

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
2018 GRANT APPLICATION**

APPLICATIONS DUE 4:00 PM, June 8, 2018

Note: This form must be filled out using the latest version of Adobe Acrobat or Reader. Download the latest version of Reader here: <https://get.adobe.com/reader/>

Download the Application, Application Packet, and Racial and Ethnic Impact Statement at: <https://www.oregon.gov/LCD/TGM/Pages/Grants.aspx>. Also on the web page are examples of successful TGM Applications, a list of all TGM grants to date, and help for developing a project approach and budget.

Type of Grant:	Category 1	ODOT Region (1-5):	Region 4
Primary Applicant Jurisdiction:	Klamath County		
Project Title:	Transportation System Plan (TSP) Update		
Mailing Address:	Klamath County		
	305 Main Street		
City/Zip:	Klamath Falls		97603
Contact Person:	Jeremy Morris		
Contact Person Title:	Public Works Director		
Telephone/Email:	541-883-4696	jmorris@klamathcounty.org	

	MATCH	
	YES	NO
Co-Applicants involved in the project:	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>

Summary Description of Project: This section must be completed. Do not refer to text within the application form. In no more than 1000 characters, describe the purpose of your project and the expected outcomes.

Klamath County needs to update its 2010 TSP. The 2010 TSP is out-of-date and is not as complete and robust as a modern TSP. The 2010 TSP lacks innovative multimodal treatments and guidance for balancing limited financial resources between maintenance and capital needs. The County has new planning needs that surfaced after the development of the 2010 TSP, including ADA access, speed reduction, and rural and school transportation safety. Thus, the 2010 TSP is not as useful to the County and partners (such as ODOT) as it needs to be.

An up-to-date and modern TSP is needed to help the County and ODOT identify, evaluate, and fund the County's transportation needs in a diligent, thorough, objective, transparent, and collaborative way. The updated TSP will develop specific transportation projects (with relative priorities and in more detail than found in the 2010 TSP) and specific program and policy recommendations. The TSP will update the Comprehensive Plan and Land Development Code.

2018 TGM Grant Application

Jurisdiction: Klamath County

Project Title: Transportation System Plan (TSP) Update

	TGM Funds Requested	Local Match*	Total Project Cost
Eligible Grantee Expenses [Labor (salary plus benefits) and Direct Expenses]	\$0.00	\$100,000.00	\$100,000.00
Consultant Personal Services	\$100,000.00		\$100,000.00
TOTAL	\$100,000.00	\$100,000.00	\$200,000.00

*This amount should be a minimum of 12 percent of the total project budget, or: \$13,636.00

Type of match to be provided:

Certifications

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions.

This application was prepared by the following compensated consultant:

Consultant Name:

Consultants may prepare the jurisdiction's application. However, uncompensated consultants are not eligible to participate in the project itself. Consultants who are paid to prepare the application may be eligible to participate in the project. Contact [Cindy Lesmeister](#) at 503-986-4349 if you have questions.

By checking this box, I certify that **Klamath County** supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation and Growth Management funds. I further certify that matching funds are available or will be available for the proposed project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project.

Date:

2018 TGM Grant Application

Jurisdiction: Klamath County

Project Title: Transportation System Plan (TSP) Update

Eligibility Requirements

The following three eligibility requirements are reviewed on a pass/fail basis. Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

1. Clear Transportation Relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation of alternative scenarios, development of implementation measures, and public involvement that results in a transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance. 1000 character limit.

The County's current TSP was adopted in 2010. Since then, the community has placed increased importance on (1) transforming its auto-focused transportation system to a system of Complete Streets and multimodal choices that serve all users, (2) improving public health via transportation investments, and (3) balancing limited financial resources between capital investments and maintenance costs. Such changes are consistent with State and Federal initiatives, including the goals of the TGM program. Updating the TSP with a focus on multimodal choices, as well as safety needs, freight needs, sustainable transportation, and active transportation will help the County identify, plan, fund, and implement cost-effective transportation projects that respond to and support community transportation needs, support land use goals, support economic growth, and benefit community health. TGM grant funding is essential for data collection, analysis, alternatives assessment, and stakeholder involvement.

2. Adoption of Products to meet Project Objectives

A proposed project must include preparation of an adoption-ready product or products that lead to a local policy decision and that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects are expected to include adoption hearings or will be part of a larger project to be adopted. 800 character limit.

The final product will be a complete updated TSP adopted by the County Board of Commissioners. Once adopted, the updated TSP will be used to implement transportation projects that reflect County goals and priorities, make efficient use of funds for capital investment and operational maintenance, and assure compliance with current State and Federal regulations. It will also be used as the transportation element of the County Comprehensive Plan, provide updates to the Land Development Code as applicable, and be used as the foundation of transportation project-specific grant applications.

County staff and the project team will work to ensure that development of the updated TSP follows the appropriate public notice and outreach processes in order to be adopted.

3. Support of Local Officials

A proposed project must clearly demonstrate that local officials, both the primary applicant and any co-applicants, understand the purpose of the grant application and support the project objectives. A letter or resolution of support from the governing body of the applying jurisdiction (e.g. City Council, Board of Commissioners, or Transit Board) must be submitted with the application to meet this requirement. 400 character limit.

The County Board of Commissioners has provided a letter in support of the TSP update and TGM grant application. The Commissioners understand that the TSP update will help the County make better decisions about its multimodal transportation system by refining goals, identifying needed transportation projects, and developing a funding plan for managing the transportation system.

2018 TGM Grant Application

Jurisdiction: Klamath County

Project Title: Transportation System Plan (TSP) Update

Award Criteria

Applications are scored on a range of criteria and receive up to 100 points. Projects are selected primarily based on the points scored; also considered are the grant amounts requested, the estimated amounts TGM believes may be required to complete a project, the amount of grant dollars available for award within a geographic region, and the balance of grant dollars between Category 1 and Category 2 projects. A scoring consideration is ensuring a fair distribution of grant funds to smaller or economically distressed communities.

1. Proposed project addresses a need and supports TGM objectives (up to 40 points)

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives.

The County needs to update its 2010 TSP. The 2010 TSP is out-of-date and is not complete and robust enough to be as useful to the County and its partners (such as ODOT) as it needs to be. Since the 2010 TSP was adopted, the community has placed increased importance on (1) transforming its auto-focused transportation system to a system of Complete Streets and multimodal transportation options that serve all users, (2) improving public health through transportation decisions, and (3) balancing limited financial resources for capital investments and existing and future operations maintenance. Klamath County is a rural and aging community, as documented in the Coordinated Transit Plan update, which further prioritizes the need for transportation options and access. In addition, County health rankings have regularly placed Klamath County as one of the poorest-performing counties in Oregon; therefore, it is a priority of the County to provide active transportation choices, as shown by the recent support for the County's first protected bike lane and by the County's status as a Healthy Klamath partner and a finalist for the Robert Wood Johnson Foundation Culture of Health Prize, which rewards communities that have prioritized improving residents' health. The County's transition toward increased multimodal transportation options, improved public health, and more effective and efficient use of transportation funds is consistent with State and Federal plans and initiatives, including the TGM program, the Transportation Planning Rule, and ODOT's modal plans.

The County also has new planning needs that surfaced after the development of the 2010 TSP. These new needs include ADA access, speed reduction, and rural and school transportation safety. A significant amount of work on transportation plans and projects has occurred in Klamath County during the past eight years. The County's updated TSP needs to consider, incorporate, and coordinate with this work, as applicable. Plans and projects that have been completed or are in process include the Urban Area Transportation System Plan, Klamath Falls Trails Plan, OR 140 Road Safety Audit, Brett Way Project, Basin Transit Service and Klamath Tribes Coordinated Human Services Public Transportation Plan, Basin Transit Service Transit Development Plan, Oregon Avenue Protected Bike Lane, Safe Routes to School Plans, Neighborhood Traffic Calming Plans, the ongoing Chiloquin Community Pedestrian and Bicycle Plan, and the ongoing Klamath Tribes Long Range Transportation Plan.

An up-to-date and modern TSP is needed to help the County and ODOT identify, evaluate, and fund the County's transportation needs in a diligent, thorough, objective, transparent, and collaborative way. The projects listed in the 2010 TSP do not include the prioritization and detailed needs justification necessary for planning and programming purposes. The updated TSP will develop specific transportation projects, project priorities, and specific program and policy recommendations in more detail than found in the 2010 TSP. An up-to-date TSP will support updating the Comprehensive Plan and updated Land Development Code.

Updating the 2010 TSP supports the TGM goals and objectives as follows.

Goal 1 - Provide transportation choices.

The 2010 TSP was adopted when the focus of transportation investments in most communities was shifting from roadway capacity to multimodal mobility. However, the 2010 TSP did not fully embrace this shift. The 2010 TSP does not include any Complete Streets projects. The updated TSP will fully embrace this shift by addressing multimodal transportation choices to a degree not found in the 2010 TSP. It will improve multimodal transportation access and connectivity across the community, lead to the development of an active transportation network, and integrate Complete Streets principles into planning and design decisions (including land use decisions). It will address freight transportation needs and opportunities. It will use the latest transportation safety research and evaluation procedures to identify safety improvements for all users that can be implemented through capital projects, maintenance, and programs/policies. The updated TSP will consider the role of transportation network companies and connected/automated vehicles in providing multimodal access and mobility across the County.

Goal 2 - Create communities.

The updated TSP will identify areas where changes in land use have occurred since 2010 and forecast changes in land use patterns over the next 20 years, based on current and historical land development patterns. It will identify desirable land use changes (e.g., compact development) and related policy changes (e.g., development incentives) that will make the most effective use of transportation investments. The updated TSP will identify projects that safely connect communities and safely connect origins and destinations via multimodal transportation options. Integration of Complete Streets principles into the updated TSP will balance needs for all users in specific local contexts and enhance the appeal of corridors and sub-areas. The updated TSP will consider the role of transportation network companies and connected/automated vehicles in providing multimodal access and mobility within and between communities.

Goal 3 - Support economic vitality and growth.

The updated TSP will identify transportation investments to effectively maintain access to and grow the County's existing industries (including tourism and recreation) and support the transportation needs of residents, businesses, and visitors (including freight transport). The updated TSP will consider the need for funding for existing and future operations and maintenance costs. Integration of Complete Streets principles into the updated TSP will contribute to economic vitality (as research shows Complete Streets projects can do). The updated TSP's focus on multimodal connectivity and options for all users will support the development of attractive linkages between homes, jobs, and schools. The updated TSP will consider the role of transportation network companies and connected/automated vehicles in providing supporting economic growth.

Goal 4 - Save public and private costs

The updated TSP will identify land use, policy changes, programmatic changes, and capital improvement projects that make the most effective use of transportation investments. The updated TSP will include plan elements that have been prioritized based on the community's transportation goals and objectives. The plan will consider the limited funding available and the need to continue maintaining the County's transportation system. The TSP will consider modern approaches to improving the efficiency and safety of the transportation system (e.g., actuated traffic control systems, weather warning systems to improve safety, and road diets to make better use of available capacity for all users).

Goal 5 - Promote environmental stewardship

The updated TSP will help the County identify, plan, fund, and implement sustainable transportation projects that respect the role that natural resources play in the County's economics and culture and preserve the livability of the community. The County's commitment to providing multimodal transportation choices will lead to the development of more sustainable transportation options.

2. Proposed project is timely and urgent (up to 25 points)

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 or lack of growth, changes in land use patterns, or changes in available funding; build on, complement, or take a necessary step toward completing or implementing 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.

Regarding the timeliness of the TSP update:

The 2010 TSP is already out-of-date and is not complete and robust enough to be as useful to the County and its partners (such as ODOT) as it needs to be. Many of the projects have been completed, and the lack of priorities, project justification, and current cost estimates makes it difficult for the County and ODOT to plan future improvements. The 2010 TSP does not reflect the increased importance of transforming the auto-focused transportation system in the county to a multimodal transportation system. The County's regular health rankings as one of the lowest counties in Oregon emphasizes the need for a Health Impact Assessment that creates active transportation options for the County. An updated TSP will enable the County to more readily develop and implement projects that are consistent with State and Federal plans and initiatives. The County also has new planning needs that surfaced after the development of the 2010 TSP. These new needs include ADA access, speed reduction, and rural and school transportation safety, and addressing these needs is important to the community.

Regarding the urgency of the TSP update:

The TSP update is needed to provide guidance (e.g., establish project priorities) to assist the County, ODOT, and other County partners in making the most cost-effective and beneficial use of financial resources. Many of the projects in the 2010 TSP have been completed, and the lack of priorities, project justification, and current cost estimates makes it difficult for the County and ODOT to plan future improvements. The County needs a current TSP that incorporates all of the plans and projects from the past eight years, including many of the recent speed reduction and school transportation safety plans, in order to apply for grant funding and implement additional projects.

3. Proposed project approach is reasonable (up to 20 points)

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.

The requested funding will be used to update the 2010 TSP. A consultant is expected to lead the project work; prepare analyses, reports, and graphics; and facilitate stakeholder engagement. County staff will provide data, review work products, and support stakeholder engagement. County staff will also present the updated TSP for adoption by the County Board of Commissioners when it is complete.

Project management and stakeholder engagement activities will be conducted throughout the project. Work will be guided by a technical advisory committee (TAC) and project advisory committee (PAC). The TAC and PAC will include representatives from County departments, Chiloquin, Bonanza, Klamath Falls, Merrill, ODOT, DLCD, County Commissioners, as well as other stakeholders. These other stakeholders may include Klamath Tribes, Basin Transit, representatives of the freight industry, representatives from natural resources groups (water, farming, wildlife, etc.), Klamath County School District, Pedestrian and Bicycle committees, emergency services, and other members of the public. Meetings will be located and scheduled to engage the entire County, considering the large geographic area.

Expected work tasks and deliverables are the following:

Task 1. Context

Review relevant plans and policies to establish context and coordination needs. Update TSP goals, objectives, and evaluation criteria for appropriateness and reasonableness. The TAC and PAC will be engaged to provide significant input on the County's goals, objectives, and evaluation criteria. Develop stakeholder engagement plan. Complete a technical memorandum. Conduct TAC and PAC meetings.

Task 2. Existing and Future Conditions

Inventory existing, planned, and programmed transportation infrastructure for all modes (including freight). Assess existing, planned, and programmed infrastructure with respect to the updated goals, objectives, and evaluation criteria of Task 1. Assess existing, planned, and programmed infrastructure with respect to specific County transportation concerns including ADA access, public health, speed reduction, rural safety, and safe school transportation. Identify needs, missing elements, and opportunities. Complete a technical memorandum. Conduct TAC and PAC meetings. Conduct a public meeting.

Task 3. Alternatives Analysis

Develop, assess, prioritize, and cost detailed alternatives to address transportation needs and update modal plans based on the transportation evaluation criteria developed in Task 1. Complete a technical memorandum. Conduct TAC and PAC meetings.

Task 4. Preferred and Cost-Constrained Alternatives

Review County funding sources, expenditures, and business model. Identify business model changes to balance maintenance and capital improvements needs. Identify potential new funding sources. Develop a preferred alternative and a cost-constrained alternative (each containing sets of multimodal projects). Prepare a financial plan based on the preferred alternative. Complete a technical memorandum.

Task 5. Draft TSP

Prepare the draft TSP including needed projects and recommendations for revisions to County plans, policies, regulations, and standards. Prepare detailed, grant-ready project and program prospectus sheets. Conduct TAC and PAC meetings. Conduct a public workshop.

Task 6. Final TSP

Prepare the final TSP. Adopt the final TSP. Conduct County Board of Commissioners hearing.

Stakeholder engagement will be a key component of all work tasks. Given the size and wide distribution of population centers in the county, the project's stakeholder engagement plan will include the strategic use of innovative tools such as on-line meetings and interactive mapping and commenting interfaces. Public meetings will occur at times and in locations that maximize opportunities for all residents to participate. At least one public meeting is likely to occur in Chiloquin to capture input and needs from the northern area of Klamath County. The stakeholder engagement plan will also allow for stakeholder interviews and meetings with specific stakeholder groups.

4. Proposed project has community support (up to 5 points)

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

The TSP update has the support of the County Planning Department and Planning Commission, the Klamath County School District, the City of Klamath Falls, and the South Central Oregon Area Commission on Transportation (SCOACT). The attached letters demonstrate these entities' understanding of the purpose of the TSP update and their support of that purpose.

List attached letters of support on Application Checklist.

5. Proposed project sponsor readiness and capacity (up to 10 points)

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 will need to occur, all of the partners are ready and able to begin the project within the TGM timetable.

A detailed schedule of milestones and deliverables will be developed at the beginning of the project to guide the project team and stakeholders to timely project completion.

County staff managed the 2010 TSP update and are already familiar with the TSP update process. For this TSP update, the County is committed to providing staff from multiple departments and a County Commissioner for the purpose of overseeing the TSP update and ensuring that the work is completed in a timely manner. Ensuring timely completion includes making sure that input from County staff and Commissioners is received on schedule.

County staff will develop a 10- to 20-year Capital Improvement Plan and costs for road, bridge, ADA, and other projects. County staff will also assist with creating the TAC/PAC rosters, providing community meeting notices and outreach, conducting an ADA inventory, providing GIS data, and compiling and providing financial data.

The TSP update relates primarily to County infrastructure but will include communities within the county (e.g., Bonanza, Chiloquin, Malin, and Merrill). These communities will be informed about project activities and invited to meetings in order to facilitate open communication, opportunities to collaborate in the development of specific projects and programs, and data-sharing. The County routinely and successfully works with local communities to implement transportation projects. These include road maintenance projects in Chiloquin and Bonanza, replacing school signage in Malin, and striping roadways in all incorporated and unincorporated communities. The County collaborates with the School District and funds school access projects as well as bicycle, pedestrian, and parking projects along school frontage.

The County previously received a TGM grant for the South Sixth Street Development Plan (1993).

6. Up to 10 Bonus Points: 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 health impact assessments or economic impact analysis as part of the evaluation of transportation alternatives or will include an innovative multimodal analysis.

DO NOT answer criterion #6 separately. Scores will award points based on the entirety of the application. By the nature of this criterion, most projects will not receive any points.

2018 TGM Grant Application Checklist

Jurisdiction: Klamath County

Project Title: Transportation System Plan (TSP) Update

Application materials must include in separate files:

Grant Application form (12 pages max, including Application Checklist)

Supplemental Materials:

Project area map

Resolution or letter of support from governing body of applying jurisdiction(s) (eligibility criterion #3)

Optional additional letters of support from stakeholders (award criterion #4)

List attached letters of support:	
1.	Klamath County Planning Department and Planning Commission
2.	Klamath County School District
3.	City of Klamath Falls
4.	South Central Oregon Area Commission on Transportation
5.	
6.	
7.	
8.	

Racial and Ethnic Impact Statement

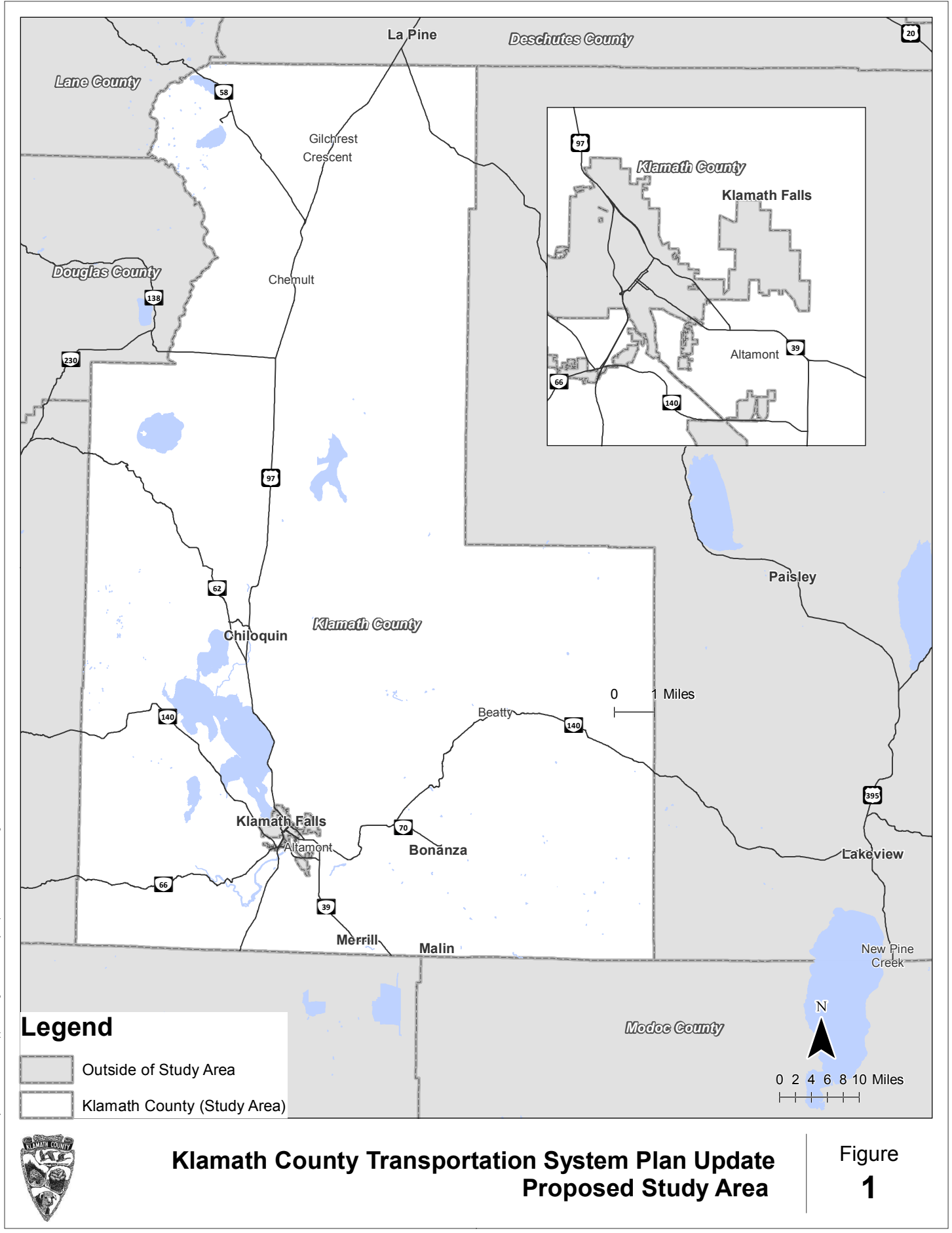
Submit the grant application and all supplemental materials by emailing as email attachments to TGMGrantApps@odot.state.or.us.

If your materials exceed 9 MB, divide them into two emails. Put the jurisdiction name and project name in the subject line, along with 1 of 2 and 2 of 2. Request a Read Receipt if you want confirmation that your application has been received.

If you encounter any issues with the submittal process, contact:

Rebecca Coffelt, Planning Section Web Coordinator

Rebecca.D.Coffelt@odot.state.or.us, 503-986-4254



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Klamath County Transportation System Plan Update Proposed Study Area

Figure
1

Coordinate System: NAD 1983 Oregon Statewide Lambert Feet Intl
Data Source: US Census



Board of Commissioners

Donnie Boyd, Commissioner
Position One

Kelley Minty Morris, Commissioner
Position Two

Derrick DeGroot, Commissioner
Position Three

June 5, 2018

TGM Grant Review Committee,

RE: Klamath County Transportation System Plan – Funding Request for Update

We are providing this letter of support for our Public Works Department to apply for the Transportation and Growth Management Grant (TGM) for funding to update our Transportation System Plan (TSP). We met previously at a public meeting and discussed the application and need for updating our TSP, and voted to support the submittal of the application.

We look forward to working with the Oregon Department of Transportation to better define long range planning/transportation goals for Klamath County. By updating our TSP we believe Klamath County will be able to make better decisions about land use planning, operations and maintenance of our transportation system, identify future transportation/growth projects, provide a financial model (grants, SDC's, etc.) for managing our roads and bridges, and develop how to use our transportation network to achieve better multi-modal use of our system, as many land use and infrastructure projects have occurred since our plan was created in 2008 (adopted in 2010).

We understand there will be some cash match in addition to in-kind labor from our Public Works Department and we are prepared to bring upwards of \$100,000 to this effort.

Thank you for the opportunity to apply for the TGM grant funding. Please contact us if you have any questions or need additional information.

Sincerely,


Donnie Boyd
Vice Chair

Kelley Minty Morris
Commissioner

Derrick DeGroot
Chair

June 5, 2018

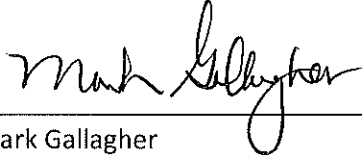
RE: Klamath County Transportation System Plan – TGM Grant Funding

The Klamath County Planning Department and Planning Commission support the efforts of the County to update their Transportation System Plan. We understand the importance of having good planning documents in place in order to help guide land use, transportation, manage assets/priorities, and make financial decisions.

The Transportation System Plan is very important to our Planning Department to help assist with making local land use and comprehensive plan decisions.

Please call or email if you have any questions or need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Gallagher", written over a horizontal line.

Mark Gallagher
Klamath County Planning Director



Superintendent

Inspiring Today's Students To Meet Tomorrow's Challenges

2845 Greensprings Drive • Klamath Falls, OR 97601 • PHONE 541-883-5000 • FAX 541-883-6677
E-mail: thede@kcsd.k12.or.us

June 4, 2018

RE: Klamath County Transportation System Plan Update

The Klamath County School District and our Board fully support Klamath County applying for funding to update the County Transportation System Plan (TSP). An updated County TSP would help the School District plan out future projects, bus routes, and student walking/biking plans.

We feel that any improvement to the safety of our County roads and bridge network is worth pursuing. There are several crossings at existing schools that we would like to see improved in the future including but not limited to Brixner's crossing at Homedale, Ferguson's crossing at Homedale, and the Stearns Elementary street network (lack of sidewalks and bike lanes).

In our opinion, the County's current TSP is not useful as it does not provide sufficient detail for current or future projects. We would support the County updating their TSP by our staff/management participating in the process.

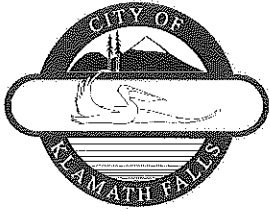
Please let me know if you have any questions.

Sincerely,

Greg Thede
Klamath County School District Superintendent
541-883-5000

If you have a disability and need this publication in an alternate format, please contact the Klamath County School District Superintendent's office at 541-883-5000.

Bonanza Schools/Brixner Junior High/Chiloquin Elementary/Chiloquin Jr.-Sr. High/Falcon Heights/Ferguson Elementary/Gearhart Elementary/Gilchrist Schools/Great Basin Homeschool Center/Henley Elementary/Henley Middle/Henley High/Keno Elementary/Klamath County Transition Program/Lost River Jr.-Sr. High/Malin Elementary/Mazama High/Merrill Elementary/Peterson Elementary/Shasta Elementary/Stearns Elementary



CITY OF KLAMATH FALLS, OREGON
500 KLAMATH AVENUE – P.O. BOX 237
KLAMATH FALLS, OREGON 97601



June 4, 2018

Re: Klamath County Transportation System Plan Update

To Whom This May Concern:

The City of Klamath Falls supports Klamath County's application for Transportation Growth Management funding to update their Transportation System Plan. The City and County have many transportation projects and land use areas where a cohesive approach to transportation system planning will benefit both agencies.

The City has developed an Urban Growth Boundary TSP and Urban Trails Master Plan in the past several years (post 2010) that are not acknowledged in the County's current TSP. In addition, growth and infill has occurred (and will continue) that needs to be captured in an updated TSP.

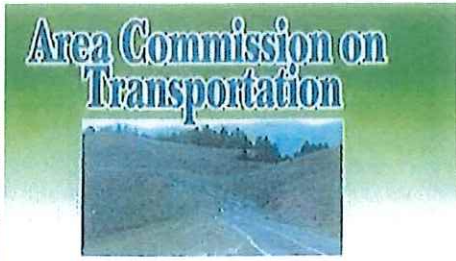
Several projects have recently been discussed inside the UGB (outside City limits) that can impact the City. We supply the domestic water to the County suburban area. When the County commissions a large road project, typically the County would request our waterline to be relocated. These relocation costs add up and we need to be able to plan ahead when a utility relocate could cost millions of dollars. For example, the recently completed Altamont Drive corridor took nearly 10 years to complete the road and utility network. Needless to say, these types of projects need to be identified so the City and County can better plan our future capital expenditures.

A project that is on the horizon is the Stearns Elementary School Corridor Upgrade Project. This project is a County project that is not captured in the UGB TSP nor the County TSP. It is roughly a 6-year, \$8,000,000 roadway project which does not include the utility relocate portion. The goal of this project is to improve system efficiency and safety by providing a collector style street with curb/gutter and sidewalk around Stearns Elementary School. The utility relocation efforts for this project would be a multi-year and multimillion dollar project.

Please accept this letter as the City of Klamath Falls' support for the County's efforts to update their Transportation System Plan.

Sincerely,

Mark Willrett, P.E.
Public Works Director



Serving Klamath & Lake Counties

PO Box 1529
Klamath Falls, OR 97601

June 5, 2018

RE: Klamath County Transportation System Plan Update – SCOACT Letter of Support

To whom it concerns,

The South Central Oregon Area Commission on Transportation (SCOACT) would like to offer a letter of support to Klamath County to assist in pursuing funding to update their Transportation System Plan (TSP).

TSP's are very important to Area Commissions on Transportation to help us identify regional priorities at the local jurisdiction level and for state transportation highway systems. It also helps us and the local jurisdictions with financial planning for our current and future transportation systems.

Please accept this letter as the SCOACT's support for the County's efforts to update their Transportation System Plan.

Sincerely,

A handwritten signature in blue ink, which appears to read "Brad Winters", is written over a horizontal line.

Brad Winters
SCOACT Chair

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:

- | | |
|--|--|
| <input type="checkbox"/> Women | <input type="checkbox"/> Asians or Pacific Islanders |
| <input type="checkbox"/> Persons with Disabilities | <input type="checkbox"/> American Indians |
| <input type="checkbox"/> African-Americans | <input type="checkbox"/> Alaskan Natives |
| <input type="checkbox"/> Hispanics | |

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:

- | | |
|--|--|
| <input type="checkbox"/> Women | <input type="checkbox"/> Asians or Pacific Islanders |
| <input type="checkbox"/> Persons with Disabilities | <input type="checkbox"/> American Indians |
| <input type="checkbox"/> African-Americans | <input type="checkbox"/> Alaskan Natives |
| <input type="checkbox"/> Hispanics | |

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

If you checked numbers 1 or 2 above, please provide below the rationale for the 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.

By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.

Dated: 6/7/18

Printed Name: Jeremy Morris

Title: Director

Agency Name: Klamath County Public Works

¹ "Minority person" 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.