

**GOAL XII**  
**TRANSPORTATION**

**BAKER COUNTY**  
**COMPREHENSIVE PLAN**

**GOAL XII  
TRANSPORTATION**

**TRANSPORTATION GOAL:** To provide and encourage a safe, convenient and economic transportation system.

**I. TRANSPORTATION INVENTORY**

**A. Population and Registered Vehicles in Baker County**

1. 1981 Population: 16,300
2. 1981 Registered Vehicles:
  - a. 19,759 total vehicles
  - b. 14,413 passenger cars

**B. State Highway System (See Plate #5 of Appendix I)**

1. Financial Information: Highway funds are derived from fuel tax, vehicle registrations and licenses, weight-mile tax, and truck overload fines. Federal fuel tax is presently four cents and state tax, eight cents per gallon. Shown below are Baker County's annual average receipts, expenditures, and transfers for the period 1970 - 1979.

System	Receipts (Amount)	% of State	Expenses & Transfers (Amount)	% of State
Interstate	\$ 789,084	1.2	\$5,636,064	8.3
Non-Interstate	\$2,315,082	1.2	\$3,033,325	1.5
Total	\$3,104,166	1.2	\$8,669,389	3.3

2. Highway Fund Distribution

- a. Motor Vehicles Division Budget for 1982 is approximately 7.0% of the total highway user fees it collects for that year.

b. Funds to Transfer Account and other Expenditures

- i) Cities (12%)
- ii) Counties (20%)

c. 1982 Transfer amounts to Baker County and major urban centers within Baker County

County	Transfer Amount	% of State	State Total
Baker	\$253,704.36	0.77%	\$32,899,544
<u>Cities</u>			
Baker	\$125,810.64		
Greenhorn	\$ 39.63		
Haines	\$ 4,657.04		
Halfway	\$ 5,052.16		
Huntington	\$ 7,198.21		
Richland	\$ 2,410.23		
Sumpter	\$ 1,848.21		
Unity	\$ 1,519.13		
City Total	\$148,535.26	0.75%	\$19,916,099
Total (County/City)	\$402,239.62	0.76%	\$52,815,643

d. 1982 Highway, County Road, and City Street Construction Expenditures within Baker County made by the Highway Division

System	Expend Amount	Percent of State	State Total
Interstate	\$ 14,756	0.02%	\$ 79,019,866
Non-Interstate	\$472,100	0.62%	\$ 76,104,734
Total	\$486,856	0.31%	\$155,124,600

e. 1981 Federal-Aid System mileage within Baker County

	<u>Miles</u>
Interstate	65.80
Federal-Aid Pr	70.47
Federal-Aid Secondary	<u>324.93</u>
Total	461.20

Per Cent of State Total      3.40%

f. 1981 State Highway System Mileage and Volume within Baker County:

<u>System</u>	<u>Miles</u>	<u>Annual Vehicle Miles</u>
Interstate	65.80	101,779,054
Primary	153.44	47,761,812
Secondary	<u>79.97</u>	<u>7,098,235</u>
Total	303.21	156,639,101
<u>% of State Total</u>	<u>4.04%</u>	<u>1.31%</u>

C. **County Road System**

Total roads 955 miles

D. **Intercity and Local Bus Service**

1. Financial Information

- a. Urban Transit: No federal or state funds spent in Baker County
- b. Intercity: No federal or state funds are being spent in the County except for those funds used in the purchase and operation of the Senior Services Vans.

2. Service Information

Baker, Haines and Huntington are served by an interstate bus line. Halfway and Richland are served by an intercity bus line. Unity and Sumpter have no bus service.

**E. Cities with Local Public Transportation**

1. Baker: 24 Hour Taxi Service which currently offers reduced fares to Senior Citizens on specific days. Senior Services currently provide free transportation for Baker area patrons on specific days.
2. Haines, Halfway, Durkee, Huntington, Richland, Sumpter: Senior Services currently provides free transportation to and from Baker on specified days.

Note: A total of 2 Senior Services Vans are available for transporting Baker County residents, including one van equipped to load and transport elderly and/or handicapped residents confined to wheelchairs.

**F. Aviation System**

1. Financial Information: The revenue of the Aeronautics Division, State of Oregon, comes from fuel taxes, aircraft and airmen registrations, registration transfer fees, airport licenses, landing fees, dealer licenses and leases at state-owned airports.
2. Average Annual Income for State of Oregon:

1965 - 1973:	\$363,000
1973 - 1977:	\$758,470
1978 - 1982:	\$872,067

3. Local Aviation System Information

- a. Baker's Municipal Airport is owned by the City of Baker. General Aviation Facilities are available. There are two fixed base operators with aircraft and services available. Since the airport was established prior to 1947, it is exempt from registration with the Aeronautics Division, Oregon Department of Transportation.
- b. Financial Information: Revenues come from fuel taxes, landing fees, hanger and building leases, and farm lease income.
- c. Air Service Information: There are two fixed base operators offering various flight services. Each have a 5 year, renewable lease with the City of Baker.
- d. Helicopter Service: There are three companies offering helicopter evacuation or ambulance service in Baker County. Requests for helicopter service from the U.S. Forest Service for emergencies must be routed through the Baker County

Sheriff's office. Helicopter Field Landings are done at the discretion of the pilots. These are the recognized landing sites throughout Baker County:

- i) St. Elizabeth Hospital - Baker
- ii) Old Fairgrounds - Sumpter
- iii) Boundary Guard Station - 3 miles east of Granite
- iv) Unity Airport
- v) Baker Airport
- vi) Halfway Airport (Pine)
- vii) Oxbow Idaho Power - emergencies only
- viii) Boulder Park Resort

e. Private/Personal Use Airstrips in Baker County:

- i) Registered with Oregon State Aeronautics Department
  - (a) Ellingson's strip at Halfway
  - (b) Ellingson's strip at Unity
  - (c) Charles Jensen - Haines
  - (d) Roger Leonnig - Muddy Creek
  - (e) Idaho Power - Oxbow
  - (f) John Tragis - Richland
- ii) Inventoried Non-Registered Airstrips in Baker County
  - (a) Fred Phillips - Keating
  - (b) Phil Stevenson - Rock Creek Road
  - (c) Dave Blatchford - Brown Lane
  - (d) Homer Clark - Pocahontas Road

**G. Railroad System** (Statewide Information)

1. Financial Information

- a. The State is served by 4 large railroad systems: one of those, Union Pacific, serves Baker County. In 1971 passenger service was turned over to Amtrak, a quasi-public corporation, which received public assistance. The railroads and Amtrak pay a variety of taxes to Baker County:
  - i) \$161,746.44 paid by Union Pacific to Baker County in 1980-1981
  - ii) \$54,331.12 paid by Eastern Rail Cars using track in Baker County in 1978 - 1979 (Latest available figures)

- iii) \$10,332,535 of assessed valuation of Union Pacific Railroad property in Baker County in 1980 - 1981.
- 2. Union Pacific serves the County with freight services only (carload lots).
- 3. Systems Information (See Plate #3 of Appendix I)
- 4. Passenger Service

Amtrak Depot in Baker  
Toll Free Reservations: 1-800-421-8320  
Local Ticket Agent: 523-5011

**H. Pipelines** (See Plate #3 of Appendix I)

- 1. Northwest Pipe Line (natural gas) New Line Through Baker County Construction started in Baker County on Dec 9, 1980 and was completed by the prime contractor on approximately July 6, 1981. The pipeline, for the most part, followed the same route through Baker County as the existing line.
- 2. Salt Lake Pipe Line (petroleum) - subsidiary of Chevron Oil Company. No new construction involving Baker County.

**I. Trucking Lines**

General commodities heavy haul, personal and household effects: 7 lines operating in Baker County.

Note: Services provided and distances vary as do truck load lots and less than truck load lots, according to the individual company's license and permit situation.

**J. Highway Improvement Program**

The Oregon State Highway Division of the Department of Transportation has planned and published a "Six Year Construction Program: for the years 1975 to June 30, 1981." Such a program is to be updated annually.

Updating of the construction program is currently underway as a "Preliminary Six Year Highway Improvement Program: for the years July 1, 1982 to June 30, 1987." There are 3 projects scheduled for Baker County. One is a signal light at the corner of Main

Street and Campbell in Baker, which is already completed; the re-surfacing of 21 miles on I-84 from the South Baker Interchange to Durkee; and the widening and re-surfacing the 1.8 miles of State Highway 30 from the Powder River Bridge toward the South Baker Interchange.

This county is included in Region 5.

**K. Sources of Information**

1. Oregon Department of Transportation
2. Tax Assessment Rolls
3. Department of Motor Vehicles
4. Aeronautics Division, State of Oregon
5. Senior Services Office, Baker
6. Baker Municipal Airport
7. Baker City Hall
8. U.S. Forest Service
9. Ellingson Timber Company
10. Pipe Line Companies cited in text
11. County Assessor's Records
12. Bus Lines cited in text
13. Public Utility Commission, Salem

**II. GOAL XII TRANSPORTATION FINDINGS and POLICIES**

**A. Goal XII Transportation Findings**

The county governing body finds that:

1. Roads and Highways: The principal primary and secondary roads and highways are indicated on the "Road Index Map, Baker County Oregon 1979" as prepared by the Oregon State Highway Division in cooperation with the U.S. Department of Transportation, Federal Highway Administration.
2. The Oregon Department of Transportation has prepared and published a "County Road Inventory Description Record For Baker County, 6/05/80". Such inventory is used in conjunction with the Road Index Map.
3. The City and County of Baker have adopted an "Airport Master Plan, Baker Municipal Airport, December 1978". Such airport is considered to be an economic alternative mode of transportation in the county. Improvements and expansion of the airport are



underway as a cooperative function of local, state and federal government.

The County has adopted an Airport Development Zone that limits construction and uses within the area. Furthermore, an Airport Overlay Zone has been adopted to limit uses in approach areas of the airport. Height limitations and restrictions on uses producing interference to aircraft were included in the original Airport Zoning Ordinance of 1975 and whose restrictions are still in effect. These planning documents for the Baker Airport have been reviewed and approved by the Aeronautics Division of the State Department of Transportation.

4. Mass transit, interstate rail, and bus passenger and freight services in and through the county are considered to be economic alternative modes of transportation.
5. Transportation pipelines existing in the county (natural gas and petroleum distillates) are considered to be economic alternative modes of transportation.
6. The private automobile will continue to be the most practical mode of intra-county transportation in the foreseeable future.
7. Bicycle and pedestrian modes are not practical year around methods of transportation outside the boundaries of the cities.

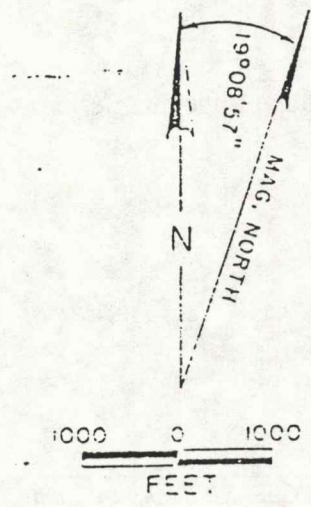
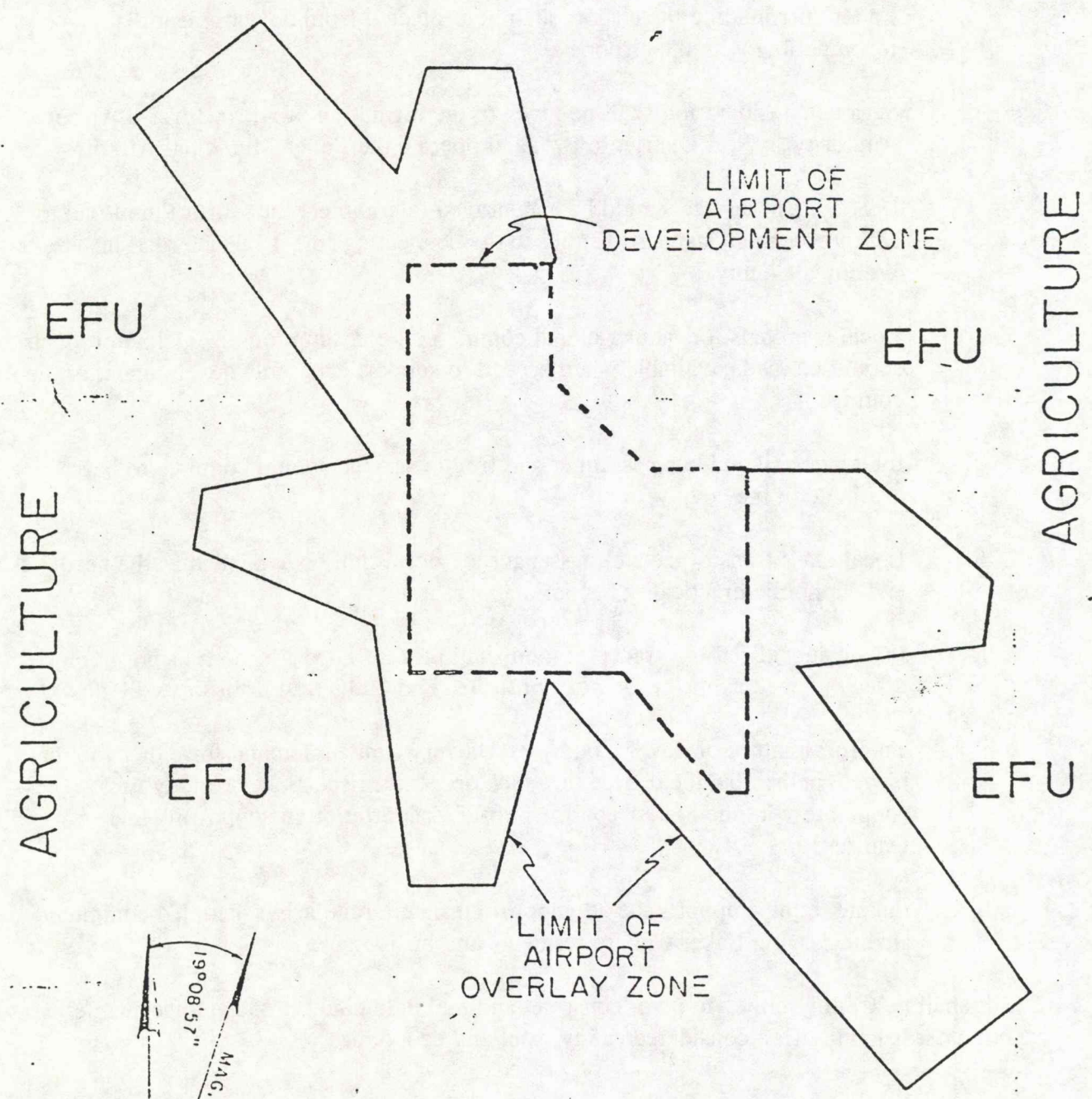
**B. Goal XII Transportation Policies**

The County Governing Body declares that:

1. Seldom are transportation improvements under the exclusive direction of county government. Therefore, some of the following policies are adopted by the County as recommendations to other public agencies.
  - a. The Secretary of Agriculture, pursuant to Section 8(c) of Public Law 94-199, December 31, 1975, should provide improved roads from Baker County to scenic views of and from the Western rim of Hells Canyon. It should be noted that the Hells Canyon National Recreation Area Comprehensive Management Plan is under appeal to the Secretary of Agriculture. The USFS preferred alternative to "C" includes access to P.O. Saddle and beyond to Lookout Mountain. Beyond that to Saddle Creek is non-vehicular access until access begins at Sour Apple Flat and on to Lord Flat. In short, the rim of the canyon does have improved access to and along part of the rim but not its entire length.
  - b. Burnt River Canyon Road should be included in the Oregon State Highway System. Such road should provide improved access from Highway 245 on the southern slope of Dooley Mountain to the Interstate Highway at Durkee. It is

noted that no plans exist within the State Department of Transportation to include this road in the state system as it does not meet their standards.

- c. Lands surrounding the airport shall be protected from development that is incompatible with the airport.
  - d. Serious consideration shall be given to the formation of a broad based Airport Authority or Port District to own and operate the Baker Municipal Airport.
  - e. U.S. Forest Service should be encouraged to complete the North Pine Road to an improvement standard similar to the connecting forest service road in Wallowa County.
  - f. Local terminals for industrial and commercial consumption of pipeline products should be made available when needed to support economic development of the county.
  - g. Interstate rail and bus passenger and freight service should continue to be available in the county.
  - h. Local mass transit (private) passenger services shall be expanded as the need and economic practicality becomes apparent.
  - i. Public subsidized bus transportation shall be continued for the transportation disadvantaged as the need is demonstrated and budgetary priorities will allow.
  - j. The rural nature of Baker County exerts very limited demand for either foot or bicycle paths. To the degree that such demand exists, Baker County will cooperate with the State Department of Transportation in supporting these features.
  - k. Baker County supports the attempt to reinstate a regularly scheduled commuter airline serving Baker County residents and businesses.
2. It shall be County policy to plan, construct and maintain county roads to acceptable standards having first considered safety, use, and economics.



AIRPORT AREA  
COMPATIBLE  
LAND USE MAP