Committee (PTAC) feedback.

Inventory Survey

The inventory survey asked questions regarding existing services provided, rider use of the system, COVID-19 pandemic impacts, funding, and needs identified by each agency and/or its clients. Responses from the inventory survey were received from the following providers:

- » City of Hermiston's Hermiston WORC program
- » Columbia River Health
- » Confederated Tribes of the Umatilla Indian Reservation (CTUIR)'s Kayak Public Transit
- » Gilliam County Transportation
- » Good Shepherd Health Care System's CareVan
- » Greyhound (via Isaacs & Associates)
- » Morrow County

Responses from these providers helped to revise and supplement the pre-populated inventory of existing services. In addition, responses were used to understand needs and potential strategies. Key findings related to goals and needs from the responses are as follows:

- » All respondents serve the general public, and most noted that they serve tribal members, low-income households, people with disabilities, older adults, homeless populations, veterans, people with limited English proficiency, people with chronic medical needs, and people in recovery from substance abuse.
- » The most common trip purpose includes medical/dental appointments, social service appointments, grocery shopping, and recreation.
- » Key transportation challenges faced by clients include:
 - Local routine trips such as appointments, work, and grocery shopping aren't accessible by transit
 - Lack of understanding on how to use the transit system
 - Transit trips take longer than a client's capacity for travel
 - Lack of resources to pay for transportation services
 - Public transit service does not operate late enough in the evening
 - An accessible vehicle isn't always available
 - Bus stops are not close enough to residences and/or destinations like work
 - Eligible trip purposes are limited (e.g., for medical, senior nutrition, day program, or work trips only)
 - Difficulty making reservations for demand response services



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- » Several providers don't have ADA accessible vehicles
- » Most respondents require reservations to be made in-advance (typically 24 hours), rather than within an hour or two
- » Average ridership is at about 40-50% of pre-COVID levels for Greyhound, Columbia River Health, senior services, and Kayak Public Transit. Gilliam County and the WORC program are near their pre-COVID levels.
- » Providers responded to COVID by reducing service when-needed (either frequency, service type, or stopping service altogether), using vehicles for food transportation, limiting trip purposes, reducing the number of passengers per vehicle, and implementing disinfecting procedures
- » Key funding includes federal, state, county, and city-level funding, as well as grants, private donations, and fares.
 - Morrow County has secured the DLCDC Rural Transportation Equity Fund grant and is looking to incorporate it into the CTP.
- » Columbia River Health added that a stop near their clinic on future services would be helpful for clients.

Other feedback, that doesn't necessarily impact goals and needs, include:

- » Most respondents directly provide transportation services and own their own fleet (rather than lease), except for the City of Hermiston

Full details are included in Appendix A.

Interview Summary

Interviews were conducted to further expand on survey responses and explore other topics stemming from initial questions. Interviews were conducted with the following providers:

- » Gilliam County
- » Grant County
- » Greyhound
- » Kayak Public Transit
- » Morrow County
- » Wheeler County

Detailed notes are provided in Appendix B. Key themes from these discussions include:

- » Obtaining drivers is challenging for all agencies.
- » Dial-a-ride services are generally back to their pre-COVID demand, with several agencies not seeing changes to demand during COVID.
- » Greyhound services are down in ridership, and the provider will need to see ridership return more before returning to 2 roundtrips per day for service, which is currently at 1 roundtrip per day.
- » Most public providers primarily serve elderly, people with disabilities, and low-income populations, and typically for medical and grocery shopping trips.



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- » Marketing and education is challenging, many members of the public don't know that the services exist. Leveraging local organizations and agencies to market services could be helpful.

Stakeholder Workshop

The summary of relevant plans, demographics, inventory of existing services and resources, and draft goals and objectives were presented to stakeholders during a workshop. Key comments and needs from the discussion are as follows:

- » In addition to the STF/highly rural funds, note that STIF and other funding sources should be used efficiently and allow for passengers sharing vehicles and rides, regardless of funding source.
- » It's important to have parking availability for the workforce, and also consider how working parents get to and from childcare. Can buses provide car seats? Bike parking?
- » Look at wheelchair charging stations at more stop locations.
- » ODOT has a micromobility pilot program, looking at this for electric scooters, golf carts, etc. for first/last-mile connections in the Port would be helpful.
- » Explicitly state that providers with both paid and unpaid drivers were surveyed and are present in the area.
- » Improve services goal should discuss workforce, connecting people with disabilities, low-income populations, and access like parking, scooters and other micromobility
- » Think more regionally, provide linkages between other areas and plans. How do these plans work together?
- » For funding, include partnerships with employers
- » For staff, seek other training opportunities, increases to driver pay to be competitive, bilingual staff
- » Focus the plan on "Human" – what are all the needs? Making sure to integrate into other plans.

Morrow County Public Transportation Advisory Committee (PTAC) Presentation

This draft CTP was presented to the Morrow County Public Transportation Advisory Committee on July 19th, 2022, for review and feedback. The PTAC was in agreement with the CTP's identified needs, strategies, and priorities. The PTAC noted that obtaining resources, such as funding and vehicles, can be challenging in Morrow County. A statement was added to the *Implementation and Monitoring Program* section to highlight that the identified timeframes are outlined by need, and that resources must be obtained to be able to implement the strategies.



GOALS AND OBJECTIVES



GOALS AND OBJECTIVES

Goals and objectives were developed based on statewide and regional plans, local needs, and survey and stakeholder feedback. These were refined based on input from the Project Management Team (PMT), Morrow County PTAC, and further stakeholder input.

- » Goal 1. Provide improved service to meet the needs of all community members, with a focus on those reliant on public transportation.
 - Objective 1A. Prioritize improvements, with the help of the DLCD transit equity grant and similar efforts, for transit-dependent people, including low-income populations, people with disabilities, zero-vehicle households, racial and ethnic minorities, older adults, youth, people with limited English proficiency, and veterans.
 - Objective 1B. Improve access to education and work opportunities, in particular at the Port of Morrow, via new and improved transportation services and coordination with private transportation providers.
 - Objective 1C. Determine customer needs through direct outreach, consultation with service providers, and findings from other planning efforts.
 - Objective 1D. Improve convenience through mobile tools and apps that integrate regional and neighboring transportation services.
 - Objective 1E. As services are implemented and improved, promote safe and comfortable transit facilities and low-stress walking and biking connections, especially at transit centers and major transit stops.
 - Objective 1F. Collaborate with local governments and connecting transit providers to ensure transit service meets the needs of riders.

- » Goal 2. Provide reliable transportation options for health-supporting destinations.
 - Objective 2A. Enhance service to connect to grocery stores, pharmacies, recreational centers, social service agencies, and other community resources.
 - Objective 2B. Collaborate with all transportation service providers, pairing traditional fixed-route and demand-response services with first-/last-mile connection options such as shuttles, transportation network companies (TNCs), sharing of bikes and other mobility devices, and cooperative programs such as those within assisted living communities.
 - Objective 2C. Support enhancements to long-distance services, such as passenger rail, Greyhound service within Morrow County, and transportation by private providers, for access to medical, employment training, and other opportunities not available in Morrow County.

- » Goal 3. Provide reliable transportation options for economic opportunities.
 - Objective 3A. Enhance service to connect to educational centers, government centers, job centers, and other community resources.
 - Objective 3B. Collaborate with large employers to help meet the transportation needs of employees, especially for those who are working non-traditional business hours (early morning/late night shifts).
 - Objective 3C. Coordinate with other public agencies and divisions, such as those responsible for land use planning, housing, and development review, to strengthen transit effectiveness and include transit considerations in growth and development.



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- » Goal 4. Improve marketing of services and education across transportation service areas.
 - Objective 4A. Improve transit education and marketing, particularly through outreach to transportation-disadvantaged and underserved groups that focuses on bilingual marketing and outreach and travel training.
 - Objective 4B. Collaborate with transit agencies to share public transit information in a variety of formats and media to inform and attract new transit users, such as improving availability of route and schedule information as well as access to real-time arrivals and other data.
 - Objective 4C. Promote transit-supportive measures that make bus stop availability clear, including trip planning services, wayfinding signage, stop amenities (e.g., bike racks), and more.

- » Goal 5. Pursue stable funding sources to maintain and lower transportation costs to the public.
 - Objective 5A. Foster new and innovative partnerships to share and leverage resources, improve services, and further create awareness of transportation services in and nearby Morrow County.
 - Objective 5B. Pursue clean fuel for transit vehicles, such as electrification of the future vehicle fleet and infrastructure, to reduce gas and maintenance costs.
 - Objective 5C. Identify a range of needs, opportunities, and strategies that can be ready to take advantage of grant funding opportunities, such as those focused on employment, capital improvements, service reliability, and/or geographic coverage.
 - Objective 5D. Identify vehicle storage and maintenance and public-friendly transit center sites to reduce “deadhead” mileage and costs.

- » Goal 6. Recruit and retain staff to be able to provide reliable services.
 - Objective 6A. Partner with Oregon Employment Department and neighboring transit providers to promote and access Commercial Driver’s License (CDL) training centers and reduce costs to agencies and/or potential drivers.
 - Objective 6B. Consider ways to provide transportation for driver or staff training opportunities or market existing services for job access opportunities.
 - Objective 6C. Conduct regular feedback with staff to ensure workplace satisfaction and identify opportunities to improve working conditions.
 - Objective 6D. Monitor salaries, incentives, and benefits of peer agencies to promote fair living wages to transportation provider staff.



NEED AND STRATEGIES



NEEDS AND STRATEGIES

Based on the above analysis, the needs and corresponding strategies are summarized below. Many strategies meet multiple needs. While displayed as tied to each individual need here, the strategies are expanded and prioritized individually in the next section.

- » **Need:** Provide local and regional connectivity for transit-dependent groups, especially in Heppner, Boardman, and Lexington, which have high percentages of people with disabilities, people experiencing poverty, racially diverse populations, and zero vehicle households
 - Implement and continue to monitor the Boardman – Port of Morrow Circular and Hermiston – Boardman Connector
 - Begin on-demand shuttles to communities such as Heppner, Lexington, Lone, and other communities not connected to the fixed-route system.
 - Enhance service hours and/or number of vehicles operating at a time dial-a-ride services
 - Promote and/or subsidize vanpools
 - Expand bilingual information and marketing program
- » **Need:** Enhance services for populations in unincorporated areas and communities not connected to the existing system, in particular for elderly populations
 - Begin on-demand shuttles to communities such as Heppner, Lexington, Lone, and other communities not connected to the fixed-route system.
 - Enhance service hours and/or number of vehicles operating at a time dial-a-ride services
 - Coordinate with public and private providers to ensure access and eligibility
 - Promote rideshares
- » **Need:** Ensure reliable transportation for employment-based trips, especially for low-income populations
 - Implement and continue to monitor the Boardman – Port of Morrow Circular and Hermiston – Boardman Connector
 - Refine, implement, and continue to monitor the Heppner – Boardman Connector
 - Refine, implement, and continue to monitor the Arlington – Boardman Connector
 - Promote and/or subsidize vanpools
 - Expand marketing and partnerships via employers
- » **Need:** Maintain and enhance connections with other transportation providers
 - Establish regular coordination meetings with connecting providers
 - Enhance bus amenities throughout Boardman, Hermiston, and other locations that currently exist or are planned to connect with The Loop and Kayak Public Transit.
- » **Need:** Better serve ridership on existing services
 - Enhance weekend dial-a-ride and/or future fixed-route service and later night/earlier morning service
 - Improve fare payment options for transportation services that aren't free, including affordable options for low-income populations and students
 - Provide real-time vehicle arrival information



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- » **Need:** Enhance transit facilities
 - Enhance bus amenities throughout Boardman, Hermiston, and other locations that currently exist or are planned to connect with The Loop and Kayak Public Transit.
 - Implement transit centers and major bus stops with higher levels of amenities
 - Build bus storage and maintenance facilities to accommodate existing and future buses
 - Provide bilingual marketing materials at stops
 - Consider the installation of wheelchair charging stations at transit stops
 - Provide parking near stops

- » **Need:** Maintain and grow vehicle fleet to meet service needs
 - Obtain new vehicles
 - Establish capital replacement plan
 - Investigate and pursue transition to alternative fuels
 - Ensure adequate storage and maintenance capabilities, such as the planning effort in Boardman

- » **Need:** Stabilize costs and grow funding streams
 - Continue to leverage local funds to obtain state and federal funds, such as the Rural Transportation Equity Program
 - Seek ways to share trips across funding pools (5310, 5311, RVHT, HRTG, etc.) while maintaining separate ride records
 - Investigate and pursue transition to alternative fuels

- » **Need:** Attract and retain staff, including drivers, maintenance, supervisors, and administration
 - Partner with local colleges to communicate availability of job openings
 - Seek peer review to ensure competitive wages and benefits
 - Conduct regular feedback sessions with staff
 - Provide professional development/continuing education opportunities
 - Provide an employee recruitment/retainment incentive program

The following section brings forward the strategies discussed above, establishes evaluation criteria, and presents the prioritized strategies.

Evaluation Criteria

The evaluation criteria for the strategies focus on the costs and benefits, ease of implementation, and group(s) served or needs met. These criteria are established at the following scales:

- » Costs – Roughly estimated costs considering the scale of implementation.
 - \$: Less than \$25,000 Annually
 - \$\$: \$25,000 to \$75,000 Annually
 - \$\$\$: Greater than \$75,000 Annually

- » Benefits – Qualitative measure identifying expected outcome of the recommendation.
 - +: Allows for services to continue operating as-is, such as retaining a fleet and staff
 - ++: Enhances services slightly to moderately, such as adding slight geographic area or service hours



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- +++: Enhances services substantially, such as adding new connections regionally
- » Difficulty of Implementation – Considers whether the strategy can be implemented quickly and with little complication, beyond costs to implement.
 - Low: Infrastructure, staff, and other resources are already in-place
 - Medium: Some infrastructure, staff, and other resources are in-place, but more will need to be obtained
 - High: No infrastructure, staff, or other resources are in-place
- » Group(s) Served/Needs Met – Considers how many of the following groups benefit from this strategy: Low-income populations, people with disabilities, youth, older adults, racial/ethnic minority, zero vehicle households, households with Limited English Proficiency, veterans, and employees.
 - ◐: Fewer groups served/needs met
 - ●: Many groups served/needs met

Results and Prioritization

Using the above evaluation criteria, the strategies were evaluated and prioritized in Table 4. High priority strategies are generally lower cost, provide greater benefits, have lower difficulty to implement, and serve the needs of more groups.



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Table 4. Strategies and Priorities

Strategy	Cost	Benefit	Difficulty of Implementation	Group(s) Served/ Needs Met	Resulting Priority
Routes and Services					
Implement and continue to monitor the Boardman – Port of Morrow Circular and Hermiston – Boardman Connector	\$\$\$	+++	Low	●	High
Refine, implement, and continue to monitor the Heppner – Boardman Connector	\$\$\$	+++	High	●	High
Refine, implement, and continue to monitor the Arlington – Boardman Connector	\$\$\$	+++	High	●	Medium
Begin on-demand shuttles to communities such as Heppner, Lexington, lone, and other communities not connected to the fixed-route system.	\$\$	+++	Medium	●	Medium
Enhance service hours and/or number of vehicles operating at a time dial-a-ride services	\$\$	++	Medium	●	Medium
Promote and/or subsidize vanpools	\$	++	Medium	⦿	High
Enhance weekend dial-a-ride and/or future fixed-route service and later night/earlier morning service	\$\$	++	High	●	Low
Transit Stops and Rider Facilities					
Enhance bus amenities throughout Boardman, Hermiston, and other locations that currently exist or are planned to connect with The Loop and Kayak Public Transit.	\$	++	Low	⦿	High
Implement transit centers and major bus stops with higher levels of amenities	\$\$\$	++	Medium	●	Medium
Consider the installation of wheelchair charging stations at transit stops	\$	+	Medium	⦿	Medium
Provide parking near stops	\$\$\$	+	Medium	⦿	Low
Internal and Inter-Agency Coordination					
Establish regular coordination meetings with connecting providers	\$	+	Low	●	High
Conduct regular feedback sessions with staff	\$	+	Low	●	High



Morrow County Coordinated Transportation Plan

Strategy	Cost	Benefit	Difficulty of Implementation	Group(s) Served/ Needs Met	Resulting Priority
Coordinate with public and private providers to ensure access and eligibility	\$	+	Low	●	High
Continue to leverage local funds to obtain state and federal funds, such as the Rural Transportation Equity Program	\$	+	Low	●	High
Seek peer review to ensure competitive wages and benefits	\$\$	+	Low	●	Medium
Provide professional development/continuing education opportunities	\$	+	Low	●	High
Provide an employee recruitment/retainment incentive program	\$\$	+	Low	●	High
Marketing and External Information					
Expand marketing and partnerships via employers	\$	+	Low	⦿	High
Provide bilingual marketing materials at stops	\$\$	+	Low	⦿	High
Expand bilingual information and marketing program	\$\$	+	Low	⦿	High
Partner with local colleges to communicate availability of job openings	\$	+	Low	⦿	High
Promote rideshares	\$	++	Medium	●	Medium
Technology					
Provide real-time vehicle arrival information	\$\$	++	Low	●	High
Seek ways to share trips across funding pools (5310, 5311, RVHT, HRTG, etc.) while maintaining separate ride records	\$	+	Medium	⦿	High
Improve fare payment options for transportation services that aren't free, including affordable options for low-income populations and students	\$\$	++	Medium	⦿	Medium
Fleet and Facilities					
Obtain new vehicles	\$\$	++	Medium	●	High
Establish capital replacement plan	\$	+	Low	⦿	High
Investigate and pursue transition to alternative fuels	\$\$\$	++	High	⦿	Medium
Build bus storage and maintenance facilities to accommodate existing and future buses, such as the planning effort in Boardman	\$\$\$	+	Medium	⦿	High



IMPLEMENTATION AND MONITORING PLAN



IMPLEMENTATION AND MONITORING PLAN

This section identifies funding opportunities and timeline for the high-priority strategies and describes the considerations and partners to get recommendations on-the-ground.

Funding Sources and Timeline

Table 5 shows the funding sources that were assessed for each strategy and their primary area of eligibility for operating, capital, city/county facilities (primarily walking and biking connections), and marketing and outreach.

Table 5. Funding Sources

Funding Source	Description	Eligibility			
		Operating	Capital	City/County Facilities	Marketing/Outreach
Federal Transit Administration (FTA) Grants	Section 5304: Non-Metropolitan Transportation Planning Grant. Funds are allocated to states, which then distribute them to regional and local agencies for transit planning. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.				X
	Section 5310: Enhanced Mobility of Seniors & Individuals with Disabilities . Formula funding to states and metropolitan regions for the purpose of meeting the transportation needs of seniors and people with disabilities. ODOT allocates state 5310 funds to rural areas via local STF agency and may reserve for discretionary programs.	X	X		X
	Section 5311: Rural Area. Formula funding to small cities and rural areas with populations of less than 50,000 for transit capital, planning, and operations, including job access and reverse commute projects. Funds are apportioned to states based on a formula that includes land area, population, revenue vehicle miles, and low-income individuals in rural areas and funds are distributed to providers through ODOT. Additionally, no less than 15 percent of funds must be spent on the development and support of intercity bus transportation, unless the intercity bus needs of the state are being adequately met.	X	X		X
	Section 5339: funding through an allocation process to states for small urban and rural areas, and transit agencies in large urban areas, to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.		X		
	Other: The FTA periodically releases additional funding opportunities. In 2019, the FTA released the Integrated Mobility Innovation opportunity, providing \$15 million for demonstration projects focused on Mobility on Demand, Strategic Transit Automation Research, and Mobility Payment Integration. For FY20, the FTA also announced the Mobility for All Pilot Program to invest in mobility options for older adults, individuals with disabilities, and people with low incomes, aimed to enable connections to jobs, education, and health services. The FTA also provides Section 5314 – Technical Assistance and Workforce Development grants, which support technical assistance and educational activities that enable more effective and efficient delivery of transportation services, foster compliance with federal laws (including the ADA). These types of funding opportunities can help ODOT and providers invest in innovative and effective practices and partnerships.				



Morrow County Coordinated Transportation Plan

State Special Transportation Funds (STF)	Allocated by the Oregon Legislature every two years. Funds may be used for any purpose directly related to public transportation services for seniors and people with disabilities.	X			X
Statewide Transportation Improvement Fund (STIF)	Formula funds for expanding access to jobs, improving mobility, relieving congestion, and reducing greenhouse gas emissions, while providing a special focus on low-income populations. STIF funds may be used for public transportation purposes that support the operations, planning, and administration of public transportation programs and may also be used as the local match for state and federal grants for public transportation service. <ul style="list-style-type: none"> ● 90% of STIF funds are distributed to Qualified Entities (Morrow County). ● 5% of STIF funds are available via discretionary grants for flexible funding. ● 4% of funds are available via discretionary grants for projects enhancing intercommunity service and the statewide transit network. ● 1% of the funds are allocated for program administration and a technical resource center. 	X	X		X
Highly Rural Transportation Grant (HRTG)	This grant-based federal program, under Veteran Affairs, provides demand-response services. It transports Veterans in highly rural areas to VA-authorized health care facilities. There is no cost fee, as long as the program is available in the area the Veteran lives in.	X			
Rural Veteran Healthcare Transportation Grant (RVHT)	This program, under ODOT, provides demand-response services, providing Veterans access to physical, mental, and/or behavioral healthcare. Access is not limited to VA-authorized health care facilities; access to services that contribute to a veteran's well-being may be accommodated as well. This program aims to focus its services to veterans but is open to shared rides with civilians.	X			
Private/Public Sponsorships	Private/public sponsorships involve a private entity, such as a local business owner, working with the public agency to fund a project (e.g., bus stop shelter and sidewalk connection maintenance). In return for their investment in the community, these business owners often have recognition for their role, providing a marketing venue for the business.	X	X	X	X
STIP Enhance	Funds allocated to projects through a competitive grant application process. Eligible projects include public transit capital improvements.		X	X	
Multimodal Impact Fees	Similar to transportation system development charges (SDC), but focused on improvements to multimodal transportation options. In the event a TIF is established, the fixed-route service could work to allocate a portion of funds towards transit-enhancing improvements.			X	
ODOT Safe Routes to School Grant Program	Eligible projects include safety improvements that positively affect the ability of children to walk and bicycle to school. Projects must be within a public road right-of-way, consistent with jurisdictional plans, supported by the school or school district, within a one-mile radius of a school, and able to be constructed within five years of the application. Project examples include sidewalks, median refuge islands, rapid flashing beacons, etc. The minimum funding request is \$60,000, and the maximum is \$2 million.		X	X	
Transportation Options Program	Discretionary grant program including initiatives such as Innovative Mobility Grants, which ODOT is currently determining a framework for, and Immediate Opportunity Grants of \$5,000 or less for qualified activities. Examples of eligible activities include: <ul style="list-style-type: none"> ● Transportation focused community events such as Open Streets, Bike Rodeos, etc. ● Activities to engage historically underserved communities in active or multimodal transportation outreach or education ● Purchase of bike racks, helmets, locks, etc. associated with bike and pedestrian safety outreach 				X
Rural Transportation	This one-off ODOT funding opportunity seeks to support rural communities in:				



Morrow County Coordinated Transportation Plan

<p>Equity Program</p>	<ul style="list-style-type: none"> ● Identifying and engaging underserved communities in rural areas to provide transportation options like biking, walking, and public transportation in order to access to critical services and destinations; ● Building capacity within local governments to maintain relationships and connections to underserved communities, with a focus on including underserved groups in future planning efforts; and/or ● Matching communities' needs with outside funding opportunities (i.e. Federal, State programs and resources) through strategic investment planning. <p>Morrow County received this grant and will conduct outreach in the coming year. Should this grant become a regularly provided fund, Morrow County could continue to pursue this in the future.</p>				
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In addition to these, roadway facility owners (cities, Morrow County, ODOT) can pursue walking and biking facility improvements through the following funds:

- | | |
|---------------------------------------|--|
| » Surface Transportation Block Grants | » All Roads Transportation Safety (ARTS) |
| » State Highway Fund | » General Fund |
| » Road Fund Serial Levy | » Transportation Development Tax |
| » Road Utility Fee | » System Development Charges (SDC) |
| » Vehicle Registration Fee | » Local Improvement District (LID) |
| » Local-Option Fuel Tax | » Tax Increment Financing |
| » Immediate Opportunity Funds | » Urban Renewal Districts |

Table 6 aligns the high-priority strategies to the relevant funding sources and identifies a timeline. The timeline is based on considerations such as securing staff, vehicles, or other resources to implement the recommendation, whether an activity is ongoing or a discrete task, and what other strategies need to be in-place before the strategy itself should be implemented. These timeframes represent the ideal implementation timeline and are subject to the availability of resources such as funding, staff availability, vehicles and facilities, and other factors.



Morrow County Coordinated Transportation Plan

Table 6. High Priority Strategies and Available Funding Pools

Strategy	Section 5304	Section 5310	Section 5311	Section 5339	STF	STIF	HRTG	RVHT	Private/Public Sponsorships	STIP Enhance	ODOT Safe Routes to School Grant	Transportation Options Program	Rural Transportation Equity Program	Timeline
Routes and Services														
Implement and continue to monitor the Boardman – Port of Morrow Circular and Hermiston – Boardman Connector		X	X		X	X	X	X	X					<2 yrs
Refine, implement, and continue to monitor the Heppner – Boardman Connector		X	X		X	X	X	X	X					3-5 yrs
Promote and/or subsidize vanpools		X	X		X	X			X			X		<2 yrs
Transit Stops and Rider Facilities														
Enhance bus amenities throughout Boardman, Hermiston, and other locations that currently exist or are planned to connect with The Loop and Kayak Public Transit.		X	X	X		X			X	X	X			0-5 yrs
Internal and Inter-Agency Coordination														
Establish regular coordination meetings with connecting providers		X	X		X	X			X					<2 yrs
Conduct regular feedback sessions with staff		X	X		X	X								0-5 yrs
Coordinate with public and private providers to ensure access and eligibility		X	X		X	X			X					0-5 yrs
Continue to leverage local funds to obtain state and federal funds, such as the Transit Equity Fund	-	-	-	-	-	-	-	-	-	-	-	-	-	0-5 yrs



Morrow County Coordinated Transportation Plan

Strategy	Section 5304	Section 5310	Section 5311	Section 5339	STF	STIF	HRTG	RVHT	Private/Public Sponsorships	STIP Enhance	ODOT Safe Routes to School Grant	Transportation Options Program	Rural Transportation Equity Program	Timeline
Provide professional development/continuing education opportunities		X	X		X	X								0-5 yrs
Provide an employee recruitment/retainment incentive program		X	X		X	X								0-5 yrs
Marketing and External Information														
Expand marketing and partnerships via employers		X	X		X	X			X			X	X	0-5 yrs
Provide bilingual marketing materials at stops			X			X			X		X			0-5 yrs
Expand bilingual information and marketing program	X		X			X			X			X	X	<2 yrs
Partner with local colleges to communicate availability of job openings		X	X		X	X			X			X	X	0-5 yrs
Technology														
Provide real-time vehicle arrival information		X	X		X	X	X	X	X					<2 yrs
Seek ways to share trips across funding pools (5310, 5311, RVHT, HRTG, etc.) while maintaining separate ride records		X	X		X	X	X	X	X					0-5 yrs
Fleet and Facilities														
Obtain new vehicles		X	X	X	X	X	X	X		X				0-5 yrs
Establish capital replacement plan	X	X	X		X	X								<2 yrs
Build bus storage and maintenance facilities to accommodate existing and future buses, such as the planning effort in Boardman		X	X	X	X	X			X	X				3-5 yrs



Considerations and Partners

The following section describes additional considerations and partners to implement the high-priority strategies.

ROUTES AND SERVICES

- » **Implement and continue to monitor the Boardman – Port of Morrow Circular and Hermiston – Boardman Connector:** Morrow County has procured a vehicle and identified a preferred operating plan for the Circular alongside Umatilla County, Kayak Public Transit, cities, and stakeholder such as employers and healthcare representatives. As this strategy moves forward, continuing to refine its stop locations and amenities, route schedule, and marketing will be crucial to its success.
- » **Refine, implement, and continue to monitor the Heppner – Boardman Connector:** Morrow County will need to procure a vehicle, hire a driver, and refine a preferred operating plan for the Heppner – Boardman Connector. While entirely within Morrow County and intended to be operated by MCPT, this service would still need coordination with partners such as city staff, employers, health and social service agencies, and other organizations.
- » **Promote and/or subsidize vanpools:** Morrow County could implement this recommendation by promoting programs such as Commute with Enterprise¹ or further supporting vanpools by subsidizing this service, similar to Cascades East Transit's program which subsidizes \$500 per van per month².

TRANSIT STOPS AND RIDER FACILITIES

- » **Enhance bus amenities throughout Boardman, Hermiston, and other locations that currently exist or are planned to connect with The Loop and Kayak Public Transit:** While establishing new bus stops in Morrow County, MCPT could start with basic amenities such as signage at stops as ridership patterns become apparent. Higher-level stops may warrant the need for benches, shelters, trash cans, bike racks, and more. Partners for this strategy include land owners, primarily private property owners, cities, ODOT, and Morrow County itself.

INTERNAL AND INTER-AGENCY COORDINATION

- » **Establish regular coordination meetings with connecting providers:** Partners for this strategy include staff from connecting agencies such as Kayak Public Transit and the Hermiston WORC program. These regular coordination meetings can help to identify further opportunities to enhance services and reduce duplication of efforts.
- » **Conduct regular feedback sessions with staff:** Gathering feedback from MCPT staff can help to not only improve staff morale and retention, but can also help to highlight rider concerns and institutional challenges that may otherwise not be passed along to MCPT administration staff.
- » **Coordinate with public and private providers to ensure access and eligibility:** Working with both the public agencies previously identified and private providers, such as employers

¹ www.commutewithenterprise.com

² <https://www.commuteoptions.org/vanpool/>



Morrow County Coordinated Transportation Plan

and non-emergency medical transportation brokerages, can improve public access to affordable transportation services. This coordination can also support updating the inventory of existing services and marketing services to the public.

- » **Continue to leverage local funds to obtain state and federal funds, such as the Transit Equity Fund:** MCPT can leverage local funds, such as those provided by city improvements and private property owner development, to access state and federal funds. In addition to property owners and infrastructure improvements as local match, services such as vanpool programs offered by employers may be able to be used as local match.
- » **Provide professional development/continuing education opportunities:** Professional development and education helps to keep staff up-to-date on industry trends in addition to basic training requirements, bringing fresh ideas to improve service back to Morrow County. Beyond MCPT staff, MCPT could look to provide training and education to other agency staff (ODOT, cities, etc.) through partnerships.
- » **Provide an employee recruitment/retention incentive program:** Attracting and retaining staff is a challenge in providing reliable services. Establishing an incentive program can help to expand the staffing pool and promote staff morale and retention.

MARKETING AND EXTERNAL INFORMATION

- » **Expand marketing and partnerships via employers:** MCPT has strong connections to many employers throughout the County, and continuing these partnerships can help to market services to existing and potential employees. In addition to employers, MCPT can work with neighboring transportation providers to educate the public on all available services.
- » **Provide bilingual marketing materials at stops:** As bus stops are implemented, providing information in both English and Spanish will be crucial to serving Limited English Proficiency populations. MCPT can work with local organizations and community members to refine the messaging and communication.
- » **Expand bilingual information and marketing program:** Similar to the previous strategy, expanding the bilingual information and marketing program can promote transportation use for populations who often lack reliable options. This strategy could be implemented imminently through the Rural Transportation Equity Program in partnership with community groups. This program should be reviewed and revised as-needed following implementation.
- » **Partner with local colleges to communicate availability of job openings:** Promoting job openings through local colleges not only attracts staff to MCPT, but also provides job opportunities to younger populations who tend to be lower-income. In addition to the colleges, Oregon Employment Department and workforce organizations such as New Horizons would be helpful partners in implementing this strategy.

TECHNOLOGY

- » **Provide real-time vehicle arrival information:** MCPT is participating in iTransitNW, a trip planning and bus tracking tool which several providers in the northeast Oregon and southeast Washington markets use to present transit information in one place. Real-time vehicle tracking is an aspect of iTransitNW, and allows for MCPT vehicles to be tracked both in this application and in other tools such as Google Maps. While typically implemented for fixed-route systems, real-time vehicle arrival information could also be



helpful for dial-a-ride services and giving better estimated arrival times to these passengers.

- » **Seek ways to share trips across funding pools (5310, 5311, RVHT, HRTG, etc.) while maintaining separate ride records:** Institutional barriers can prohibit or limit the sharing of trips when different funding pools are involved. Resolving these barriers can help to efficiently use transportation services and meet the needs of the community. MCPT can work with other public and private transportation providers to share trips and identify technologies for tracking these data. They can also work with ODOT to identify where barriers remain and work to resolve these at the state and federal levels.

FLEET AND FACILITIES

- » **Obtain new vehicles:** To continue providing services and ultimately expand their system, MCPT needs to regularly obtain new vehicles to replace aging fleets. An up-to-date fleet is also less likely to breakdown, increasing reliability of the system and reducing maintenance costs.
- » **Establish capital replacement plan:** In addition to the activity of obtaining new vehicles, a capital replacement plan can help MCPT to plan ahead for vehicle replacement and additions. A capital replacement plan should also consider alternative fuel technologies, specifically which service(s) could feasibly operate using alternative fuels based on existing mileage limitations. Partners for this strategy may include utility companies and other agencies and neighboring providers who may wish or need to charge their fleet within Morrow County.
- » **Build bus storage and maintenance facilities to accommodate existing and future buses, such as the planning effort in Boardman:** MCPT's bus storage facilities are currently at capacity. In addition to currently planning efforts for a storage and maintenance/public-facing transit center near Boardman, MCPT will continue to monitor the need for additional facilities. Partners include property owners, and where the facility is public-facing, the riders and any connecting transit providers.



MONITORING PROGRAM

The following section provides a program to track transit service performance and the success of the plan's recommendations. The program is data-driven and is founded on performance measures that can be tracked on a regular basis through set benchmarks. In most cases, these performance measures are already tracked as part of Federal Transit Administration (FTA) reporting requirements. This program enables a dynamic system where service adjustments can be implemented and justified following performance evaluations.

Performance measures are divided into monitoring on an annual and a less-frequent (e.g., biennial) basis. Most of the recommended performance measures should be reviewed each year; the performance measures identified for less-frequent review are less likely to fluctuate meaningfully on an annual basis. As these performance measures are applied in the future, Morrow County may adjust how often specific performance measures are examined. Benchmarks also consider existing and future data availability.

Annual Review of Performance Measures

The following performance measures are recommended to be evaluated at least annually to understand how the new services are being used. All but one of these measures are typically already monitored for National Transit Database (NTD) reporting purposes.

- » **Capital costs:** Examine annual capital costs directly to the service operator (Morrow County) and improvements by facility owners (Morrow County, local cities, employers, other property owners). This information is useful for budgeting for vehicle replacements and additional transit-supportive infrastructure such as shelters, based on actual agency cost experience.
- » **Operating costs:** Tracks annual operating costs for the services. This information is useful for evaluating cost trends for future budgeting purposes, and for calculating other performance measures, such as cost per hour, that can be compared with peer agencies.
- » **Annual rides:** Tracks total number of rides per year. This information is useful for evaluating ridership trends, and for calculating other performance measures, such as rides per hour or cost per ride, that can be compared with peer agencies. Transit providers typically also track ridership more frequently (e.g., by month, by day of week) to help identify ridership patterns and trends.
- » **Revenue service hours:** Tracks total number of hours of revenue service provided. This measure is used to calculate rides and cost per hour.
- » **Rides per hour:** Tracks average annual rides per hour (productivity). Staff resources permitting, tracking annual productivity by scheduled trip is useful for identifying and supporting the need for schedule changes (e.g., addressing consistently over- or under-utilized trips), for identifying the need to purchase higher-capacity vehicles, and for targeting marketing efforts to increase ridership, among other uses.
- » **Cost per hour:** Tracks average annual operating cost per revenue hour. Cost per hour is a useful measure to compare to peer agencies, to check whether one's costs and cost trends are in line with, greater than, or less than one's peers.



- » **Number of Deviation Request Denials (Circular service):** Tracks the total number of deviation requests denied on the Boardman – Port of Morrow Circular, to help identify the need for schedule and/or route changes to maintain service reliability and attractiveness. In addition, although more labor-intensive, tracking where and how frequently deviation requests are made can be useful for making route adjustments to serve high-demand trip origins and destinations.

Less-Frequent Review of Performance Measures

The following performance measures are either (1) less likely to change in a significant way on an annual basis and do not need to be tracked each year, or (2) are time-intensive to evaluate on an annual basis.

- » **System ease of use:** Tracks improvements made to travel between communities or transit providers, such as technology improvements (trip-planning, real-time tracking apps) and timed transfers between different transit providers.
- » **Walking and bicycling access:** Tracks the percentage of stops having a sidewalk/path, bicycle lane/path, and/or crossings connecting to the stop.

Peer Comparison

While every transit provider has unique service area and operating characteristics, comparing a provider's performance to that of similar providers can help managers and decision-makers gauge whether changes in performance match the experience of similar agencies, or may be due to actions on the provider's part (either something to correct or something to continue, depending on how performance changed). Transit agencies that receive federal funding are required to report information about service miles, service hours, and ridership, among others, to the NTD. Peer comparisons were conducted for Morrow County to understand existing and potential performance using the most-recent year of available data, 2018. Peers were primarily identified using the process described in *TCRP Report 141: A Guidebook on Performance Measurement and Peer Comparison in the Transit Industry*, which uses factors such as type of service provided, amount of service provided, geographic characteristics, and more.

Morrow County does not currently report data to NTD, given that it has not historically received federal funding that requires NTD reporting. Therefore, several providers who provide service similar to the proposed service were selected. These peers were matched based on an estimated 5,000 service hours and about 50,000 annual service miles for the Port of Morrow Circular and accompanying countywide dial-a-ride. This analysis only looked at local bus service (i.e., not commuter bus or demand-response as reported to NTD). Similar providers include CTUIR's local services, the City of Woodburn, South Clackamas Transportation District's (SCTD's) Molalla service, Lane Transit District's Florence service, and Malheur Council on Aging and Community Service's (MCOACS's) Ontario service. All of these services connect to regional transit service. Table 7 provides the peer comparison evaluation and

Figure 10 shows rides per hour for the peer providers. Table 7 also shows city populations and employments for each jurisdiction, with the Boardman numbers not including unincorporated



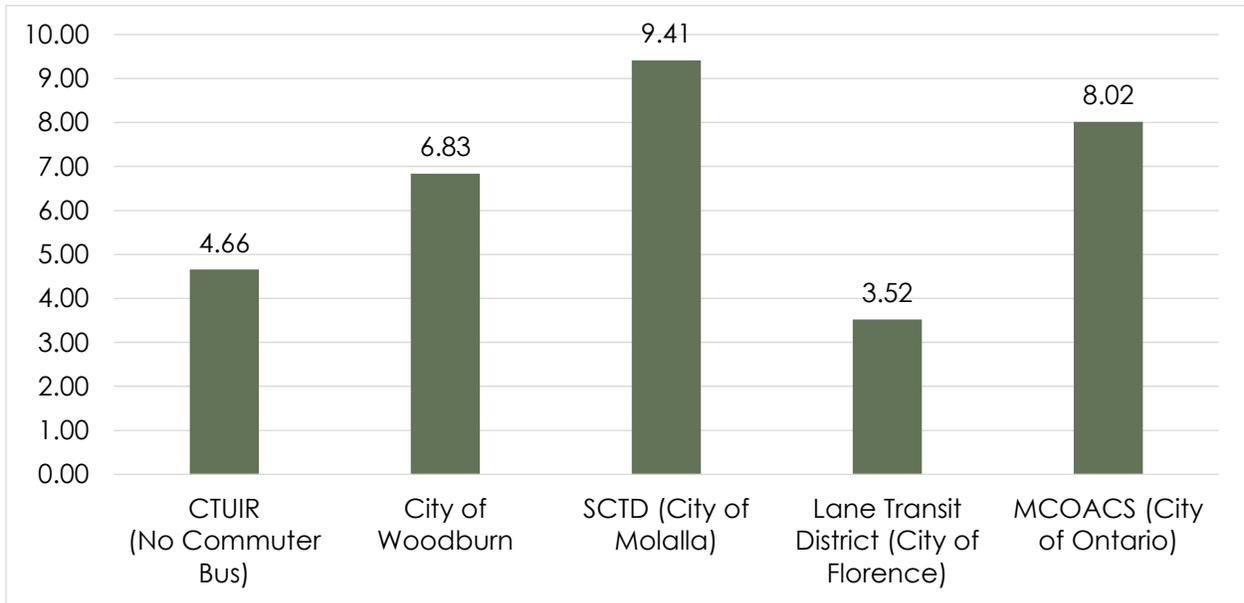
Morrow County Coordinated Transportation Plan

Port of Morrow employment. As shown, similar-sized providers typically generate 4-10 rides per hour. Ridership is generally higher in communities with high employment such as Boardman.

Table 7. Transit Provider Comparison (2018) for Boardman - Port of Morrow Circular

Data	Boardman/Port of Morrow	CTUIR (No Commuter Bus)	City of Woodburn	SCTD (City of Molalla)	Lane Transit District (City of Florence)	MCOACS (City of Ontario)
Population	3,439	Hermiston - 17,423 Mission - 850	25,738	9,155	8,921	10,966
Employment	6,283+	Hermiston - 7,305 Mission - 2,101	9,517	2,570	3,112	8,542
Annual Service Miles	50,000	92,832	45,023	17,104	27,177	65,023
Annual Service Hours	5,000	5,256	3,048	2,547	2,173	3,012
Annual Rides	—	24,485	20,831	23,968	7,651	24,150
Rides per Hour	—	4.66	6.83	9.41	3.52	8.02

Figure 10. Rides per Hour for Boardman - Port of Morrow Circular Comparable Services





CONCLUSION



CONCLUSION

Transportation services play a key role in Morrow County, connecting its residents and visitors to the places they need to go locally and regionally. Most imminently, this document can serve as preparation for funding cycles, including STF and STIF plans, to begin implementing recommendations and enhancing transportation services. Beyond that, the recommendations are intended to provide conceptual guidance to be refined by MCPT and its partners as funding and partnership opportunities become available.

While this document provides prioritized strategies and examples of how these would specifically be implemented, the recommendations are a snapshot in time and may adjust to meet the changing needs of the region.



MORROW COUNTY PUBLIC TRANSIT

P.O. Box 495 · Heppner, Oregon 97836 · (541) 676-5667 · 1-855-644-4560

MORROW COUNTY PUBLIC TRANSIT - DEMAND RESPONSE SERVICE TOTAL QUARTERLY RIDES, CANCELLATIONS & DENIALS
July to September 2022

July 2022					
City	Rides	Other Ride Data			
Boardman	70	Cancellations	23	Vet	3
Irrigon	229	Denied	20	Vet	5
Heppner	113	Non Ambulatory Rides	266		
Total	412	Veteran Rides	96		

August 2022					
City	Rides	Other Ride Data			
Boardman	104	Cancellations	20	Vet	6
Irrigon	184	Denied	10	Vet	1
Heppner	136	Non Ambulatory Rides	300		
Total	424	Veteran Rides	85		

September 2022					
City	Rides	Other Ride Data			
Boardman	97	Cancellations	42	Vet	2
Irrigon	251	Denied	11	Vet	1
Heppner	118	Non Ambulatory Rides	335		
Total	466	Veteran Rides	104		

QUARTERLY TOTALS					
TOTAL RIDES		1,302			
TOTAL NON AMBULATORY RIDES		901			
TOTAL VETERAN RIDES		285			
TOTAL CANCELLATIONS		85	Vet	11	
TOTAL DENIED		41	Vet	7	

CURRENT DRIVERS

HEPPNER
Jesse Husband
Donnie McNeil
Darrell Williams
IRRIGON
Bobbie Veatch
Brenda Aliangan
Connie Shultz
Ron Aliangan

BOARDMAN
Phyllis Gilbertson
John Blazer

CONTRACTED SERVICES
Kaysk Public Transit Irrigon Rides 150

Good Shepard Carevan Rides

data not available

- Operations Supervisor
Heidi has been the Loop Dispatcher for two years and was recently promoted to Operations Supervisor. A few of her duties include supervision and training Dispatchers and Drivers, implementing policies and procedures, assists with the planning and managing of the dial-a-ride and fixed route programs.
- Part-time Driver Positions
New Heppner Driver – Darrell Williams
- Region 5 ODOT Regional Transit Coordinator
Angie Jones is the new RTC for Region 5, she is the former Transit Manager for the People Mover located in John Day. Region 5 transit providers will gather this week in La Grande for solicitation training.
- Grant Awards
Congressional Directed Spending – Bus Facility Proposal submitted Apr. 1 **Denied**
Covid Relief – **Awarded**
- STIF Plan FY 23-25
The Morrow County Public Transit Advisory Committee met on October 18th to review, prioritize and recommend the STIF Plan for FY 23-25. This plan will come before the Commissioners on November 2nd.
- Special Projects
Planning with Pivot Architecture and Engineering is nearing completion, this work will provide a Schematic Design of the new Transit Facility and cost analysis.
Morrow County Coordinated Human Services Transportation Plan update is complete.

Juvenile Department Quarterly Report to the Board of County Commissioners

Director: Christy Kenny

Report Date: October 13, 2022

Updates/Notes

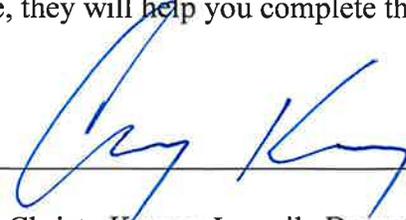
The Oregon Juvenile Department Directors' Association (OJDDA) believes that establishing a minimum age at which a youth can be formally petitioned into juvenile court is a best practice in line with current research on the adolescent brain and supports a developmental approach. Almost half the states in the country (24) have established a minimum age at which youth can be prosecuted. In Oregon there are laws which do have some minimum age requirements related to the juvenile justice system. Oregon would be joining the states of California, Massachusetts, Utah, Delaware and New York who have an established legislated minimum age of 12 years old in order to be prosecuted in a juvenile court. OJDDA believes that the minimum age of 12 is already established in Oregon law as stated above with ORS 419C.133 and 419C.478 and should be adopted as a minimum age for prosecution.

Morrow County is one of the Central Eastern Oregon Juvenile Justice counties (CEOJJC) that is in an implementation group to launch a project known as Open Parachute. The other counties of our implementation group are: Wallowa, Umatilla, Morrow, Union, Crook, Jefferson, and Gilliam counties. Open Parachute is a series of video-based lessons designed to build core social emotional learning skills of youth in the areas of social awareness, self-awareness, self-management, relationship skills, and responsible decision-making. Being part of this implementation group allows access to all of the videos and all grade levels from K-12. I have shared this information with our school folks in hopes to get all on board in providing more services to our youth.

Beginning July 1, 2022 NORCOR raised their daily bed rate for detention to \$185 per day. Prior to that, it was \$180 per day.

Equal Justice Works out of Portland is putting on a Juvenile Records Expunction Clinic on Tuesday November 8th from 2:00-5:00 PM at the Umatilla County Juvenile Department. There will be a juvenile lawyer from the Criminal Justice Reform Clinic providing free help to let you know if you are eligible. If you are eligible, they will help you complete the application.

Respectfully submitted by:



Christy Kenny, Juvenile Department Director

00056a - Youth Report by Referral Received Date

Original Referral County: **Morrow**
 Start Date: **07/01/2022**
 End Date: **09/30/2022**

Crime Group	Total	% of Grand Total	Gender			Age @ Referral			Race/Ethnicity						
			Females	Males	Unknown	12 and Younger	13 - 15	16 and Older	African American	Asian	Hispanic	Native American	Other/Unknown	White	
<u>Criminal</u>															
Person															
Assault	4		1	3	0	0	4	0	0	0	4	0	0	0	0
Sex Offense	1		0	1	0	0	1	0	0	0	0	0	0	0	1
Total	5		1	4	0	0	5	0	0	0	4	0	0	0	1
Public Order/Firearm/Weapons/Racketeering															
Disorderly Conduct	6		1	5	0	2	3	1	0	0	6	0	0	0	0
Harassment	1		1	0	0	1	0	0	0	0	1	0	0	0	0
Total	7		2	5	0	3	3	1	0	0	7	0	0	0	0
<u>Total Criminal</u>	12		3	9	0	3	8	1	0	0	11	0	0	0	1
%		92.3%	25.0%	75.0	0.0	25.0	66.7	8.3	0.0	0.0	91.7	0.0	0.0	0.0	8.3
<u>Other</u>															
Juvenile Code: Delinquency															
Interstate Compact	1		0	1	0	0	1	0	0	0	0	0	0	0	1
Total	1		0	1	0	0	1	0	0	0	0	0	0	0	1
<u>Total Other</u>	1		0	1	0	0	1	0	0	0	0	0	0	0	1
%		7.7%	0.0%	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Total Youth	13		3	10	0	3	9	1	0	0	11	0	0	0	2
			23.1%	76.9	0.0	23.1	69.2	7.7	0.0	0.0	84.6	0.0	0.0	0.0	15.4



MORROW COUNTY EMERGENCY MANAGEMENT

110 N Court St
Heppner, OR 97836
Phone: (541)676-5605

H Paul Gray
Emergency Manager

19 October 2022

First Quarter activities within Emergency Management

1. Morrow County Emergency Management supported Morrow County Public Health in the declared emergency for the Nitrate issue in the LUBGWMA area during most of the first quarter. Emergency management worked with multiple State agencies in support of this emergency, including; the Oregon Department of Emergency Management (OEM), Oregon Health Authority (OHA), Oregon Department of Human Services/Office of Resiliency and Emergency Management (ODHS/OREM), Oregon Department of Environmental Quality (DEQ), and other state agencies.
2. Completed training for Integrated Public Alert & Warning System (IPAWS) and in September, sent out the first test Wireless Emergency Alert (WEA) message. This message does not get sent out to the public but is needed by FEMA to keep our IPAWS certification.
3. Completed K2308, Emergency Operations Center Operations and Situational Awareness Class and Independent Study Course IS-66, Preparing the Nation for Space Weather Events.

H Paul Gray

Correspondence

Dear state association executive,

County governments are a leading voice in the intergovernmental partnership with federal lands management agencies. We work with officials from all levels of government, private stakeholders and other interested parties to reduce fuel loads on federal lands, prudently develop our natural resources to meet the nation's economic needs, improve local economies, enhance recreational access to public lands, and conserve our lands and waters for future generations.

Understanding our unique role, Congress has invested record sums in programs to support public lands counties—including Payments In-Lieu of Taxes (PILT), Secure Rural Schools (SRS), and other revenue sharing programs—in recent years, while also granting new authorities to federal lands agencies to broaden the scope, pace and scale of their on-the-ground resource management work with local governments.

To truly benefit from these unique opportunities and investments, counties must accelerate our evidence-based research, peer information exchanges, and overall understanding of our lessons learned, emerging trends analysis, and priority public policy issues. Therefore, the National Association of Counties (NACo) and the Western Interstate Region (WIR) Boards of Directors both moved at the 2022 NACo Annual Conference in July 2022 to proceed with developing a National Center for Public Lands Counties (The Center).

The Center will weave together the narrative around public lands counties and the national interest in our prosperity by showing how public lands are interconnected with the country's needs. As just one example, a wildfire on federal land near a major water source could jeopardize water quality in a large metropolitan region. The Center will give public lands counties an enhanced opportunity to share these stories with their peers, policymakers, the media, think tanks and other key influencers to demonstrate how prosperous public lands counties create a prosperous America. The Center will also utilize digital media, such as podcasts and video interviews, and develop written county profiles focused on:

- County partnerships with federal agencies, states, tribes and other counties to reduce wildfire risk, responsibly develop energy and minerals, improve public access to federal lands, protect watersheds, conserve species and their habitat, and protect our national parks and other natural treasures
- County investments of PILT, SRS and other natural resource revenue payments to benefit our citizens and surrounding public lands
- The different economic drivers in rural vs. urban public lands counties
- Development and implementation of county natural resource management plans and baseline socioeconomic data for environmental analyses
- Resource values of federal lands compared to nearby privately owned lands
- Meeting the unique challenges facing public lands counties, such as housing affordability for residents and federal employees, ensuring a stable tax base to deliver critical services, and managing infrastructure on federal lands

For the Center to meet its mission and serve as a long-term tool for public lands counties, a voluntary investment from state associations representing public lands counties is needed.

NACo staff, state associations of counties executives and county officials set a fundraising goal of \$15 million over the next two years to hire the necessary staff to conduct this critical research and keep the Center on a sustainable financial course.

We ask that you meet with your members and determine what your state association can pledge as a voluntary contribution to the Center. These funds will be managed under NACo's 501(c)(3) research foundation and will not be used for partisan political purposes.

The Center will be governed by a body consisting of the WIR Executive Committee, the NACo Public Lands Policy Steering Committee Chair and Vice Chairs, the state association executive from the WIR Immediate Past President's home state, and the NACo CEO/ Executive Director. The governing body will meet on a regular basis to provide updates to county officials on the Center's progress and discuss the Center's financial health, research priorities and media efforts.

Should you have any questions, we encourage you to reach out to Jonathan Shuffield, NACo Legislative Director for Public Lands, at 512.965.7268 or jshuffield@naco.org.

Sincerely,

Matthew D. Chase

CEO/Executive Director

National Association of Counties

State	Recipient Name	FY22 Allocation	FY23 Allocation
Oklahoma	Pottawatomie County	\$50,000.00	\$50,000.00
Oklahoma	Pushmataha County	\$103,149.68	\$103,149.68
Oklahoma	Roger Mills County	\$50,000.00	\$50,000.00
Oklahoma	Rogers County	\$50,000.00	\$50,000.00
Oklahoma	Sequoyah County	\$129,223.87	\$129,223.87
Oklahoma	Stephens County	\$50,000.00	\$50,000.00
Oklahoma	Texas County	\$50,000.00	\$50,000.00
Oklahoma	Tillman County	\$50,000.00	\$50,000.00
Oklahoma	Tulsa County	\$50,000.00	\$50,000.00
Oklahoma	Wagoner County	\$50,000.00	\$50,000.00
Oklahoma	Washington County	\$50,000.00	\$50,000.00
Oklahoma	Washita County	\$50,000.00	\$50,000.00
Oklahoma	Woods County	\$50,000.00	\$50,000.00
Oklahoma	Woodward County	\$50,000.00	\$50,000.00
Oregon	Baker County	\$3,249,946.06	\$3,249,946.06
Oregon	Benton County	\$127,501.24	\$127,501.24
Oregon	Clackamas County	\$493,612.84	\$493,612.84
Oregon	Clatsop County	\$50,000.00	\$50,000.00
Oregon	Columbia County	\$50,000.00	\$50,000.00
Oregon	Coos County	\$783,179.58	\$783,179.58
Oregon	Crook County	\$3,006,958.99	\$3,006,958.99
Oregon	Curry County	\$2,199,793.50	\$2,199,793.50
Oregon	Deschutes County	\$2,311,072.51	\$2,311,072.51
Oregon	Douglas County	\$5,306,660.20	\$5,306,660.20
Oregon	Gilliam County	\$73,149.99	\$73,149.99
Oregon	Grant County	\$2,181,600.00	\$2,181,600.00
Oregon	Harney County	\$2,272,500.00	\$2,272,500.00
Oregon	Hood River County	\$329,108.60	\$329,108.60
Oregon	Jackson County	\$2,178,708.87	\$2,178,708.87
Oregon	Jefferson County	\$966,784.60	\$966,784.60
Oregon	Josephine County	\$2,854,515.36	\$2,854,515.36
Oregon	Klamath County	\$6,000,000.00	\$6,000,000.00
Oregon	Lake County	\$2,482,800.00	\$2,482,800.00
Oregon	Lane County	\$4,168,407.89	\$4,168,407.89
Oregon	Lincoln County	\$618,734.92	\$618,734.92
Oregon	Linn County	\$1,347,605.37	\$1,347,605.37
Oregon	Malheur County	\$6,000,000.00	\$6,000,000.00
Oregon	Marion County	\$548,877.49	\$548,877.49
Oregon	Morrow County	\$365,526.13	\$365,526.13
Oregon	Multnomah County	\$199,124.57	\$199,124.57

State	Recipient Name	FY22 Allocation	FY23 Allocation
Oregon	Polk County	\$71,102.63	\$71,102.63
Oregon	Sherman County	\$128,705.10	\$128,705.10
Oregon	Tillamook County	\$330,198.29	\$330,198.29
Oregon	Umatilla County	\$1,008,833.13	\$1,008,833.13
Oregon	Union County	\$1,497,137.98	\$1,497,137.98
Oregon	Wallowa County	\$2,263,500.00	\$2,263,500.00
Oregon	Wasco County	\$527,743.19	\$527,743.19
Oregon	Washington County	\$50,000.00	\$50,000.00
Oregon	Wheeler County	\$435,300.00	\$435,300.00
Oregon	Yamhill County	\$93,799.67	\$93,799.67
Pennsylvania	Adams County	\$50,000.00	\$50,000.00
Pennsylvania	Allegheny County	\$50,000.00	\$50,000.00
Pennsylvania	Armstrong County	\$50,000.00	\$50,000.00
Pennsylvania	Beaver County	\$50,000.00	\$50,000.00
Pennsylvania	Bedford County	\$50,000.00	\$50,000.00
Pennsylvania	Berks County	\$50,000.00	\$50,000.00
Pennsylvania	Blair County	\$50,000.00	\$50,000.00
Pennsylvania	Bucks County	\$50,000.00	\$50,000.00
Pennsylvania	Cambria County	\$50,000.00	\$50,000.00
Pennsylvania	Carbon County	\$50,000.00	\$50,000.00
Pennsylvania	Centre County	\$50,000.00	\$50,000.00
Pennsylvania	Chester County	\$50,000.00	\$50,000.00
Pennsylvania	Clearfield County	\$50,000.00	\$50,000.00
Pennsylvania	Clinton County	\$50,000.00	\$50,000.00
Pennsylvania	Crawford County	\$50,000.00	\$50,000.00
Pennsylvania	Cumberland County	\$50,000.00	\$50,000.00
Pennsylvania	Dauphin County	\$50,000.00	\$50,000.00
Pennsylvania	Delaware County	\$50,000.00	\$50,000.00
Pennsylvania	Elk County	\$178,995.82	\$178,995.82
Pennsylvania	Erie County	\$50,000.00	\$50,000.00
Pennsylvania	Fayette County	\$50,000.00	\$50,000.00
Pennsylvania	Forest County	\$489,614.29	\$489,614.29
Pennsylvania	Franklin County	\$50,000.00	\$50,000.00
Pennsylvania	Greene County	\$50,000.00	\$50,000.00
Pennsylvania	Huntingdon County	\$67,232.54	\$67,232.54
Pennsylvania	Indiana County	\$50,000.00	\$50,000.00
Pennsylvania	Jefferson County	\$50,000.00	\$50,000.00
Pennsylvania	Lackawanna County	\$50,000.00	\$50,000.00
Pennsylvania	Lebanon County	\$50,000.00	\$50,000.00
Pennsylvania	Lehigh County	\$50,000.00	\$50,000.00