CROOK COUNTY TRANSPORTATION SYSTEM PLAN

JUNIPER CANYON ACCESS CONCEPTS

APRIL 16, 2025 | 12:00PM

AGENDA

- Meeting Goals
- Juniper Canyon Improvement Concepts
- Funding
- Implementation
- Feedback

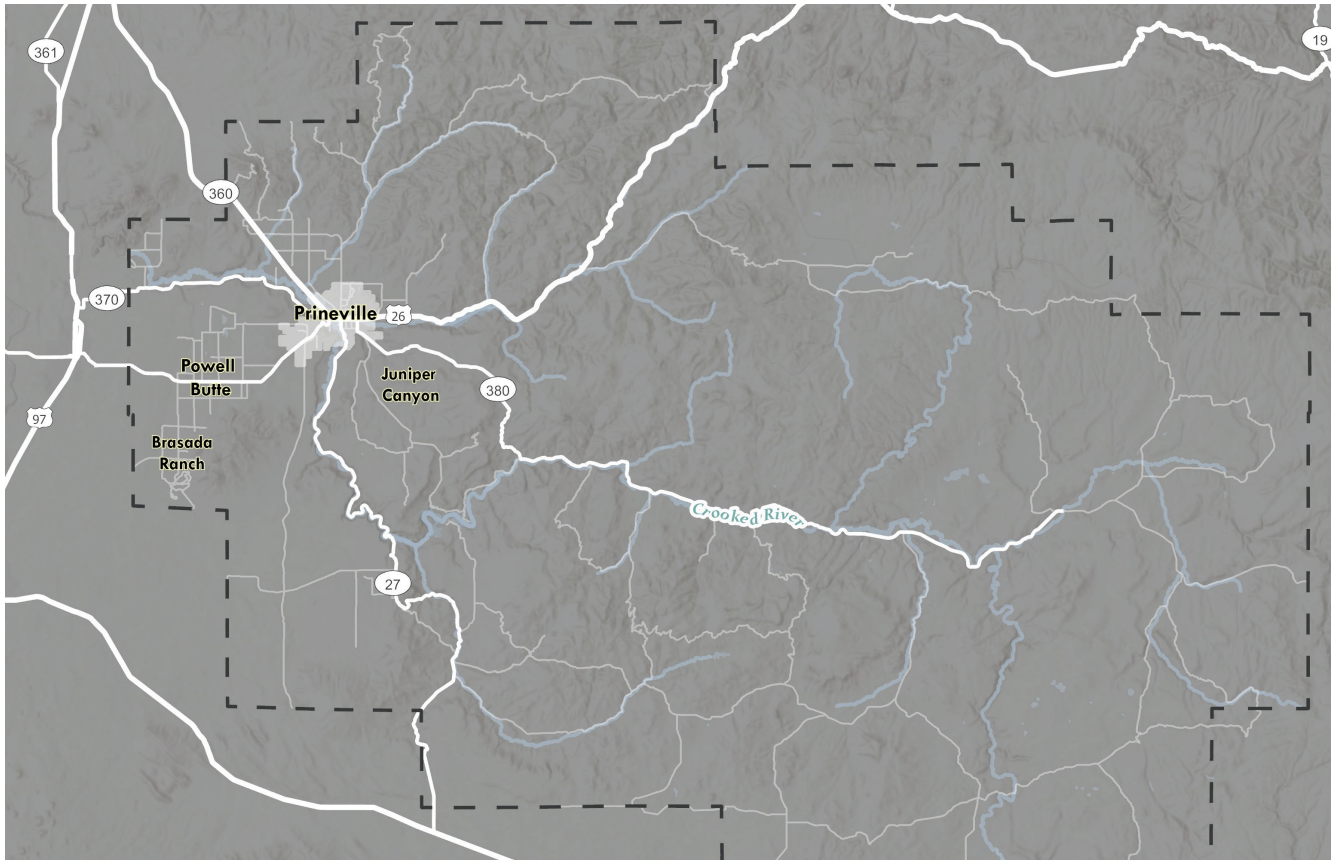
MEETING GOALS

- Review ideas for improving access to and from Juniper Canyon
- Review updated approaches and costs based on public feedback and recent development
- Discuss funding scenarios
- Hear feedback on access ideas and the approach to funding

CROOK COUNTY
MILESTONE #3 PUBLIC ENGAGEMENT
PHOTO - GARY HALVORSON

TSP CONTEXT

- Transportation System Plan
  - County is updating 2017 TSP
  - TSP includes countywide improvement projects
- This effort will define project(s) affecting Juniper Canyon in the updated TSP



WHERE WE'VE BEEN

NEEDS AND ISSUES

- Juniper Canyon community is growing
  - ~50 new housing units each year in recent years
  - Population increased from **2,400** in 2020 to **3,100+** in 2023 (30% increase)
- Juniper Canyon Road is currently the only main access road in and out of the area
  - Also - existing connection at south end out to OR 380 (partly gravel, winding road, seasonal closure)
- Community has identified the need for another access route to:
  - Address evacuation needs
  - Add a secondary access when Juniper Canyon Road is closed due to collisions
  - Relieve congestion on roads feeding Juniper Canyon (e.g. Lynn Blvd and Combs Flat)

PREVIOUSLY IDENTIFIED NEEDS

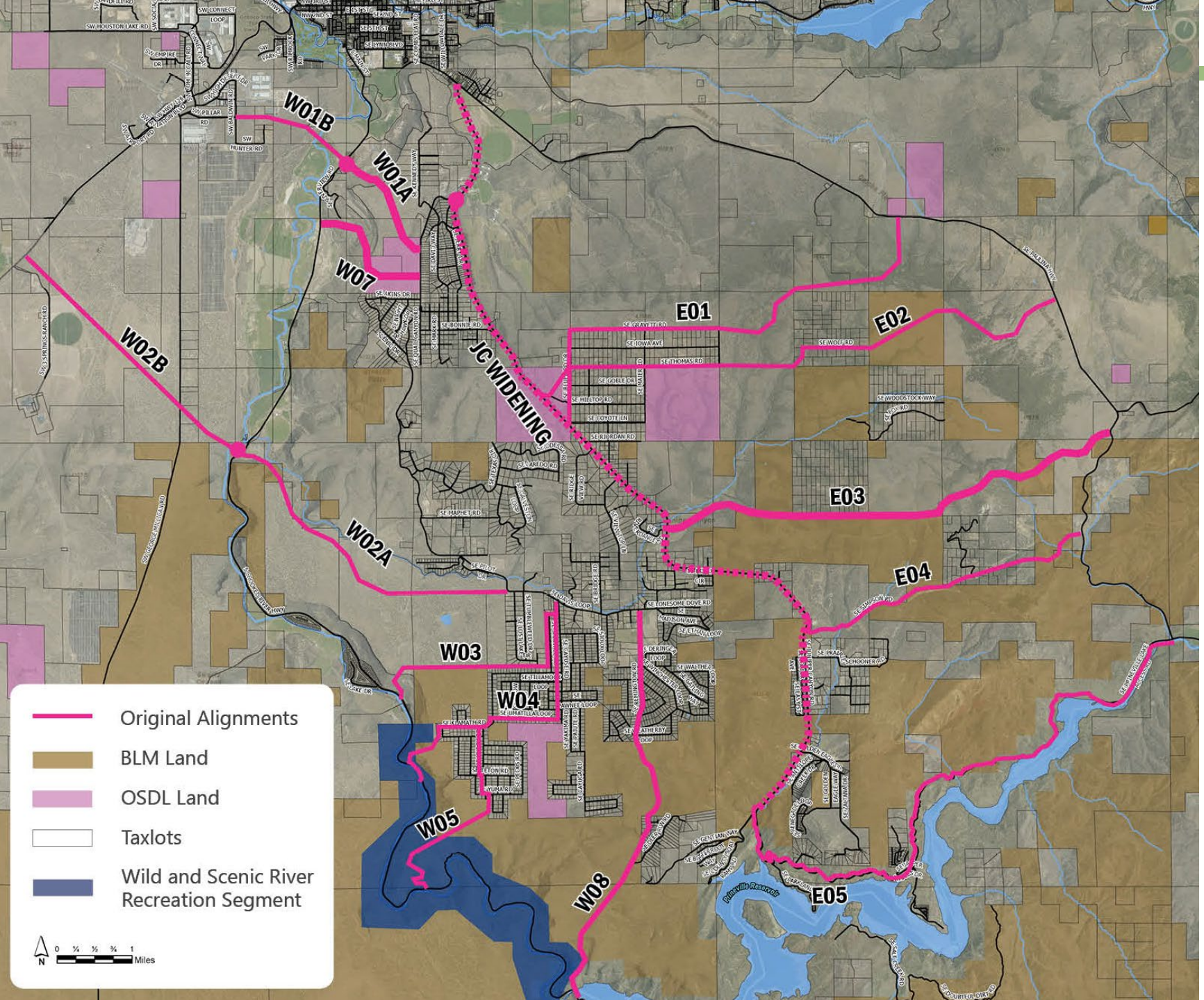
- Recent engagement to understand issues:
  - Juniper Canyon Access Project (2021) – community survey
  - Ongoing Crook County TSP process (2024-ongoing)
- Community identified the following needs through two TSP events in 2024:
  - Alternate route when Juniper Canyon Road is blocked by a collision
  - Additional travel options for emergency response services
  - Improved evacuation egress
  - Alleviate downtown Prineville congestion with additional connection to the west

PUBLIC FEEDBACK

- Route Location
  - "It is imperative to have an egress out of the south end of Juniper Canyon"
  - "[The route should] bypass traffic choke points"
- Route Design
  - "A new highway will [be] better than widening existing roads or adding gravel roads"
  - "Using an existing road to build on seems easiest"
  - "…make sure that large vehicles would be able to navigate"
- Implementation
  - "This access road is long overdue"
  - "…if you did an in sections, you could spread the cost out over a decade"
  - "Less $ to pave existing gravel road"

PUBLIC FEEDBACK

- Public feedback is mixed about which alignment is preferred
- Some support widening the existing Juniper Canyon Road, others support options that connect to the Crooked River Highway at the north end, while others support a connection to the south
- We've refined the connection options based on your feedback
- **Tonight, we're looking for your feedback on which option(s) to pursue**
  - **"None of them" or preferring to take no action is an option as well**



Juniper Canyon Alignment Concepts

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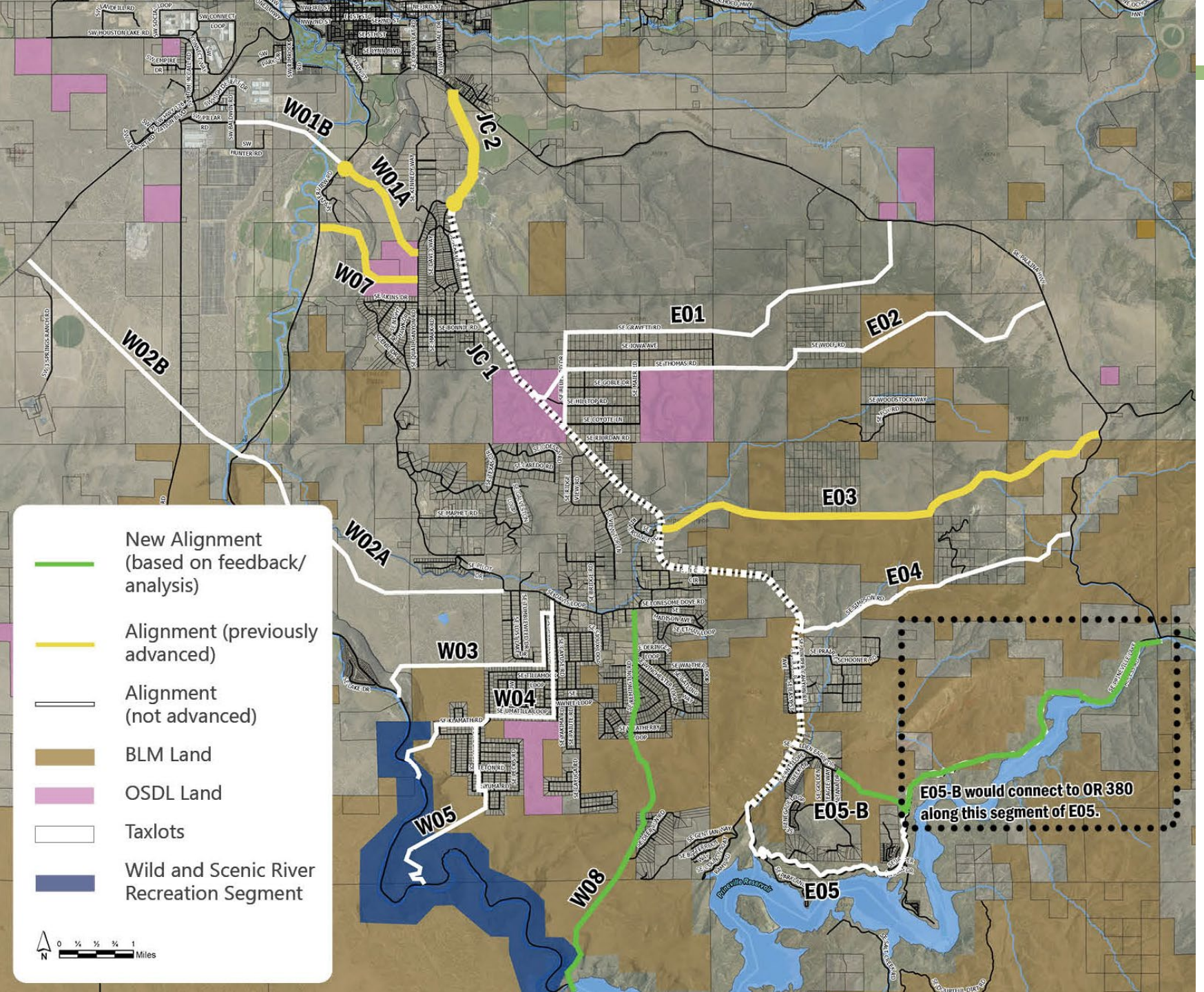
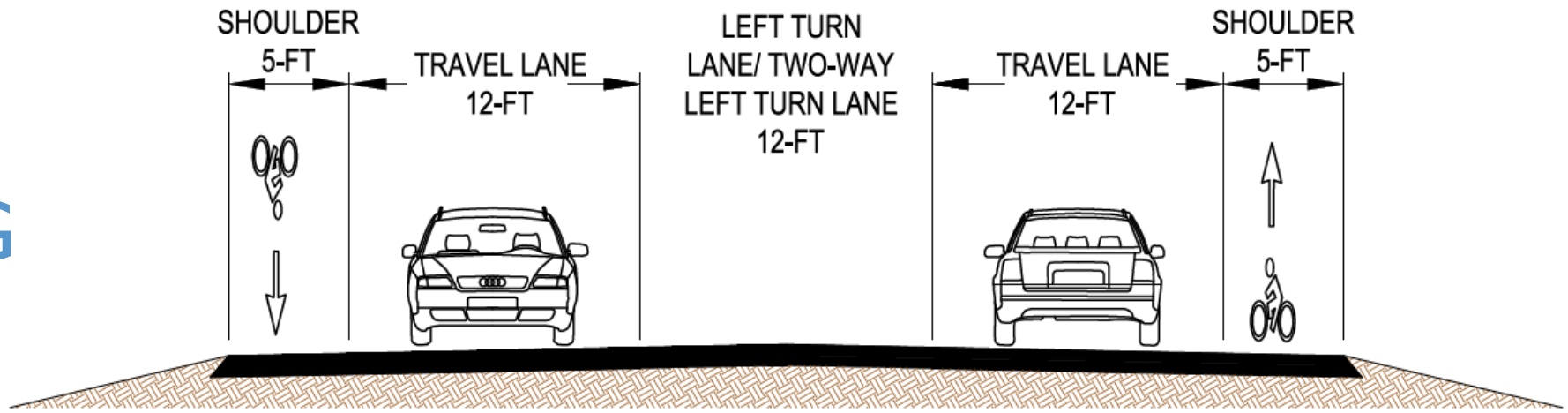


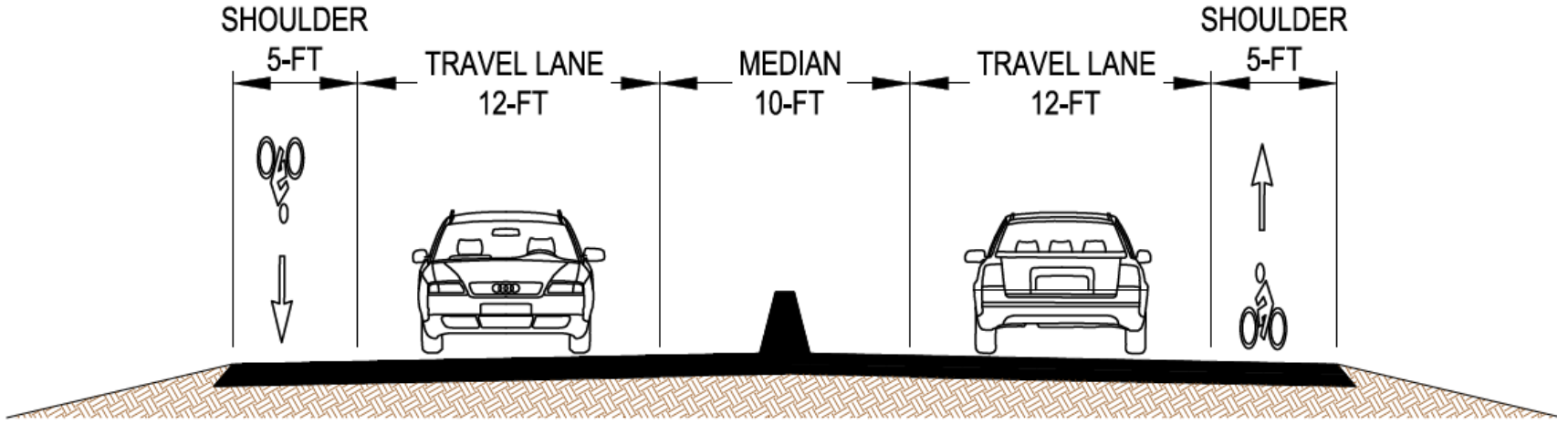
Alignment concepts advanced for further development

REVISED CONCEPTS

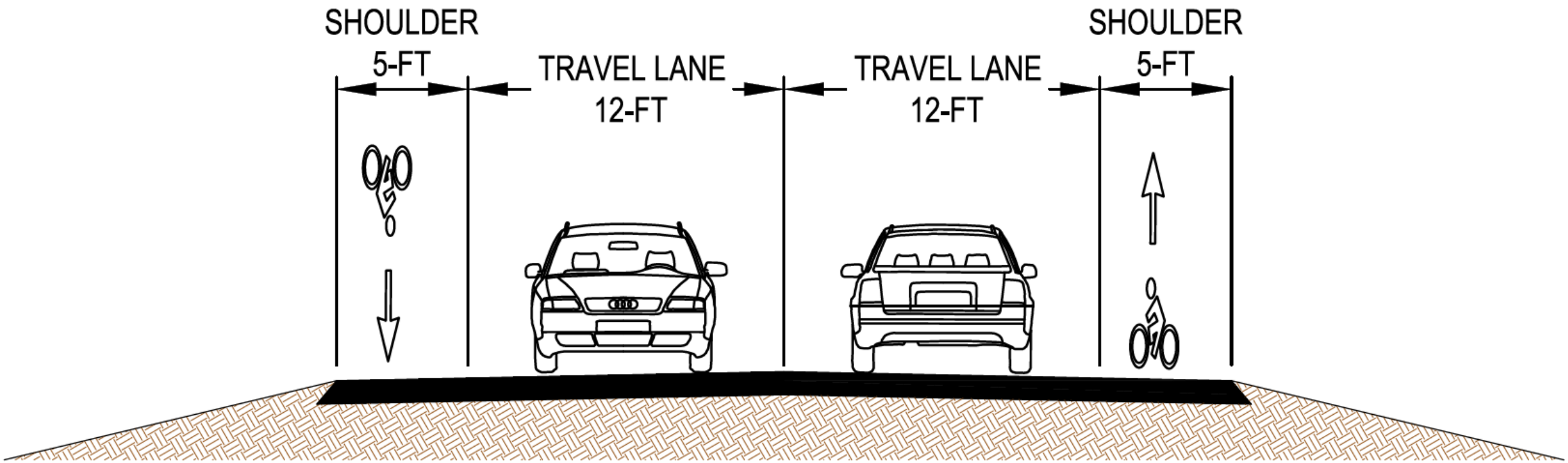
JUNIPER CANYON WIDENING



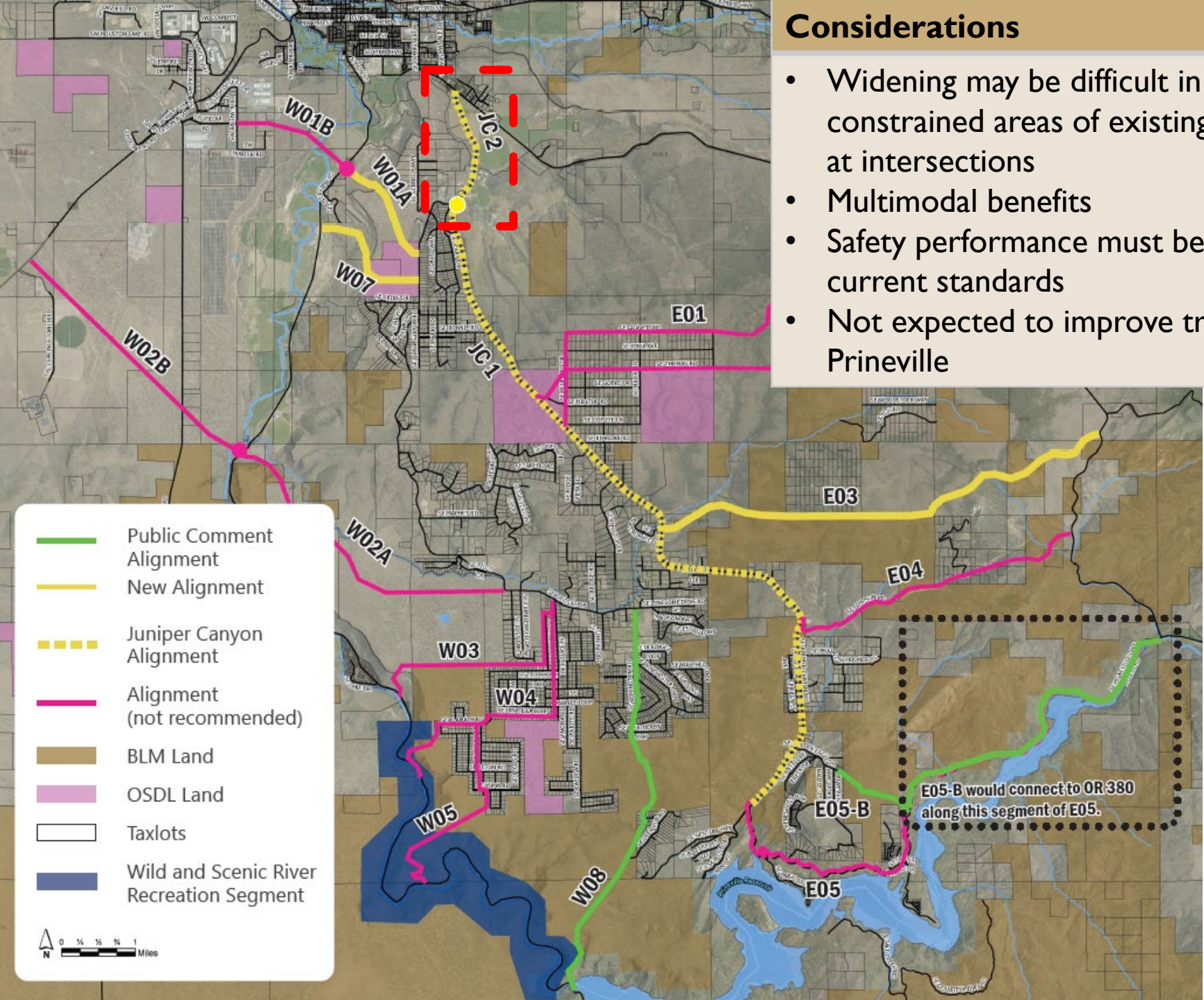
CROSS SECTION



ALL OTHER ALIGNMENTS



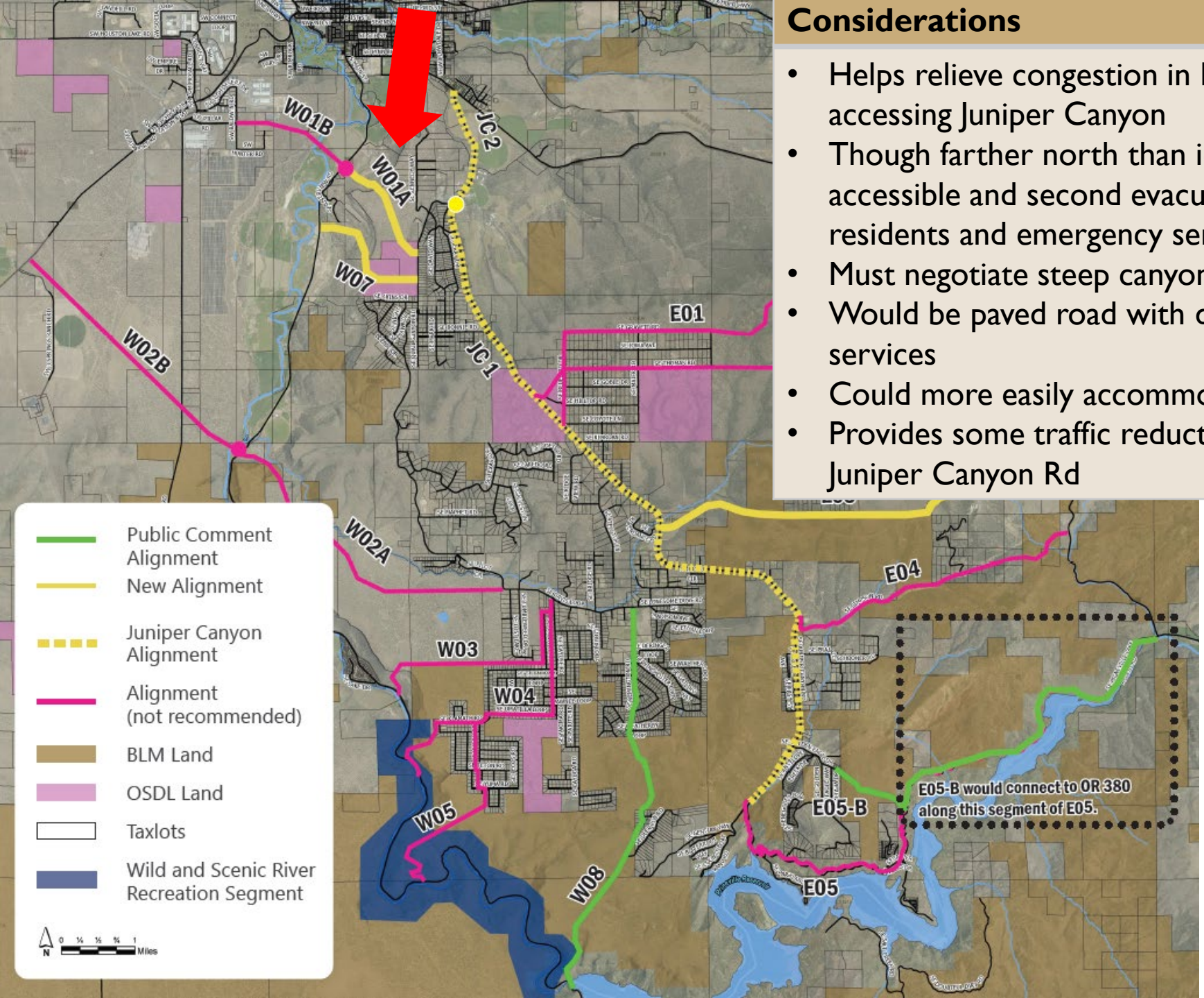
Considerations	Cost
• Widening may be difficult in physically constrained areas of existing roadway, especially at intersections • Multimodal benefits • Safety performance must be reevaluated for current standards • Not expected to improve traffic through Prineville	$8.2M - $17.7M



JC2

Design Assumptions:

- 2 travel lanes + shoulders
- Center two-way left turn lane that also serves as a median divider
- Paved

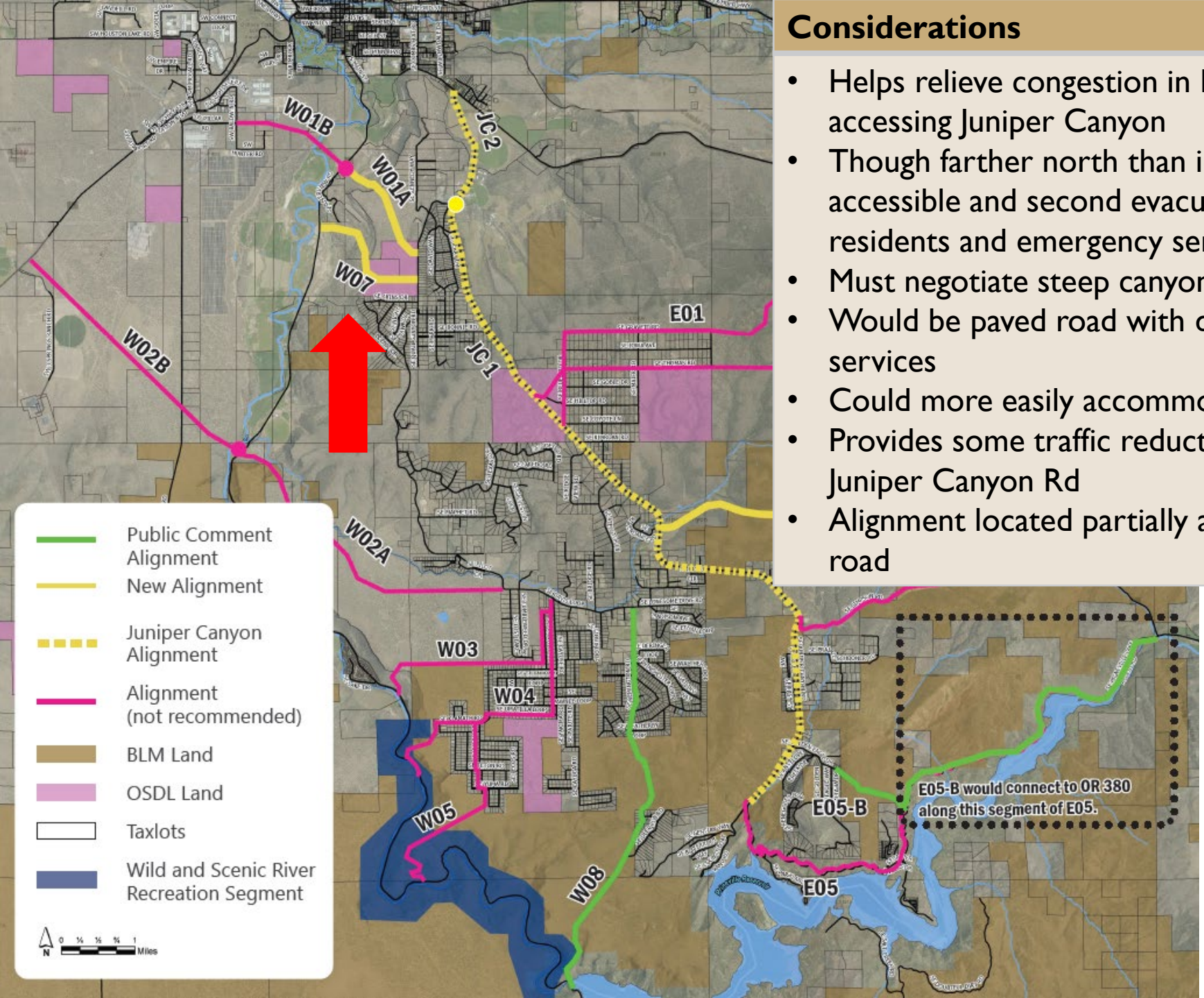


Considerations	Cost
• Helps relieve congestion in Prineville for accessing Juniper Canyon • Though farther north than ideal for evacuation, accessible and second evacuation route for residents and emergency services entry • Must negotiate steep canyon walls • Would be paved road with direct access to services • Could more easily accommodate large vehicles • Provides some traffic reduction benefit on Juniper Canyon Rd	$6.1M - $13.0M

W01-A

Design Assumptions:

- 2 travel lanes + shoulders
- Paved
- Maximum grade: 11.4%



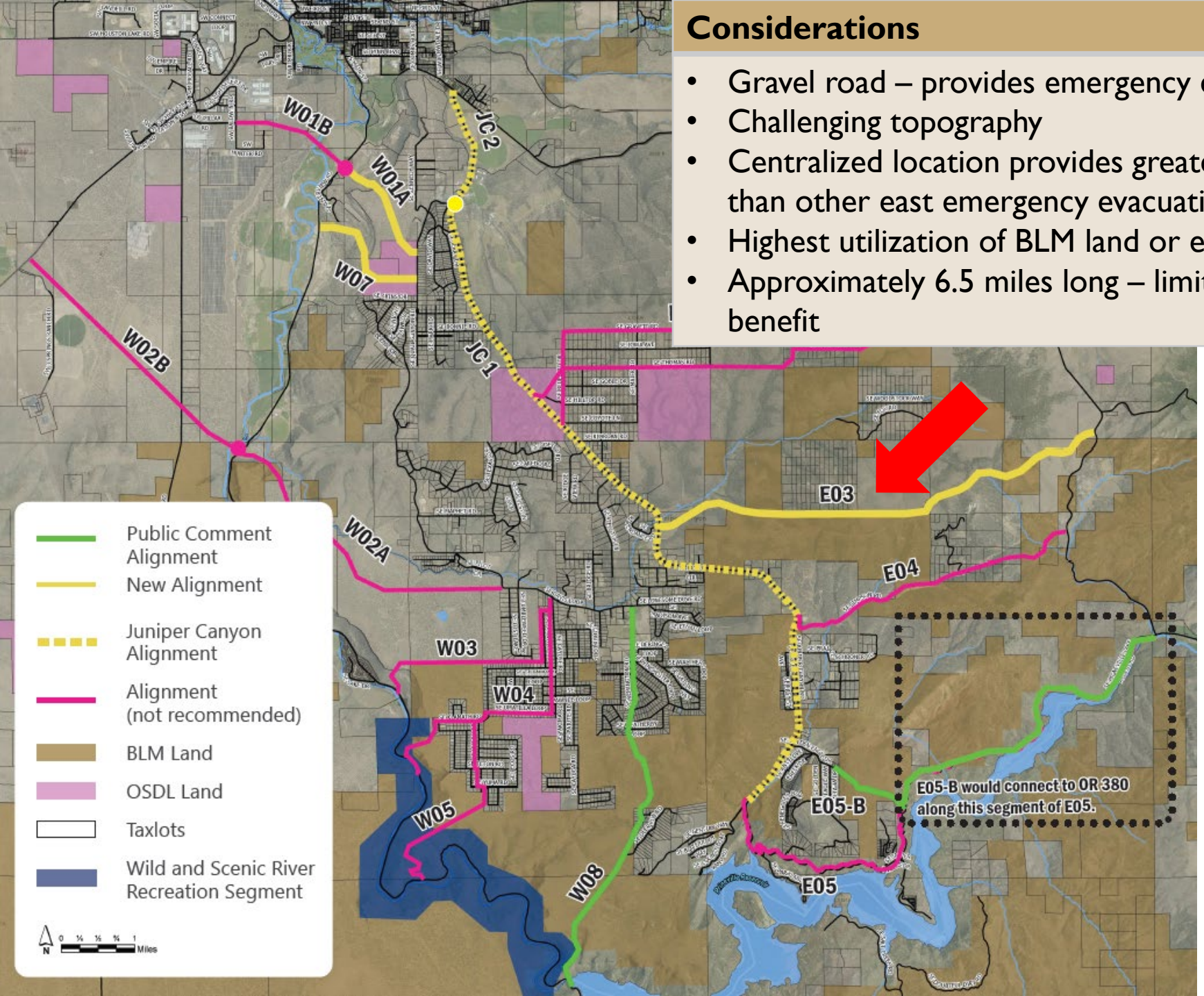
Considerations	Cost
• Helps relieve congestion in Prineville for accessing Juniper Canyon • Though farther north than ideal for evacuation, accessible and second evacuation route for residents and emergency services entry • Must negotiate steep canyon walls • Would be paved road with direct access to services • Could more easily accommodate large vehicles • Provides some traffic reduction benefit on Juniper Canyon Rd • Alignment located partially along existing dirt road	$5.8M - $12.5M

W07

Design Assumptions:

- 2 travel lanes + shoulders
- Paved
- Maximum grade: 12%

Considerations	Cost
• Gravel road – provides emergency evacuation benefit only • Challenging topography • Centralized location provides greater evacuation benefit than other east emergency evacuation options • Highest utilization of BLM land or east concepts • Approximately 6.5 miles long – limited emergency services benefit	$40.1M - $85.9M

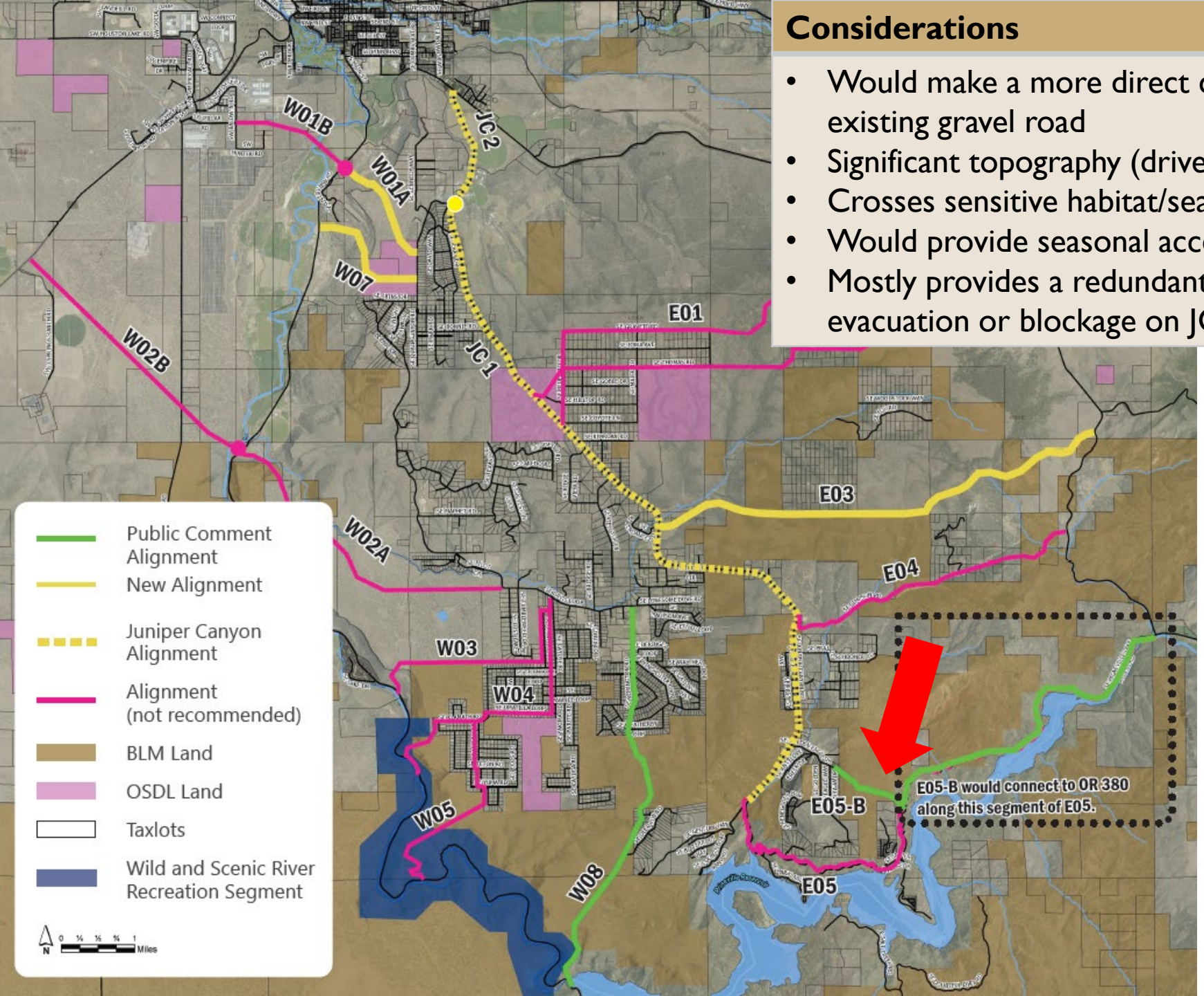


E03

Design Assumptions:

- 2 travel lanes + shoulders
- Gravel
- Maximum grade: 12%

Considerations	Cost
• Would make a more direct connection to the existing gravel road • Significant topography (drives up cost) • Crosses sensitive habitat/seasonal closure issue • Would provide seasonal access only • Mostly provides a redundant access in case of evacuation or blockage on JC Road	$10.8M - $23.0M

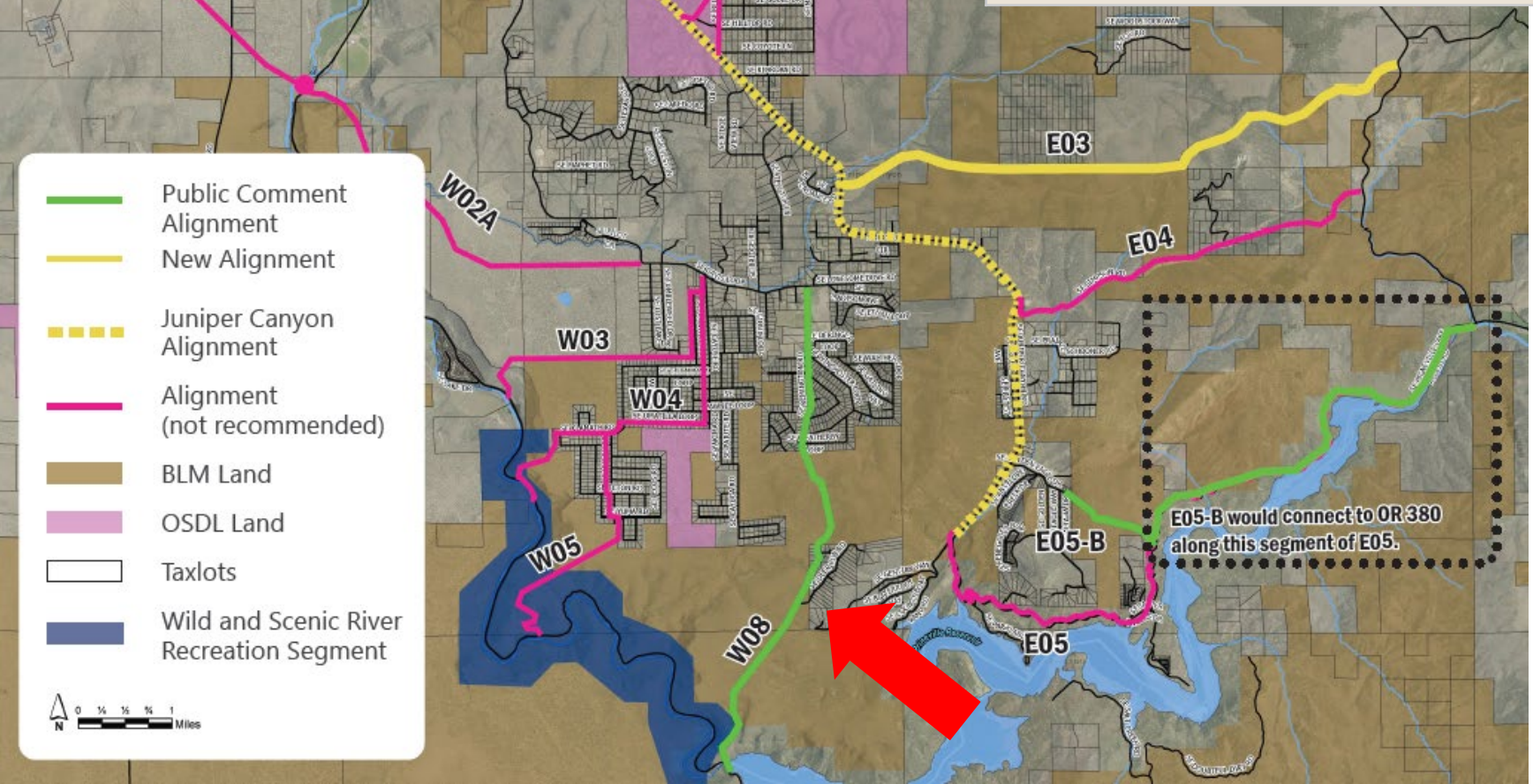


E05-B

Design Assumptions:

- 2 travel lanes + shoulders
- Gravel
- Maximum grade: 12%

Considerations	Cost
• Steep slopes require significant earthwork • Impacts Crook River Wild & Scenic River recreation segment, sensitive habitat • Crosses BLM land • Would utilize existing connection across the dam • Would provide new connection out to Reservoir Road and points west • Would require tribal consultation	$64.6M to $138.4M



W08

Design Assumptions:

- 2 travel lanes + shoulders
- Paved
- Maximum grade: 12%

IMPLEMENTATION

FUNDING

- Costs are significant and vary for each concept
- Projects would require creation of a new funding source
- Additional funding sources needed for any chosen alignment
- **Question: what funding sources and scenarios are realistic?**

PHOTO – OREGON STATE ARCHIVES

GRANTS

Grant	Funder	Description	Chance of success
BUILD (Better Utilizing Investments to Leverage Development)	Federal	• Competitive grant that funds transportation projects with significant local/regional impact	Low – project may not rise to the level needed
Federal/State Earmark	Federal/ State	• Requested funds for specific projects by members of Congress or the Legislature	Dependent on lobbying
STIP (Statewide Transportation Improvement Program)	State	• Federal and state money directed to projects by Oregon Transportation Commission	Low – project is not regionally significant, competition is high for this source

GRANTS

Grant	Funder	Description	Chance of success
FEMA BRIC (Building Resilient Infrastructure and Communities)	Federal	• Competitive grants that aim to build preparedness and reduce disaster risk • Note as of April 2025, FEMA is looking at elimination of this grant	Low/Medium – evacuation benefits would need to be demonstrated and be higher than other projects competing for this grant
FLAP (Federal Lands Access Program)	Federal	• Competitive grant that aims to improve transportation facilities in, near, or accessing federal land	Medium – would need to make case for improving access to BLM or Crook River Canyon area

POTENTIAL LOCAL FUNDING/FINANCING OPTIONS

Funding Option	Description	Feasibility
System Development Charge (SDC)	One-time fees assessed at the time of development that contribute toward transportation projects. **Average fee (statewide) is $2,500 per new home constructed.**	County does not have SDCs today, but is looking at them. May take longer to fund entire project since revenues are dependent on development
Developer-built	Part or all of the road built with new housing development by private developers	Possible, dependent on private developer and County coordination. Timeline uncertain.
General fund	County's general fund for many services. Revenues from property tax and other sources.	Many competing needs on general fund. **Not feasible to use.**

POTENTIAL LOCAL FUNDING/FINANCING OPTIONS

Funding Option	Description	Feasibility
Local Improvement District (LID) or Special Road District (SRD)	• Local district that levies a property tax to support a specific project. • Collects special property tax from everyone in the district for a set time frame (up to 15 years) • Funds can be used to float a bond to pay for the project immediately • SRDs have their own governing body and often taken on maintenance responsibility	Requires majority of property owners to agree.
General Obligation (GO) Bond	• Bond supported by county tax revenues generally	GO bond recently issued for a different project. **Taxpayer interest for another is unlikely.**

FUNDING SCENARIOS

- Funding scenarios consider two example projects, one costing $10M (Project A) and one costing $75M (Project B)
  - Range of costs for the access concepts we looked it is ~$10,000,000 to ~$100,000,000
- This lets us consider how funding could work depending on what project is chosen
- Funding sources include **grants** and **local revenue**

POTENTIAL FUNDING SCENARIOS

- **Scenario 1:** Grants fund most of the project
- **Likelihood/Feasibility:** Not likely. Grant opportunities exist but are very competitive.
- **Local funding required:** ~10%. Local revenue would be required.
  - $1M in local funding for a $10M project
  - $7.5M in local funding for a $75M project
- **Timing:** 2 – 10 years

POTENTIAL FUNDING SCENARIOS

- **Scenario 2:** Grants fund some (50%) of the project
- **Likelihood/Feasibility:** Possible. Grant opportunities exist but are very competitive. Smaller grant request amounts with higher local match do better.
- **Local funding required:** ~50%. Local revenue would be required.
  - $5M in local funding for a $10M project
  - $37.5M in local funding for a $75M project
  - Local funding could include SDCs and/or local improvement district
- **Timeline:** 5 – 20 years to construct

POTENTIAL FUNDING SCENARIOS

- **Scenario 3:** Local revenues/developer fees fund most of the project
- **Likelihood/Feasibility:** High. Under local control
- **Local funding required:** 100%
  - Local funding could include SDCs and/or local improvement district
- **Timeline:** 2 – 5 years if using local improvement district, 5 – 10 years if using primarily SDCs

LOCAL IMPROVEMENT DISTRICT FUNDING

Funding Scenarios	Project Cost	Property tax charge*
50% of project cost covered by grants or other sources, 50% from LID revenue	$75M Project	$2,239 per year ($33,599 total over 15 years)
	$10M Project	$298 per year ($4,479 total over 15 years)
100% of project cost covered by LID	$75M Project	$4,479 per year ($67,199 total over 15 years)
	$10M Project	$597 per year ($8,959 total over 15 years)

*Per year for 15 years. Calculated for median property value ($410,000) in Juniper Canyon

FEEDBACK

FEEDBACK

- Which access options do you most prefer?
- What are acceptable ways of funding the project?

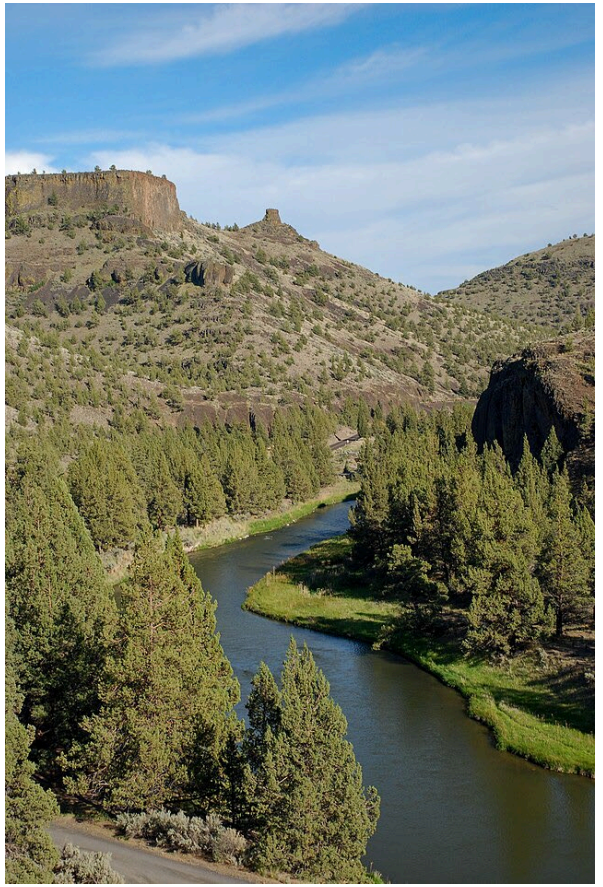


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PHOTO – GARY HALVORSON

NEXT STEPS

NEXT STEPS

- Select a preferred access concept – or none at all – to include in the Transportation System Plan Update
- Review the draft with the Planning Commission and Board of County Commissioners
- Adopt the Transportation System Plan this summer
- Refine the preferred Juniper Canyon access concept

THANK YOU