



**REGIONAL SOLUTIONS OFFICE**  
**GOVERNOR KATE BROWN**

**South Central Oregon Regional Solutions Advisory Committee**

*Representing Lake and Klamath Counties*

**AGENDA**

Monday August 14<sup>th</sup>, 2017

1:00 pm – 3:00 pm

Lake County Commissioners' Room  
Lakeview, OR

Call in: 1-888-557-8511  
Participant code: 9470233

- I. Introductions
  
- II. Legislative De-Brief
  - A. Governor's Office and Regional Solutions Budget – Annette Liebe
  - B. Economic Development Programs- Larry Holzgang, Business Oregon (Crescent Sanitary District)
  - C. Transportation Package and upcoming project identification process – Jarod Johnson, ODOT
  
- III. Regional Priorities update
  - A. Review/discussion of revisions
  - B. Public comment
  - C. Decision on Committee modifications to regional priorities

Adjourn

*The meeting location is accessible to persons with disabilities. To request an interpreter for the hearing impaired or for other accommodations for persons with disabilities, please make requests at least 48 hours before the meeting to Lisa Howard at 503-378-6502; at [Lisa.Howard@Oregon.gov](mailto:Lisa.Howard@Oregon.gov); or by TTY: Oregon Relay Services at 1-800-735-2900*

**CENTRAL OREGON REGIONAL SOLUTIONS CENTER**  
1011 SW EMKAY DR., SUITE 108, BEND, OR 97702

South Central Regional Solutions Advisory Committee

July 30, 2017

This memo summarizes the priorities last updated in October 2016. At the May 2017 Committee meeting the committee heard from members and partners about their priorities. Those priorities were summarized in the meeting summary and are listed below. During the August 14<sup>th</sup> meeting we will review progress for each of these priorities and the committee will discuss the draft modifications on page 3.

**PURPOSE:** Engage all resources in the community (public, private, and civic) to shape the region's future and accelerate and complete on the ground economic and community development projects.

**I. Existing Priorities:**

A. High Focus Priorities

- 1) Infrastructure
  - a. Water systems (Chiloquin, Malin, Merrill)
  - b. Wastewater/Sewer (Bonanza, Crescent)
  - c. Natural gas (Lakeview)
  - d. Broadband
- 2) Availability and marketability of industrial land
- 3) Business retention, expansion and attraction
  - a. Support entrepreneurship and small businesses
  - b. Renewable energy and Energy efficiency
  - c. Food processing/value added agriculture
  - d. Remove air quality impediments to economic development
- 4) Regulatory alignment and technical assistance

High Focus Priorities: the committee, coordinator and team will actively engage in seeking solutions and projects that contribute to successful outcomes for the priority.

B. Support Priorities

- 1) Water Storage for agriculture
- 2) Transportation (rail, highways, airports, and local roads)
- 3) Workforce Training
- 4) Workforce Housing
- 5) Downtown Revitalization
- 6) Improve forest health and access federal timber resources

Support Priorities: the committee, coordinator and team will monitor, engage and support as needed and requested. The coordinator/team will continue working with communities opportunistically to address these priorities and to serve as a catalyst for their successful accomplishment.

## **II. Priorities from May Committee discussion**

### **South Central Economic Development District**

1. Klamath Water Quality and the need to get permits updates once the Total Maximum Daily Load is issued.
2. Business to business incubation examples are websites and signs. Initiate an incubation process that connects businesses.
3. Workforce
  - a. Trades/contractors
  - b. Connect high schools, KCC, OIT and ECWIB to increase internships.
4. Retain existing employers in Lake County. Key issues are the rail access and ensuring a quality log supply adequate to support Collins Mill. Finding economic use of the perlite fines a byproduct from Cornerstone Minerals. There are ranchers currently trying it out as a soil amendment to retain water.
5. Housing Stock – this is an issue for both Klamath Falls and Lakeview. Both communities have significant numbers of federal employees who have a hard time finding a house when they are considering moving to town. The hospitals have similar challenges.
6. Downtown revitalization.
7. Succession planning for businesses, e.g. small grocery stores. Several in Lake County are up for sale. These stores serve as anchors in their communities e.g. Adel, Christmas Valley. There is work being done now as part of the sector strategy work to assist with succession planning for agriculture. This will also include general business skills such as time management and communication.
8. Branding the region for agricultural and cultural tourism. Rural Tourism Studios in Klamath County later this year should help with this. Wayfaring signs are also a priority.

### **Klamath County Economic Development Association**

1. Ready to work/ready to build business climate. Focus on getting sites certified and marketed
2. Labor Force skills assessment. What do we have? Align study with key clusters. KCEDA just beginning the cluster work that identifies what Klamath County is competitive for. Publish a report to the web and create a labor force brochure based on target industry staffing profiles.
3. Capitalize on the Connect Oregon grant at the airport; need tenant for the hanger. Capitalize on airspace that is available and KCC's aviation and technology curriculum.
4. Commodity flow study – identify what's coming through the region- where is stuff coming from? Going to? How does the region capitalize on the increasing heavy haul truck traffic?
5. Need to build ready industrial and shared work space.
6. Klamath IDEA

### **III. DRAFT Recommendation for discussion**

#### High Focus Priorities

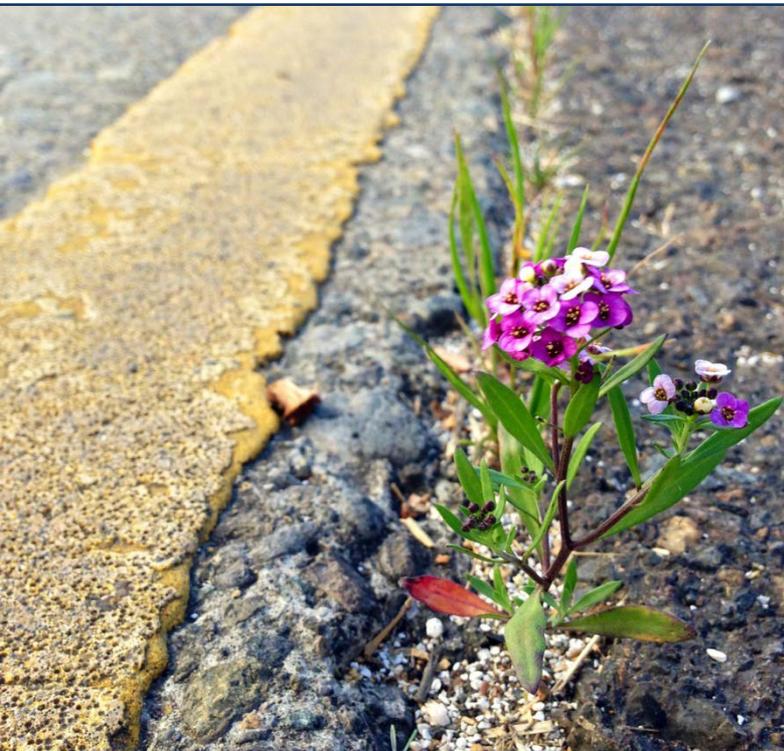
1. Infrastructure
  - a. Natural gas (Lakeview)
  - b. Rural Broadband
2. Shovel ready industrial land
3. Support entrepreneurship and small businesses
4. Agriculture/food processing/value added agriculture
5. Downtown Revitalization
6. Workforce Housing – increase stock of available attractive homes, not just affordable housing.
7. Workforce training – especially in the trades and connecting high school students with internships.
8. Regulatory alignment and technical assistance

High Focus Priorities: the committee, coordinator and team will actively engage in seeking solutions and projects that contribute to successful outcomes for the priority.

#### Support Priorities

1. Transportation (rail, highways, airports, and local roads)
2. Increase pace and scale of forest restoration.
3. Reduce impediments to economic development by issuing water quality permits once the Klamath River water quality plan is issued.

Support Priorities: the committee, coordinator and team will monitor, engage and support as needed and requested. The coordinator/team will continue working with communities opportunistically to address these priorities and to serve as a catalyst for their successful accomplishment.



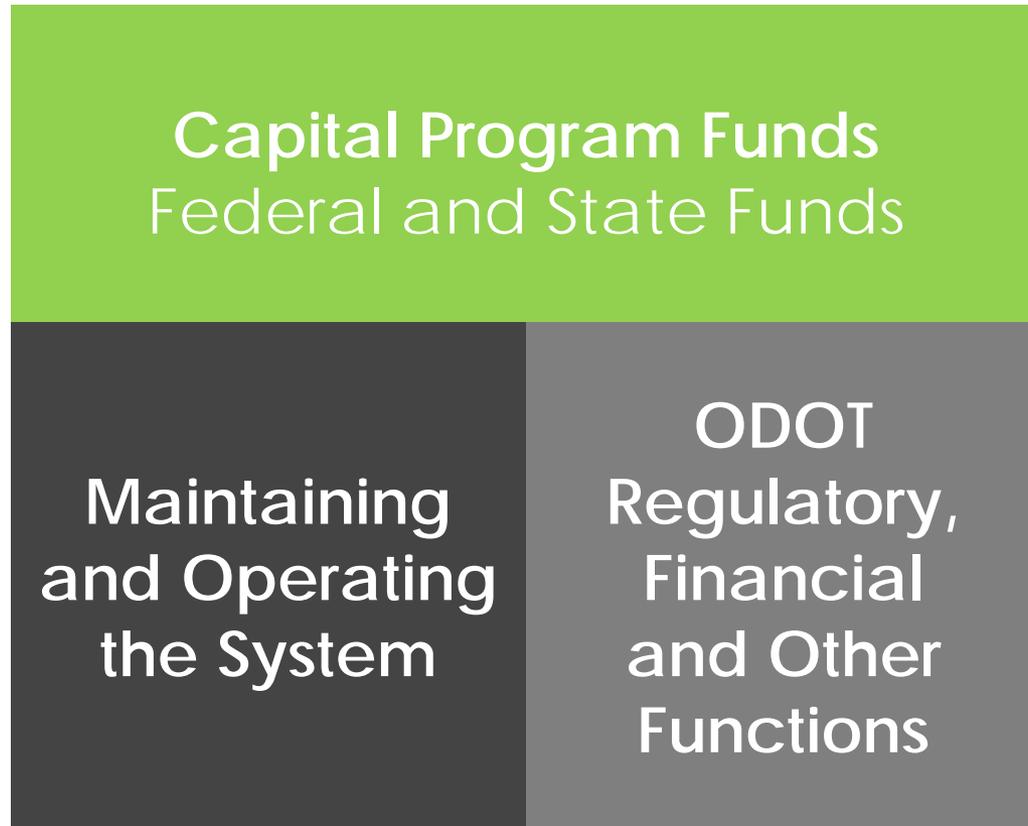
2021-2024

Statewide Transportation  
Improvement Program



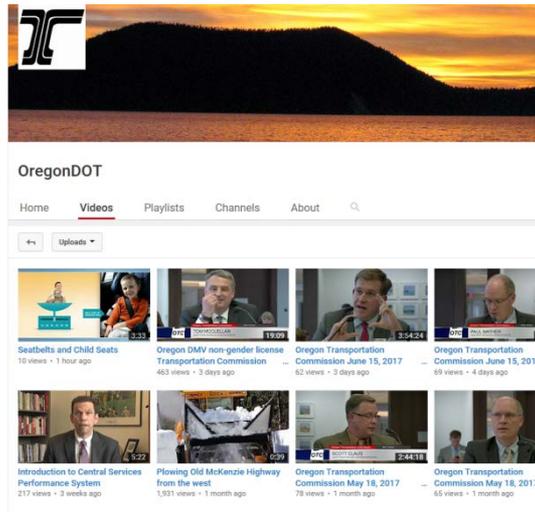


# What's a STIP?





Transparency



Accessibility



Openness





# How ODOT will engage stakeholders

Engage at meetings

Regular e-mail updates and online OTC materials

Actively seek input to OTC





# 2021-2024 STIP Schedule

Program Allocation	Project Selection	Public Review And Approval
Summer-Fall 2017	Winter 2017-Fall 2019	Fall 2019-Summer 2020
Commission allocates funding among programs	Review STIP considerations	Develop draft STIP
	Develop preliminary project lists (150% lists)	Commission releases for public comment
	Scope preliminary projects	Commission approves final STIP
	Develop and finalize recommended project lists (100% lists)	FHWA and FTA approval



# The Big Question

**How should the state allocate funds among the categories?**

- How much funding should we dedicate to non-highway and local programs?
- What is the appropriate funding level for highways?
- Among highway programs, what is the appropriate split between Fix-It, Safety, and Enhance?





# Timeframe for Program Allocation

July

August

September

October

November

Timeline  
and  
funding  
framework

Non-  
highway  
and local  
programs

Highway  
conditions  
and  
funding  
scenarios

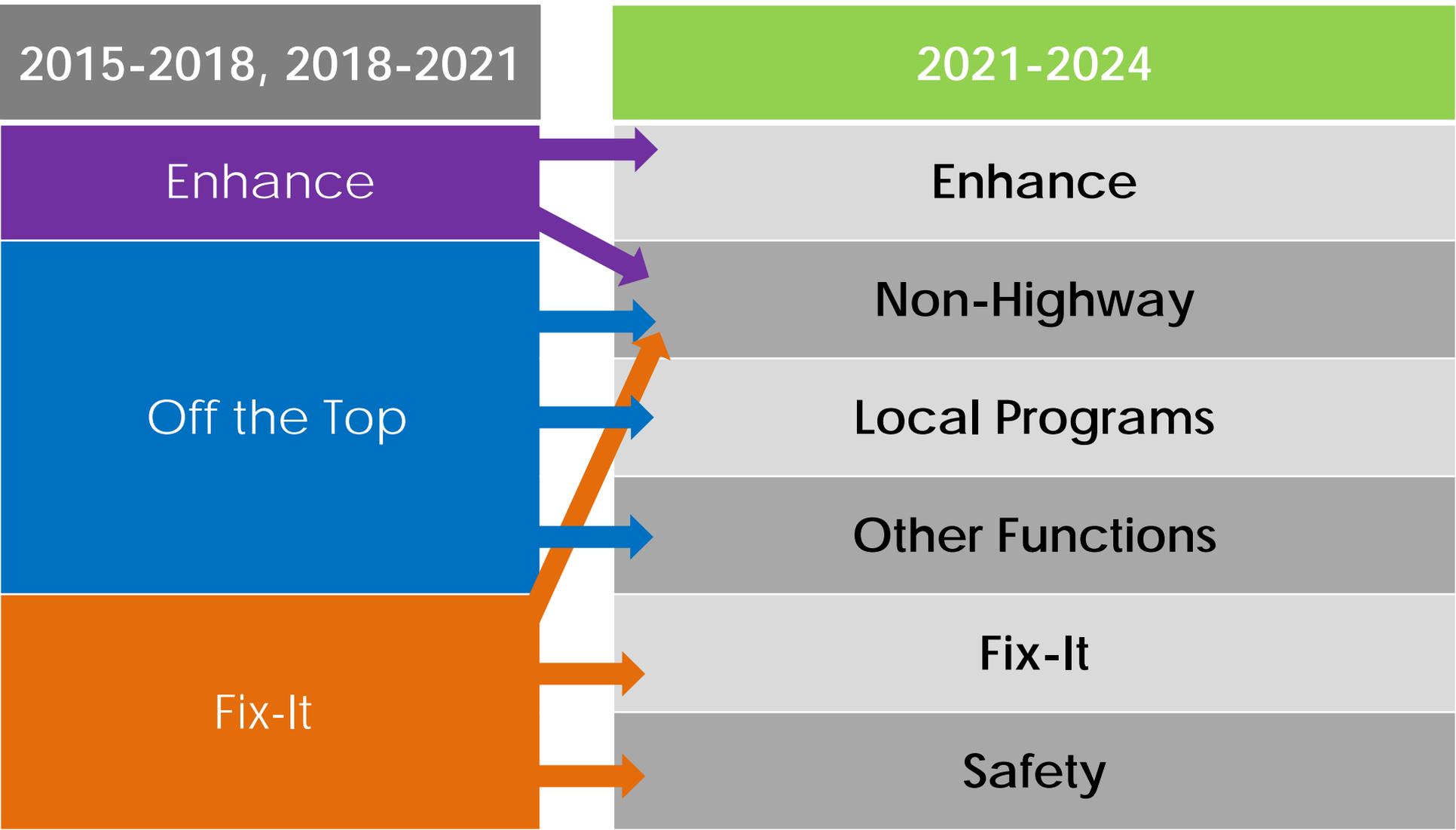
Discuss  
funding  
scenarios  
with stake-  
holders

Approve  
funding  
scenario





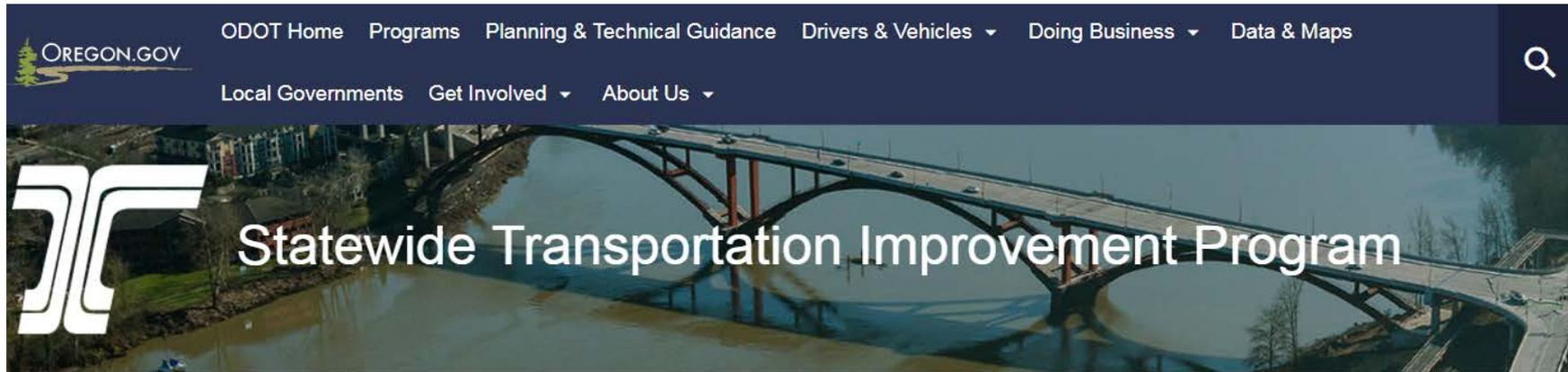
# Funding Categories for 2021-2024



# For More Information

Go to [www.oregon.gov/odot/stip](http://www.oregon.gov/odot/stip)

To sign up for e-mails, take our survey, or get additional information



### About the STIP

- [What is the STIP?](#)
- [STIP Basics Video](#)
- [Transportation Funding](#)



### Project Lists

- [Projects Under Construction](#)
- [Project Map](#)
- [Current STIP \(2015-18\)](#)
- [Future STIP \(2018-21\)](#)



### Get Involved

- [Sign Up for Email Updates](#)
- [Transportation Funding Survey](#)
- [Submit a Comment](#)
- [Area Commissions on Transportation](#)
- [Region and Statewide Contacts](#)



# HB 2017-10

- a brief overview -

## Transportation Investments



### Safety, Preservation, Maintenance & Seismic

Raises funds to improve state's bridges, highways and culverts, and make safety and seismic investments.

Provides historic levels of investment to cities and counties for maintenance of local infrastructure.



### Multimodal Transportation

Provides funding in the first biennium to Connect Oregon program and directs funds for both the Treasure Valley Transmodal Facility and the MidWillamette Valley Transmodal Facility. Creates a funding mechanism that makes Connect Oregon a permanent program.



### Public Transit

Makes new substantial statewide investment in public transit to improve the connectivity and frequency of bus service in rural and urban communities.



### Bicycle & Pedestrian

Creates dedicated investments for bicycle and pedestrian commuter paths in Connect Oregon.

Provides \$10 million per year for Safe Routes to Schools increasing to \$15 million in 2023. Plus 1 percent of state highway fund revenue for bike and pedestrian projects on the highway system.



### Marine Investment

Provides funding for marine dredging and derelict vessel removal.



### Electric Vehicles

Provides \$12 million per year for rebates for electric and other zero emission vehicles to promote their use in Oregon.



### Roadside Rest Areas

Adds six rest areas and three state parks to the portfolio of rest areas managed by the Travel Information Council and provides funds to upgrade facilities.



### Congestion Relief & Freight Mobility

OR 217: Makes full investment in bottleneck relief.

I-205: Widens northbound I-205 from Powell Boulevard to I-84. Uses technology to ease congestion. Requires planning to widen the freeway from Stafford Road to the Abernethy Bridge.

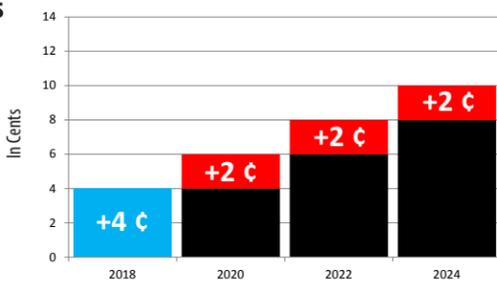
I-5 Rose Quarter: Invests in new lanes to improve reliability and plan for connectivity improvements across the freeway.

## Funding Investments

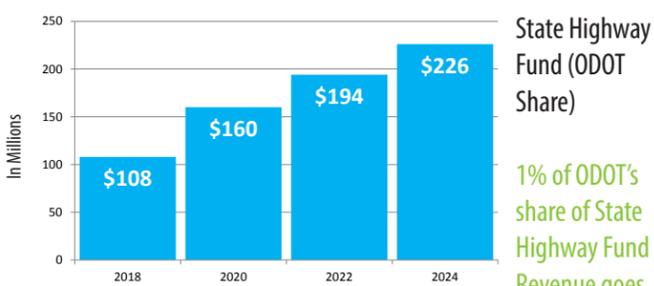
### Vehicle Registration Fees, Title Fees, and Fuels Tax

Four increases stair-stepped over six years.

Last three increases conditioned on accountability.



### Vehicle Registration Fees, Title Fees and Fuels Tax Annual New Revenue Estimate



State Highway Fund (ODOT Share)

1% of ODOT's share of State Highway Fund Revenue goes to Bike/Ped.



### State Highway Fund (Local Government Share)



Counties



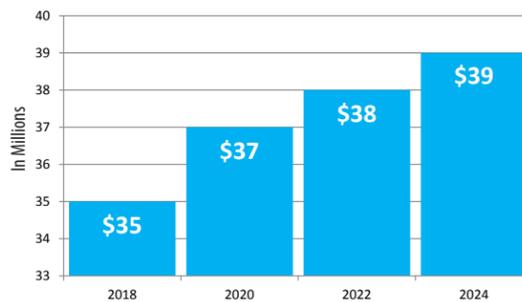
Cities

### New Light Vehicle Dealer Privilege Tax



The privilege tax revenue is dedicated to **electric vehicle rebates & Connect Oregon.**

### New Light Vehicle Dealer Privilege Tax Annual Revenue Estimate



### Bicycle Excise Tax

**\$15 fee**

Only adult bicycles that cost \$200 or more with wheels 26 inches or larger. The bicycle excise tax is expected to generate an **annual average revenue of \$1.2 million.** Dedicated to bicycle and pedestrian projects in Connect Oregon.

### Statewide Payroll Tax

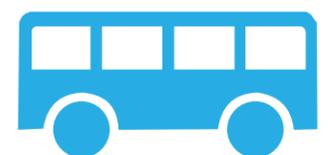
1/10th of 1% of wages, deducted by employer from payment to employee.



A worker earning minimum wage pays:

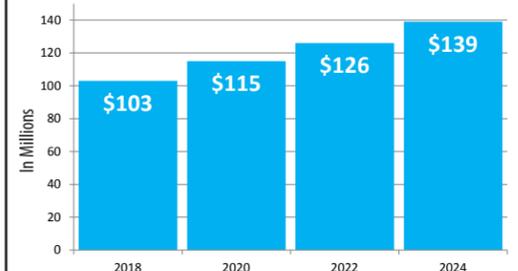
**39 ¢ per week** About **\$20.28 per year**

The payroll tax revenue is dedicated to



**public transit**

### Statewide Payroll Tax Annual Revenue Estimate



## Policy

### Accountability

Directs the commission to create a Continuous Improvement Advisory Committee for ODOT, measure and report on transportation system condition for all jurisdictions, create a transparency website, conduct benefit cost analysis for capacity building projects and create a stronger connection between the commission and the internal auditor of ODOT.

### Value Pricing

Creates a pathway for use of value pricing to relieve Portland Metro area congestion.

### Clean Fuels

Guarantees certainty with cost containment measures in statute for consumer protection.

### Use of Salt

Requires a statewide winter maintenance strategy that includes the use of salt.

### Jurisdictional Transfers

Transfers Outer Powell Boulevard in Portland, Pacific Highway West in Eugene, Springfield Highway in Springfield, Territorial Highway and Springfield-Creswell Highway in Lane County to local governments. Transfers Cornelius Pass Road in Multnomah and Washington Counties to ODOT.