



CROOK COUNTY WORK SESSION AGENDA

Wednesday, May 14, 2025 at 9:00 am

**Crook County Administration Conference Room I 203 NE Court St. I
Prineville OR**

Members of the public and media are welcome to attend in person or via Zoom: Phone: 1-253-215-8782; Meeting ID: 962 4214 4333; Passcode: 970900

PUBLIC COMMENT

Please note that each speaker is limited to a maximum of five (5) minutes. This guideline helps ensure that everyone has an equal opportunity to speak.

DISCUSSION

1. OSU Extension Open Campus and Juntos Program Update

Requester: Rebecca Keegan

Presenters: Jennifer Boyle / David Gutierrez

2. Department of Defense Grant for Military Overlay Zone Introduction

Requester: John Eisler

Presenters: John Eisler / Ann Beier / Kimberly Peacher / Lieutenant Colonel Baker

3. Transportation Safety Action Plan

Requester: John Eisler

Community Development Director

4. Approve Final Draft of Crook County Landfill's Solid Waste Management Plan

Requester: Jacquie Davis

Landfill Manager

5. Consider Replacing City Representative on Natural Resources Advisory Committee

Requester: Tim Deboodt

Natural Resources Manager

6. Initial Discussion for Chip Seal Road Project

Requester: Brad Haynes

Road Superintendent

MANAGER REPORT

COMMISSIONER UPDATES

EXECUTIVE SESSION

None Scheduled

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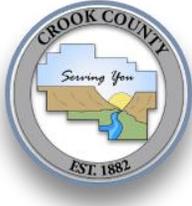
If you are interested in obtaining additional copies of any of the documents contained herein, they may be obtained by completing a Crook County Public Records Request form. Request forms are available on the County's website or at the County Administration office at 203 NE Court Street, in Prineville.

Additional Items

Additional items may be discussed that arise too late to be included as a part of this notice. For information about adding agenda items, please contact the County Administration office at 447-6555. Assistance to handicapped individuals is provided with advance notice.

AM

AGENDA ITEM REQUEST



Date:

Meeting date desired:

Subject:

Background and policy implications:

Budget/fiscal impacts:

Requested by:

Presenters:

Legal review (only if requested):

Elected official sponsor (if applicable):

/

AGENDA ITEM REQUEST



Date:

May 5, 2025

Meeting date desired:

May 14, 2025

Subject:

Department of Defense Grant for Military Overlay Zone Introduction

Background and policy implications:

Staff has been working with Consultant Ann Beier and U.S. Department of Defense's NW Training Range Complex Community Planning & Liaison Officer Kimberly Peacher to update our Comprehensive Plan, Maps, and Code language regarding notification and consultation requirements for existing military flight training routes.

This is not a land use hearing, but only a broad background overview of the grant and goals of the project.

Budget/fiscal impacts:

N/A

Requested by:

*John Eisler; Community Development
John.Eisler@CrookCountyOR.gov
541-447-3211*

Presenters:

*John Eisler
Ann Beier
Kimberly Peacher
LTC Baker*

PROTECTING SPECIAL USE AIR SPACE AND MILITARY TRAINING ROUTES IN CROOK PROPOSED COMPREHENSIVE PLAN AND ZONING CODE UPDATES

CROOK COUNTY BOARD OF COMMISSIONERS
Work Session
May 14, 2025

Today's Presentation

- ▶ Introductions
- ▶ Project overview
- ▶ Military activities in Crook County
- ▶ Proposed comprehensive plan and land use code updates
- ▶ Next Steps

Introductions

- ▶ Lieutenant Colonel Baker, Kingsley Air Force Base, Klamath Falls, Oregon
- ▶ Kimberly Peacher, Community Planning & Liaison Officer Northwest Training Range Complex, US Navy

Project Overview

- ▶ Department of Defense (DoD) awarded \$100,000 grant to Crook County in 2023
- ▶ Purpose of grant is to ensure pre-application notification and consultation with the Department of Defense for developments that represent potential encroachment or interference with military airspace

Military Activities in Crook County

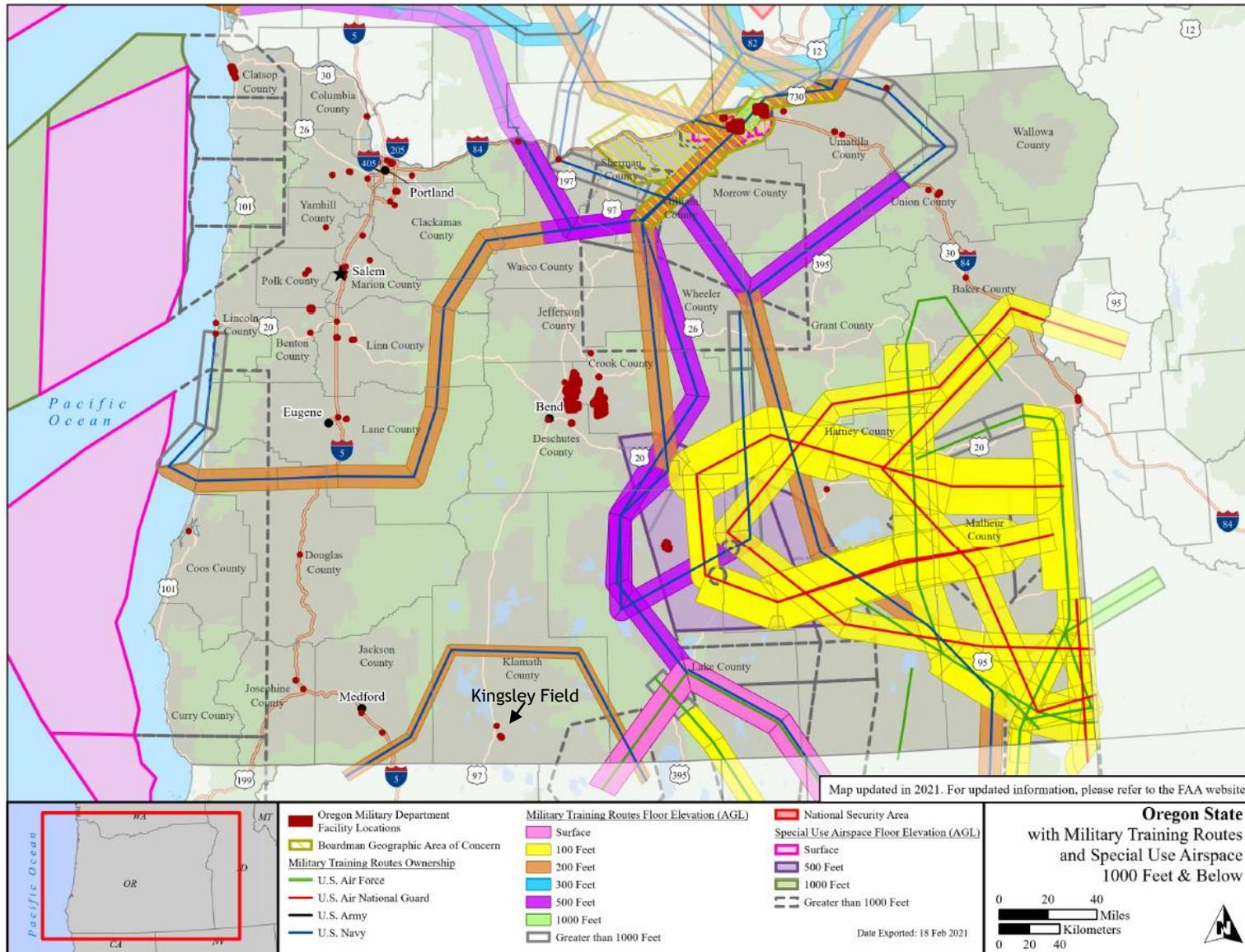
Special Use Air Space and Military Training Routes have been mapped across eastern Oregon

These types of military uses occur across the Pacific Northwest

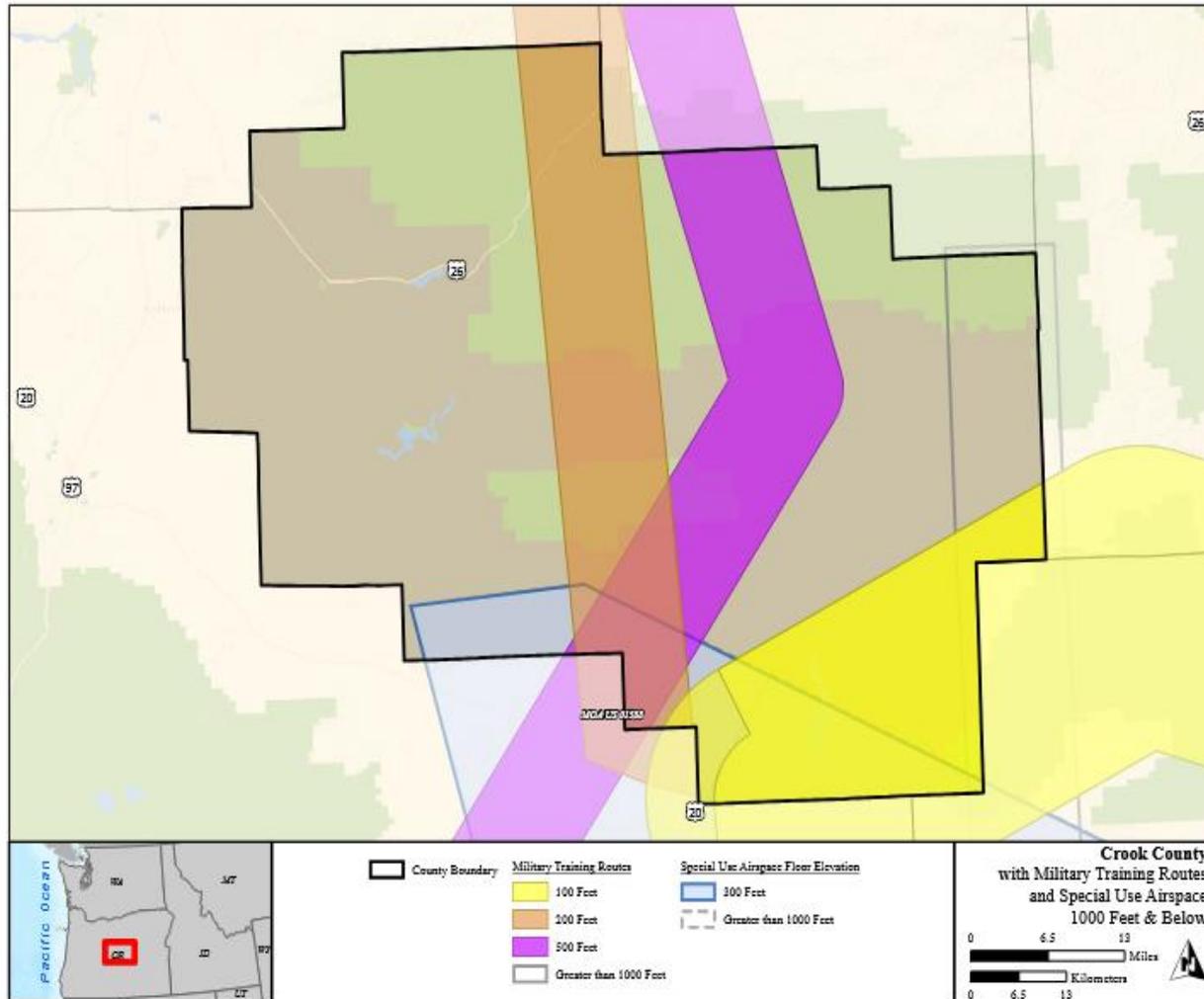
Military training routes in Crook County have been used for decades - nothing new

Training routes and special use air space are critical to national defense

Military Activities in Oregon



Military Activities in Crook County



Military Activities in Crook County

- ▶ To protect the safety of the public and pilots, the military needs to be aware of potential interference with training and other military activities
 - ▶ May be physical encroachments (e.g., wind turbines or other tall towers) or other interference (glint/glare from solar panels, radio interference...).
 - ▶ Goal is to provide early notification and coordination with the Department of Defense so they can consult with developers and address any potential issues

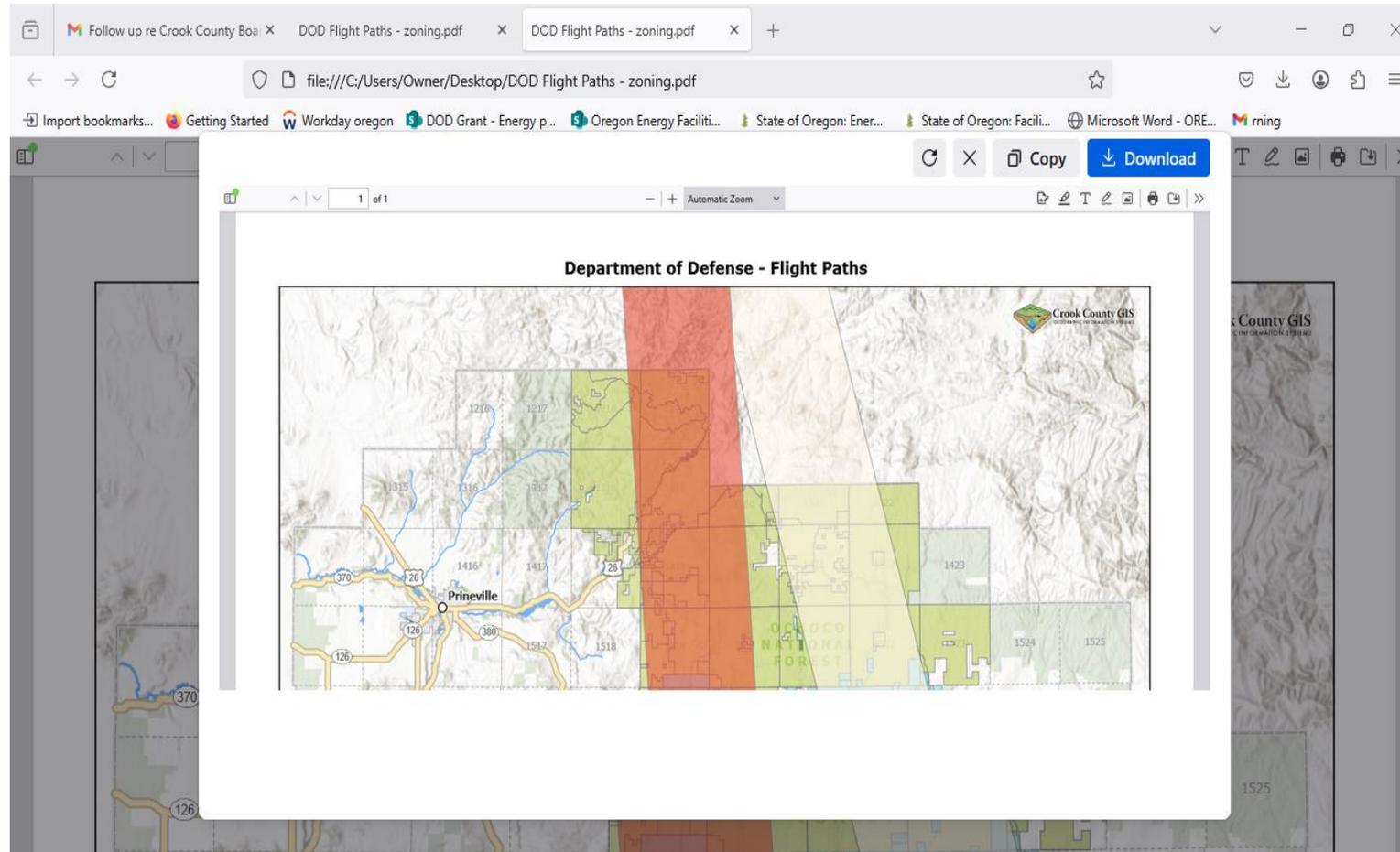
County's Proposed Response to Work with Military

- ▶ Adopt provisions to provide transparency of military operations and enhance early coordination with the DOD on projects that may encroach or interfere with military airspace or training routes
 - ▶ Adopt military airspace overlay zone requiring early consultation with the DOD
 - ▶ Adopt changes to current renewable energy code to require early notification to DOD and other agencies consistent with Oregon statutory law

County's Proposed Response

- ▶ Uses currently allowed in underlying zones would continue - some uses would require notification and consultation
 - ▶ Commercial development of wind and solar energy
 - ▶ Development of communication and transmission towers
 - ▶ Personal use airports

County's Proposed Response - Current Zoning



County's Proposed Response - Current zoning

Proposed overlay zone would apply to properties in the County's EFU-1 zone (Post Paulina Area), F-1 zone (Forest zone) and FR-10 (Forest Residential zone)

Predominately large acreages. Over 60% of property in the proposed overlay zone is owned by the federal government (US Forest Service and Bureau of Land Management)

County's Proposed Response

- ▶ In addition to land use ordinance changes, need to update Crook County Comprehensive Plan to adopt new military special use airspace and training route maps and to adopt proposed overlay zone code language.

Next Steps

- ▶ Crook County Planning Commission approved new Comprehensive Plan Language and new military airspace and training routes overlay zone language.
- ▶ County Board of Commissioners is scheduled to have two hearings to consider proposed changes
July 28, 2025 and August 12, 2025
- ▶ Additional changes to the County's renewable energy code may be proposed in response to the Land Conservation and Development Commission's solar rulemaking for Eastern Oregon

AGENDA ITEM REQUEST



Date:

May 6, 2025

Meeting date desired:

May 14, 2025

Subject:

Transportation Safety Action Plan

Background and policy implications:

Staff has been working with Parametrix to develop a Transportation Safety Action Plan, building off the ongoing Transportation Systems Plan, with the goal of reducing traffic fatalities in Crook County and qualifying for federal funding. This is an informative presentation at the early stage of this project.

Budget/fiscal impacts:

N/A

Requested by:

*John Eisler; Community Development
John.Eisler@CrookCountyOR.gov
541-447-3211*

Presenters:

*John Eisler
Erin David*



CROOK COUNTY TRANSPORTATION SAFETY ACTION PLAN

BOARD OF COMMISSIONERS UPDATE

MAY 14, 2025

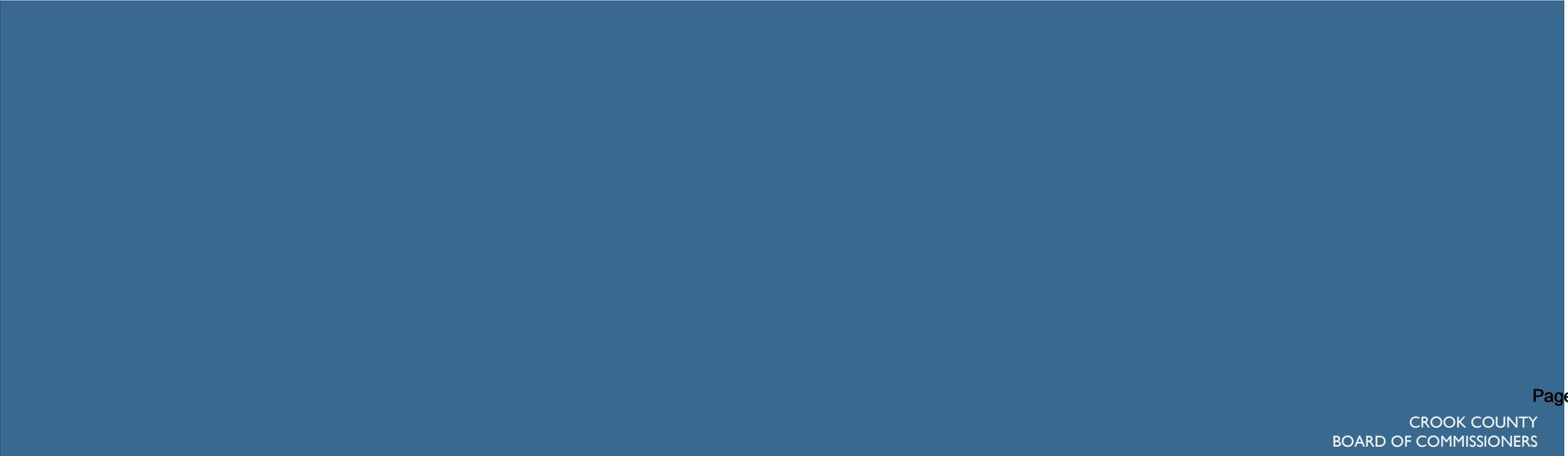
AGENDA



- TSAP Overview
- Plans, Regulations, Guidance, and Funding
- Vision, Mission, Goals
- Commitment to Improving Safety
- Next Steps



TRANSPORTATION SAFETY ACTION PLAN (TSAP) OVERVIEW





WHAT IS A TSAP?

- Exclusive focus on transportation safety
- Establishes a goal for reducing/eliminating serious injury and fatal crashes
- Identifies strategies to help achieve this goal, including:
 - Projects and Countermeasures
 - Policies and Processes
 - Programs
- In-depth analysis of crash data
- Engagement with community, County staff, and project partners

HOW'S THE TSAP DIFFERENT FROM THE TSP?

- The Transportation System Plan (TSP) is a 20-year plan to guide investments for all modes of travel, aligns with state guidelines for transportation planning.
- The TSAP builds on the TSP and provides additional insight into safety challenges and opportunities.
 - It uses a different approach for analyzing crashes that offers more flexibility, broader scope.
 - It considers how “a culture of safety” can be integrated into existing processes.
 - It may qualify the County for additional funding opportunities.

TRANSPORTATION SAFETY

- Human Impact of Crashes
 - Between 2018 and 2022:
 - 15 people were killed
 - 81 people experienced life-altering injuries
- Economic Cost of Crashes

TABLE 2 OREGON COMPREHENSIVE ECONOMIC VALUE PER CRASH (2019 VALUES)

HIGHWAY TYPE	URBAN	RURAL
PROPERTY DAMAGE ONLY CRASH		
All Facilities	\$21,800	\$21,800
MODERATE (B) INJURY AND MINOR (C) INJURY CRASH		
Interstate	\$77,800	\$89,200
Other State Highway	\$80,800	\$91,900
Off System	\$81,300	\$93,200
FATAL AND SERIOUS (A) INJURY CRASH		
Interstate	\$1,530,000	\$2,260,000
Other State Highway	\$1,490,000	\$2,140,000
Off System	\$1,110,000	\$1,940,000

2018-2022 CRASHES

County Roadway Crash Statistics 2018-2022*

* Includes all County-owned roadways except Prineville.

846

TOTAL REPORTED
CRASHES



169

CRASHES PER
YEAR ON AVERAGE

15

PEOPLE KILLED

81

PEOPLE EXPERIENCING
LIFE-ALTERING INJURIES

2018-2022 CRASHES

Of the crashes resulting in someone being killed or experiencing a life-altering injury:

40%

INVOLVED SPEEDING



68%

INVOLVED A DRIVER
LEAVING THEIR LANE
OR THE ROADWAY



28%

INVOLVED UNBELTED
OCCUPANTS



21%

INVOLVED
IMPAIRED DRIVERS





VISION, MISSION, AND GOALS

VISION AND MISSION



Crook County is committed to reducing traffic deaths and serious injuries on all county roadways.

The Transportation Safety Action Plan will guide improvements to make travel safer for people of all ages and abilities by identifying priority location and crash trends, developing projects and strategies to respond to safety issues, engaging the community and project partners to foster a culture of safety, and establishing a strategy for implementing recommendations.

Together, we will create a safer future for everyone traveling through Crook County roadways, from our rural communities to cities.

TSP UPDATE GOALS



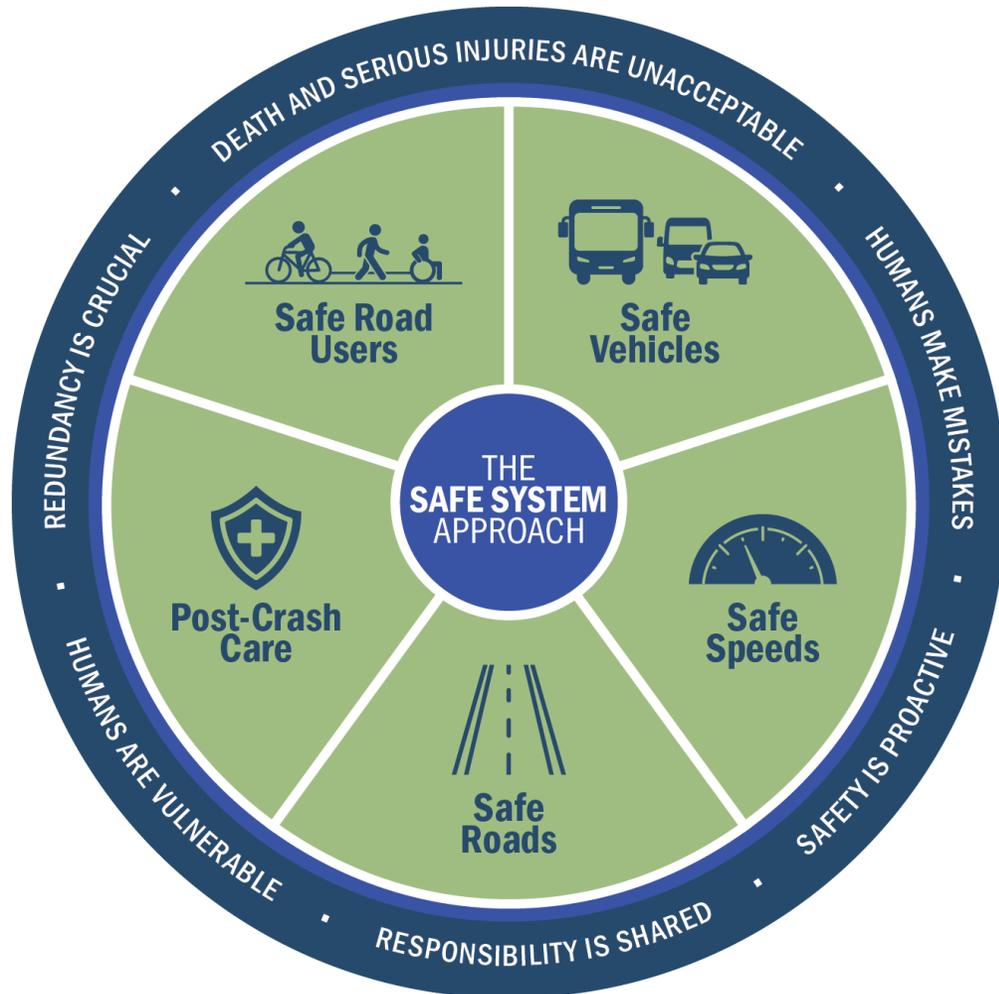
1. Mobility and Connectivity
2. Economic Development
3. **Safety**
4. **Multimodal Users**
5. Environment
6. **Planning and Funding**
7. **Equity**



PLANS, REGULATIONS, GUIDANCE, FUNDING



SAFE SYSTEM APPROACH



- USDOT approach to address and mitigate risks in the transportation system.
- Acknowledges humans are vulnerable and make mistakes.
- Holistic approach to improving safety.

OREGON TSAP

- Align with State priorities and strategies
- Emphasis Areas



Risky Behaviors



IMPAIRED DRIVING
UNBELTED OCCUPANTS
SPEEDING
DISTRACTED DRIVING

Infrastructure



INTERSECTION
ROADWAY DEPARTURE

Vulnerable Users



PEDESTRIANS
BICYCLISTS
MOTORCYCLISTS
AGING ROAD USERS

Improved Systems



IMPROVED DATA
TRAINING AND EDUCATION
ENFORCEMENT
EMERGENCY MEDICAL SERVICES
COMMERCIAL VEHICLES

CROOK COUNTY TSP UPDATE

- Plan Goals
- Further builds from:
 - Safety hotspots
 - Projects and Strategies
 - Community engagement and priorities



GOALS

1. Mobility and Connectivity
2. Economic Development
3. Safety
4. Multimodal Users
5. Environment
6. Planning and Funding
7. Equity



FUNDING

- Safe Streets and Roads for All (SS4A)
 - Authorized through the Infrastructure Investment and Jobs Act (IIJA) for 2022-2026
 - Grants to prevent roadway fatalities, serious injuries
 - **2026: up to \$2 billion expected**; final funding round in current authorization.

- Project Types:
 - **Implementation:** Design and Construction Projects
 - **Supplemental Planning/Demonstration:** Varied; can include progress reporting, additional engagement and collaboration, further analysis, feasibility studies, pilot programs, etc.

SS4A GUIDELINES

- Public Commitment to reduce or eliminate serious crashes, establish target date
- Plan is developed with a task force (PAC)
- Safety analysis, including trends, locations, crash types, contributing factors, and a systemic analysis
- Community and project partner engagement that influences the plan outcomes
- Review and implementation plan for policies, programs, and processes
- Identifies projects and strategies; prioritizes and establishes implementation plan
- Transparency – performance tracking, publicly available plan

PUBLIC COMMITMENT



- Made by a high-ranking official or elected body.
- Must include either:
 - Eliminate fatal and serious injury crashes by a certain date, or
 - Target(s) to reduce fatal and serious injury crashes by a certain date.
- Sample resolutions from other communities were provided with meeting materials.
- Other examples include:

EXAMPLE GOAL STATEMENTS



Jurisdiction	Goal Statement
MAG MPO/RPO SAP (2024)	Reduce fatal and serious injury crashes by 50% by 2050 with an eventual goal to eliminate all fatal and serious injury crashes.
Provo City (2022)	Reduce fatal and serious injury traffic crashes in the city by 50 percent by 2040 , with the end goal of eliminating all fatal and serious injury traffic crashes within Provo City
Oregon Statewide TSAP (2021)	Oregon envisions no deaths or life-changing injuries on Oregon’s transportation system by 2035 (update in-progress, subject to change)
Clackamas County (2019)	Our goal is to reduce fatal and serious injury crashes to zero by 2035 (update in-progress, subject to change)
Washington County (2017)	The goal of the Washington County Transportation Safety Action Plan (TSAP) is to strive toward zero transportation-related serious injury and fatality crashes. (update in-progress, subject to change)
Salem-Keizer TSAP (2024)	We envision a region with zero crash-related deaths and life-changing injuries by 2035, and a 50% reduction in these crashes by 2030 .
Solano Countywide LRSP (2022)	Reduce the rate of fatal and serious injury crashes occurring at intersections by 50% by 2035 .



DISCUSSION



THANK YOU!

DATE: April 11, 2025
TO: John Eisler and Katie McDonald, Crook County
FROM: Erin David, Parametrix
SUBJECT: DRAFT Plans, Regulations, Guidance, and Funding Review
PROJECT NAME: Crook County Transportation Safety Action Plan

Plans, Policy, and Funding review

Introduction

This memorandum provides plan and policy context for the *Crook County Transportation Safety Action Plan* (TSAP). This memorandum is based on the Plans, Policy, and Funding Review completed for the *Transportation System Plan Update*; it is updated to include information specific to the TSAP context, including the addition of federal guidance regarding Safety Action Plans, as well as information about TSP updates in process for both Crook County and the City of Prineville. Changes are noted using underline text. In some instances, plans that are not directly relevant to the TSAP were removed from this document for readability.

Plan and Policy Review

This review summarizes relevant federal, regional, state, county, and local plans, policies, and documents, including where changes are needed to comply with state plans, policies, or regulations. The project team reviewed the following documents:

County Plans and Policies

- Crook County Comprehensive Plan (2003)
- Crook County TSP Update (2025, in process)
- Crook County Adopted Budget FY 2025
- Crook County School District Long-Range Facility Plan (2021)
- Central Oregon Large Lot Industrial Land Need Analysis (2012)

Regional Plans, Policies, and Other Documents

- City of Prineville TSP / Priorities for TSP Update, TSP Update (2013 / 2023, 2025 in process)
- Cascades East Transit Regional Transportation Plan (adopted 2020)
- City of Prineville Standards and Specifications (updated 2013)
- OR Highway 126 Corridor Facility Plan (2012)
- Central Oregon Rail Plan (2009)
- City of Prineville Urban Area Comprehensive Plan (2007)



State Plans and Policies

- Oregon Statewide Transportation Improvement Program (STIP 2021-2024)
- Oregon Transportation Plan (OTP) (2006)
- Oregon Freight Plan (OFP) (2011, updated 2017)
- Oregon Highway Plan (OHP) (and amendments) (1999-2022)
- Oregon Bicycle and Pedestrian Plan (OBPP) (2016) & Design Guide (2011, updated 2016)
- Highway Design Manual (2012, updated 2023)
- Oregon Transportation Safety Action Plan (TSAP) (2016, updated 2021)

State Statutes and Regulations

- OAR 734-051-4010 – Access Management Standards for Approaches – General Provisions
- HB 3379 Administrative Rule (2010)

Federal Guidance

- [USDOT Safe System Approach](#)
- [Safe Streets and Roads for All \(SS4A\) Self-Certification Eligibility Worksheet](#)
- [FY 2025 Notice of Funding Opportunity](#)

This section summarizes plans, policies, and other documents that have an impact on the transportation system in Crook County. The plan and policy review is presented as a series of summary tables organized by jurisdiction. The tables include an overview of a given document, a brief description on the relevance to the TSAP, and any recommended policy or planning updates to be addressed by the TSAP process.

The review is organized by jurisdiction, beginning with Crook County plans and policies, before moving on to regional and statewide plans, policies, and documents.

County Plans and Policies

Table 1. County Plans and Policies

Plan, Policy, or Document	Relevance to the Crook County TSAP	Crook County TSAP Recommendation
Crook County Comprehensive Plan (2003)	<p>The comprehensive plan guides management of growth, implementation of regulations, and balancing of resources within Crook County.</p> <p>Provides policies to provide public facilities that support urban expansion.</p>	<p>Consider comprehensive plan goals and policies as applicable, for example:</p> <ul style="list-style-type: none"> Supply more bicycle and pedestrian facilities to promote these modes as viable transportation alternatives. Encourage pedestrian and bicycle movement as an alternative to motor vehicle travel. Provide access to arterials and collectors for developments where none exists. Develop, upgrade, and expand airports in Crook County. Coordinate transportation improvements with adjacent zoning, considering intensity and variety of allowable uses.
Crook County TSP Update (2025)	<p>This TSP establishes goals for Crook County’s transportation needs through 2036 and provides a framework to both manage current facilities and plan for new ones.</p> <p>Outlines a variety of objectives and funding mechanisms for projects related to roadways, freight, safety, pedestrians, bicycling, transit, bridges, and air, rail, water, and pipelines.</p>	<ul style="list-style-type: none"> Align past projects, policies, and programs with new needs for TSP update and the TSAP regarding population growth in Crook County, secondary access to Juniper Canyon, safety projects, particularly around Powell Butte, capacity-adding projects, modernization projects, and innovative funding methods. <u>Prioritize safety-related projects identified through the TSP, incorporating public feedback and crash data to address key safety concerns, particularly at high-risk locations.</u> <u>Coordinate with the ongoing Crook County TSP to ensure that safety issues and community input gathered during TSP engagement directly inform TSAP strategies and recommendations.</u> County roadways should sufficiently handle traffic growth while prioritizing safety for all styles of transportation, including drivers, cyclists, and pedestrians. Crook County’s transportation infrastructure should provide linkages to key destinations in Prineville, surrounding communities and counties to address employment access and tourism / recreational opportunities. Projects include expanding access to rural residential areas, analyzing reconstruction of U.S. 26 railroad bridge, widening roads and constructing multiuse trails to expand bicycle access, installing wayfinding signage, and raising transit service frequency and length.
Crook County Adopted Budget FY 2025	<p>Budget provides overview of revenue that can be dedicated to transportation projects.</p>	<ul style="list-style-type: none"> Scope projects in the TSAP and updated Crook County TSP to align with current and forecast funding mechanisms. Explore innovative funding methods to carry out more projects in the TSAP and updated Crook County TSP. Review practice of incorporating road maintenance costs into the Road Fund’s maintenance program Create system development charges (SDC) methodology to address transportation impacts from development

Plan, Policy, or Document	Relevance to the Crook County TSAP	Crook County TSAP Recommendation
Crook County School District Long-Range Facility Plan (2021)	Catalogues deficiencies for schools in Crook County School District and helps plan for capital improvements and expansion.	<ul style="list-style-type: none"> Streamline scheduled school capital improvement projects with transportation improvements in the TSAP and updated Crook County TSP. Consider aligning transportation safety investments near schools with school district capital improvements, as appropriate.
Central Oregon Large Lot Industrial Land Need Analysis (2012)	Seeks to create and manage a supply of large-lot industrial parcels that will provide employment opportunities throughout Central Oregon.	<ul style="list-style-type: none"> Plan and build transportation projects in the Crook County TSAP that promote safer travel and economic opportunities for burgeoning and prominent industries across Central Oregon.

Regional Plans, Policies, and Other Documents

Table 2. Regional Plans, Policies, and Other Documents

Plan, Policy, or Document	Relevance to the Crook County TSAP	Crook County TSAP Recommendation
City of Prineville TSP (2013) / Priorities for TSP Update (2023) / City of Prineville TSP Update (2025)	<p>The Prineville TSP provides guidance for improving the multimodal transportation system within Prineville’s Urban Growth Boundary (UGB).</p> <p>Improvements are categorized into priority projects, policies, and programs to be implemented over the next 20 years.</p> <p>Goals for updated Prineville TSP focus on:</p> <ul style="list-style-type: none"> A safe transportation system for all. A complete system of walking and cycling routes. A transportation system that supports regional economic development. Balancing mobility and access. Minimizing transportation impacts on natural and built environment. 	<ul style="list-style-type: none"> Consider how transportation improvements in Prineville connect and relate to transportation improvements in Crook County. Integrate Crook County’s priority projects, policies, and programs with the TSAP and updated Prineville TSP to align improvements and promote a connected transportation system. Consider updated Prineville TSP’s regional goals to create goals that meet incorporated and unincorporated communities’ needs in Crook County.
Cascades East Transit Regional Transportation Plan (adopted 2020)	<p>This plan provides a structure for transit provision and related services in Central Oregon through 2040. This structure will provide a baseline for further policy discussions and establish what the most pressing needs and opportunities are.</p> <p>Future funding allocations are divided into near-term (2025), mid-term (2030), and long-term (2040) enhancements.</p>	<ul style="list-style-type: none"> Future transit / capital needs and desires for Crook County include: Expanded coverage to include Juniper Canyon for Dial-A-Ride services. New Route 26 stops in Juniper Canyon area. Potential rural shopping / medical shuttle services for Powell Butte and Juniper Canyon.

Plan, Policy, or Document	Relevance to the Crook County TSAP	Crook County TSAP Recommendation
City of Prineville Standards and Specifications (updated 2013)	<p>These standards establish guidelines and regulations for public works improvements in the City of Prineville.</p> <p>Guidelines pertaining to this TSP update include roadway standards such as slope, sight distance, road crown, curb return radii, street striping, and storm sewer design.</p>	<ul style="list-style-type: none"> Final design and implementation of projects that connect across jurisdiction boundaries should provide a consistent experience for roadway users.
OR Highway 126 Corridor Facility Plan (2012)	<p>“Establishes a long-term vision for OR Highway 126” by addressing congestion, improving safety, supporting economic development and population growth, and serving statewide mobility needs.</p>	<ul style="list-style-type: none"> Adopt, refer, and conform to recommendations in the OR Highway 126 Corridor Facility Plan. Explore potential funding sources to carry out recommendations. Relevant projects within Crook County include: Widen shoulders on highway from Millican Road to west end of OR 126. Implement roundabout at OR 126 / SW Powell Butte Highway.
Central Oregon Rail Plan (2009)	<p>This plan addresses “various rail related safety, congestion, freight mobility, and economic development issues for Central Oregon.” Also notes the importance of maintaining rail service by Class 1 haulers to preserve regional economic strength. Recommends using City of Prineville’s railroad to enhance freight mobility, centralize pick-up and drop-off locations, and coordinate trucking to rail transfers.</p>	<ul style="list-style-type: none"> Incorporate relevant goals from Central Oregon Rail Plan for changes to rail procedures and related infrastructure as appropriate. These goals include strategies to improve utilization and take advantage of unique benefits of the City of Prineville Railroad (COPR): Take advantage of and maximize opportunities with the area’s shortline railroad, COPR. Prioritize and encourage support of trucking freight to COPR Freight Depot for transfer to rail mode. Identify support infrastructure which will be needed to support rail-served sites and begin to incorporate this infrastructure in transportation system plans. Investigate terminal development and grant funding opportunities (which would include multimodal) at Prineville Junction. <u>Review and identify any crash trends associated with rail locations; incorporate countermeasures as applicable.</u>
City of Prineville Urban Area Comprehensive Plan (2007)	<p>Provides direction for “directing and managing growth” in Prineville; establishes that “community goals become the foundation” for local government’s decision-making. Contains guidance on downtown revitalization, urban land use policies, enhancing local economic growth, creating a functional, efficient, and safe transportation system, strengthening all residential areas through proximate access to amenities with inclusion of multimodal facilities, and coordinating public services with provision for urban facilities.</p>	<ul style="list-style-type: none"> Align Crook County TSAP with the policies, problems, and recommendations of the Urban Area Comprehensive Plan in developing updates to Crook County’s transportation system. Work with the City of Prineville to inventory and expand facilities such as public parks, recreational facilities, trails, and open spaces. Coordinate TSAP with zoning in Prineville to promote active transportation and sustainable linkages between jurisdictions.

State Plans and Policies

Table 3. State Plans, Policies, and Statutes

Plan, Policy, or Document	Relevance to the Crook County TSAP	Crook County TSAP Recommendation
Oregon Statewide Transportation Improvement Program (STIP 2021-2024)	<p>Oregon’s four-year transportation capital improvement program. The STIP documents funding sources and implementation schedules for transportation improvement projects and programs throughout the state.</p> <p>The STIP divides projects and programs into two broad categories: Fix-it and Enhance. Fix-it activities fix or preserve the transportation system, while Enhance activities enhance, expand, or improve the transportation system.</p>	<p>Crook County’s current projects in the 2021 - 2024 STIP include:</p> <ul style="list-style-type: none"> ▪ Designing future construction of ADA-compliant curb ramps along OR 126 and U.S. 26. <ul style="list-style-type: none"> ○ Funding through “Construction” phase for project total of \$19,779,889. ○ “Construction” is last phase to take place; scheduled for 2024. ▪ Producing concept design to replace 3 bridges on OR 27. <ul style="list-style-type: none"> ○ Funding through “Prelim. Engineering” phase for total of \$350,000 ○ “Prelim. Engineering” is taking place in 2023 ▪ Conducting pavement preservation, intersection safety improvements at OR 126 / Powell Butte, and more <ul style="list-style-type: none"> ○ Funding through “Construction” phase for project total of \$13,471,958 ○ “Construction” is last phase to take place; scheduled for 2024. ▪ Installing upgrades on U.S. 26 from Meadow Lakes Dr – Combs Flat Rd which include signs, signals, storm system, pavement preservation, and sidewalk/crosswalk and ADA improvements. <ul style="list-style-type: none"> ○ Funding through “Prelim. Engineering,” “Right of Way,” “Utility Relocation,” and “Construction” phases for project total of \$12,869,301. ○ “Construction” is last phase to take place; scheduled for 2023 following PS&E completion. ▪ Projects not completed before the TSP update should be included in the updated Crook County TSP to ensure synchronicity.

Plan, Policy, or Document	Relevance to the Crook County TSAP	Crook County TSAP Recommendation
<p>Oregon Transportation Plan (OTP) (2023)</p>	<ul style="list-style-type: none"> • A plan that provides long-range policy direction through 2050 and a framework for prioritizing transportation improvements in Oregon. • Safety, equity, and climate are Key Performance Targets • Seeks to meet transportation challenges of the state through: <ul style="list-style-type: none"> ○ Promoting a safe transportation system ○ Centering equity ○ Reducing greenhouse gas emissions ○ Securing reliable transportation funding ○ Maintaining and connecting the existing system ○ Efficiently moving goods and services 	<ul style="list-style-type: none"> ▪ The Crook County TSAP should adhere to the policies and direction of the updated OTP.
<p>Oregon Freight Plan (OFP) (2011, updated 2017)</p>	<ul style="list-style-type: none"> • Identifies challenges facing Oregon's freight system including system operation and development, safety, communications, environmental considerations, and funding. • Implementation actions to improve the freight system include working with cities and counties to consider the freight system in transportation planning, as well as developing performance measures to prioritize investments in freight improvements. 	<ul style="list-style-type: none"> ▪ Consider strategies for better coordinating land use and transportation planning decisions with freight needs.
<p>Oregon Highway Plan (OHP) (and amendments) (1999-2022)</p>	<ul style="list-style-type: none"> • A functional element of the OTP. The OHP establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the OTP. • Emphasizes efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. 	<ul style="list-style-type: none"> ▪ Policies in the OHP must be considered for any improvements, modifications, or policies that would affect U.S. 26, OR 126, OR 370, and OR 380 in Crook County. OHP policies provide guidance in developing recommended improvements that would impact the accessibility, mobility, or function of each highway. ▪ OHP mobility standards are applicable to U.S. 26, OR 126, OR 370, and OR 380. OR 27 is not under OHP mobility standards because it is owned by the City of Prineville within the City Limits. ▪ The OHP will be updated as soon as the new Oregon Transportation Plan is adopted, anticipated in early 2023.

Plan, Policy, or Document	Relevance to the Crook County TSAP	Crook County TSAP Recommendation
Oregon Public Transportation Plan (OPTP) (1997, updated 2018)	<ul style="list-style-type: none"> • One of several statewide transportation mode and topic plans that refine, apply, and implement the long-range vision of the OTP. • Establishes goals for public transportation in Oregon. • Provides guidance for the development of transit, rideshare, and transportation demand management services over a 20-year period. • Provides technical information on public transportation standards and needs that assist communities preparing the TSPs required under the TPR and responds to TPR requirements for per capita reductions in vehicle miles traveled in Oregon’s metropolitan communities. 	<ul style="list-style-type: none"> ▪ Consider the public transportation goals of the OPTP in developing policies and plans for the public transportation system in Crook County.
Oregon Bicycle and Pedestrian Plan (OBPP) (2016) & Design Guide (2011, updated 2016)	<ul style="list-style-type: none"> • Adopted in 2011 as an appendix to the <i>Oregon Highway Design Manual</i> and serves as a modal element of the OTP. Provides guidance for planning, design, and operation of facilities for bicycle and pedestrian travel. • Contains standards and designs for bicycle and pedestrian facilities on state highways, as well as for a variety of roadway types and land uses. 	<ul style="list-style-type: none"> ▪ Consider standards and designs within the OBPP when proposing pedestrian and bicycle projects on state facilities within Crook County.
Highway Design Manual (2012, updated 2023)	<ul style="list-style-type: none"> • Provides guidance for the design of new construction, major reconstruction, resurfacing, restoration, and rehabilitation of state roadways. • Sets guidance and design standards for urban transportation facilities, including vehicle and multimodal facilities. • Supports better modal integration in urban contexts through urban design guidance. 	<ul style="list-style-type: none"> ▪ Conform to the recommendations and guidance provided in the Highway Design Manual Update for state highways within the County – U.S. 26, OR 126, OR 370, and OR 380. ▪ Urban design guidance may support greater flexibility for improving modal integration on U.S. 26, OR 126, OR 370, and OR 380. The TSAP will consider the appropriate urban contexts and corresponding guidance for these roadways. ▪ If needed, consider alternative roadway standards and coordinate with ODOT to obtain necessary approvals, if practicable.

Plan, Policy, or Document	Relevance to the Crook County TSAP	Crook County TSAP Recommendation
Oregon Transportation Safety Action Plan (TSAP) (2016, updated 2021)	<ul style="list-style-type: none"> ▪ An element of the OTP that provides the long-term vision of zero deaths and life-changing injuries and provides goals, policies, and strategies to work toward this vision. ▪ <u>The plan identifies key Emphasis Areas, including infrastructure, risky behaviors, vulnerable users, and improved systems; all of which are critical to addressing safety challenges in Crook County.</u> <ul style="list-style-type: none"> ○ <u>The TSAP is required to comply with federal regulations. The TSAP fulfills Oregon’s requirement to have an updated State Highway Safety Plan (SHSP).</u> 	<ul style="list-style-type: none"> ▪ Consider Oregon TSAP long-term goals and policies for transportation safety. ▪ Consider the Oregon TSAP Emphasis Areas framework to help characterize safety issues and identify near-term actions in Crook County. ▪ <u>Establish performance measures that align with state and federal guidance.</u> ▪ <u>Support the ongoing TSAP planning process and find opportunities to implement recommended safety strategies and action steps in all planning, project development, programming, operations, and maintenance activities.</u> ▪ <u>Integrate safety planning, programming, and policies into current work responsibilities and authorities.</u> ▪ <u>Address transportation safety equitably</u> ▪ <u>Commit to adopting and institutionalizing continued development of a culture of safety.</u> ▪ <u>Engage in updating the Oregon TSAP in the future.</u>

State Statutes and Regulations

Table 4. State Statutes and Regulations

Plan, policy, or document	Relevance to the Crook County TSAP	Crook County TSAP Update Recommendation
OAR 734-051-4010 – Access Management Standards for Approaches – General Provisions	<ul style="list-style-type: none"> ▪ Applies to approaches to state highways. Cross references relevant standards for infill development, redevelopment, interchange construction, modernization, or other roadway projects. ▪ Includes provisions for private approaches and cross references standards for spacing distance, sight distance, safety, and other considerations (-4020). 	<ul style="list-style-type: none"> ▪ Comply with rule when considering changes to U.S. 26, OR 126, OR 370, and OR 380.
HB 3379 Administrative Rule (2010)	<ul style="list-style-type: none"> ▪ An administrative rule that establishes an application process that local governments can use for economic development projects if unable to meet funding or timing requirements of the Transportation Planning Rule (TPR) related to state highways. 	<ul style="list-style-type: none"> ▪ This rule provides flexibility in meeting state obligations for local projects. Options Crook County could apply for include time extensions to meet TPR requirements, alternate means of funding, and adjustable traffic performance measures.

Federal Guidance

Table 5. Federal Guidance

<u>Plan, policy, or document</u>	<u>Relevance to the Crook County TSAP</u>	<u>Crook County TSAP Update Recommendation</u>
<u>USDOT Safe System Approach</u>	<ul style="list-style-type: none"> ▪ <u>Federal strategy for addressing and mitigating risks inherent in the transportation system.</u> ▪ <u>Establishes multiple layers of protection to prevent crashes and minimize harm when crashes do occur.</u> ▪ <u>The Safe System Approach acknowledges human vulnerability and human mistakes while recognizing that safer transportation systems rely on shared responsibility.</u> 	<ul style="list-style-type: none"> ▪ <u>Align with the Safe System Approach, especially in the development of strategies, projects, policies, and programs.</u>
<u>SS4A Self-Certification Eligibility Worksheet</u>	<ul style="list-style-type: none"> ▪ <u>This worksheet establishes the requirements of an SS4A-compliant Safety Action Plan. This is required both for meeting planning grant requirements as well as qualifying the County for future grant opportunities.</u> 	<ul style="list-style-type: none"> ▪ <u>Ensure that the resulting TSAP complies with requirements, including:</u> <ul style="list-style-type: none"> ○ <u>Public commitment by an elected body or high ranking official to reduce or eliminate serious crashes; establish a target date.</u> ○ <u>Develop plan with a Task Force.</u> ○ <u>Analyze safety trends based on available crash and contextual data.</u> ○ <u>Engage community and partners; incorporate feedback.</u> ○ <u>Identify policy, program, and process updates with a strategy for implementation.</u> ○ <u>Identify and prioritize projects and strategies.</u> ○ <u>Provide for a transparent process, including performance tracking and making the plan available to the public.</u>
<u>FY2025 Notice of Funding Opportunity (NOFO)</u>	<ul style="list-style-type: none"> ▪ <u>This document establishes the latest criteria and requirements for SS4A grant funding applications. It includes modifications made to the program under the current administration.</u> ▪ <u>While criteria may change for the FY2026 NOFO, this document can provide insight into current requirements.</u> 	<ul style="list-style-type: none"> ▪ <u>Consider the FY2025 NOFO requirements when developing the TSAP and selecting priority projects for future funding opportunities.</u>

Funding Review

Crook County has several sources to draw on to construct and maintain transportation infrastructure projects and transportation operations. The Special Transportation Fund accounts for federal and state special transportation programs and is carried out in conjunction with the Central Oregon Intergovernmental Council. The maintenance program in Crook County’s Road Fund houses the costs for road maintenance. The Road Fund also appropriated money for a transfer to the Community Development Fund to study the feasibility of constructing access improvements to Juniper Canyon. The Capital Projects Budget accounts for funding and constructing capital improvements throughout the county. The Airport Fund accounts for all operations at the airport and includes capital projects, airport facility improvements, and airport activities.

Currently, transportation system development charges (SDC), transportation utility fees, registration fees, and other supplemental revenues for transportation do not exist. The Road Department work plan for FY 2025 is investigating a possible transportation utility fee, registration fee, or other revenue supplement.

Table 6. Crook County Transportation Total Revenue

	FY 2021	FY 2022	FY 2023	FY 2024 YE Estimate	FY 2025 Adopted
Special Transportation Fund	\$328,000	\$392,000	\$228,000	\$451,000	\$438,000
Road Fund	\$4,083,000	\$4,290,000	\$4,870,000	\$5,061,000	\$4,994,000
Capital Projects Fund	\$1,000,000	\$42,609,000	\$981,000	\$9,031,000	\$16,086,000
Airport Fund	\$2,682,000	\$963,000	\$3,274,000	\$1,251,000	\$6,264,000

Source: Crook County Adopted Budget for Fiscal Year 2025

Funding Opportunities

A variety of established funding sources from federal, state, and regional sources are available to fund future transportation projects in Crook County. Table 7 provides an overview of potential grants, funding dollar amount, eligibility, and other considerations. Table 8 summarizes potential local funding and financing options available to the County.

Table 7. Grant Opportunities

Source	Funding Available	Description	Eligibility and Considerations
Statewide Transportation Improvement Program (STIP) <i>Administered by ODOT</i>	Approximately \$2 billion available statewide for the 2024-2027 STIP. Match requirements vary.	The STIP is the major statewide program for funding significant projects, usually of regional importance. The STIP programs both state and federal dollars.	Major projects on state roadways through Crook County are most likely eligible for funding, though the STIP process is extremely competitive. Projects included in the STIP are generally regionally significant and are prioritized by ODOT, metropolitan planning organizations, and area commissions on transportation.
Recreational Trails Program <i>Administered by OPRD</i>	Approximately \$1.6M allocated each year. Minimum grant request: \$10,000. Recommended grant request maximum: \$150,000 for non-motorized proposals. Applicants must commit to at least 20% match. Match can include volunteer labor or other donations.	Funds to develop, improve, or expand motorized and non-motorized trails and their facilities. RTP funding is intended for recreational trail projects and can be used for construction of new trails, major rehabilitation of existing trails, development or improvement of trailhead or other support facilities, acquisition of land or easements for the purpose of trail development, and safety and education projects.	This funding source is very competitive, and funding is generally based on the needs identified in the Oregon Statewide Trails Plan.
Oregon Community Paths <i>Administered by ODOT</i>	Project Refinement funding: \$150,000 to \$750,000 per project. Construction funding: \$500,000 to \$6,000,000 per project. 10% to 30% depending on funding source (federal or state)	Supports multiuse path projects; including paths that pass through a park, along a greenway, to connect community centers, services, housing, employment, schools, and recreation. Types of community path projects: 1) Critical Links – walking and biking connections to schools, downtowns, shopping, employment, and other essential destinations 2) Regional Paths - connecting communities no more than 15 miles apart, or traverses one community with a path 10 miles long or greater	OCP projects must serve a transportation purpose (not recreational). TSP is likely to include projects that fall under the “Critical Links” project type.
Safe Routes to School (SRTS) <i>Administered by ODOT</i>	\$60,000 to \$2,000,000 New funding program guidance is under development by ODOT. 20% to 40% match required.	Projects that improve, educate, or encourage children safely walking or biking to school. Projects within a one-mile radius of a school, within a local roadway, and in a jurisdictional plan. Projects in smaller communities, for elementary and middle schools, and that can demonstrate substantial need are likely to fare best.	Because the Crook County TSP is likely to include projects that would have a direct impact on cycling and walking to school in Powell Butte, SRTS is likely a promising source of funding for projects.

Source	Funding Available	Description	Eligibility and Considerations
<p>Sidewalk Improvement Program (SWIP) <i>Administered by ODOT</i></p>	<p>\$7.4 million annually for federal fiscal years 2022 to 2024. No match is required. State Pedestrian and Bicycle funds can be used as a match for federal dollars.</p>	<p>Allocates funds to improve walking and biking infrastructure (e.g., crossings, sidewalks, bike facilities) on or along state highways. Provides grants on a rotating regional basis to construct larger pedestrian and bicycle projects (or bundles of systemic improvements) needed to address priority needs identified in the Oregon Bicycle and Pedestrian Plan (OBPP) and Active Transportation Needs Inventory (ATNI).</p>	<p>Eligible for improvements on or along state highways. ATNI web map shows prioritization scores within Crook County ranging from the 60th to 80th percentile.</p>
<p>Statewide Transportation Improvement Fund (STIF) <i>Administered by ODOT</i></p>	<p>Funding amount varies. There is no match for STIF formula, STIF Discretionary match is generally 20%. STIF formula funds may be used as the local match for state and federal funds which also provide Public Transportation. STIF discretionary funding is used for new or pilot projects and for capital purchases.</p>	<p>STIF formula funds may be used for public transportation purposes that support effective planning, deployment, operation, and administration of public transportation programs. The STIF Discretionary fund supports a wide variety of project types but cannot be used to fund ongoing operations. The Intercommunity Discretionary fund supports maintaining, expanding, and improving public transportation services between two or more communities. The Oregon Transportation Commission finalizes award decisions using criteria derived from statute and the Oregon Public Transportation Plan.</p>	<p>STIF formula funding is awarded through the Qualified Entity (QE) that is a County or Transit District, based on population and taxes paid within their geographic area. STIF Discretionary and Intercommunity Discretionary funds are awarded to Public Transportation Service Providers to improve public transportation through a competitive grant process.</p>
<p>Rivers, Trails, and Conservation Assistance Program <i>Administered by National Park Service</i></p>	<p>Funding amount varies.</p>	<p>Annual funding available for technical assistance for recreation and conservation projects, including shared-use paths. No local match is required.</p>	<p>This fund has advanced projects in Crook County in both 2020 and 2022, supporting both the Barnes Butte Recreational Complex and Crooked River National Grasslands Trails efforts. Projects related to recreational areas and access to recreational areas may qualify.</p>
<p>All-Roads Transportation Safety program <i>Administered by ODOT</i></p>	<p>Funding amount varies.</p>	<p>Annual funding for projects that address safety issues on highways and High Risk Rural Roads. A 10% local match is required.</p>	<p>Projects are typically identified through the state's Safety Priority Index System or systemic network screening. Projects are awarded based on benefit/cost ratio.</p>
<p>Federal Lands Access Program <i>Administered by FHWA</i></p>		<p>Projects that improve transportation facilities that provide access to, are adjacent to, or are located within federal lands.</p>	<p>Projects that improve access to federal lands, such as BLM, are eligible. Many proposed projects expand access to BLM land.</p>

Source	Funding Available	Description	Eligibility and Considerations
Transportation Growth Management Program (TGM) <i>Administered by ODOT</i>	Varies; annual grant cycles.	Projects that help local communities plan for streets and land use to create more livable communities. Category 1 TGM grants focus on meeting the requirements for the Transportation Planning Rule, while category 2 TGM grants focus on integrated land use and transportation planning, especially active transportation, transit, and multimodal facilities.	Category 2 TGM projects aim to encourage “livable, affordable, and accessible communities for all ages and incomes...” Advancing projects that aim to improve access to transit and community destinations may be eligible for funding.
Land and Water Conservation Fund <i>Administered by OPRD</i>	Approximately \$5 million annually.	Acquiring land for public outdoor recreation or developing basic outdoor recreation facilities. Project types may include shared-use pathways, bikeways, and sidewalks. Requires a 50% local match.	Projects identified in the TSP include shared-use pathways, bikeways, and sidewalks that may be eligible.
<u>Safe Streets and Roads for All (SS4A) Grant Program</u> <i>Administered by FHWA</i>	<u>Approximately \$2 billion is expected to be available for FY2026.</u>	<u>Federal grant program authorized through the Infrastructure Investment and Jobs Act for 2022-2026 to fund initiatives that seek to prevent roadway fatalities and serious injuries.</u>	<u>Construction grants require adoption of a compliant Safety Action Plan. Supplemental Planning or Demonstration Projects can be pursued without an adopted Plan.</u>

Table 8. Potential Local Funding and Financing Mechanisms

Local Funding / Financing Option	Description	Considerations
User Fee	Fees added to a monthly utility bill or tied to the annual registration of a vehicle to pay for improvements, expansion, and maintenance on the street system.	This type of fee is becoming more common in cities but would require substantial investment in rate studies, administrative staffing, and software and computer systems to enable the County to collect the revenue. This source is generally better suited to funding operations than for capital improvements, but it may free up existing resources for capital projects.
System Development Charges (SDCs)	One-time fees obtained from new development and redevelopment intended to cover part of the cost of transportation facilities to support the new development.	Fees will increase the cost of development for developers. The County will determine the appropriate fee to cover transportation costs while also ensuring that development remains affordable for developers.
Local Gas Tax	A local tax assessed on the purchase of gas within the County. This tax is added to the cost of gasoline at the pump, along with the state and federal gas taxes. Many communities in Oregon assess local gas taxes, typically ranging from \$0.01 to \$0.10 per gallon.	A local-option fuel tax would generate revenue for the County from motorists passing through the county and be easy to collect because the infrastructure is already in place. This method could fund operations and capital programs.
Tax Increment Financing (TIF)	A tool counties use to create special districts (tax increment areas) where public improvements are made in order to generate private-sector development. During a defined period, the tax base is frozen at the pre-development level. Property taxes for that period can be waived or paid, but taxes derived from increases in assessed values (the tax increment) resulting from new development can go into a special fund created to retire bonds issued to originate the development or leverage future improvements.	A number of small-to-medium sized communities in Oregon have implemented, or are considering implementing, urban renewal districts that will result in a TIF revenue stream.
Road/Local Improvement Districts (LID)	A local improvement district is a geographic area where local property owners are assessed a fee to cover the cost of a public improvement in that area.	This may be especially useful for non-state facilities that are ineligible for federal or state funding. This type of fee must be approved by the majority of property owners.
General Fund	Property taxes from the County’s permanent tax rate.	Diverting general-fund revenue to the Road Fund would have significant consequences for other County services.
Bonds or Levies	Voter approved measures to either acquire funds through an increased tax rate (levy) or through the sale of bonds.	Requires voter approval.
Motor Vehicle Title Fee	Requires all motor vehicles registered in the county to all have title recorded as personal property.	This would generate two sources of revenue: from the fee itself and from personal property taxes levied on motor vehicles. This could be problematic for renters and would increase taxable property that the assessor must account for.

DATE: April 11, 2025
 TO: John Eisler and Katie McDonald, Crook County
 FROM: Erin David, Parametrix
 SUBJECT: Draft Vision, Mission, and Goals
 PROJECT NAME: Crook County Transportation Safety Action Plan

Introduction

The Crook County Transportation Safety Action Plan (TSAP) will establish the County’s commitment to reducing or eliminating fatal and serious injury crashes. This commitment will inform all aspects of the plan’s development and set the stage for ongoing transparency with Crook County residents about the progress made toward this goal.

The following document summarizes the vision, mission, and goals of the Crook County TSAP and aligns the process with requirements for the plan.

Public Commitment Overview

A Safety Action Plan must include a public commitment by a high ranking official or elected body to reduce or eliminate fatal and serious injury crashes. This commitment should include either a target date for reaching zero or one or more targets to achieve a reduction in roadway fatalities and serious injuries by a certain date.

The Crook County Board of Commissioners are asked to make this public commitment. To support this discussion, several examples of resolutions from other communities are included in **Appendix A**. These examples cover a range of detail as well as approach to the commitment. Other examples include the following:

Table 1: Example Goal Statements

Jurisdiction	Goal Statement
MAG MPO/RPO SAP (2024)	Reduce fatal and serious injury crashes by 50% by 2050 with an eventual goal to eliminate all fatal and serious injury crashes.
Provo City (2022)	Reduce fatal and serious injury traffic crashes in the city by 50 percent by 2040 , with the end goal of eliminating all fatal and serious injury traffic crashes within Provo City
Oregon Statewide TSAP (2021)	Oregon envisions no deaths or life-changing injuries on Oregon’s transportation system by 2035 (update in-progress, subject to change)
Clackamas County (2019)	Our goal is to reduce fatal and serious injury crashes to zero by 2035 (update in-progress, subject to change)
Salem-Keizer TSAP (2024)	We envision a region with zero crash-related deaths and life-changing injuries by 2035, and a 50% reduction in these crashes by 2030 .
Solano Countywide LRSP (2022)	Reduce the rate of fatal and serious injury crashes occurring at intersections by 50% by 2035 .



Vision and Mission

Crook County is committed to reducing traffic deaths and serious injuries on all county roadways. The Transportation Safety Action Plan will guide improvements to make travel safer for people of all ages and abilities by identifying priority location and crash trends, developing projects and strategies to respond to safety issues, engaging the community and project partners to foster a culture of safety, and establishing a strategy for implementing recommendations. Together, we will create a safer future for everyone traveling through Crook County roadways, from our rural communities to Prineville .

Goals and Objectives

The Crook County TSAP advances goals and priorities established in the Crook County Transportation System Plan (TSP) 2025 update. The TSP goals include:

1. Mobility and Connectivity
2. Economic Development
3. Safety
4. Multimodal Users
5. Environment
6. Planning and Funding
7. Equity

A complete summary of the TSP's goals and objectives are included in **Appendix B**.

While the TSAP seeks to align with each of these goals and their accompanying objectives, this plan will specifically advance the goals of **Safety, Multimodal Users, Equity, and Planning and Funding**. Examples include but are not limited to:

- The TSAP will fulfill Objective 3.15 (Review Countywide safety needs with a Transportation Safety Action Plan).
- The TSAP will apply the Safe System Approach, as established in Objective 3.2.
- Consistent with Objective 3.5, the TSAP will establish strategies for reducing the incidence and severity of crashes for all modes of travel.
- The TSAP will consider the needs of all roadway users and help to develop a safer intermodal network that maximizes connectivity between routes and facilities for all modes of travel (Objective 4.7).
- The TSAP will consider potential funding sources, project coordination opportunities, and process improvements to help maintain the safety and function of the transportation network (Goal 6; Objectives 6.1, 6.2, 6.3, and 6.4).
- The TSAP will seek to provide access to the transportation system for all users, including under-represented populations. (Goal 7).

Attachment A

Example Resolutions

1 RESOLUTION

2 of the

3 METROPOLITAN TRANSPORTATION BOARD

4 of the

5 MID-REGION METROPOLITAN PLANNING ORGANIZATION

6 of the

7 MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO

8 (R-24-07 MTB)

9 **ADOPTING THE REGIONAL TRANSPORTATION SAFETY ACTION PLAN**

10
11 WHEREAS, roadway fatalities, incapacitating injuries, and injuries continue to
12 increase in the Albuquerque Metropolitan Planning Area (AMPA) and pedestrians and
13 bicyclists are our most vulnerable roadway users; and

14 WHEREAS, the Federal Highway Administration (FHWA) identified the City of
15 Albuquerque and the State of New Mexico as a focus city and state, respectively, for a
16 high rate of pedestrian and bicyclist fatalities; and

17 WHEREAS, a collaborative, comprehensive, and data driven effort is needed to
18 address the challenges involved with transforming traffic safety culture; and,

19 WHEREAS, the Regional Transportation Safety Action Plan (RTSAP) was
20 created through a collaborative and data driven process and identified United States
21 Department of Transportation's (USDOT) Safe Systems Approach which proactively
22 identifies and addresses safety risks and recognizes that although humans make
23 mistakes, fatalities and injuries can be prevented; and,

24 WHEREAS, the RTSAP identified goals and tools for the AMPA -

- 25 1) Achieve zero traffic deaths by 2040;

- 26 2) A Safety Strategies Toolbox;
- 27 3) An updated High Fatality and Injury Network (HFIN);
- 28 4) An equity assessment and the MRMPO Vulnerability Index (MVI); and a
- 29 5) A prioritized list of safety projects and programs

30 WHEREAS, the members of the Metropolitan Transportation Board agree upon
31 these goals identified in the RTSAP to eliminate roadway fatalities and serious injuries
32 for all roadway users in the AMPA.

33 NOW THEREFORE BE IT RESOLVED by the Metropolitan Transportation Board
34 that the Regional Transportation Safety Action Plan for the Albuquerque Metropolitan
35 Planning Area is adopted as set out in ATTACHMENT A.

36 PASSED, APPROVED, AND ADOPTED this 16th day of August 2024 by the
37 Metropolitan Transportation Board of the Mid-Region Metropolitan Planning
38 Organization of the Mid-Region Council of Governments of New Mexico.

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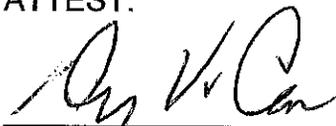
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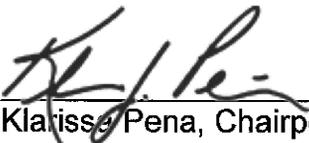
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47

ATTEST:



Dewey V. Cave
Executive Director, Mid-Region Council of Governments


Klarisse Pena, Chairperson
Metropolitan Transportation Board



Resolution 2024-18

A RESOLUTION OF BLAINE COUNTY, IDAHO

SETTING A GOAL OF ELIMINATING ALL TRAFFIC FATALITIES FOR ALL USERS ON BLAINE COUNTY ROADWAYS

WHEREAS, Blaine County aspires to reduce the number of fatal and serious injury crashes on its roads to zero; and

WHEREAS, the forthcoming County Safety Action Plan takes an ethical, equitable, and sustainable approach toward achieving safety for all road users; and

WHEREAS, in the past five years more than 21 people have lost their lives and more than 50 people were seriously injured on Blaine County roads; and

WHEREAS, traffic-related deaths and serious injuries are preventable; and

WHEREAS, Blaine County wants to be proactive in reducing fatal and serious injury crashes on our roads; and

WHEREAS, transportation safety is everybody’s responsibility, including the County and road users; and

WHEREAS, multiple County Departments, that include Road & Bridge, Sustainability, and Sheriff’s departments, are actively employing programs to improve safety; and

WHEREAS, the forthcoming Safety Action Plan will leverage existing programs and can create new programs and strategies to help meet the Commission’s adopted performance measure to achieve a reduction in the number of fatal and serious injury crashes to zero.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF BLAINE COUNTY COMMISSIONERS, BLAINE COUNTY, IDAHO THAT: The Blaine County Board of Commissioners hereby sets the goal of eliminating all traffic fatalities for all users on Blaine County roadways.

BLAINE COUNTY BOARD OF COMMISSIONERS OF BLAINE COUNTY, IDAHO

DATED this _____ day of May, 2024.

BLAINE COUNTY BOARD OF
COUNTY COMMISSIONERS

Muffy Davis, Chair

ATTEST:

Angenie McCleary, Vice Chair

Stephen McDougall Graham, Clerk

Lindsay Mollineaux, Commissioner

RESOLUTION NO. 2237

A RESOLUTION OF THE CITY OF HERMISTON ADOPTING A GOAL TO REDUCE TRAFFIC RELATED-FATALITIES AND SERIOUS INJURIES AND SUPPORTING A VISION ZERO POLICY IN THE CITY OF HERMISTON.

WHEREAS, tragically, approximately one person is killed in traffic-related accidents every year in the City of Hermiston; and

WHEREAS, minority and low-income communities face a disproportionate risk of serious injuries and fatalities in connection with traffic-related accidents; and

WHEREAS, fatalities and serious injuries caused by traffic-related accidents are devastating and a serious public safety issue that necessitates public action; and

WHEREAS, the City of Hermiston recognizes that traffic-related fatalities and serious injuries are preventable and not inevitable, and commits to working collaboratively with a diverse group of stakeholders in the City to identify and implement evidence-based projects and programs that reduce the potential for serious traffic-related injuries and fatalities in our community.

NOW, THEREFORE, THE CITY OF HERMISTON RESOLVES AS FOLLOWS:

1. The above recitals are true, correct, and adopted hereby as findings, purpose, and intent of the City Council.
2. The City of Hermiston supports the development of a Comprehensive Safety Action Plan, a holistic, well-defined, and evidence-based strategy to prevent roadway fatalities and serious injuries in the City.
3. The City of Hermiston pledges to the goal of “Vision Zero,” which commits to working towards the goal of zero deaths in the City by the year of 2045.

PASSED by the Common Council this 12th day of September, 2022.

SIGNED by the Mayor this 12th day of September, 2022.

Dr. David Drotzmann, MAYOR

ATTEST:

Lilly Alarcon-Strong, CMC, CITY RECORDER

Appendix B

Transportation System Plan Update (2025) Goals and Objectives

GOAL 1: MOBILITY AND CONNECTIVITY

Promote a transportation system that links rural communities to key destinations in Prineville, the County, and adjacent counties, and serves existing and future needs for transporting goods and people.

Mobility and Connectivity Objectives

- 1.1 Identify roadway system needs through 2045 to accommodate developing or undeveloped areas, including increasing roadway capacity where necessary.
- 1.2 Promote transportation linkages that support local communities and regional connections by promoting an integrated system of principal highways that move people and goods throughout the county, a county road system that facilitates transportation between various areas of the county and between principal highways, and a local road system that provides access to commercial and residential areas.
- 1.3 Coordinate with ODOT and local communities to identify priority roadway modernization improvements and maintenance needs, including bridge replacement.
- 1.4 Update roadway performance standards and specifications to ensure efficient movement of people, goods, commodities, and commercial waste.
- 1.5 Update policies and standards that address street connectivity, spacing, and access management.
- 1.6 Balance local community and State goals for State highways that run through Crook County communities.
- 1.7 Support transit service to improve mobility within the county and connectivity to major destinations outside of it, including regional jobs and higher education opportunities in Bend, Prineville, and Redmond.
- 1.8 Prioritize ADA compliance for County facilities to increase mobility options for all persons.

GOAL 2: ECONOMIC DEVELOPMENT

Plan a transportation system that supports existing industry, encourages economic development in the County, and responds to population growth in Crook County and adjacent communities.

Economic Development Objectives

- 2.1 Develop and promote a multimodal transportation network that supports the existing industrial, data storage, agricultural, and tourism industries and supports economic diversification in the future.
- 2.2 Promote railroad freight service where possible through integration of road and rail transportation and upgrade highways in areas where rail is not an option.

- 2.3 Prioritize improving and maintaining the key freight routes of OR 26, OR 126, and George Millican Road.
- 2.4 Identify roadway system needs through 2045 to accommodate developing or undeveloped areas.
- 2.5 Improve coordination between the private sector and the County to better integrate industrial areas with future transportation system improvements.
- 2.6 Encourage recreational tourism by developing connections and promoting access to major recreational locations and destinations and key services in the county, including the Ochoco National Forest, reservoirs, and trail systems.
- 2.7 Encourage bicycle tourism by prioritizing and improving recreational routes through the County.
- 2.8 Foster partnerships with government and community organizations to support economic development objectives in Crook County.

GOAL 3: SAFETY

Provide a transportation system that promotes the safety of current and future travel modes for all users.

Safety Objectives

- 3.1 Promote a transportation system that balances mobility and accessibility while supporting efficient travel on state highways and providing safe, livable, and vibrant multimodal corridors in the core of unincorporated communities.
- 3.2 Apply a Safe System approach to reduce the risk of serious injuries and deaths by considering safety in all aspects of transportation planning, design, operations, and maintenance, including roadway design, speeds, vehicle interactions, user behavior, and post-crash response.
- 3.3 Develop a multimodal transportation system that incorporates safety and operational improvements for bicyclists.
- 3.4 Ensure that roadways are designed, constructed, and maintained to an appropriate standard for their expected use, vehicle speeds, and vehicle traffic.
- 3.5 Reduce incidence and severity of crashes for all modes of travel.
- 3.6 Provide a transportation system that allows for adequate emergency vehicle access to all land uses.
- 3.7 Promote railway and highway safety at and near railway intersections.

3.8 Update County access management standards and County design standards for all County roads.

3.9 Evaluate opportunities for Intelligent Transportation Systems (ITS) to address traffic safety by providing real-time information to drivers and to enhance transportation efficiency for all modes.

3.10 Develop traffic calming guidelines to encourage appropriate rural traffic calming methods and locations.

3.11 Increase the number of options for reaching locations within the county to ensure a safe access point in case of natural disaster at locations where the small number of access points may present a safety hazard.

3.12 Review the Juniper Canyon area and develop near term options for alternative emergency access.

3.13 Consider strategies to improve safe transport of farm equipment.

3.14 Consider traffic calming techniques to encourage appropriate use of local and residential roads and support the addition of pedestrian crossings along roads where appropriate.

3.15 Review County-wide safety needs with a Transportation Safety Action Plan (TSAP), including an emphasis on the Powell Butte area.

3.16 Include safety projects in Capital Improvement Plan that were identified from TSAP, community input, or staff consultation.

3.17 Review and update priorities for the OR 126 corridor, County-owned portion of the Powell Butte Highway, Millican Road, and other key parallel and connecting roads within Crook County between Redmond and Prineville to address safety, capacity, and accommodate planned tourism/recreation, population, and employment growth.

GOAL 4: MULTIMODAL USERS

Provide a multimodal transportation system that permits safe and efficient transport of people and goods through active modes, which may also provide a benefit in improved health and environment.

Multimodal Users Objectives

4.1 Promote active modes, transit/dial-a-ride service, and rideshare/carpool programs through community awareness and education.

4.2 Promote an interconnected network of bicycle, pedestrian, and transit facilities throughout the County to facilitate access to and from schools, grocery stores, services, recreation, and tourism destinations.

4.3 Support development of regional public transit opportunities, including park-and-ride.

4.4 Integrate bicycle and pedestrian facilities during the construction of new roads and upgrades of existing roads consistent with local and state standards.

4.5 Develop a safe intermodal network that maximizes connectivity between routes and facilities for all modes of travel.

4.6 Develop a plan that supports the Crook County Parks and Recreation Trail system plans and interfaces with the City of Prineville pedestrian and bicycle system.

4.7 Support widening shoulders for bicycle travel as part of roadway preservation and improvement projects or as separate projects.

4.8 Support efforts to improve connectivity to the Prineville and Redmond airports.

GOAL 5: ENVIRONMENT

Provide a transportation system that balances transportation services with the need to protect the environment.

Environmental Objectives

5.1 Develop a multimodal transportation system that avoids reliance on single-occupancy vehicle trips as well as minimizes energy consumption and air quality impacts.

5.2 Promote design standards that support acquiring only the minimum right-of-way width necessary for the roadway, including facilities for all users for the roadway classification.

5.3 Develop and upgrade transportation facilities to be consistent with the adopted Oregon Transportation Plan (OTP), the Oregon Highway Plan (OHP), and the Transportation Planning Rule (TPR) and ensure that valuable soil, water, scenic, historic, and cultural resources are preserved.

5.4 Comply with all applicable state and Federal noise, air, water, and land quality regulations.

GOAL 6: PLANNING AND FUNDING

Maintain the safety, physical integrity, and function of the County's multimodal transportation network, consistent with Goal 6 of the OTP, which focuses on creating a transportation funding structure that serves both current and future needs.

Planning and Funding Objectives

6.1 Seek and maintain long-term funding stability for transportation maintenance projects.

6.2 Evaluate new, innovative funding sources for transportation improvements, including establishing System Development Charges (SDCs) to address development impacts to the

transportation system.

6.3 Ensure that the existing transportation network is conserved and enhanced through maintenance and preservation.

6.4 Identify areas where refinement plans or interim measures would increase the life of a facility or delay the need for improvements.

6.5 Continue to enhance relationships and improve coordination among Crook County, the City of Prineville, ODOT, and the Federal Highway Administration (FHWA).

- a. Cooperate with ODOT in the implementation of the Statewide Transportation Improvement Program (STIP);
- b. Encourage the improvement of state highways;
- c. Encourage planning coordination between the City of Prineville, Crook County, and the State by establishing cooperative road improvement programs, funding alternatives, and schedules;
- d. Work with applicable jurisdictions to establish the right-of-way needed for new roads identified in the TSP;
- e. Leverage federal and State highway funding programs, including the Federal Lands Access Program; and
- f. Encourage resident involvement in identifying and solving transportation issues.

6.6 Establish Capital Improvement Plan with a proposed project hierarchy, anticipated funding sources, and associated planning-level cost estimates that includes projects involving capacity adding, modernization and maintenance, safety, and bridge replacement.

6.7 Coordinate County plans with priorities and needs identified in the City of Prineville’s TSP update.

GOAL 7: EQUITY

Provide access to the transportation system for all users.

Equity Objectives

7.1 Provide transportation mode choices to all users of the transportation system.

7.2 Consider the system’s accessibility to those with sociodemographic characteristics that may make them less likely to rely on personal motor vehicles, including poverty status, race/ethnicity, youth populations, elderly populations, and persons with disabilities.

7.3 Consider impacts to low-income or minority populations when assessing the impacts of transportation infrastructure projects.

AGENDA ITEM REQUEST



Date:

Meeting date desired:

Subject:

Background and policy implications:

Budget/fiscal impacts:

Requested by:

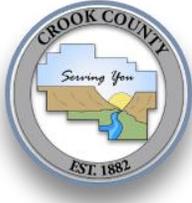
Presenters:

Legal review (only if requested):

Elected official sponsor (if applicable):

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Elected official sponsor (if applicable):



Crook County

300 NE 3rd Street • Prineville, Oregon 97754
(541) 447-6555 • (541) 416-3891

APPLICATION FOR MEMBERSHIP ON NATURAL RESOURCES COORDINATION ADVISORY COMMITTEE

Please complete this application in a brief, yet informative manner. If questions are not applicable, enter "NA."

Name: Shane L Howard
First Middle Last

Address: 1179 Nw Wilshire Dr, Prineville OR, 97754
Street City State Zip

Phone: 541-408-4354
Home Work Cell

Email: Showard@cityofprineville.com

I hereby submit my name for consideration to serve in an advisory capacity to the Crook County Court as a member of the Natural Resources Coordination Advisory Committee.

Education: High school diploma

Professional License, Registration or Certification, if applicable: _____

Oregon Licensed Real Estate Agent

Relevant Experience in any topic area of federal land use planning" (paid employment or volunteer):

None

Please list any current or former membership or board position(s) you have held with other organizations:

Prineville City Council, Budget Committee, Solid Waste Advisory Committee



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Examples of past experiences showing ability to work collaboratively with others of differing viewpoints and achieve good faith compromise:

Working with COP staff on various projects. Most recently working collaboratively with
OID on the Combs Flat Rd extension project.

Why do you wish to serve in this capacity?

I wish to serve on this committee in an advisory role to the Crook County Board of
Commissioners on issues regarding the natural resources of Crook County.

Personal and professional achievements (please include activities which address contributions you could make to the committee/council/board/panel):

Selling real estate requires a tremendous amount of ability to communicate clearly and
sometimes compromise, in high stress circumstances, to achieve an end goal
where all parties involved are satisfied with the end result.

How you would like to receive future communications:

Email Phone

Please submit two signed and dated letters of recommendation.

Phone is best

I ATTEST THAT ALL INFORMATION CONTAINED IN THIS DOCUMENT IS TRUE AND CORRECT.

Authentisign
Shane Howard
Signature of Applicant

04/17/25
Date

PLEASE RETURN THIS FORM TO:

Tim Deboodt
Crook County Extension Building
498 SE Lynn Blvd
Prineville, OR 97754

Applications can also be submitted via e-mail at: tim.deboodt@crookcountyor.gov 541-903-5903

AGENDA ITEM REQUEST



Date:

May 8, 2025

Meeting date desired:

May 14, and May 21, Meetings

Subject:

Request to purchase Chip Seal oil from Albina Asphalt from Deschutes County contract, \$554,310.00 in total. \$491,645.00 for oil and \$62,665.00 for Distributor.

Background and policy implications:

Crook County Road Department chip seals 20 plus miles yearly. This helps the PCI to be above 70. The road departments goal is to stay above 80 PCI . This 80 PCI is easier to keep the road system in good condition

Budget/fiscal impacts:

This is budgeted and will need to have a budget adjustment due to higher prices than predicted last year.

The project is Juniper Canyon Rd from HWY 380 to County Boat Ramp Rd, to include Upper and Lower Davis Loop. this road was last chip sealed 10 Years ago

Requested by:

Brad Haynes, Crook County Road Department Superintendent.
brad.haynes@crookcountyor.gov. (541) 447-4644

Presenters:

Brad Haynes Crook County Road Superintendent.

Legal review (only if requested):

Legal review for use of Deschutes County Contract

Elected official sponsor (if applicable):

If the item request is submitted after the due date/time, an elected official sponsor is needed.

ALBINA ASPHALT

Improving the Road Ahead.

Tel: (360) 816-8540
Toll Free: (800) 888-5048
Fax: (360) 816-8541
asphalt@albina.com
www.albina.com

801 Main Street • Vancouver WA 98660

May 2, 2025

Crook County
1306 N. Main St.
Prineville, Oregon 97754

Attention: Mr. Brad Haynes
Public Works Director

Re: 2025 Chip Seal Oil Material + Freight +Distribution

Mr. Haynes:

Thank you for the opportunity to work with Crook County Public Works on the annual chip seal program again. Albina is pleased to offer the following pricing for emulsion based off the Deschutes County Contract No. 2025-037 (Contract for supply and delivery of asphalt oil for chip seal 2025).

<u>Product</u>	<u>Tons</u>	<u>FOB Madras, OR</u>	<u>Freight</u>	<u>Delivered Countywide</u>
HFRS-P2	702	\$670.00/ton	\$30.00	\$700.00/ton
CSS-1 (D)	N/A	\$415.00/ton	\$30.00	\$445.00/ton

The distributor truck rate is \$350.00/hour with a (6) hour daily minimum charge.

Freight is based on 28/ton minimum loads delivered Countywide; Standby rate is \$150.00/hour after two (2) free hours to unload.

Terms: Net 30 days

Price is firm through 10/31/2025.

If you have any questions or require any further information, please give me a call at 360-965-7126.

Respectfully submitted,



Kyle Arntson
Sales & Marketing Manager