



Location: City Hall – Council Chambers
Date: September 09, 2025
Time: 6:00 PM

City Council Meeting Agenda

Mayor Jason Beebe, Council Members Steve Uffelman, Janet Hutchison, Shane Howard, Jerry Brummer, Scott Smith, Marv Sumner and City Manager Steve Forrester

<https://us02web.zoom.us/j/89494897154>

Call to Order

Flag Salute

Additions to Agenda

Consent Agenda

- [1.](#) Regular Meeting Brief 8-26-2025
- [2.](#) Annual Liquor License Renewals

Visitors, Appearances, and Requests Limited to Three (3) Minutes Per Person

Council Presentations

Council Business

- [3.](#) Intent to Award Purchase of Sewer Vactor Truck - Casey Kaiser / Lori Hooper Antram
- [4.](#) Adopting the Transportation Systems Plan (TSP) Update (**PUBLIC HEARING**) - Josh Smith

Staff Reports and Requests

- [5.](#) City Manager's Report - Steve Forrester

Council Reports

Ordinances

Resolutions

Visitors, Appearances, and Requests Limited to Three (3) Minutes Per Person

6. Executive Session Pursuant to ORS 192.660 (2)(h): to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed and ORS 192.660 (2)(f): to consider information or records that are exempt by law from public inspection.

Adjourn



Agenda items may be added or removed as necessary after publication deadline

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CITY OF PRINEVILLE
Regular Meeting Brief
387 NE Third Street – Prineville, OR 97754
541.447.5627 ph 541-447-5628 fax

Full Meeting Recordings Available at:
<http://cityofprineville.com/meetings/>

City Council Meeting Brief
August 26, 2025

Council Members Present:

Scott Smith
Marv Sumner
Jason Beebe

Janet Hutchison
Shane Howard
Jerry Brummer

Council Members Absent

Steve Uffelman

Additions to the Agenda

None.

Consent Agenda

1. Regular Meeting Brief 8-12-2025
2. Annual Liquor License Renewals

Councilor Brummer made a motion to approve the consent agenda as presented. Motion seconded. No discussion on the motion. Motion carried.

Visitors, Appearances, and Requests

No one came forward.

Council Presentations

None.

Council Business:

3. **Authorization to Provide a Housing Grant Support Letter** – Josh Smith

Josh Smith, Planning Director, presented the staff report, adding that this will help with funding a Housing Capacity Analysis, which was last updated in 2019. This has to be completed every 8 years, and this time they want to see that the Council supports that the staff is applying for a grant.

Councilor Sumner made a motion to approve the letter of support. Motion seconded. No discussion on the motion. All in favor, motion carried.

Staff Reports and Requests:

4. City Manager's Report – Steve Forrester

Mr. Forrester presented his manager's report, highlighting the activity of each department and provided an update on the Railroad fire.

Councilor Hutchison asked if the repelling towers at the airport were being used, and Mr. Forrester reported that they were.

There were no further questions.

5. Quarterly Financial Report – Lori Hooper Antram

Lori Hooper Antram, Finance Director, went through the 4th quarter Financial Report with a PowerPoint presentation. The presentation highlighted the fund balances and trends for each fund. The presentation included property tax and franchise fee collections, transportation, railroad, golf course, and airport.

There were no questions.

Council Reports

No reports.

Ordinances:

6. Ordinance No. 1302 – Adopting Changes to Prineville Code Section 93.59 – Parking (SECOND PRESENTATION) - Jered Reid

Mr. Reid explained that this is the second presentation of the ordinance and that the Police Department provided a presentation at the first presentation. The ordinances, if passed, would take effect 30 days after passage. No questions or concerns have been received since the last meeting.

Councilor Howard made a motion to approve the second presentation of Ordinance No. 1302. Motion seconded. No discussion on the motion. All in favor, motion carried.

7. Ordinance No. 1303 – Adding Chapter 74 to the Prineville City Code Towing Ordinance (SECOND PRESENTATION) – Jered Reid

Mr. Reid stated this was also presented at the last Council meeting.

Councilor Sumner made a motion to approve the first presentation of Ordinance No. 1303. Motion seconded. No discussion on the motion. All in favor, motion carried.

Resolutions:

- 8. Resolution No. 1631 – Adopting the City of Prineville’s Representation in the Update to the Crook County Multi-Jurisdictional Natural Hazard Mitigation Plan – Josh Smith**

Josh Smith, Planning Director, presented the staff report and a brief PowerPoint explaining the process to update the plan.

There were no questions.

Councilor Hutchison made a motion to approve Resolution No. 1630. Motion seconded. No discussion on motion. All in favor, motion carried.

Visitors, Appearances, and Requests:

No one came forward.

Adjourn

Councilor Howard made a motion to adjourn the meeting. Motion seconded. No discussion on the motion. All in favor, motion carried.

Meeting adjourned at 6:38 P.M.

Motions and Outcomes:

Motion:	Outcome	Beebe	Brummer	Howard	Hutchison	Smith	Sumner	Uffelman
Consent Agenda as Presented	PASSED	Y	Y	Y	-	Y	Y	-
Authorization to Provide a Housing Grant Support Letter	PASSED	Y	Y	Y	Y	Y	Y	-
Ordinance No. 1302 – Adopting Changes to Prineville Code Section 93.59 – Parking (SECOND PRESENTATION)	PASSED	Y	Y	Y	Y	Y	Y	-
Ordinance No. 1303 – Adding Chapter 74 to the Prineville City Code Towing Ordinance (SECOND PRESENTATION)	PASSED	Y	Y	Y	Y	Y	Y	-
Resolution No. 1631 – Adopting the City of Prineville’s Representation in the Update to the Crook County Multi-Jurisdictional Natural Hazard Mitigation Plan	PASSED	Y	Y	Y	Y	Y	Y	-
Adjourn Meeting	PASSED	Y	Y	Y	Y	Y	Y	-

Public Records Disclosure

Under the Oregon public records law, all meeting information, agenda packets, ordinances, resolutions, audio, and meeting briefs are available at the following URL:

<https://www.cityofprineville.com/meetings>.

Annual Liquor License Renewals

9-9-2025

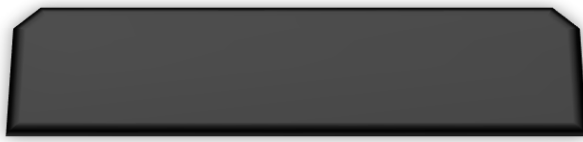
7-Eleven

Abby's Pizza

Barney Prine's

Ray's Food Place

H & S Stations



STAFF REPORT

MEETING DATE: 9/9/2025

PREPARED BY: Lori Hooper Antram and
Rich Evans

SECTION: Staff Reports and
Requests

DEPARTMENT: Finance Department /
Public Works Department

CITY GOAL: Fiscal Responsibility and Position City for the Future

SUBJECT: Request to Purchase a New Vacuum Truck

REASON FOR CONSIDERATION: The City has budgeted \$650,000 in BN 27 for the purchase of a vacuum truck in FY 26. Currently, there is an estimated six month wait time from the truck order to delivery.

BACKGROUND: The City currently owns a vacuum truck that is nine years old. As this complex piece of equipment ages, maintenance needs drastically increase, and it is at the point of experiencing ongoing mechanical issues. The vacuum truck is a critical piece of equipment that the City is dependent on for maintaining the City's water and sewer infrastructure.

The City has received two Sourcewell quotes for a new vacuum truck (Exhibits A and B). One quote was from Vactor Manufacturing, Inc. in the amount of \$644,208.35 and the other was from Enviro-Clean Equipment for \$638,834. Sourcewell's contract meets Oregon and the City's procurement requirements. Through the Sourcewell contract, the City can acquire the equipment needed for below the budgeted amount.

FISCAL IMPACT: If approved, the vacuum truck will be funded in the Public Works Support Services Fund, where there is an approved budget of \$650,000 for the purchase. The proposed purchase price of \$638,834 is within budget, and the future sale of the current vacuum truck will further offset costs.

The purchase of the vacuum truck was budgeted to be financed through an internal borrowing from the General Fund in the amount of \$500,000. Currently, staff is doing their due diligence to ensure that is the best possible route for acquiring the equipment. The financing of the equipment will be brought to council at a future meeting. Payment is not due until the delivery of the equipment, so there is time to see if interest rates will come down.

RECOMMENDATION: City staff recommends approving the purchase of the vacuum truck from Enviro-Clean Equipment in the amount of \$638,834.

Presents a

Proposal Summary

2100i

Truck Mounted Single Engine
Combination Sewer Cleaner

For

City of Prineville



BASIC

MODEL

Vacuum System	Roots 824-16 Blower	Debris Body Capacity (cu.yd.)	10.0
Model Type	Combo	Water Capacity	1300
Water Flow	80.0	Water Pressure	2500
Chassis Source	Vactor	Water Tank Material	Aluminum
Controls		Blower High Temp Shutdown	true

CHASSIS

PSKT450A-2026-CH	Vactor Supplied Chassis - Tandem Axle -2026 Kenworth T8806x4 - 450 HP - Auto -66 -000 GVWR - EPA24
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STANDARD FEATURES

011iSTD	Aluminum Fenders
012iSTD	Mud Flaps
016iSTD	Color Coded Sealed Electrical System
019iASTD	Intuitouch Electronic Package
020iSTD	Double Acting Hoist Cylinder
025iASTD	Handgun Assembly
026iSTD	Ex-Ten Steel Cylindrical Debris Tank
030iSTD	Flexible Hose Guide
032iSTD	(3) Nozzles with Carbide Inserts w/Rack
045iSTD	Suction Tube Storage
046iSTD	1" Nozzle Pipe
1001iSTD	Flat Rear Door w/Hydraulic Locks
1005iSTD	Dual Stainless Steel Float Shut Off System
1011iSTD	Microstrainer Prior to Blower
1023iSTD	Lube Manifold, with Lube Chart
1024iSTD	Debris Body Vacuum Relief System
1031iSTD	Debris Deflector Plate
1033iSTD	60" Dump Height
1041iSTD	Debris Body-Up Message and Alarm
2001iSTD	Low Water Indicator On Screen w/Alarm and Water Pump Flow Indicator



2011iSTD	3" Y -Strainer at Passenger Side Fill with 25' Fill Hose
2022iSTD	Additional Water Tank Sight Gauge
2023iSTD	Liquid Float Level Indicator
3019iSTD	Digital Water Pressure Gauge
4006iSTD	Front Joystick Boom Control
4010iSTD	Boom Hose Storage
4017iSTD	Boom Out of Position Message and Alarm
4022iSTD	Telescopic Boom Elbow- Standard
5010iSTD	Rodder System Accumulator - Jack Hammer on/off Control w/ manual valve
5011iSTD	3"Y -Strainer @ Water Pump
5015iSTD	Midship Handgun Coupling
5022iSTD	Side Mounted Water Pump
6005iDSTD	Digital Hose Footage Counter
6007iSTD	Hose Reel Manual Hyd Extend/Retract
6009iSTD	Hose Reel Chain Cover
6017iSTD	Hydraulic Tank Shutoff Valves
6019iSTD	Rodder Pump Drain Valves
6020iBSTD	Hydraulic Extending 15" - Rotating Hose Reel - 1" x800' Capacity
7001iSTD	Tachometer/Chassis Engine w/Hourmeter
7003iSTD	Water Pump Hour Meter
7004iSTD	PTO Hour Meter
7005iSTD	Hydraulic Oil Temp Alarm
7007iSTD	Tachometer & Hourmeter/Blower
8000iSTD	Circuit Breakers
8025iSTD	LED Lights- Clearance- Back-up- Stop- Tail & Turn
9002iSTD	Tow Hooks- Front and Rear
9003iSTD	Electronic Back-Up Alarm
9021iSTD	Camera System- Rear Only
i110STD	Module Paint- DuPont Imron Elite - Wet on Wet
S390ASTD	8" Vacuum Pipe Package
S560STD	Emergency Flare Kit
S590STD	Fire Extinguisher 5 Lbs.



BOOM

4011iB	Bellypack Wireless Controls with hose reel controls- 2-way communications- and LCD Display
4015i	180 deg. 10ft Telescoping Boom

DEBRIS BODY

1015iBFSTD	Fixed Rear Door Pipe Rack -8" Pipe
1016iSTD	"Subframe Mounted -2 Pipe Rack -8"
1003i	Debris Body Flushout
1014i	Centrifugal Separators (Cyclones)
1015i	Folding Pipe Rack - Curbside -8" Pipe
1015iA	Folding Pipe Rack - Streetside -8" Pipe
1022i	Rear Door Splash Shield
1026i	Debris Body Vibrator- Electric
1030i	Debris Body Inspection Port w/Ladder
3021i	Digital Debris Body Level Indicator Tied to Vacuum Relief
4020i	Anti Splash Valve- Body Inlet

VACUUM OPTIONS

3015i	Front Blower Controls
3017i	Blower High Temp Safety Shutdown
6019iA	Final Filter and Silencer Ball Valve Drains

REAR DOOR

1008i	6" Rear Door Knife Valve w/Camloc - 3:00 position
1009iD	Full Rear Door Swinging Screen

HOSE REEL

6002iB	600' x 1" Piranha Sewer Hose 2500 PSI in lieu of STD
6004iD	Rodder Hose Pinch Roller



6014i	High Pressure Hose Reel
6025iB	Hose Wind Guide (Dual Roller)- Auto- Indexing
6027iA	25' Leader Hose (in lieu of standard)
8030i	Hose Reel Wrapped for Delivery

WATER TANKS

2016i	Additional Water- 1300 Gal Total
3020i	Digital Water Level Indicator
5015i	Handgun Couplers- Front and Rear
6026i	Washington State DOT Legal Front Hose Reel

MISCELLANEOUS

8024i	Amber Lights for Flashing Light Package
9023iA	Safety Cone Storage Rack - Post Style
CM-PSKT450A-2026-01	Chassis Modifications - 2026 Kenworth PSKT450A

LIGHTING

8001iM	Rear Directional Control- LED Arrowstick
8002iA	Wireless- Waterproof- Rechargeable- Handheld- LED Spot Light w/12V Charger
8004iF	Rear Mounted- LED Beacon Light w/ Limb Guard
8004iG	Front Mounted- LED Beacon Light w/Limb Guard
8020iL	14 Light Package- 14 Federal Signal Strobe Lights- LED
8027i	LED Mid-Ship Turn Signals
8028iA	Worklights (2), Self-Leveling Boom LED
8029i	Worklights (2)- LED- Rear Door
8029iA	Worklight- LED- Operators Station
8029iB	Worklight- LED- Hose Reel Manhole
8029iC	Worklight- LED- Passenger Side
8029iD	Worklight- LED- Driver Side

PAINT



Cab Paint Color	White
Module Paint Color	
i124STD	Vactor 2100i Body Decal- Standard
V-LOGO-APPL.	Vactor Logos - Applied

TOOLBOX

010i	Operator Station Curbside Toolbox - with Lighting
9070iA	Toolbox- Front Bumper Mounted- 16 x 12 x 18 w/(2) LED Side Markers
9071iEL	Toolbox- Behind Cab - 16w 30h x 96d - with Lighting
9072iCL	Toolbox-Driver Side Chassis Frame 72w x 18h x 24d with Lighting
9073iAL	Toolbox- Passenger Side Chassis Frame- 30w x 18h x 24d - with Lighting
9074iAL	Toolbox- Driver Side Subframe- 18w x 24h x 24d - with Lighting

WATER ACCESSORIES

2006i	Air Purge
5019i	Chassis Engine Cooling Package
5021iC	Hydro Excavation Kit - Includes Lances w/ Shield- Nozzles- Storage Tray- and Vacuum Tube

WATER SYSTEM

5002iA	80 GPM/2500 PSI Jet Rodder pump
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Chassis Notes :-

Factory Price:	\$656,555.00
Sourcewel Discount:	\$12,346.65
Total Sales Price:	\$644,208.35

Please remember Price indicated does not include unapproved Special Requests
Price valid for 30 Days from date of 01-08-2025. Price subject to reduction if carb compliant chassis requirement changes for the State of Oregon.

Product Model: 2100i

Proposal Date: 01-08-2025

Quote Number: 2025-78888

Price List Date: 01-08-2025

QTY: 1

Customer Initials: _____



PROPOSAL NOTES:

1. Multiple unit orders will be identical to signed proposal. Changes or deviations to any unit of a multiple unit order will require a new signed proposal.
2. Chassis specifications and data codes for customer supplied chassis must be submitted to and approved by Vactor prior to submittal of customer purchase order
3. All prices quoted are in US Dollars unless otherwise noted.
4. This proposal incorporates, and is subject to, Vactor's standard terms and conditions attached hereto and made a part hereof.

Signed By:

Date:



LIMITED WARRANTY

Limited Warranty. Each machine manufactured by VACTOR MANUFACTURING (or, "the Company") is warranted against defects in material and workmanship for a period of 12 months, provided the machine is used in a normal and reasonable manner and in accordance with all operating, maintenance and safety instructions. In addition, certain machines and components of certain machines have extended warranties as set forth below. If sold to an end user, the applicable warranty period commences from the date of delivery to the end user. If used for rental purposes, the applicable warranty period commences from the date the machine is first made available for rental by the Company or its representative. This limited warranty may be enforced by any subsequent transferee during the warranty period. This limited warranty is the sole and exclusive warranty given by the Company.

STANDARD EXTENDED WARRANTIES (Total Warranty Duration)

2100 Series, iMPACT and Ramjet	10 years against metal water tank leakage due to corrosion. Nonmetallic water tanks are covered for 5 years against any factory defect in material or workmanship.
2100 Series, iMPACT and Guzzler only	5 years against leakage of debris tank, centrifugal compressor or fan housing due to rust-through.
2100 Series, iMPACT and Ramjet	2 years - Vactor Rodder Pump
ALL Models starting with 21-09X-XXXXX and beyond	2 year- Electrical & Electronics (excludes Chassis components)

Exclusive Remedy. Should any warranted product fail during the warranty period, the Company will cause to be repaired or replaced, as the Company may elect, any part or parts of such machine that the Company's examination discloses to be defective in material or factory workmanship. Repairs or replacements are to be made at the selling Company's authorized dealer's or distributor's location or at other locations approved by the Company. In lieu of repair or replacement, the Company may elect, at its sole discretion, to refund the purchase price of any product deemed defective. The foregoing remedies shall be the sole and exclusive remedies of any party making a valid warranty claim.

This Limited Warranty shall not apply to (and the Company shall not be responsible for):

1. Major components or trade accessories that have a separate warranty from their original manufacturer, such as, but not limited to, trucks and truck chassis, engines, hydraulic pumps and motors, tires and batteries.
2. Normal adjustments and maintenance services.
3. Normal wear parts such as, but not limited to, oils, fluids, vacuum hose, light bulbs, fuses and gaskets.
4. Failures resulting from the machine being operated in a manner or for a purpose not recommended, nor intended, or not in accordance with operating, maintenance or safety instructions provided by the Company.
5. Repairs, modifications or alterations without the express written consent of the Company, which in the Company's sole judgment, have adversely affected the machine's stability, operation or reliability as originally designed and manufactured.
6. Items subject to misuse, negligence, accident or improper maintenance.

NOTE The use in the product of any part other than parts approved by the Company may invalidate this warranty. The Company reserves the right to determine, in its sole discretion, if the use of non-approved parts operates to invalidate the warranty. Nothing contained in this warranty shall make the Company liable for loss, injury, or damage of any kind to any person or entity resulting from any defect or failure in the machine.

THIS WARRANTY SHALL BE IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, AND TO THE EXTENT PERMITTED, CONFERRED BY STATUTE, INCLUDING WITHOUT LIMITATION, ANY IMPLIED WARRANTIES OF MERCHANTABILITY, OR FITNESS FOR A PARTICULAR PURPOSE, OR A WARRANTY AGAINST FAILURE OF ITS ESSENTIAL PURPOSE, ALL OF WHICH ARE DISCLAIMED.

This warranty is in lieu of all other obligations or liabilities, contractual and otherwise, on the part of the Company. For the avoidance of doubt, the Company shall not be liable for any indirect, special, incidental or consequential damages, including, but not limited to, loss of use or lost profits. The Company makes no representation that the machine has the capacity to perform any functions other than as contained in the Company's written literature, catalogs or specifications accompanying delivery of the machine. No person or affiliated company representative is authorized to alter the terms of this warranty, to give any other warranties or to assume any other liability on behalf of the Company in connection with the sale, servicing or repair of any machine manufactured by the Company. Any legal action based hereon must be commenced within eighteen (18) months of the event or facts giving rise to such action.

The Company reserves the right to make design changes or improvements in its products without imposing any obligation upon itself to change or improve previously manufactured products.



VACTOR MANUFACTURING
1621 S. Illinois Street
Streator, IL 61364



9-1-2021



Domestic Sales Terms and Conditions

ORDERS: All orders are subject to acceptance by Vactor Manufacturing, Inc. or Guzzler Manufacturing, Inc. (hereafter referred to as Vactor). Orders for products not normally carried in stock or requiring special engineering or manufacturing is in every case subject to approval by Vactor's Management.

PRICES: All orders are subject to current prices in effect at the time of order acknowledgement. F.O.B. Point: Unless otherwise stated, all prices listed are F.O.B. factory. Vactor reserves the right to increase the order price set forth in this Proposal Summary at any time before delivery to Buyer to reflect any increase in Vactor's costs to manufacture or deliver the ordered product due to any factor beyond the reasonable control of Vactor. Vactor shall provide Buyer with prompt electronic notice of any such price increase. Buyer shall have five days from receipt of such notice to cancel its order, absent which Buyer shall be deemed to have consented to the price increase.

PAYMENT TERMS: The company's payment terms are due upon receipt, unless otherwise stated. However, until such time as Vactor receives full payment, Vactor shall maintain a purchase money security interest in the product.

CANCELLATION: Orders cannot be cancelled except upon terms that will compensate Vactor for any loss or damage sustained. Such loss will be a minimum of 10% of the purchase price.

SHIPMENT: All proposals are based on continuous and uninterrupted delivery of the order upon completion, unless specifications distinctly state otherwise. In the event that agreement is reached for Vactor to store completed items, they will be immediately invoiced to the customer and become due and payable. Storage shall be at the risk of the customer and Vactor shall be liable only for ordinary care of the property.

STORAGE CHARGES: Vactor shall charge the customer at current rates for handling and storing customer's property (e.g. truck chassis) held for more than thirty (30) days after notification of availability for shipment. All customer's property, or third party's property, that is stored by Vactor is at the customer's or other party's risk. Vactor is not liable for any loss or damage thereto caused by fire, water, corrosion, theft, negligence, or any caused beyond its reasonable control.

PERFORMANCE: Vactor shall not be liable for failure to complete the contract in accordance with its terms if failure is due to wars, strikes, fires, floods, accidents, delays in transportation or other causes beyond its reasonable control.

EXPERIMENTAL WORK: Work performed at customer's request such as sketches, drawings, design, testing, fabrication and materials shall be charged at current rates.

SKETCHES, ENGINEERING DRAWINGS, MODELS and all preparatory work created or furnished by Vactor, shall remain its exclusive property; and no use of same shall be made nor may ideas obtained therefrom be used except with the consent of and on terms acceptable to Vactor.

TAXES: Buyer's final cost shall include all applicable sales and use taxes, including all sales and use taxes attributable to any changes made to Buyer's initial order placed hereunder or to any changes to applicable sales and use tax laws. However, Vactor Manufacturing, Inc. shall be responsible for Federal Excise Tax(F.E.T.) unless it is separately stated on the invoice and added to the selling price. If F.E.T. is not separately stated on the invoice it has not been included in the price and Vactor will pay any F.E.T. due itself and bear the cost of the tax. Any refunds or adjustments to the F.E.T. in such cases belong to Vactor.





PRODUCT IMPROVEMENTS: Vactor reserves the right to change manufacturing specifications and procedure in accordance with its product improvement policy.

MOUNTING PRICES: Mounting prices assume normally factory installation on a truck chassis suitable for the unit purchased. Relocation of batteries, fuel tanks, mufflers, air tanks, etc. will be an additional charge, billed at the standard factory labor rate.

WARRANTY: Vactor warrants its products to be free from defects in material and workmanship for a period of 12 months, subject to the limitations and conditions set forth in its current published warranty. Other than those expressly stated herein. THERE ARE NOT OTHER WARRANTIES OF ANY KIND EXPRESS OR IMPLIED, AND SPECIFICALLY EXCLUDED BUT NOT BY WAY OF LIMITATION, ARE THE IMPLIED WARRANTIES OF FITNESS FOR A PARTICULAR PURPOSE AND MECHANABILITY.

IT IS UNDERSTOOD AND AGREED THE VACTOR'S LIABILITY WHETHER IN CONTRACT, IN TORT, UNDER ANY WARRANTY IN NEGLIGENCE OR OTHERWISE SHALL NOT EXCEED THE RETURN OF THE AMOUNT OF THE PURCHASE PRICE PAID BY THE PURCHASER AND UNDER NO CIRCUMSTANCES SHALL VACTOR BE LIABLE FOR SPECIAL, INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES. THE PRICES STATED FOR THE EQUIPMENT IS A CONSIDERATION IN LIMITING VACTOR'S LIABILITY. NO ACTION REGARDLESS OF FORM, ARISING OUT OF THE TRANSACTION OF THE AGREEMENT MAY BE BROUGHT BY PURCHASER MORE THAN ONE YEAR AFTER THE CAUSE OF ACTION HAS OCCURRED.

VACTOR'S MAXIMUM LIABILITY SHALL NOT EXCEED AND BUYER'S REMEDY IS LIMITED TO EITHER (I) REPAIR OR REPLACEMENT OF THE DEFECTIVE PART OF PRODUCT, OR AT VACTOR'S OPTION (II) RETURN OF THE PRODUCT AND REFUND OF THE PURCHASE PRICE AND SUCH REMEDY SHALL BE BUYER'S ENTIRE AND EXCLUSIVE REMEDY.

CHOICE OF LAW: These Terms and Conditions shall be construed according to the laws of the State of Illinois. Failure at any time by Vactor to exercise any of its rights under this agreement shall not constitute a waiver thereof nor prejudice Vactor's right to enforce it thereafter.

COMPLETE AGREEMENT: These terms and conditions, contain the complete and final agreement between the parties hereto and no other agreement in any way modifying any of these terms and conditions will be binding on Vactor unless in writing and agreed to by an authorized representative of Vactor. All proposed terms included in Buyer's purchase order or other standard contracting documents are expressly rejected.

I agree with the above terms and conditions:



Date: _____



Exhibit "B"

Enviro-Clean Equipment
2395 11 Mile Avenue
Gresham, OR 97030

Date 6/24/2025
Number 112505
Type of Quote DualEngineCombination
PO

This is a SourceWell

Prineville Dual Engine Pro Reel Quote

Retail Purchaser City of Prineville DE Pro Reel Ship ToECE - Gresham
Retail ID #23840
Comments

Price excludes any applicable F.E.T., sales taxes, tag, title or registration fees.
Option content is subject to engineering approval.

Vac-Con module pricing on customer supplied chassis is valid for 120 days from date of purchase order.

Please consult factory if chassis ETA will surpass 120 days for pricing confirmation.

Model Number - V 312/1500 L H P

Standard Equipment Includes:

Vacuum System (as specified by Model Number)
Cyclone Separator - Fan and PD Systems
Hydrostatic Blower Drive via FEPTO unless Transfer Case or PRO Selected - 98% Operating Efficiency
1/4" Corten Steel Debris Tank - (size as specified by model number)
Flat Style Rear Door with hydraulic door locks - Including open/close
5" Butterfly valve and 10' of lay-flat hose
Debris tank Dumping: minimum 50 deg., hydraulic telescopic lift Cylinder - power up/power down
60" Dump Height - Not Available with 15 cubic yard debris tank
Rear Bumper - Does Not Include Tow Hooks
Front Tow Hooks
Hinge type / Body Prop Permanently mount debris body prop
Debris Body Flushout - 8 Jet
Automatic Vacuum Breaker with Float Arm Assembly/Level Indicator and overflow protection
Behind Cab Boom Support and Docking Station at Front Bumper
Behind Cab Boom Support and Docking Station at Front Bumper
8" vacuum intake hose
4 Way Hydraulic Boom with 270 Degree Rotation with Joystick Controls
Two (2) Emergency Stop Button Locations: Operator Station and Mid-Body
60 gpm/2000 psi water pump system
Water Pump Remote Oil Drain - Quick disconnects
Water pump drive: Standard Aux Engine is GM 6.0L Gasoline, 172HP
5 year Water Pump Drive Warranty - See certificate for details
Auxiliary Engine Remote Oil Drain - Quick Disconnects
Cross-Linked Polyethylene Water Tanks
Full Length Steps on Lower Water Tanks for Maintenance Access
Water Tank Drain - 1/4 Ball Valve
Heavy Duty Manual Hose Rewind Guide with Dual Aluminum Rollers

20 gpm at 750 psi wash down hand gun with 25' of hose and nozzle - 50' Capacity Hand Gun Hose will replace this standard options if selected.

Storage Box Behind Cab 16" x 42" x 96" - Standard on all models except 3yd

1) each Sanitary and Penetrator Nozzles

Cooling Package - Air to Oil Heat Exchanger for Hydraulics and Transfer Cases, if applicable

Remote Lube Bank for Boom Rotator and Boom Lift Cylinders - Ground Level

20.5' aluminum intake pipe(1-3', 1-5', 1-6', and 1-6.5' nozzle)

LED/ICC lighting

Sherwin Williams Fast Clad High Solids Zinc Rich Primed, Sealed with Sherwin Williams Duraspar Epoxy Primer.

Sherwin Williams Duraspar Polyurethane Single Stage Gloss and Textured Paint

5# Fire Extinguisher - In Cab

Set of Triangles

12 month standard warranty - see certii-icate for details

5 year debris tank warranty - see certii-icate for details

10 year water tank warranty - see certii-icate for details

Note: PD Blower will include a Final Filter - Steel Mesh

Main Information

Model	312/1500
Blower	Hydrostatic Drive
Boom	10' Aluminum Telescoping Boom with Pendant Control Station
Hose Reel	PRO Reel (Precision Reel Operation) Articulating to driver's and curb side (800 x 1" Capacity) Includes 12VDC Auxiliary hydraulic pump. Transfer case selection required for Dual Engine builds. Singe Eng units with PRO Reel select Winter Recirc.
Jet Rodder Hose	600' x 1" Jet Rodder Hose
Water System	80/2500, GIANT 7000, GM 6.0 GAS 172 HP
Hose Brand	Cobra Hose Brand

Debris Body Options

Qty Description

- 1 6" Knife Valve with Center Post and Handle, in Lieu of the 5" Butterfly Valve (662-0125)
- 1 Debris tank drain screen placement - Standard drain valve
- 1 Rear splash guard (2 - 10 O'clock) - tank mounted
- 1 Screen assembly over drain port in debris tank

Water System Options

Qty Description

- 1 50' Capacity Retractable Hand Gun Hose Reel
- 1 Air Purge System
- 1 Flush Out connection for rear door valve
- Hydroexcavation Package Includes: 50 foot handgun hose reel with 1/2" hose, 711-53686 72" 1/2" schedule
- 1 80 lance with single forward spray nozzle, Storage tubes for lances, Heavy duty unloader valve, Main control ball valve, Variable flow valve
- 1 Pre-Tank Water Filter (Y-type)

Hose Reel Options

Qty Description

- 1 Power Guide "Reel Power" level wind guide

Misc Machine Options

Qty Description

- 1 Long Handle Storage Placement - Mounted in Storage Box Under Shelf
- 1 Rear Mounted Tow Hooks
- 1 Remote Boom Grease Zerk Assembly (Ground Level - includes water pump drive) - If Applicable
- 1 Remote Debris Tank Grease Assembly (Ground Level)

Qty Description

- 1 Centrifugal Compressor Quiet Silencer, Class 4, 304 Stainless Steel Construction, 14in x 40in with 8in discharge
- 1 Auxiliary Engine Hydraulics Package

Lighting Options

Qty Description

- 1 LED 4 Strobes - (2) front bumper / (2) rear bumper - Whelen 500 Series TIR6 01-0663507129E - Amber
- 1 LED Boom Mounted Flood Lights with Limb Guard - Whelen NP6BB Worklight
- 1 LED Flood Light - Level Wind Guide - Whelen NP6BB Worklight
- 1 LED Lighting for Tool Box
- 1 LED Midbody Flood Lights with guards - Whelen NP6BB (Driverside and Curbside)
- 1 LED Rear Mounted Flood Lights with Limb Guard - Whelen NP6BB Worklight
- 1 LED strobe with Limb Guard, Rear Debris Tank Mounted - Whelen L31HAF LED Beacon with Whelen BGH Branch Guard

Electrical Options

Qty Description

- 1 Low Water Alarm with Light
- 1 Remote Control (Wireless): Boom, Vacuum Breaker, Throttle & Debris Body (includes Hi-Dump, if applicable). Does not include remote cable pendant controls for boom or hi dump.

Misc Accessories

Qty Description

- 1 Debris tank limit Override
- 1 Paper Vac-Con Manual - No longer standard

Pipe Storage Racks

Qty Description

- 1 Lazy Susan Pipe Rack (Holds 5 Pipes)

Tool/Storage Boxes

Qty Description

- 1 Nozzle Toolbox, Steel, 16â€³W x 18â€³H x 30â€³D

Paint

Qty Description

- 1 Paint Module: Single-Stage Polyurethane White (white is standard unless otherwise specified. Sherwin Williams code: 940813)
- 1 Standard Striping Package - Blue 692-5204-02

Truck Chassis Information

Pool Truck Chassis Model **Freightliner 114SD Plus (Not for use in California) 6x4 66000GVWR ISL370 3000RDS**
(Not for use with Single Engine Titan Aeroboost Models) *Pool Trucks are subject to availability.*

Machine Cost – \$634,634

Headsets (3) - \$2,700

Total Machine Cost - \$638,834



7/9/2025

COMBINATION JET/VACUUM SEWER CLEANER
SOURCEWELL CONTRACT: 101221-VAC

Customer: CITY OF PRINEVILLE

Shipping: OREGON

Requirement Specification	
Combination jet/vacuum sewer cleaner with all standard equipment V312HE/1500	
Sourcewell Discount	
Freightliner 114SD Plus chassis, 370HP engine, Allison 3000RDS transmission, 6 X 4 Chassis, 66,000 GVWR	
Body mounting on Chassis	
Hydrostatic drive	
10' Aluminum Telescoping boom with pendant control station	
Front Mounted Articulating to Driver side. 800' (1") Capacity (Std. Pivot) hose reel	
Upgrade to PRO Reel (Precision Reel Operation) Articulating to driver's and curb side (800 x 1" Capacity) Includes 12VDC Auxiliary hydraulic pump	
1500 Gallon polyethylene water tank capacity with 10 year warranty	
12 Cubic yard capacity debris tank 1/4" corten steel, (5 year warranty) with full opening rear door (minimum 50 degree debris tank dumping, power up and down)	
Automatic vacuum breaker (prevents operation when full and contains debris when moving unit) and overfill protection	
600' of 1" Jet rodder hose	
Water pump system: 80GPM @ 2,500 PSI - Driven by a GM 6.0 Gas 172 HP auxiliary engine	
6" Knife Valve with Center Post and Handle, in Lieu of the 5" Butterfly Valve	
Rear splash guard - tank mounted	
Screen assembly over drain port in debris tank	
50' Capacity retractable hand gun hose reel	
Air purge system	

Requirement Specification	
Flush Out connection for rear door valve	
Hydro-excavation package	
Pre-tank Y type water filter	
Power Guide "Reel Power" level wind guide	
Long handle storage in toolbox under shelf	
Rear mounted tow hooks	
Remote boom grease assembly	
Remote debris tank grease assembly	
Centrifugal Compressor Quiet Silencer 304 Stainless Steel	
Auxiliary engine hydraulics package	
LED 4 strobes - (2) front bumper, (2) rear bumper	
LED Boom mounted flood lights with guards	
LED Flood light , level wind guide	
LED light for tool box	
LED Midbody flood lights with guards	
LED Rear mounted flood lights with limb guard	
LED strobe with limb guard, rear debris tank mounted	
Low water alarm with light	
Wireless remote control	
Debris tank limit over ride	
Paper Vac-Con manual	
Lazy Susan pipe rack (5 tubes)	
Nozzle tool box, steel 16"x 18" x 30"	
Paint Vac-Con module: Elite White	
Safety striping: blue	
Two standard ENZ nozzles, one sanitary (egg) and one Chisel point penetrator	

Requirement Specification	
ICC lighting	
Hose guide (tiger tail) for hose protection, hydrant wrench, 25' of fill hose	
20 gpm @ 600 PSI wash down system with hand gun and 25' of ½" hand gun hose	
Local dealer pre delivery and inspection	
On site customer training	
3 SetCom headsets	
Training at customer facility	
Consignee Delivery	
TOTAL CURRENT CONTRACT PRICE	\$638,834.00

Delivery is _____ Days after receipt of order.

SOURCEWELL CONTRACT NO 101221-VAC

VENDOR/CONTRACT HOLDER: VAC-CON, INC. 969 HALL PARK RD GREEN COVE SPRINGS, FL 32043

CONTACT; MJ DUBOIS Phone: 410-924-1004 Email: mjdubois@ducollc.com

THIS QUOTE IS VALID FOR (30) DAYS FROM THE DATE OF QUOTATION



STAFF REPORT

MEETING DATE: 9/9/2025

PREPARED BY: Joshua Smith

SECTION: Public Hearing

DEPARTMENT: Planning

CITY GOAL(S): Position the City for the Future, Provide Quality Municipal Services

SUBJECT: 2025 TSP Update, Amend Comprehensive Plan Chapter 6, Amend land use code Chapter 153.

REASON FOR CONSIDERATION: The current Transportation System Plan is 12 years old. Continued growth within the City and Crook County has made it necessary to re-evaluate the transportation system for a 20-year planning horizon.

The amendment to Chapter 6 connects the TSP with the City's land use code and provides policy guidance when developing code language or developing City infrastructure projects.

The amendment to Chapter 153 integrates requirements for traffic impact analyses into the land use code.

BACKGROUND: See attached Planning Commission recommendation

FISCAL IMPACT: The Transportation Systems Plan is the document used to generate the methodology for determining the City's System Development Charge (SDC) for transportation. These funds help the City increase capacity within the system as the City grows.

RECOMMENDATION: See attached Planning Commission recommendation.

RELATED DOCUMENT(S):

1. Planning Commission Recommendation.
2. Exhibit A – TSP Vol. 1, TSP Vol.2 (Appendices) is available electronically by request.
3. Exhibit B – Staff Recommended replacement of Comprehensive Plan Chapter 6.
4. Exhibit C – Text amendments to Chapter 153, amending 153.122 and adding section 153.201.



City of Prineville

DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT

PLANNING COMMISSION RECOMMENDATION

File No.: AM-2025-103

Applicant/Owner: City of Prineville

Location: City of Prineville

Notice to DLCD: 6/20/2025

Newspaper Notice: Planning Commission Notice – 8/5/2025

Public Hearing: Planning Commission – 8/19/2025

Staff: Joshua Smith,
Planning Director

Proposal: Adopt a new Transportation Systems Plan (TSP), Update and replace Chapter 6 of the Comprehensive Plan (Transportation) and amend the text of Land Use Code Chapter 153; adding language about when a Transportation Impact Analysis (TIA) is required and how it is prepared.

Background

TSP - The city maintains transportation system plans (TSP) dating back to 1994. The TSP has been updated in 1998, 2006, 2010 and most recently in 2013 by Ordinance 1201. The City received a grant from ODOT in 2022 to update the City's TSP. The City and ODOT executed an Intergovernmental Agreement (IGA) through Resolution 1545 in January 2023, whereby ODOT agreed to serve as the contract administrator for the 2025 TSP update.

Comp Plan Chapter 6 - The City of Prineville adopted its first Comprehensive Plan in 2007 by Ordinance 1143. The current Comprehensive Plan includes Chapter 6 with goals and policies focused on all forms of transportation. Chapter 6 has not been updated since 2007, which was based on the 2006 TSP.

Land use Code Chapter 153 - The City's land use code refers to the City's Standards and Specifications document to determine when a transportation impact analysis (TIA) is required for development. Through the TSP update process, it was recommended by ODOT and the Department of Land Conservation and Development (DLCD), that language requiring a TIA be part of the land use code. These requirements are proposed to be included in a new section of the land use code 153.201. The added reference to the TSP in section 153.122 is for clarification purposes.

Consistent with Statewide Planning Goal 12 – Transportation

The goal of Oregon Statewide Planning Goal 12 is "To provide and encourage a safe, convenient, and economic transportation system". This TSP was developed per Oregon Transportation Planning Rule (TPR) (OAR 660-012) and is consistent with existing regional, state, county, and local plans, policies, and documents including the Oregon Highway Plan and the ODOT 2020 Transportation System Plan Guidelines.

Planning Commission Conclusions and Recommendation

After more than (2) years of work and public engagement through four (4) public advisory committee meetings, a virtual open house, an in-person open house and an online survey, a final draft of the 2025 TSP has been completed. This TSP serves as the vision for the City's transportation needs over a 20-year planning horizon. This TSP defines roadway classifications, identifies needed and aspirational improvements for both roadways and pedestrian traffic, and will be used in determining system development charges (SDCs) for transportation.

AM-2025-103

TSP 2025 Planning Commission Recommendation

The proposed update to Chapter 6 is a complete rewrite of this chapter. The new Chapter 6 has incorporated the goals of the TSP and simplified the policies into specific categories. The Chapter is now much more concise and reflects a common set of goals and policies between the two documents. A comparison or crosswalk of how the policies and programs of the old Chapter 6 were integrated or removed is available.

The proposed text amendment to 153.122 is for clarification purposes only. Adding section 153.201 to the Land Use Code; provides better guidance and a clearer set of rules for determining when to require a transportation impact analysis (TIA). This text amendment essentially codifies how the City currently operates.

The Planning Commission finds that the proposed TSP, Chapter 6 update and text amendments to Chapter 153 meet the requirements of Statewide Planning Goal 12 and provides a transportation framework for the City, that considers all modes of transportation, including transit, automobiles, air, rail, bicycles and pedestrians. The Planning Commission recommended approval of all three (3) proposals with five (5) in favor and none opposed, with the following recommendations.

Recommendations:

1. Consider interim solutions to large projects such as the West 'Y'.
 - *Staff action - Policy 17 was added to address this recommendation.*
2. Make the Elm Street extension a higher priority and potentially review stop sign placement for better circulation.
 - *Staff action - Priority was changed from "Long" to "Near" to address this recommendation. Review of stop signs would need to be a separate traffic analysis.*
3. Proposed sidewalks on Fairview should be curb tight to avoid unmanaged planter strips.
 - *Staff action - Curb tight sidewalks are the City standard. Drainage needs may dictate a different design during project implementation.*
4. Consider how the transportation system can accommodate overnight truck parking.
 - *Staff action - Updated policy 5 to address this recommendation.*

EXHIBITS

Exhibit A – PC Recommended TSP Vol. 1, TSP Vol.2 (Appendices) is available electronically by request.

Exhibit B – PC Recommended replacement of Comprehensive Plan Chapter 6.

Exhibit C – PC Recommended amendments to Chapter 153, amending 153.122 and adding section 153.201.

Marty Bailey: *W Martin Bailey* Date: *8-21-25*
Planning Commission Chair

Exhibit “A”

Transportation Systems Plan (TSP) Volumes 1 & 2 are 456 pages and therefore have not been included within the packet.

They can be found on our homepage website, @ cityofprineville.com, and also under the meetings tab for September 9, 2025

6



Transportation

Prineville’s Comprehensive Plan	
Table of Contents - Chapter 6	
Purpose and Intent	Transportation
Goals	
Policies	
Street Network	
Road Classification Map	
Active Transportation System	
Public Transportation System	
Freight & Rail	
Aviation	
Street Capacity and Service Level	
Land Use and Transportation Connections	
Sustainable Funding	
	October 2025

Chapter 6 Transportation

Purpose and Intent

Transportation System Plans (TSP) are developed per Oregon Transportation Planning Rule (TPR) (OAR 660-012) and must be consistent with existing regional, state, county, and local plans, policies, and documents including the Oregon Highway Plan, the ODOT 2020 Transportation System Plan Guidelines, and the Prineville Comprehensive Plan (adopted in 2007 and amended as recently as 2024). The TPR implements Statewide Planning Goal 12. Transportation, that promotes the development of safe, convenient, and economic transportation systems designed to maximize the benefit of investment and reduce reliance on automobiles.

Statewide Planning Goal 12, Transportation provides a framework for local jurisdictions to create a transportation system plan that considers all modes of transportation, including transit, automobiles, air, rail, bicycles and pedestrians.

The 2025 City of Prineville Transportation System Plan (TSP), adopted here by reference; establishes the city's projects, policies, and objectives designed to fulfill Prineville's transportation needs. The development and prioritization of these projects was driven by development, review of prior planning efforts and analyzing existing needs and future conditions. Public involvement from Prineville residents also played a key role in shaping projects and determining what priorities to take when addressing the multitude of needs in the city.

The Prineville TSP considers all the land within the city limits and the Prineville urban growth boundary (UGB). The TSP serves as a 20-year plan to guide transportation improvements and enhance overall mobility for vehicles, pedestrians, and bicyclists throughout the city. This Chapter list the goals found in the TSP and identifies specific City policies. The implementation measures for these goals and policies is found within the City's Land Development Code, and the City's Specifications & Standards Manual.

Goals

The 2025 TSP includes updated goals, objectives, and evaluation criteria that reflect local transportation needs that have emerged since the last TSP update in 2013. The 2025 TSP update includes fewer goals and objectives to streamline implementation and better identify the critical priorities for the transportation system.

Goal #1: Ensure a safe, efficient, and accessible transportation system for all users.

Goal #2: Build a complete system of walking and cycling routes that connect neighborhoods to schools, parks, jobs, and other key places.

Goal #3: Build and maintain the transportation system to support economic development in the region.

Goal #4: Improve system performance by balancing mobility and access along main travel routes, including on state highways.

Goal #5: Minimize the impacts of the transportation system on the natural and built environments.

Policies

Street Network

The foundation of the Prineville transportation system is a product of the existing roads and highways that cross the community. The City has a hierarchical roadway system as follows:

Roadways are classified using arterial, collector, and local designations depending on the intended function and the adjacent land use needs. Figure 15 in the TSP shows the functional classification of each roadway in Prineville. Figure 16 in the TSP shows the functional classification of existing and future. The map also includes “vision” projects that are not part of the TSP but are acknowledged for future consideration.

Major Arterials primarily provide mobility particularly between large population centers or activity generators. Mobility is emphasized over local access connections. Within Prineville, all major arterials are ODOT facilities. U.S. 26 and OR 126 are examples of major arterial facilities. Their main functions are to provide east-west connection through town as well as to connect Prineville with nearby communities.

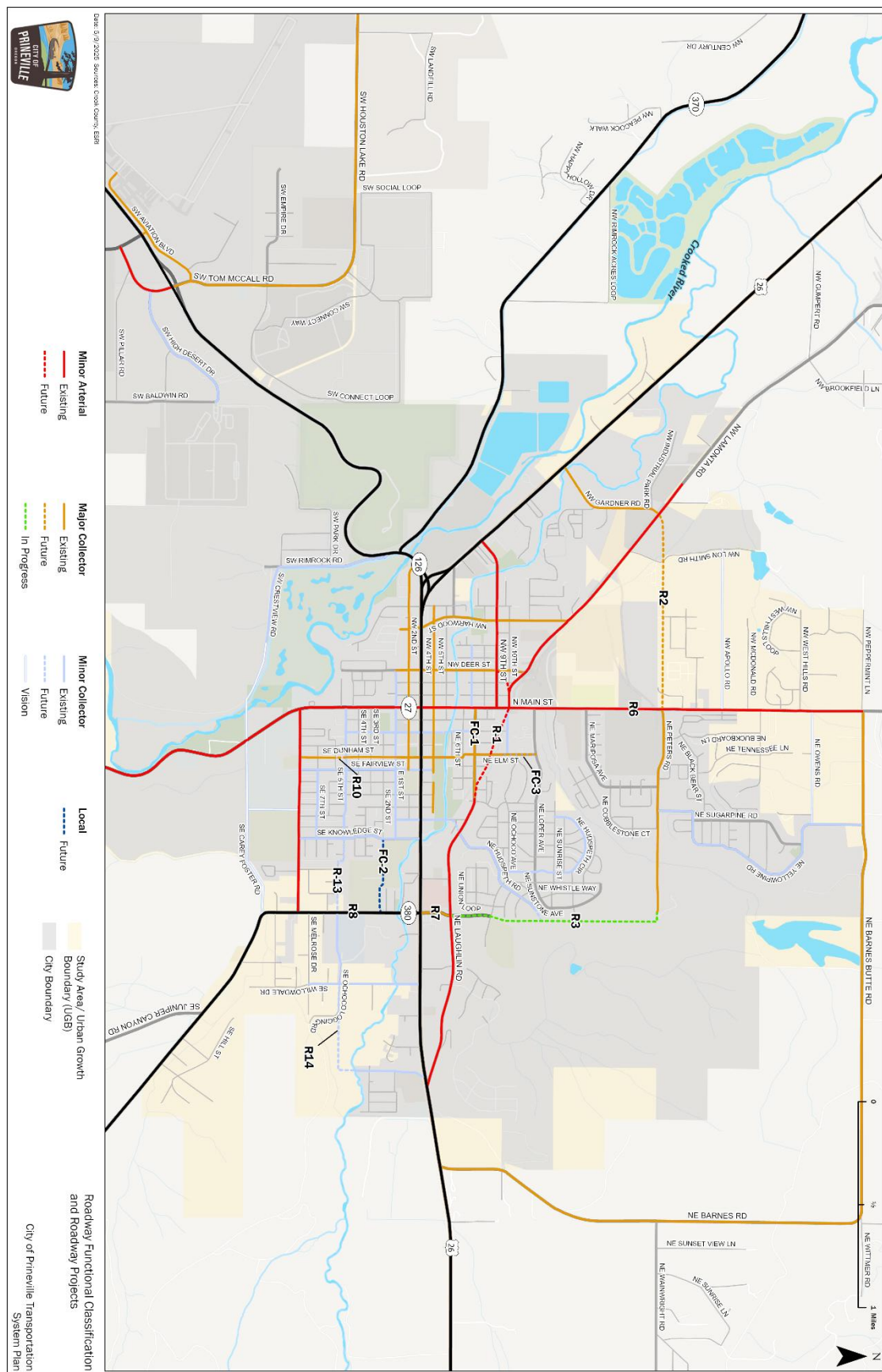
Minor Arterials are also intended to serve mobility needs over access needs in town. However, minor arterials provide important connections through town rather than connecting Prineville to other communities. Main Street is an example of a minor arterial in Prineville. Its main purpose is to connect the north and south areas of Prineville.

Major Collectors provide connection between local streets and the arterial street system. Trip lengths are generally shorter on collectors. Collectors provide a link between local traffic generators and more regional facilities. An example of a major collector in Prineville is NE 2nd Street. NE 2nd Street’s primary function is to connect residential and commercial areas with Main St. and U.S. 26.

Minor Collectors are similar to major collectors in their purpose of linking local and regional traffic facilities. However, minor collectors typically provide access to and circulation within neighborhoods, industrial areas and commercial areas. SE 5th Street is an example of a minor collector. It connects all residences in the area to other commercial, residential or public areas.

Local Streets provide direct access to land. Shorter trips are common, and through-trips are discouraged. Travel is generally at lower speeds than on other road classifications. Prineville’s local streets generally connect to collectors. Roadways that are not labeled as collector or arterial streets on Figure 15 are designated as local streets.

Transportation CC Ready Draft



Transportation CC Ready Draft

General Transportation Street Network Policies

1. The City will improve the transportation system in accordance with the Standards and Specifications Manual for all people and all modes of travel, including those that do not rely on single occupant vehicles.
2. Promote and enhance the livability of the community, preserve valuable resources, and provide more transportation choices.
3. Ensure a well-connected and redundant transportation network to facilitate emergency services and evacuation during emergencies.
4. Require new developments to include an analysis of transportation impacts, needs, and mitigation options. When warranted, Require that development projects provide a Transportation Impact Analysis or Transportation Impact Letter analyzing project conditions in order to minimize impacts and protect transportation facilities.
5. Ensure the transportation system supports economic development and facilitates deliveries of goods and services. This includes considerations for overnight truck parking in appropriate locations in or outside the City.
6. Collaborate with people living and working in Prineville, state agencies, Crook County, transit service providers, local business interests, special interest groups, and tourism professionals on transportation system decision making.
7. Promote traffic calming measures in core commercial areas and residential neighborhoods to reduce vehicular speeds on roadways and create a safe pedestrian/bicycle environment.
8. Provide sidewalks, trails, open spaces, connections between open space, bike lanes, transit amenities, and pedestrian amenities to encourage transportation choices and promote a high level of livability.
9. Implement planned new roadways, connections, and other TSP improvements as part of new development.
10. Develop an approach to funding necessary transportation improvements over the life of the TSP.
11. Allow for the development of private streets systems, where appropriate and where they are guaranteed to be maintained by parties other than the City, to reduce the overall funding need for street maintenance and the need to seek additional tax revenues.
12. Promote transportation demand management (TDM) strategies to reduce vehicle miles traveled (VMT) on the transportation system.
13. Assess impacts to low-income residents, minority populations, elderly populations, youth, and people living with disabilities when implementing transportation infrastructure projects.
14. Provide opportunities for street trees, pedestrian amenities, separated sidewalks, curb extensions, traffic calming, and other related devices.
15. Consider Innovative intersection designs such as roundabouts to reduce costs, traffic congestion, and concerns related to safety and accessibility.
16. Monitor and update street functional classifications as necessary to sustain the expected growth of the community and meet applicable Transportation Planning Rule (TPR) objectives.
17. The City and State should consider interim solutions for large long-term projects that take multiple years to fund and implement.

Active Transportation System

A well-connected and -maintained active transportation system enables safe and convenient travel by foot, bicycle, or other active mode of transportation between neighborhoods, retail centers, employment areas and transit stops. The active transportation network is composed of sidewalks, roadway crossings, bicycle lanes, multiuse trails, and neighborhood greenways. Existing active transportation conditions are described in section 2.4 of the TSP, with locations shown in Figure 9 of the TSP.

Transportation CC Ready Draft

Active Transportation Policies

1. Encourage pedestrian and bicycle travel with separated facilities as a safe, feasible alternative to the automobile
2. Require that all proposed subdivisions include bicycle and pedestrian paths and encourage paths accessing open space and parks.
3. Ensure that bicycle and pedestrian paths are well lit and provide visual surveillance from the street.
4. Prioritize paths along existing and proposed major and minor arterials as the preferred approach to accommodate bicycle and pedestrian paths.
5. Require all commercial, office, and multifamily development to provide safe and convenient off-street bicycle parking space and routes in their design.
6. Provide curb ramps at all corners, intersections, or locations where bicycle and pedestrian routes and paths intersect with streets.
7. Promote pedestrian and bicycle connections along existing waterways, utility rights-of-way, and properties that wish to be annexed to the city.
8. Improve signs, markings, wayfinding, and safety features on existing bicycle and pedestrian paths.

Public Transportation System

Transit within Prineville includes fixed-route and Dial-A-Ride service provided by Cascades East Transit (CET) and shuttle service provided by Grant County People Mover.

For fixed route transit, Cascades East Transit operates Community Connector fixed routes that connect to communities within Crook County, Deschutes County, and Jefferson County. CET operates Route 26 service between Redmond and Prineville. This service is open to the public and operates Monday through Friday. Weekend service is not currently provided. The annual ridership from Route 26 in 2017 was 16,067. Route 26 has a moderately strong ridership and productivity compared to other CET routes. CET has suspended fare collection until further notice on all CET services except recreation services.

Cascades East Transit offers a Rural Dial-A-Ride within Prineville. This service is open to the public and does not have eligibility requirements. Riders must call the day before service is needed to reserve a ride. Ride times are scheduled based on availability. The travel patterns from 2018 in Prineville include the Stryker Park bus stop as a key location since passengers can transfer to CET Route 26 and the Prineville Senior Center.

There are other public transportation services offered within the CET service area that are provided by other operators independent of CET services. The other transit provider that connects with the CET network is People Mover in Grant County, a shuttle service that provides connections to several Central Oregon communities. There are two Catch-A-Ride services offered: Monument to Bend and Prairie City to Bend. The transit services allow for statewide travel and are located within 0.25 to 0.5 miles of one or more CET bus stops.

Public Transportation Policies

1. Assess the possibility of a local circulator bus serving Prineville's major employers and destinations.
2. Encourage private inter- and intra-city transit to supplement existing Transit service
3. Develop accessible transit stops to facilitate to enable better mobility and access for people with disabilities and seniors.
4. Ensure the road network can sufficiently accommodate buses and other transit vehicles.

Freight & Rail

To serve industrial properties and support future economic development efforts, the City of Prineville has designated several roadways as local Truck Routes, including NW 3rd Street/U.S. 26, S Main Street, NW Lamonta Road, NW 9th Street, NW 10th Street, NW Gardner Road, NE Laughlin Road, SE Combs Flat Road, SW George Millican Road, and all highways entering town. Peter Road extension West is in question based on existing industrial zoning patterns that may change. The designation of these facilities as Truck Routes does not prohibit local delivery trucks from using other roadways, but is intended to encourage the use of these routes for regional freight needs through design and signage. Currently, most trucks travel on U.S. 26 and OR 126. Truck volumes comprise between 11% and 26% of the overall traffic volumes on Prineville's truck routes.

Formed in 1918, COPR directly serves industries in Crook County. The 18-mile City of Prineville Railway (COPR) short line service provides a primary freight connection between Prineville and the Burlington Northern Santa Fe and the Union Pacific Railroads at Prineville Junction three miles north of Redmond along the U.S. 97 corridor. The city's freight depot, constructed in 2010, lies in between U.S. 26 and NW Lamonta Road and provides multiple services, including intermodal transfers between trucks and the short line service, fostering freight rail links to destinations within the state and across the country.

The City increased its investment in the COPR short line service to Prineville Junction in 2010 and built a freight depot with assistance from Connect Oregon grants. The freight depot provides warehousing space, equipment ramps, freight-to-rail intermodal service, and bulk product storage. The freight depot's goal is to provide the Central Oregon region with these services and provide a regional multimodal transportation hub with links to destinations within the state and across the country. It is a more than 30-acre site along Bus Evans Road between Lamonta Road and U.S. 26, 3 miles west of the city and adjacent to the COPR mainline.

The location of this site and its intermodal infrastructure further justifies the City freight route designation of Lamonta Road. Coordination with Crook County should be pursued to similarly classify the portion of Lamonta Road located outside the city limits.

Freight and Rail Policies

1. Ensure that transportation system improvements are compatible with the Prineville Railroad and its facilities, including road construction, crossings, and bicycle and pedestrian improvements.
2. Promote the value of the railroad and its transport capabilities to industries seeking to locate in Prineville.
3. Monitor demand for goods transport by rail and prepare to take advantage of new opportunities.
4. When railroad rights-of-way are considered for abandonment or vacation, promote the preservation of these corridors for other transportation services.

Aviation

Prineville is home to Prineville Airport, owned and managed by Crook County. The airport has two runways and is used primarily for general aviation by private individuals, corporations, the U.S. Forest Service, and the Bureau of Land Management. A Master Plan update for the airport was completed in 2017 and calls for expansions to the runway and taxi areas, but the expansion is not expected to significantly impact surface traffic. The airport currently generates low vehicle traffic volumes, and these are anticipated to continue in the future. No aviation improvements are recommended for the 2025 TSP update beyond those described in the Airport Master Plan.

Transportation CC Ready Draft

Aviation Policies

1. Continue to jointly monitor and manage the airport facility to ensure maximum service to users, safety, enhancements to economic development, and adherence to FAA requirements.
2. Continue to adhere to the Airport Master Plan as a planning tool. Any significant modifications of the plan must be publicly examined through the land use process and be approved by City and County.
3. Continue to examine and evaluate UGB expansion on the west side of the airport to facilitate airport expansion and/or new industrial zones as a compatible use and buffer to airport activities.

Street Capacity and Service Level

Prineville's transportation system serves people driving, biking and walking to destinations in Prineville and enables connectivity out of the city. As the city has steadily grown in population, the number of travelers has increased in kind, spurring a need for solutions to ensure the system can sustainably accommodate future traffic and meet goals for safety and access.

Street Capacity and Service Level Policies

1. Meet applicable City, County, and/or State operational performance measures or identify alternative measures as appropriate in balancing other City goals and needs. The City may accept higher levels of congestion in some locations or corridors where it is impractical or costly to improve capacity.
2. Ensure connectivity of streets and pedestrian and bicycle facilities between neighborhoods and key community destinations such as schools and high traffic areas. These connections help reduce unnecessary traffic on higher order streets and corresponding intersections.
3. Reduce crashes in Prineville, particularly higher severity injury and fatal crashes, and those involving more vulnerable roadway users such as pedestrians and bicyclists.
4. Increase service level and reduce maintenance cost by maintaining at least a "good" pavement condition index (PCI).

Land Use and Transportation Connections

Most residential zones, public services, and the main commercial corridor— 3rd Street/U.S. 26—are located in the Ochoco Valley, while the Tom McCall area is home to the Prineville airport and industrial uses. In the past decade, Prineville has seen substantial growth of data storage facilities and other industrial uses in the Tom McCall area that have been a major driver of economic growth. New residential and industrial growth in Prineville is expected to continue over the 20-year horizon of the city's Comprehensive Plan and will influence the city's transportation needs.

Land Use and Transportation Connection Policies

1. Choose transportation investments that avoid displacing homes and businesses and that maintain Prineville's small-town character.
2. Growth should pay its own way without community subsidy.
3. Evaluate new projects to determine the impact of development upon the transportation system using the most recent edition of the Institute of Traffic Engineers (ITE) manual or alternative source as necessary.
4. Transportation impact shall be studied by the developer through a traffic impact analysis (TIA). The City shall evaluate and determine acceptable mitigation prior to issuance of any development permit.
5. Transportation mitigation costs may be refunded for transportation improvements, cash contributions, right of way dedications, transfer of development credits and development rights, real property and other significant contributions as the City sees fit to accept.
6. Monitor and revise SDC methodology as necessary to establish fees and reimbursement programs for individuals and entities that construct TSP master planned transportation improvements.

Sustainable Funding

The Prineville TSP contains projects that may be implemented on a short-, medium-, or long-term basis. Project prioritization includes factors such as community desire, available funding, staff capacity, and City leadership support. As limited funding exists, some projects may take years, if not decades, to complete. Over time, projects not included in this TSP may be added to address new needs that arise as Prineville's population continues to change. Chapter 5 of the TSP reviews funding forecasts and options.

Sustainable Funding Policies

1. Identify transportation alternatives that meet economic development, safety, and capacity needs at the lowest cost and maximize facilities' lifespan.
2. Seek a variety of funding sources for transportation improvements, maintenance, and preservation, such as state and federal grants, levies, increased taxes, bonds, and other sources.
3. Promote transportation demand management strategies (carpooling, flexible work hours, telecommuting, etc.) to reduce VMT on the transportation system.
4. Review and evaluate TSP projects at least every five years to ensure planned improvements continue to be aligned with the City's priorities for the transportation system.
5. The City shall review SDC fees annually to assure revenue collected is adequate to pay for the identified improvements. Annual adjustments shall be made to SDC's to cover the costs associated with quantified inflation rate

153.122 EXCEPTION, PUBLIC FACILITIES IMPROVEMENT.

Minor betterment, improvements, replacement or reconstruction of existing public facilities such as sewer and water lines, storm water drainage facilities, sidewalks and other pedestrian ways or facilities, bikeways and similar public facilities within rights-of-ways and easements for the purposes existing on or before the effective date of this chapter, or on contiguous publicly-owned property designated, intended or utilized to support the facilities, or the facilities that are set forth within an adopted public facilities plan, the City's adopted Transportation System Plan or other capital improvement plan duly adopted on or before the effective date of this chapter, are exempt from the permit requirements of this chapter unless specifically set forth otherwise.

153.201 TRANSPORTATION IMPACT ANALYSIS (TIA)

(A) Purpose statement. The purpose of this subsection is to coordinate the review of land use applications with roadway authorities and to implement applicable sections of the State Transportation Planning Rule, which requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities.

The following provisions establish; when a Traffic Impact Analysis must be submitted to determine whether conditions are needed to minimize impacts to and protect transportation facilities, the required contents of a Traffic Impact Analysis, and who is qualified to prepare the analysis.

(B) When a Transportation Impact Analysis (TIA) is Required. The City or other road authority with jurisdiction (County or State) may require a TIA as part of an application for development, a change in use, or a change in access. Additionally, a TIA may be required where a change of use or a development would involve one or more of the following:

- (1) A change in zoning or a Comprehensive Plan amendment designation;
- (2) Operational or safety concerns documented in writing by a jurisdictional authority;
- (3) An increase in site traffic volume generation by 300 or more Average Daily Trips (ADT) or 20 PM Peak trips;
- (4) An increase in peak hour volume of a particular movement to and from a street or highway by 20 percent or more;
- (5) The development is expected to impact intersections that are currently operating at the upper limits of the acceptable range of level of service during the peak operating hour.
- (6) The development is expected to significantly impact adjacent streets and intersections that have previously been identified as high crash locations.
- (7) The development has the potential to impact to key walking and biking routes, including, but not limited to school routes and multimodal street improvements identified in the Transportation System Plan, Parks Master Plan or other City approved plan.
- (8) An increase in the use of adjacent streets by vehicles exceeding the 20,000-pound gross vehicle weights by 10 vehicles or more per day;

(9) Existing or proposed approaches or access connections that do not meet minimum spacing or sight distance requirements as described by the City's Transportation System Plan or the City's Standards & Specifications Manual, or are located where vehicles entering or leaving the property are restricted, or such vehicles are likely to queue or hesitate at an approach or access connection, creating a safety hazard;

(10) A change in internal traffic patterns that may cause concern;

(11) A TIA required by ODOT pursuant to OAR 734-051; or

(12) Other potential transportation needs or concerns as requested by City Engineer or County or State jurisdictional authority.

(C) TIA Preparation. The TIA shall be prepared by a professional engineer with competence in traffic engineering, licensed in the State of Oregon. Prior to beginning work on the TIA, the applicant shall have a pre-scoping discussion with the City and/or other jurisdictional authorities to ensure that the proposed TIA scoping area and all required elements are included in the TIA.

(D) Traffic Analysis Letter (TAL). The City may require the completion of a TAL in cases where a full TIA may not be required. The TAL is to be prepared by or prepared under the direct supervision of a Professional Engineer, licensed in the State of Oregon.

(E) Approval Criteria. The TIA shall be reviewed according to the following criteria:

(1) The analysis complies with the content requirements set forth by the City and/or other jurisdictional authorities as appropriate;

(2) The study demonstrates that adequate transportation facilities exist to serve the proposed land use action or identifies mitigation measures that resolve identified traffic safety problems in a manner that is satisfactory to the jurisdictional authority;

(3) For affected City facilities, the study demonstrates that the project meets mobility and other applicable performance standards established in the City's Comprehensive Plan; Land Development Code; Transportation System Plan, and the City's Standards & Specifications Manual and includes identification of multi-modal solutions used to meet these standards, as needed; and

(4) Proposed design and construction of transportation improvements are in accordance with the design standards and the access spacing standards specified in the City's Comprehensive Plan; Land Development Code; Transportation System Plan, and the City's Standards & Specifications Manual.

(F) Conditions of Approval.

(1) The City may deny, approve, or approve a proposal with conditions necessary to meet operational and safety standards; provide the necessary right-of-way for planned improvements; and require construction of improvements to ensure consistency with the future planned transportation system.

(2) Construction of off-site improvements, including those related to bicycle and pedestrian facilities, may be required to mitigate impacts resulting from development that relate to capacity deficiencies and public safety; and/or to upgrade or construct public facilities to City standards.

(3) Where the existing transportation system is shown to be impacted by the proposed use, improvements such as paving; curbing; installation of or contribution to traffic signals; and/or construction of sidewalks, bikeways, access ways, paths, or streets that serve the proposed use may be required.

(4) Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on transportation facilities. Findings in the development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development.

(5) If the TIA identifies level of service conditions less than the minimum standard established in the Transportation System Plan or the City's Standards & Specifications document, improvements and funding strategies mitigating the problem shall be considered concurrent with the development proposal.

(6) Some required public improvements may be eligible for deferral, under the Land Development code and/or the City's Standards & Specifications document.

(7) Requests to modify adopted right-of-way or cross section widths shall be reviewed and approved by the City Engineer. If part of a land use application, the request shall be processed as a variance to public access requirements concurrently with the type of land use application being processed.

City Manager Update to Council

September 9, 2025

Public Safety / Dispatch

Recruitment efforts for Dispatch are progressing well, with 32 applications received within a couple of weeks, and one dispatcher who will have graduated from the academy by the time this report is delivered.

We have two new officers joining the team. Shane Rutherford, a Washington lateral officer, was sworn in last Tuesday and Harrison Moore, a South Carolina lateral, will be sworn in soon, if not already. Both will be introduced to Council in the near future.

Public Works

The ASR 2 well drilling and pump testing is complete. The pump and motor have been ordered and should be online by spring.

Staff continues to work on an aquatic & sports center financial feasibility study.

Crews are sawdusting meter boxes to help prevent freezing.

We are preparing a request for proposals (RFP) for the design of extending water and wastewater infrastructure for unconnected city residents to be able to connect to water and sewer.

Designs are being finalized for the annual waterline capital improvement project in the area of NW 7th, 8th and Fairmont.

Staff is looking at designs and costs for a wastewater septage receiving station, which would be an opportunity to generate revenue for the Wastewater Fund.

Railroad

The Railroad is back in business after the tenant fire that occurred. Our insurance company has been busy working with us, bringing in a third-party adjuster to assess any damages as well as a third-party fire investigator.

Meadow Lakes Golf

August closed again as a record-breaking month with increases in rounds of golf and all revenue categories for a total of \$217,114.

Airport

Wildfire activity has picked up again, and the tankers are very active. The County is building new hangars.

Planning

Despite reports of a national housing crunch, the Planning Department has received 54 housing permits so far this year. It looks to be on track as what was projected and may even exceed that if it keeps going as it has been.

Human Resources

Karee has been busy with recruitment for PD & Dispatch. Our assistant city engineer, Mike Kasberger will be retiring in April, so we will begin recruiting for an assistant city engineer. Congratulations, Mike, and we appreciate your years of service to the city.

Information Technology – No Update

Finance

We have one more month of the annual audit, and the auditors will be here in person to wrap things up in October.

City Recorder/Risk Management – No Update

City Legal – No Update

EDCO – No Update

Public Relations – No Update

Mayor/Council

Economic Development and Strategic – No Update

Other