

**Findings, Adoption and Delegation Authority
Region 5 Conditional Designation of Special Transportation Areas and
Designation of Urban Business Areas**

OHP Amendment Number 01-06

- The State of Oregon developed the Land Use and Transportation Policy 1B in the 1999 Oregon Highway Plan (OHP) to address the relationship between the state highways and patterns of development both on and off the highway. The policy emphasizes development patterns that maintain state highways for regional and intercity mobility and compact development patterns that are less dependent on state highways than linear development for access and local circulation.
- The Land Use and Transportation policy recognizes that state highways serve as the main streets of many communities and strives to maintain a balance between serving these main streets and the through traveler. It recognizes the main street function of state highways through designation of these areas as **Special Transportation Areas (STAs)**.
- The policy also recognizes that there are existing areas of commercial activity or future nodes or centers of commercial activity on state highways where vehicular accessibility is important to continued economic viability. The OHP recognizes the need to balance access needs of abutting properties with the need to move through traffic through designation of these areas as **Urban Business Areas (UBAs)**.
- Special Transportation Areas and Urban Business Areas are designated through a joint local government and Oregon Department of Transportation (ODOT) adoption process.
 - **STAs.** After the potential STA is jointly identified and agreed to by ODOT and the local jurisdiction, management plan provisions for the STA are adopted in a transportation system plan (TSP) or other local plan. The parties agree in writing through a Memorandum of Understanding (MOU) to the management of the highway segment. The Oregon Transportation Commission then amends the OHP to designate the highway segment as a Special Transportation Area that will be managed pursuant to the terms of the signed Memorandum of Understanding.
 - **UBAs.** The designation of an UBA must be made through a corridor plan or local transportation system plan with the agreement of both ODOT and the affected local government. Once specific highway management and operation issues are addressed, the parties negotiate and agree to plan provisions, the local jurisdiction amends their TSP and the OTC amends the OHP to designate the highway segment as an Urban Business Area.
- The potential STAs listed below have all been adopted in a local TSP. ODOT and the jurisdictions are in the process of entering into signed MOUs for the Special Transportation Areas. These jurisdictions are eligible to be conditionally designated

as STAs, with final designation contingent upon the signing of the MOU by ODOT and the jurisdiction. Until MOUs are signed by both ODOT and the local jurisdiction, the conditional highway segments will continue to be managed according to their underlying highway classifications. Granting delegation authority to the ODOT Director will allow the final designations to be filed and processed as the agreements are received from the local jurisdictions.

- The Urban Business Areas listed below have all been adopted in a local transportation system plan. Since written management plans are not required for the Urban Business Areas, they are eligible for designation upon motion of the OTC.

Based on the findings listed above, the highway segments to be conditionally designated as Special Transportation Areas, with final designation occurring after the jurisdiction has signed a Memorandum of Understanding, are as follows:

Special Transportation Area Conditional Designations					
Jurisdiction	ODOT Highway #	Beginning Mile Point	Ending Mile Point	ODOT MOU #	Date MOU Signed
Echo	Hwy 320	35.47	35.57	19,166	
Stanfield	Hwy 54 (US 395)	10.97	11.09	19,165	
Ukiah	Hwy 341 (OR 244)	1.07	1.40	19,167	
Wallowa	Hwy 10 (OR 82)	47.08	47.26	19,081	

Based on the findings listed above, the highway segments to be designated as Urban Business Areas are listed below. These highway segment designations become effective upon adoption by the OTC since a Memorandum of Agreement is not required.

Urban Business Area Designations					
Jurisdiction	ODOT Highway #	Beginning Mile Point	Ending Mile Point	TSP/Plan Reference	OTC Adoption Date
Hermiston	Hwy 54 (US 395)	4.33	6.03	US 395 Corridor Plan Adopted July 2000, Ch 3	August 9, 2001
Hines	Hwy 7 (US 20)	129.46	128.73	TSP adopted 5/01, Ch 7	August 9, 2001

Moved and approved by the Oregon Transportation Commission on August 9, 2001.