

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
GRANT APPLICATION FORM
2015**

APPLICATIONS DUE 4:00 PM, June 12, 2015

Type of Grant:
Please indicate Category 1 or Category 2

Project Title:

Primary Applicant Jurisdiction:

Mailing Address:

City/Zip:

Contact Person:

	MATCH	
	YES	NO
Other Local Jurisdictions involved in the project: <input type="text" value="City of Prineville"/>	<input type="radio"/>	<input checked="" type="radio"/>
<input type="text" value="Central Oregon Intergovernmental Council"/>	<input type="radio"/>	<input checked="" type="radio"/>
<input type="text"/>	<input type="radio"/>	<input type="radio"/>

Telephone:

Fax:

Email:

ODOT Region (1 - 5):

Summary Description of Project: This section must be completed. Do not refer to text within the application form. In 2 or 3 sentences, describe what will be done and the expected outcome (e.g. The project will result in an access management plan for Black Spot Highway. The plan will be developed in partnership with ODOT based on an analysis of needs, along with input from community workshops and one-on-one contact with property owners along the highway.)

This project will update Crook County's Transportation System Plan (TSP), last updated in 2005. This update will assess transportation system impacts due to ongoing industrial and residential development. It will guide the County in identifying high priority transportation investments, including projects designed to meet the needs of under served populations and those looking for active transportation options. The TSP process will provide a forum to assess and respond to potential conflicts between freight, passenger vehicle, farm use and recreational use on State and local roads within Crook County. In updating the TSP, the County will amend existing comprehensive plan policies, land use regulations and design standards to reflect current federal and state requirements. The County will work with ODOT, a consultant team and a project advisory group composed of key stakeholders to develop the TSP. Opportunities for public involvement will occur throughout the planning process.

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
GRANT APPLICATION FORM
2015**

SUMMARY OF PROJECT BUDGET

Project Title: Crook County Transportation System Plan Update

Jurisdiction: Crook County

	TGM Funds Requested	Local Match*	Total Project Cost
Eligible Grantee Expenses [Labor (salary plus benefits) and Direct Expenses]	\$0.00	\$20,000.00	\$20,000.00
Consultant Personal Services	\$120,000.00		\$120,000.00
TOTAL	\$120,000.00	\$20,000.00	\$140,000.00

*This amount should be a minimum of 12 percent of the total project budget, or: \$16,363.00

We will be providing a cash local match: Yes No

I understand that, if used, consultant selection will follow the policies and requirements of the ODOT Procurement Office: <http://www.oregon.gov/ODOT/CS/OPO>

Initial:

Initial one of the following statements.

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions listed on page 1.

Initial:

This application was prepared by the following compensated consultant:

Consultant Name:

Initial:

Authorized Signature:

Title:

Printed Name:

Did you mail the hard copy of your application?



TRANSPORTATION AND GROWTH MANAGEMENT (TGM) 2015 GRANT APPLICATION FORM

Please read the Application Packet carefully before completing this application. You must submit your complete application both electronically and via postal mail.

Examples of successful applications and guidance on project costs are available on the TGM Grants page on the Web: egov.oregon.gov/LCD/TGM/grants.shtml.

Please limit application to 10 pages.

The answer fields below will expand as you type.

ORGANIZATION NAME Crook County Community Development	PHONE 541-447-8156
CONTACT PERSON NAME AND TITLE Ann Beier, Asst. Planning Director	CONTACT PERSON E-MAIL Ann.beier@co.crook.or.us
PROJECT TITLE CROOK COUNTY TRANSPORTATION SYSTEM PLAN UPDATE	

Section One: GRANT ELIGIBILITY REQUIREMENTS

TGM grants are for planning work leading to local policy decisions. TGM grants cannot fund preliminary engineering, engineering, or construction work. If in doubt, discuss with your Region TGM planner about whether your proposed work is eligible.

Applications are reviewed on a pass/fail basis on each of the following criteria. Applications found to not meet each of these eligibility requirements will not be scored against the award criteria and will not be awarded a grant. *Provide a brief statement of how you meet each requirement.*

1. Clear Transportation Relationship

A proposed project must have a clear transportation relationship and benefits. A project must entail research, analysis, alternatives evaluation, development of implementation measures, or public involvement that addresses a transportation problem, need, opportunity, or issue of local or regional importance.

Crook County seeks to update the County's Transportation System Plan (TSP), completed in 2005. Since then, the County has experienced continued population growth and economic development, resulting in additional demands on transportation infrastructure from a variety of users – freight, residential and commercial development, agricultural and industrial users, tourists, cyclists and pedestrians. The location of two major data centers and continuing development at the airport industrial park, the development of several destination resorts and the anticipated completion of residential subdivisions due to recovery of the housing market, have changed land use patterns and created new pressures on County roads and State highways. At the same time, federal, state and local funding for transportation infrastructure has declined and is insufficient

to address needed transportation system improvements and maintenance. Updates to the TSP are also required to ensure consistency with federal and state transportation planning requirements and design standards.

Transportation benefits associated with an updated Crook County TSP will include:

- Improved cost effectiveness in delivering transportation services by identifying priority projects and fiscal constraints. Modification of current intergovernmental agreements regarding road maintenance and other infrastructure needs to maximize efficiencies and minimize costs.
- Enhanced public safety by updating County policies and regulations to ensure consistency with current federal and state design, access and highway mobility standards. The TSP update will analyze conflicts among freight, passenger vehicles, farm and recreational uses on State and County roads and will identify policies, projects, and outreach activities to address conflicts.
- Identification and prioritization of transportation system needs that will promote freight mobility and foster regional economic development and vitality;
- Improved transportation options for underserved populations. Evaluation of existing gaps in service provision and identification of alternative transportation modes for these populations.
- Coordination with other state, regional and local transportation planning efforts. The updated TSP will allow amendments to County codes and policies to ensure consistency with other transportation and land use plans including the Highway 126 Corridor Plan (2012), the City of Prineville TSP (2013), the Central Oregon Regional Transit Master Plan (2013), and the Rapid Health Impact Assessment for Crook County and the City of Prineville – Bicycle and Pedestrian Safety Plan (2011). Information from these plans will be vital to the background section of the TSP, analysis of existing and future conditions, and will help inform the project prioritization section.
- Public engagement. The TSP update will provide an opportunity for community members to engage in discussions regarding transportation needs, opportunities and infrastructure priorities, including options for active transportation.

2. Adoption of Products to meet Project Objectives

A proposed project must result in adoption-ready products that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use regulation, or intergovernmental agreement. Projects that will primarily do outreach, research, study an issue, or compile data are not eligible. Projects are expected to include adoption hearings.

The new TSP will be adopted by the Planning Commission and the Crook County Court. This process includes public hearings before both the Commission and the Court. In addition to adopting the TSP, the County will adopt amendments and/or new land use regulations, design standards and intergovernmental agreements. Policy, program and regulatory changes will be considered including:

- Updates to the County's comprehensive plan, land use regulations, and design standards to comply with state and federal regulations related to transportation system planning and implementation that have been adopted since the Crook County TSP was completed in 2005 (e.g., updates to the Transportation Planning Rule, Oregon Department of Transportation design, mobility and access standards);
 - Programs to address actual and potential conflicts among transportation system users to improve transportation safety;
 - Support for enhanced transportation systems and mode choices to respond to changes in the County's land use patterns;
 - Review of land-use planning and transportation decisions that directly and indirectly affect human health and the social determinants of health;

- Adopt land use and transportation policies to help improve public health and safety by collaborating with public health agencies.
- Promote more robust transportation choices. Evaluate potential projects for bike, pedestrian and transit options, which have been identified by multiple studies as a high priority need in the County. Projects will be coordinated with Crook County’s Health Department ,the City of Prineville and the Central Oregon Intergovernmental Council;
- Develop or update intergovernmental agreements and other partnership documents to foster a safe, efficient, cost effective transportation system by clarifying maintenance and other responsibilities;
- Educate the public about the County’s transportation system by making information on the TSP update available on the County website and through the County’s Geographic Information System (GIS).

3. Support of Local Officials

A proposed project must clearly demonstrate that local officials understand the purpose of the grant application and support the outcomes of the project. A letter or resolution of support from the governing body of the applying jurisdiction is required to be submitted.

Mike McCabe, Crook County Judge, has signed a letter of support for the proposed TSP update on behalf of the Crook County Court. The letter is incorporated as part of this application.

Section Two: Award Criteria

1. Proposed Project Addresses a Need and Supports TGM Objectives

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity through achieving one or more of the following TGM objectives (as listed on page 10 of the Application Packet).

The purpose of the project is to update Crook County’s TSP and to adopt comprehensive plan policies, land use ordinances, and intergovernmental agreements necessary to implement the new plan. The updated TSP will reflect current and projected future transportation system demands related to both development in Crook County and freight movement through the County. The planning process will assist the County and key stakeholders in identifying priority projects and policies given limited transportation project funding. The update will ensure that County policies and regulations are consistent with state and federal transportation planning requirements and design standards.

The overall objective supports the County’s goal to provide a safe and efficient transportation system that reflects the regional nature of how people and products move throughout Central Oregon. With this objective in mind, desired outcomes of the TSP include:

- Improved cost effectiveness in delivering transportation services.
- Enhanced public safety.
- Improved transportation options for underserved populations.
- Expanded opportunities for active transportation.
- Incorporation of information from other state, regional and local transportation planning efforts and coordination with on-going regional transportation planning efforts.
- Public engagement including increasing awareness about the links between active transportation and public health.

The main TGM objectives that will be addressed through this TSP update are as follows:

1. Provide transportation choices

The TSP update will rely on existing information to assess demand for alternative transportation modes and to identify and design policy and program changes to support transportation choices. The County is facing new demands for transportation options as the population increases and the economy recovers. More workers are commuting to and from Crook County. More freight is moving through Crook County. The proposed Oregon State University campus in Bend will attract students from Crook County. The new Prineville hospital and centralized medical services in Bend will result in more people seeking transportation to medical appointments. Transportation options are needed to reduce impacts to the County and State transportation network and to provide safe, economical transportation alternatives for travelers. As demonstrated by the 2011 Crook County Public Health Department/ Prineville Rapid Health Impact Assessment – Bicycle and Pedestrian Safety Plan, there is an increased desire for active transportation options to allow county residents to travel to school, work and other destinations while achieving health benefits.

2. Create communities

The TSP will help the County identify transportation infrastructure that will link County residents to activity centers and destinations in the City of Prineville and in the Central Oregon region (e.g., schools, including the proposed OSU campus in Bend, retail areas, jobs, etc.). The TSP update process could help the County evaluate criteria for rural residential development to ensure that the physical environment supports the community’s social, cultural and health needs. The TSP update will build on existing transportation plans to help make connections. For example, there are opportunities to link bike and pedestrian systems in the County to existing trails in the City of Prineville.

3. Support economic vitality by planning for land uses and the movement of people and goods.

Crook County anticipates continuing economic development on the west side of Prineville. This area will continue to impact existing transportation systems. Crook County hosts several major freight routes and as the economy recovers, more freight will move through the community. Because Crook County is part of a broader regional economy, movement of people to and from jobs will also be a key element of the TSP update. Ongoing maintenance and improvement of these routes is critical to the economic vitality of the state and the region.

4. Save public and private costs with compact land uses and well-connected transportation patterns.

The County has worked with the City of Prineville on issues related to industrial development within the urban growth boundary. There is some residential development in the county, including development associated with destination resorts. Updates to the County’s road design standards to be consistent with State and federal standards will ensure that developments are planned and constructed in a manner that minimizes or mitigates transportation impacts.

5. Promote environmental stewardship through sustainable land use and transportation planning.

Updates to the TSP will consider transportation alternatives including transit, ride-sharing and active transportation to help promote energy efficiency and reduce emissions of air pollution and greenhouse gases.

2. Proposed Project is Timely and Urgent

The application demonstrates timeliness and urgency. The project is needed now to:

- **address pressing local transportation and land use issues;**

- **make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements, or regional plans;**
- **make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans including growth, changes in land use patterns, or changes in available funding;**
- **build on, complement, or take a necessary step toward completing other high priority community initiatives, including supporting a Governor’s Regional Solutions Team priority; or**
- **resolve transportation- or land use-related issues affecting the project readiness of local, regional, or state transportation projects for which funding is expected to be obligated within the near future.**

The overall objective of the TSP is the County’s desire to support a safe and efficient transportation system that reflects the regional nature of how people and products move throughout Central Oregon. New land uses like destination resort and construction of new data centers have created unanticipated demands on the County’s transportation system. Construction of a new school and hospital in Prineville offer an opportunity to evaluate impacts to County road systems serving these facilities.

The 2005 TSP did not fully anticipate limits on the availability of federal, state and local funds to address transportation priorities. While many of the projects that were identified in 2005 have been completed, there is a need to revisit those priorities to determine if they are still important or if current needs are a higher priority. An analysis of current transportation system demands is essential to help scope priorities. Assessment of infrastructure financing options for construction and maintenance as federal and state support becomes more limited.

The TSP will be a driving force in the County's adoption of amendments to the comprehensive plan and regulations to reflect changes in federal and state requirements and standards. It also provides a timely opportunity to build on the results of other planning efforts at the local and regional level including the Central Oregon Intergovernmental Council’s 2013 Regional Transit Master Plan, the City of Prineville’s TSP, the Highway 126 Corridor Plan, and work done by the Crook County Health Department and Prineville to assess bike and pedestrian needs in the community.

Updates to Crook County’s TSP will address several 2015 priorities of the Central Region Regional Solution Team. Establishment of a four year university (OSU Cascades) will require the County to consider transportation options for students attending classes in Bend. Prioritization of new transportation infrastructure and maintenance projects will consider regional job retention and growth goals and will work to ensure that County projects support the goal of having land and infrastructure necessary to retain and attract employers. Safe and well maintained transportation systems will also strengthen regional agriculture and forestry activities. In developing policies and regulations to implement the TSP, the County will work to integrate regulatory requirements with other agencies and to streamline permitting processes. The TSP will explore options with Central Oregon Transit system to identify opportunities to better serve Crook County.

3. Proposed Project Approach is Reasonable

The application demonstrates a clear approach to achieving the expected outcome and results in consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts occurs (or will need to occur), the mechanisms and responsibilities for the coordination are clear.

To help us understand your project, provide an estimated budget breakdown for the major tasks. If a consultant will be used, separate the costs for local staff and consultant. *This budget breakdown will not be scored.*

TASK	LOCAL COSTS	CONSULTANT COSTS
1. Project Management and Interagency Coordination	\$5,000	\$7,500
2. Public Involvement	\$2,500	\$12,500
3. Background Development	\$1,000	\$12,500
4. Existing and Future Conditions	\$1,000	\$25,000
5. Alternatives – Development and analysis	\$1,500	\$25,000
6. Project Prioritization, Phasing and Funding	\$3,000	\$20,000
7. Draft TSP and Implementing Ordinances	\$3,500	\$12,500
8. Final TSP	\$2,500	\$5,000
TOTAL	\$20,000	\$120,000

The following section describes major tasks and the expected timelines to complete the TSP. The TSP update and adoption process will be completed within two (2) years of the grant award.

Task 1: Project Management and Interagency Coordination

Staff from the Crook County Community Development Department will be responsible for project oversight and management. The Crook County Road department will be key to this project. Staff from the Health Department, Veterans’ Services, and the County’s GIS team will also be involved.

County staff will work with ODOT to prepare a scope of work and select a consultant. Staff will work with the consultant to identify key stakeholders to participate on a project advisory team. The project advisory team will be the main vehicle for transmitting information, reviewing and collecting data, and coordinating with other government entities. County staff will be responsible for coordinating the TSP update with other regional transportation, land use and economic development initiatives and will be responsible for logistics associated with advisory team meetings, public outreach activities and other events in conjunction with updating the TSP. County staff will contribute in-kind services to the project and estimate the value of time to be spent during the project period to be \$20,000 (14.3% of the total \$140,000 project cost).

The County’s project manager will be responsible for ensuring that work products are completed on time and within the project budget and will prepare progress reports, match reports and reimbursement requests. The County’s project manager will be the point of contact for the TGM grant manager.

Task 1 Timeline: The project management task will continue for the duration of the project.

Task 2: Public and Agency Involvement

The County will take the lead in preparing a public involvement plan, outlining outreach activities and identifying public involvement opportunities. County staff will work with the consultant to select a project advisory team including representatives of the public, key stakeholders and partner agencies. The project advisory team will include members with technical expertise.

County staff will work with the consultant to provide a variety of opportunities to share information about the TSP to the public including open houses, public comment opportunities and a TSP project website. The County's Planning Commission will review the draft TSP and any implementing ordinances. The County Court will be responsible for final adoption of the TSP, and any implementing ordinances or intergovernmental agreements. Opportunities for public comment will be available at public hearings throughout the TSP adoption process.

Task 2 Timeline: Public involvement will occur throughout the project period. The selection of a project advisory team and preparation of an outreach plan will occur within the first month of the project.

Task 3: Background Development

County staff will work with the consultant team to identify and collect relevant transportation and land use planning documents, demographic and economic data, regulatory requirements and road design and operational standards. Incorporating updated data, requirements and standards is critical to forming a sound foundation for the TSP. The project team will review existing plans and policies and will identify changes necessary to be consistent with state and federal law and other local and regional transportation planning policies.

The consultant team will incorporate available traffic counts, accident data and relevant transportation studies into the updated plan. The consultants will also be responsible for collecting information on alternative transportation modes, including data on use of alternative modes within Crook County and programmatic examples from other communities.

Task 3 Timeline: Initial collection and synthesis of background information will be completed within 3-4 months of the project start date. Additional information may be required based on input from project advisors and the public.

Task 4: Existing and Future Conditions

The consultant team will prepare information on existing conditions and estimate future conditions for area transportation systems and travel modes. The consultant will rely on the most current regional transportation demand model output. As a final product, the consultants will work with the County's GIS staff to update state and local road layers in the County's data base. This information will be vital to protecting existing capacity, allowing for thorough reviews of access and addressing other transportation/land use issues.

Task 4 Timeline: Updates of existing and future conditions data and identification of future transportation needs and deficiencies for all modes will be complete within 6 to 8 months of the project's start.

Task 5: Alternatives - Development and analysis -Identification of Transportation System Goals and Alternatives Analysis

Based on an assessment of the background information and existing and future conditions, and on identification of existing system gaps and needs, the consultant team will prepare a list of preliminary project alternatives. The alternatives will be designed to address identified transportation needs. Projects may include improvements to existing facilities, potential new facilities, and facilities designed to support alternative transportation options including active transportation modes. The project advisory committee and public will help recommend project priorities. The identification of priority projects will be conducted in the context of anticipated funding limitations. Performance measures will be developed for priority categories

that may include safety, mobility and freight movement, active transportation and other alternative transportation modes.

Task 5 Timeline: The identification of transportation system goals and alternatives analysis is likely to begin approximately 6 months into the project, after the consultants have compiled background information and information on existing conditions. It will also allow time to educate the public about the project so they can be active participants in the discussion of TSP changes. Development of transportation system goals and prioritization of projects will require extensive input from the project advisory team and the public. This stage is likely to last from 4-6 months. It is estimated that this will occur about a year into the project.

Task 6: Project Prioritization, Phasing and Funding

Priority projects will be placed on a recommended project list and planning level cost estimates will be prepared by the consultants. An assessment of existing funding sources and potential future funding sources will also be provided and funding will be matched to appropriate projects. Options for phasing projects will also be provided to ensure that project investments are made in a strategic manner. The project advisory team and public will be asked to group projects into short, medium and long-term priorities.

Task 6 Timeline: This task will take approximately 3 months and can begin after alternatives have been reviewed and shared with the public. This task can occur concurrently with preparation of the draft TSP.

Task 7: Draft TSP and Implementing Ordinances

Crook County staff and the consultant team will draft the updated TSP. The TSP will include updated background information, data on existing and future conditions, identification of transportation system goals and the alternatives analysis. It will include the priority project list, project phasing recommendations and potential funding sources. Crook County staff will draft implementing ordinances to amend the County's Comprehensive Plan and zoning code as necessary to ensure that they are in compliance with the Oregon Transportation Plan, the Transportation Planning Rule and other relevant state and federal requirements.

Task 7 Timeline: Work to draft the TSP update will begin as information becomes available – probably within the 3rd month of the project. Completed drafts of the TSP and the implementing ordinances will probably not be available until 15 - 18 months after the project start.

Task 8: Final TSP Preparation and Adoption

A final TSP will be prepared based on comments from the project advisory team, the Crook County Planning commission, state and local agencies and partner organizations, the County Court and the public. The new TSP and necessary implementing ordinances, comprehensive plan policies, zoning changes, intergovernmental agreements or other policy changes will be adopted by the Planning Commission and the Crook County Court, as appropriate.

Task 8 Timeline: The public involvement period and public hearing process could extend over several months. Adoption is not expected until 18 to 20 months after the project begins.

4. Proposed Project has Community Support

The application demonstrates that there is local support for the project objectives, a commitment to participate, and a desire to implement the expected outcome.

Crook County has reached out to key stakeholders to express their support for this grant application. It is our intent to make sure that the County's updated TSP is consistent with other community goals and plans and reflects community priorities. We will involve these stakeholders and other interested parties in our project advisory team.

SOURCE
1. Crook County Court
2. Central Oregon Intergovernmental Council
3. City of Prineville
4. Crook County Health Department
5. Oregon Trucking Associations, Inc.

5. Proposed Project Sponsor Readiness and Capacity

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage the project considering the complexity of the project, the size of the jurisdiction, and performance on previous TGM projects. Where substantial coordination with other local, regional, and state planning efforts occurs (or will need to occur), all of the partners are ready and able to begin the project within the TGM timetable.

Crook County is committed to updating the 2005 TSP to ensure that County residents and regional businesses have access to a safe and efficient transportation system with a range of transportation choices and a means to ensure that that transportation improvement are provided in a cost effective manner. The County's project manager has 20 years' experience in grants and project management. She has experience managing transportation and land use related projects and ensuring that grant conditions are complied with.

Key stakeholders have expressed their support (see attached letters) and are willing to assist in the TSP update. County elected officials and staff have been involved in regional level transportation planning efforts and the County looks forward to continuing to build on these relationships and to creating new partnerships to develop and implement the updated TSP.

6. Proposed Project is Innovative

The application demonstrates that the project will be innovative in its subject matter, approach, or expected outcomes. For example, the project will use public health criteria or economic impact analysis as part of the evaluation of transportation alternatives or will include an innovative multimodal analysis.

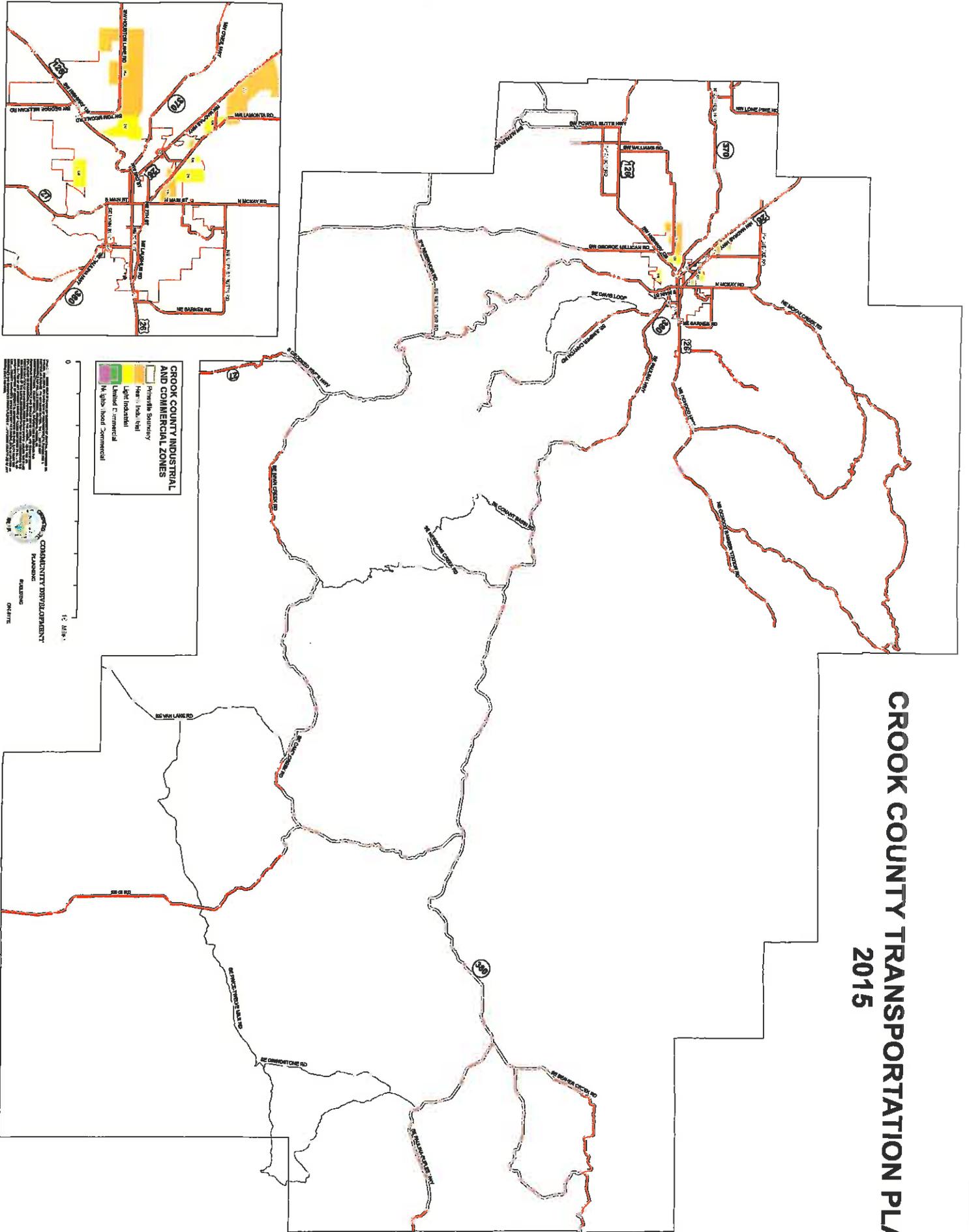
While the project is designed to meet to the core requirements for a Transportation System Plan, it will also take a broader approach in addressing the County's priorities, subject to funding limitations. The County will incorporate and leverage other County programs, activities of the City of Prineville and Regional transportation planning projects into the TSP. For example:

1. The TSP will provide an opportunity to identify alternative transportation options for underserved communities. These include elderly, disabled and veterans who need to reach medical appointments. The new hospital in Prineville will provide many residents with local services and connections to the larger hospital system in Bend. The County will work with COIC to update its

Coordinated Human Services Transportation Plan in 2015 and 2016. Coordinating TSP development with this effort should result in better transportation outcomes for underserved populations.

2. The TSP will analyze transportation needs in a regional context. The County will build on work done by the COIC to analyze transit opportunities, the City of Prineville's TSP, the Highway 126 Corridor Plan and the ongoing regional transportation and land use planning efforts.
3. The Community Development Department will work with other County departments on key issues. For example, the Health Department worked with the City of Prineville on a Health Impact Assessment to develop a city bike and pedestrian safety plan. The assessment identified barriers to bike and pedestrian movements that will be key to recommending priority projects in the updated TSP. The TSP process offers an opportunity to increase awareness among planners, public health professionals, transportation managers and the public regarding the links between health and active transportation.
4. The TSP update will provide an opportunity for the County to evaluate and update road design standards to ensure safe and efficient travel on the County's road system.
5. The County will make sure that updated TSP information is available on line and that the County's robust GIS program is used as a vehicle to provide information to the community.

CROOK COUNTY TRANSPORTATION PLAN 2015



CROOK COUNTY INDUSTRIAL AND COMMERCIAL ZONES

- Orange: Prime/Industrial
- Yellow: Heavy Industrial
- Light Green: Light Industrial
- Dark Green: Medium Commercial
- Light Blue: High Road Commercial

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

1/2 MILE

COMMUNITY DEVELOPMENT
PLANNING
REGULATORY
OFFICE

RACIAL AND ETHNIC IMPACT STATEMENT

This form is used for informational purposes only and must be included with the grant application.

Chapter 600 of the 2013 Oregon Laws require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

- 1. The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

- Women
- Persons with Disabilities
- African-Americans
- Hispanics
- Asians or Pacific Islanders
- American Indians
- Alaskan Natives

- 2. The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

- Women
- Persons with Disabilities
- African-Americans
- Hispanics
- Asians or Pacific Islanders
- American Indians
- Alaskan Natives

- 3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

The project will analyze needs of underserved populations and may ultimately

If you checked numbers 1 or 2 above, on a separate sheet of paper, provide the rationale for the *have a* existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

I HEREBY CERTIFY on this 10 day of June, 2015, the information contained on this form and any attachment is complete and accurate to the best of my knowledge. *positive impact on persons with disabilities*

A. Beier
Signature
Printed Name: *Ann Beier*
Title: *Asst Planning Director*
Crook County

¹ "Minority persons" are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African-Americans, Hispanics, Asians or Pacific Islanders, American Indians and Alaskan Natives.



Crook County

300 N.E. 3rd Street • Prineville, Oregon 97754

Phone (541) 447-6555 • FAX (541) 416-3891

June 2, 2015

RE: Crook County 2015 Transportation Growth Management Grant Request

On behalf of the Crook County Court, we would like to extend our support for the Community Development Department's application for 2015 Transportation Growth Management funds to update the County's Transportation System Plan (TSP). Population growth, economic development and increased freight traffic have all placed new demands on our transportation systems. At the same time, federal and state funding for transportation infrastructure improvements and maintenance has declined. A TSP will help Crook County assess transportation system needs and identify priorities. Crook County welcomes the opportunity to engage key stakeholders to help inform this planning process.

Crook County has been actively involved in regional transportation issues, working with our partners to ensure safe and efficient movement of freight and passenger vehicles through Crook County and throughout Central Oregon. The TSP process will allow the County to work with partners to identify cost effective means to support regional transportation needs.

Crook County's Community Development Department will contribute staff time to represent a match of approximately \$20,000. Community Development Department staff will oversee the overall TSP update, and staff from other County departments, including the County's Road Department, will participate on the project advisory team.

Crook County welcomes the opportunity to work with the Oregon Department of Transportation and Department of Land Conservation and Development to update our TSP.

Thank you on behalf of the Crook County Court for your consideration,

Sincerely,

Mike McCabe
Crook County Judge



City of Prineville
DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT
CITY HALL
387 N.E. THIRD STREET
PRINEVILLE, OR 97754
(541) 447-5627

June 9, 2015

Oregon Department of Transportation
Attention: Cindy Lesmeister
555 13th Street, N.E.
Salem, OR 97301

RE: Letter of support for Crook County TSP update (2015 Transportation Growth Management Grant).

Dear Cindy,

The City of Prineville is writing in support of Crook County's application for Transportation Growth Management funds to update the 2005 County Transportation System Plan.

Prineville completed its TSP in 2013 and staff from Crook County participated in its development. During that process, we identified a number of transportation issues that are of interest to both jurisdictions and our stakeholders. For example, with the addition of new industrial land to the City's Urban Growth Boundary, we anticipate the need for improved transportation infrastructure in the County. We also would like to work on opportunities to link the City's trail system to key developed areas in the County. Finally, we would like to review road standards and street designs within our urban growth boundary to make sure that these roads align with our City street grid to improve connectivity of transportation networks.

The City is also interested in continuing to work with Crook County on opportunities to increase transportation options in the region. We recognize that people commute to and from our City for work, shopping, education and other activities.

Prineville worked with Crook County on the Highway 126 Corridor Plan and we support the County's efforts to update plans and implementation tools to respond to the priorities identified in the corridor plan and to address other transportation needs within Crook County.

Cordially,

Phil Stenbeck, CFM
Planning Director
City of Prineville



*Everywhere
Central Oregon
Works*

June 8, 2015

Oregon Department of Transportation
Attn: Cindy Lesmeister
555 13th Street NE
Salem, Oregon 97301

RE: Crook County Transportation System Plan TGM Project

The Central Oregon Intergovernmental Council (COIC) supports Crook County's request for Transportation Growth Management program funds. COIC has worked with Crook County on a variety of transportation and economic development issues in our role of providing services to Central Oregon communities. Because a safe, efficient transportation system is critical to the regional economy, updates to Crook County's Transportation Systems Plan will benefit both the regional transportation system and economic development activities.

COIC completed work on the Central Oregon Regional Transit Master Plan in 2013. The plan identified new opportunities to work with local governments to provide alternative transportation opportunities, including dedicated funding for the Cascades East Transit (CET) system that COIC operates. The Central Region of the Oregon Solutions Network, including Jefferson, Crook, and Deschutes counties, has identified support for CET as a priority project for 2015. CET currently serves the Prineville area and there are opportunities to improve service to Crook County based on information gathered in the master planning process.

In addition to working with Crook County to implement support for regional transit as part of the TSP update, COIC would welcome the chance to assist the County in developing new partnerships to provide transportation options for underserved populations who need to get to work, school, and medical appointments. Formation of these partnerships is particularly timely with the siting of the Oregon State University-Cascades Campus in Bend and the on-going centralization of medical facilities in Redmond and Prineville. Addressing part of this need, COIC will be working with Crook County to update its Coordinated Human Services Transportation Plan in 2015 and 2016. The Plan will identify transportation needs of vulnerable populations, gaps in transportation services, and opportunities to better coordinate with social services and medical services to help fill these gaps.

COIC welcomes the opportunity to work with Crook County to update their TSP and to implement key projects that support the region's transportation system and economic development efforts. Please contact me with any questions.

Scott Aycock
Community and Economic Development Manager



OREGON TRUCKING ASSOCIATIONS, INC.

June 11, 2015

Oregon Department of Transportation
Attn: Cindy Lesmeister
555 13th Street NE
Salem, OR 97301

On behalf of the Oregon Trucking Associations Inc. (OTA), I would like to express our support for Crook County's application for Transportation Growth Management funding to update the County's Transportation Systems Plan (TSP). OTA has worked closely with Crook County to enhance freight mobility in Central Oregon. We have identified several local roads in Crook County that are key to economic development in the region including Millican Road and links to industrial areas along U.S. highway 26. We have also worked with Crook County and will continue to work with them to improve access to industrial properties along the Highway 126 corridor.

Updates to the TSP will help identify and address safety issues on key state and local roads in Crook County. Safety is the number one priority for the members of the Oregon Trucking Associations and we look forward to working with the County to make sure our transportation routes are safe for all users.

Updates to the Crook County TSP will reflect changes to the economy and transportation demand that have occurred since the plan was adopted in 2005 and we look forward to working with the County as they update their TSP. In this era of declining funding, it is important that Crook County update their plan to more clearly focus on priority projects. Please contact me if you have any questions. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert E. Russell".

Robert E. Russell
Vice President Government Affairs

OREGON TRUCKING ASSOCIATIONS

4005 S.E. NAEF ROAD, PORTLAND, OREGON 97267-5617

503/513-0005 PHONE ■ 888/293-0005 TOLL FREE ■ 503/513-0008 FAX ■ WWW.ORTRUCKING.ORG



CROOK COUNTY HEALTH DEPARTMENT
"A Healthy and Safe Future for the People of Crook County"

375 NW Beaver St., Suite 100 Prineville, OR 97754
Telephone: (541) 447-5165 Fax (541) 447-3093



6/10/15

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

Dear Ms. Lesmeister,

I am writing on behalf of the Crook County Health Department to express support for the Crook County Community Development Department's application for 2015 Transportation Growth Management funds to update Crook County's Transportation System Plan (TSP).

The Health Department has conducted multiple studies that have revealed the biggest deterrent to residents using active transportation is a lack of connectivity of sidewalks and bike lanes throughout the County. Due to these responses we have been working with the City of Prineville and Crook County to increase opportunities for active transportation. We were actively involved with the City of Prineville's TSP update to ensure that active transportation options were included. We look forward to partnering with Crook County's Community Development Department to help ensure that the transportation choices provided for citizens are safe, balanced, interconnected, and meet the needs of the residents of Crook County.

The Crook County Health Department pledges staff time to attend meetings as necessary, provide any background data that has been collected by the Health Department, and to offer feedback throughout the TSP drafting process. A healthy community is one that promotes health people by ensuring access to safe and nutritious food; safe places to walk, run, and bike; and healthy enablers. One of these healthy enablers is our transportation system. Decreasing the need to drive by ensuring that active transportation routes are connected amongst both City and County properties will improve the health of our citizens. Thank you for your consideration of this project.

Sincerely,

Muriel DeLaVergne-Brown, RN MPH
Crook County Public Health Director