

2021 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2021 Application Packet](#) and [2021 Application Instructions](#) before filling out this grant application.

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of the page.

Applications must be received by July 30, 2021 at 11:59 p.m. (PDT)

Applicant information

Instructions: Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity.

Primary applicant jurisdiction

City of Klamath Falls

Mailing address

Public Works Department, 226 S 5th Street, Klamath Falls, Oregon 97601

Website

<https://www.klamathfalls.city/>

Contact person name

Mark Willrett

Contact person title

Director of Public Works

Contact phone

(541) 883-5363

Contact email

willrett@klamathfalls.city

Would you like to receive TGM news and updates?

Yes

Authorized representative name, if different from the applicant contact

Authorized representative title

Phone

Email

List other participating local jurisdictions (if any)

Participating local jurisdiction	Providing match?
Klamath County	Yes

Project name and location

Project title

Klamath Falls Urban Area Transportation System Plan Update

Project area: Using either of the two fields below, attach a map of the project area or describe the area your project is located in.

Option 1: Project area map

1 - Project Area.pdf

Option 2: Project area description

ODOT region (1-5)

Region 4

[ODOT Region Map](#)

Type of grant

Category 1: Transportation System Planning

Summary description of project

This project will update the Klamath Falls Urban Area Transportation System Plan (TSP), which was last updated in 2012. This update will accomplish three major goals:

1. Integrate recent and concurrent City, County, Basin Transit Service, ODOT, non-profit, and institutional multimodal planning efforts into the TSP;
2. Coordinate City and County road standards, transportation impact study requirements, and comprehensive plan designations within the City and unincorporated portion of the urban area; and
3. Address the transportation safety and mobility needs of Klamath Falls residents, visitors, employers, and freight shippers.

The expected project outcomes consist of (1) an updated Urban Area TSP adopted by both the City and County and (2) improved City and County coordination and consistency on transportation and land use issues in the unincorporated portion of the urban area.

Project cost table

TGM funds requested	Consultant \$250,000.00	Local reimbursement \$0.00	Total TGM funds requested \$250,000.00
Local match			Minimum Match (Calculated) \$34,090.91
Match to be provided	Labor, supplies and services during project \$5,000.00	Payment when Intergovernmental Agreement is signed \$30,000.00	

Certifications

Certifications

This application was prepared by the following COMPENSATED consultant (indicate below):

Consultant name (first and last)

Ashleigh Ludwig

Consultant company

Kittelson & Associates, Inc.

Certifications checkbox

By checking this box, I certify that my organization listed above 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.

Eligibility requirements

Applications are reviewed on a pass/fail basis on each of the following three requirements.

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 and selection of alternatives, development of implementation actions, and public involvement that results in a long range transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance.

Certification: Clear transportation relationship

By checking this box, I certify that the project meets this eligibility criterion.

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 equivalent) by the governing body or to prepare products which will be adopted as part of a larger project.

Certification: Adoption of products to meet project objectives

By checking this box, I certify that the project meets this eligibility criterion.

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 resolution of support, meeting minutes, or authorized letter from the governing body of all applicants (e.g. City Council, Board of Commissioners, or Transit Board) must be submitted with the application to meet this requirement.

Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:

City Council Minutes.pdf

City agenda item.pdf

BOCC Minutes March 9 2021.pdf

Letter from County Board of Commissioners.pdf

Award criteria

Criterion 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.

Response instructions are on page 8 of the 2021 Application Instructions.

Explain how your proposed project addresses a need and supports TGM objectives

The Klamath Falls Urban Area TSP was most recently updated in 2012. The proposed TSP update will accomplish three major goals:

1. Integrate the results of related and concurrent multimodal planning efforts into the TSP, including:

- Basin Transit Service (BTS) Transit Development Plan (TDP) (expected 2022 start)
- Klamath County TSP (2021)
- Klamath County Transportation Safety Action Plan (TSAP) (2021)
- Klamath Falls Downtown Plan (2020)
- Klamath County Safe Routes to School Plans
- Klamath Falls Urban Trail Master Plan (2016)
- OR 66 Green Springs Highway Interchange Area Master Plan (2012)
- Master plans for major employers and employment areas, including Sky Lakes Medical Center, Oregon Institute of Technology, and the WESGO industrial park

2. Coordinate City and County transportation and land use planning within the unincorporated portion of the Klamath Falls Urban Area:

- Develop consistent land use designations, so that land annexed into the City has a County planning designation consistent with the City's comprehensive plan.
- Develop consistent urban street standards, so that roadways within the unincorporated urban area develop with the same cross-sections (including pedestrian and bicycle facilities) used by the City.
- Align transportation impact study requirements, to ensure consistently sized study areas throughout the urban area, while avoiding the need for projects with negligible impacts to perform a study.
- Explore the feasibility of a common Systems Development Charge to help fund transportation projects within the urban area.

3. Address the safety and mobility needs of Klamath Falls residents, visitors, employers, and freight shippers.

- Identify long-term, big-picture transportation needs for the City's arterial and collector roadways
- Identify potential smaller-scale projects that will enhance the ability of people to travel on foot, by bicycle, and by public transit, by closing gaps in the active transportation network and by making safety improvements at locations where active transportation routes cross major roadways.
- Identify potential roadway safety improvement needs throughout the urban area.

As the largest city within south-central Oregon and northeastern California, Klamath Falls is home to a large medical center, a university, and a community college and has many recreational opportunities. At the same time, the City and its residents face many challenges.

According to Business Oregon, Klamath County is the second-most economically distressed county in Oregon in 2021. Based on US Census 2015–2019 American Community Survey data for Klamath Falls and Altamont, and compared to Oregonians as a whole, Klamath Falls urban area residents are more likely to be:

- Disabled (18.2% vs. 9.9% statewide)
- Unemployed (8.7% vs. 5.5% statewide)
- Living in rental housing (46.2% vs. 37.1% statewide)
- Living in poverty (22.3% vs. 12.1% statewide)

Compared to Oregon as a whole, Klamath Falls' population includes larger percentages of veterans, Native Americans, and Latino and Hispanic residents. In addition, over 5,100 students are enrolled at Oregon Tech, over 1,300 students are enrolled at Klamath Community College, and nearly 23% of the urban area's population is under 18 years of age. These economic and demographic characteristics suggest the need for a transportation system that reduces the need to own and maintain a private automobile, improves community health, facilitates recreational activities, and support Oregon's greenhouse gas reduction objectives.

Based on the above goals and needs, the Klamath Falls Urban Area TSP Update will support TGM objectives as follows:

1. A balanced, interconnected, and safe transportation system (objective 1.1), providing mobility choices for underserved communities (1.3), and providing safe and convenient active transportation and

public transit opportunities (1.4)

2. A safe and appealing physical environment supportive of the social, cultural, and health needs of all community residents (2.3)

3. Well-planned new growth in the unincorporated urban area to accommodate existing and future residents, businesses, and services (3.1), and providing housing with access to education, jobs, and services (3.3)

4. Public and private cost savings by aligning City and County roadway standards in the unincorporated urban area, which will both eliminate the need to go back and add facilities later as well as avoid constructing larger roadways than needed for the planned land uses (4.0)

5. Transportation systems that reduce emissions of air pollution and greenhouse gases (5.1)

Criterion 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 Governor's Regional Solutions Team priority
- 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

Response instructions are on page 10 of the 2021 Application Instructions.

Explain how your proposed project is timely and urgent

Transportation planning within the Klamath Falls Urban Area is led by many organizations, including the City (Downtown Plan, Airport Plan, Urban Area TSP), Klamath County (County TSP, County TSAP), both the City and the County (Urban Area Trails Plan), ODOT (Green Springs IAMP), Oregon Parks & Recreation (OC&E Woods Line State Trail), BTS (TDP), non-profits (Oregon Avenue Protected Bike Lane, a result of a community health project led by Sky Lakes Medical Center), and others (e.g., institutional master plans).

The Urban Area TSP ties these diverse plans together by acknowledging transportation needs, prioritizing funding for projects, and adopting implementing policies and standards. As noted above in Criterion 1, many plans have been completed in the last 10 years that need to be integrated into the Urban Area TSP. In addition, BTS plans to begin updating its TDP in 2022, which provides an opportunity for the City, County, and BTS to work together through the TSP and TDP processes to improve passenger access to transit and facilitate transit operations throughout the urban area.

Growth within the urban area has occurred more slowly than forecasted in the 2012 TSP, with pre-pandemic employment growing at about half the forecasted rate and population growing at about one-quarter the forecasted rate. Given that the pandemic has further affected employment and that the changes in travel patterns brought on by the pandemic may continue into the future, now is an opportune time to revisit the TSP's forecasts and the need for capacity-enhancing projects.

Specific areas of the TSP that require updating include:

- Incorporating recommendations from recently completed multimodal plans, including the Urban Area Trails Plan, the Downtown Plan, and Safe Routes to School Plans
- Population and employment forecasts
- Street cross-section standards, to coordinate City and County standards for the unincorporated urban area
- Roadway safety and operations needs, incorporating findings from the County TSAP and expanding to capture needs within the City
- Active transportation needs (the current TSP identifies 9 pedestrian and bicycle projects, while the Urban Area Trails Plan alone identified 53 projects)
- Public transportation plan (coordinating with the BTS TDP and adding a section on intercity train and bus service)
- Funding plan

In addition, the TSP process will be used to coordinate City and County comprehensive plan designations within the unincorporated portion of the urban area.

The TSP process directly supports two of the nine Governor's Regional Solutions Team priorities for the South Central region (Klamath and Lake Counties): #1, infrastructure, and #5, downtown revitalization. The TSP process will also indirectly support priorities #4, workforce housing, and #7, workforce development, by developing improved mobility options to connect workers with job training and employment opportunities.

Criterion 3: Proposed project approach supports policy decision (up to 20 points)

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

Response instructions are on page 11 of the 2021 Application Instructions.

Explain how your proposed project approach supports policy decision

A consultant is expected to lead project work; prepare analyses, reports, and graphics; and facilitate stakeholder engagement. The City will be the lead agency; however, both City and County staff will provide data, review work products, and support stakeholder engagement. City and County staff will present the TSP for adoption by the City Council and County Board of Commissioners, respectively.

Project management activities will be conducted throughout the project. Work will be guided by a technical advisory committee (TAC) and a project advisory committee (PAC). The TAC and PAC will include representatives from City and County departments, ODOT, DLCD, BTS, City Council, and County Commission. Additional participants may include representatives from Klamath Falls City and Klamath County School Districts, Klamath County Economic Development, City Downtown Advisory Committee, County Pedestrian and Bicycle advisory committees, emergency services, the freight industry, and other members of the public.

Public involvement will be a key component of all work tasks. It is expected that public involvement activities will include a combination of in-person events and online tools, such as online open houses and interactive mapping and commenting interfaces. In-person events will occur at times and in locations that maximize opportunities for all residents to participate. The public involvement plan will include provisions for outreach to the 7% of the urban area population that speaks Spanish as the primary language at home and will also detail plans for stakeholder interviews and meetings with specific stakeholder groups.

Expected work tasks and deliverables are the following:

Task 1. Project Management

Conduct a kickoff meeting, refine the project schedule, form the TAC and PAC, develop a public engagement plan, prepare a project website, and conduct project status teleconferences with the consultant throughout the project.

Task 2. Review Plans and Policies

Review relevant plans and policies to document previously identified needs and identify current City, County, and partner agency transportation goals and objectives. Identify current City and County transportation funding levels, road standards, and traffic impact study requirements for the urban area, along with comprehensive plan designations for the unincorporated area. Update TSP goals, objectives, and evaluation criteria, with input from the TAC and PAC. Implement the stakeholder engagement plan. Prepare three technical memoranda (plans, policy, and funding review; goals, objectives, and evaluation criteria; unincorporated urban area policy and standards consistency).

Task 3. Inventory and Analyze Existing and Future Conditions to Identify Needs

Inventory existing, planned, and programmed transportation facilities and services within the urban area by mode (including freight and aviation). Identify concentrations of Title VI populations within the urban area including, but not limited to, disability, poverty status, persons of color, and age 65+. Evaluate facilities and services with respect to safety, network gaps (including ADA access), and operations. Obtain Oregon's long-range population and employment forecasts for the urban area. Identify existing and future needs. Prepare a technical memorandum. Conduct TAC and PAC meetings. Conduct in-person and online public outreach to raise awareness of the project and solicit community input on transportation needs.

Task 4. Develop and Analyze Solutions

Develop, assess, prioritize, and estimate costs for alternatives addressing identified transportation needs. Prepare a technical memorandum. Conduct TAC and PAC meetings.

Task 5. Develop Cost-Constrained and Preferred Alternatives

Forecast available City and County funding for capital improvements. Identify potential new funding sources. Develop draft cost-constrained and preferred alternatives, each containing sets of projects by mode, along with their funding needs. Prepare a technical memorandum. Conduct in-person and online public outreach on the draft alternatives.

Task 6. Draft TSP

Prepare the draft TSP. Prepare recommendations to align City and County road standards, transportation impact analysis, and comprehensive zone designations in the unincorporated portion of the urban area. Conduct TAC and PAC meetings.

Task 7. Adoption

Prepare the final TSP and draft findings for adoption. Conduct Planning Commission, City Council and County Board of Commissioners hearings to adopt the TSP.

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

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

Response instructions are on page 13 of the 2021 Application Instructions.

Upload letters of support from stakeholders here

Blue Zones.pdf

BTS.pdf

KCEDA.pdf

Klamath Falls City Schools.pdf

SCOACT.pdf

SCOEDD.pdf

Criterion 5: Proposed project sponsor is ready and capable (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 and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

Response instructions are on page 14 of the 2021 Application Instructions.

Explain how proposed project sponsor is ready and capable

Mark Willrett, Klamath Falls' Director of Public Works, will manage the TSP update. Mark managed the previous Urban Area TSP, which was adopted by the City and County in 2012, and is familiar with the TSP process. The City is committed to providing staff and a city council member to oversee the TSP update and ensure that work is completed in a timely manner. The County recently adopted its 2021 TSP Update and is committed to supporting the urban area TSP, in particular the portions of the update addressing County transportation facilities, road standards, and policies within the Klamath Falls Urban Growth Boundary.

Previous TGM-funded projects within the last 10 years are:

- Klamath Falls Urban Trail Master Plan (2014 grant to City, 2016 adoption by City and County). Both the City and County have started implementing projects identified in the plan.
- Community Education and Outreach Workshop on Improving Downtown Streetscape and Traffic Flow (2016 grant to City). Precursor to Downtown Plan
- Klamath County TSP Update (2018 grant to County, adopted in June 2021)

If applicable, list local jurisdiction's TGM projects within last 10 years and their status**If applicable, list local jurisdiction's TGM projects within last 10 years and their status**

TGM File Code	Project Title	Status
4A-14	Klamath Falls Urban Trail Master Plan	2014 grant to City, 2016 adoption by City and County. Both the City and County have started implementing projects identified in the plan.
4A-18	Klamath County TSP Update	2018 grant to County, adopted in June 2021

Required forms

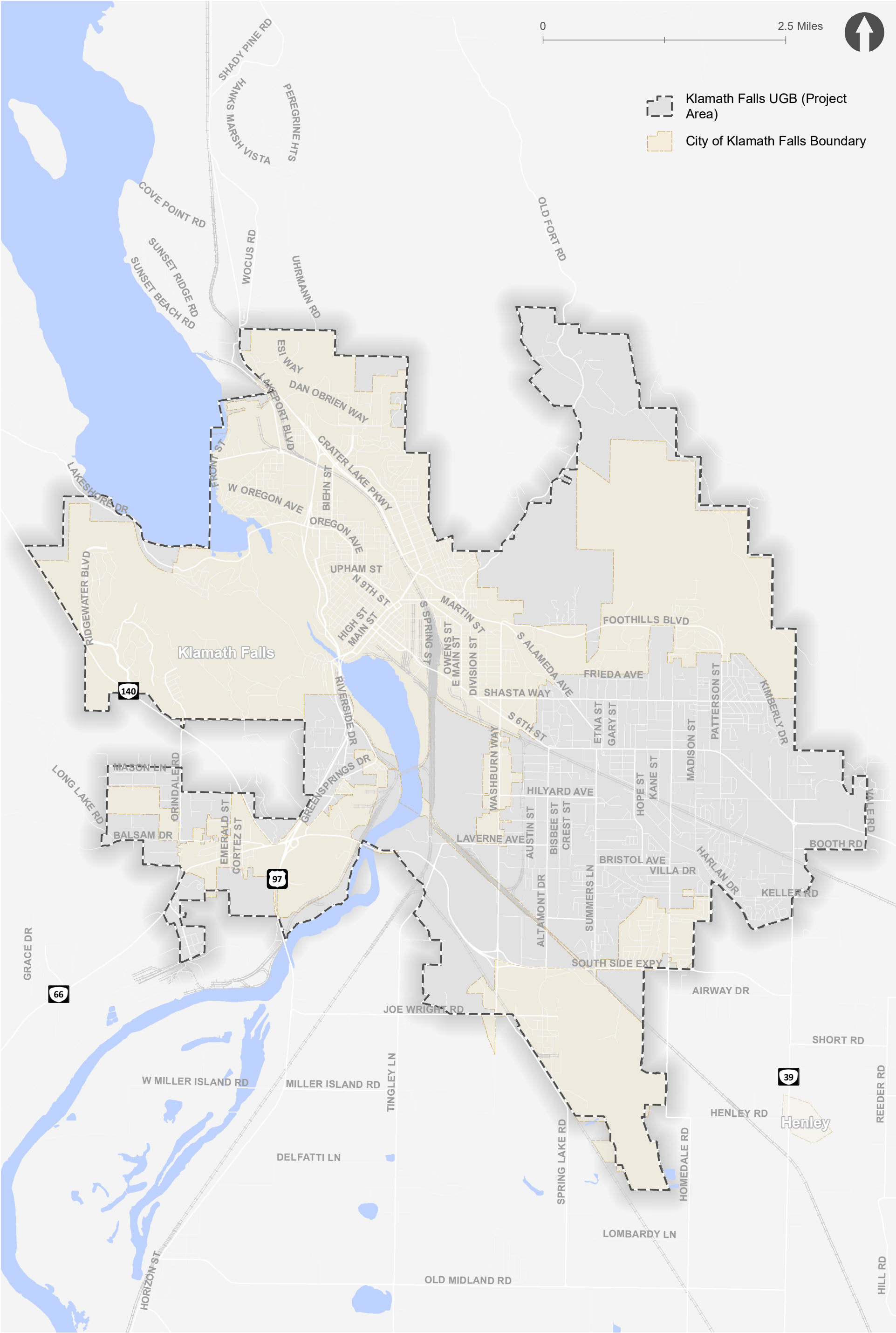
Title VI: Racial & Ethnic Impact Statement form
Racial-Ethnic-Impact-Statement_completed.pdf

[Download the Racial & Ethnic Impact Statement form here](#)

Today's date
7/29/2021

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

Rachael Levasseur
Planning Section Web Coordinator
Rachael.LEVASSEUR@odot.state.or.us



Project Area
Klamath Falls UGB, Oregon

Figure
1

MINUTES SUMMARY FOR COUNCIL MEETING (Monday, March 15, 2021)

A regular 'in-person/virtual' meeting of the Klamath Falls City Council was held in the City Council Chambers (500 Klamath Avenue) on the above date at 7:00 p.m. Mayor Carol Westfall called the meeting to order.

Council members present (in-person/via zoom): Councilor Dan Tofell, Councilor Matt Dodson, Councilor Mika Blain, and Councilor Todd Andres.

Council member absent: Councilor Phil Studenberg.

City Staff members and elected official present in Council Chambers or via zoom*:

Carol Westfall, Mayor

Nathan Cherpeski, City Manager

Michael Swanson, City Attorney

Capt. Ryan Brosterhous

Scott Souders, Development Services Director

Mark Willrett, Public Works Director

Jessica Lindsay, Finance Director

John Barsalou, Airport Director

Kelly Brennan, Maintenance Manager

Robbie West, Water Manager

Chris Claymore, Wastewater Manager

1. WORK SESSION (6:00PM) - COMPREHENSIVE ANNUAL FINANCIAL REVIEW FOR FISCAL YEAR ENDING JUNE 30, 2020

Information: 1.1 AUDIT REVIEW OF COMPREHENSIVE ANNUAL FINANCIAL REPORTS FOR YEAR ENDED JUNE 30, 2020 FOR THE CITY OF KLAMATH FALLS AND URBAN RENEWAL AGENCY

Merina & Company Representative (***Tonya Moffit***) presented information through a Zoom presentation. She reviewed the City Comprehensive Annual Financial Reports (both City and Urban Renewal Agency) as presented to the City in the Meeting Agenda packet. *Minutes taken separately and are available upon request.*

2. MEETING OPENING - 7:00PM

Procedural: 2.1 CALL TO ORDER AND ROLL CALL

Mayor Westfall called the meeting to order. Councilor Tofell, Councilor Dodson, Councilor Blain, and Councilor Andres were present. Councilor Studenberg was absent.

Councilor Dodson **moved to excuse Councilor Studenberg**. Councilor Andres seconded. The motion carried unanimously with all Council Members present voting aye.

Procedural: 2.2 PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

3. PRESENTATIONS

Information: 3.1 MAY BALLOT MEASURE ITEM - SUPPORT OF LOCAL TOURISM

Jim Chadderdon reviewed his presentation, as attached to the Meeting Agenda.

4. PUBLIC COMMENT

Information: 4.1 PUBLIC COMMENT GUIDELINES

Mayor Westfall opened the meeting for Public Comment.

Michael Jackman, Citizen. Mr. Jackman noted his situation regarding being a cab driver and requested assistance/waiver of conditions. Staff to contact and work with him through process.

After hearing and seeing no one else who wished to speak, Mayor Westfall closed the Public Comment.

5. CONSENT AGENDA

Action (Consent): 5.1 APPROVAL OF CONSENT AGENDA - Meeting Agenda; and Items #5.2, #5.3, #5.4, and #5.5

Information: 5.2 6TH QUARTER BUDGET ANALYSIS REPORT FOR 2019/2021 BIENNIAL BUDGET

Action: 5.3 AUTHORIZATION TO SUBMIT A TRANSPORTATION GROWTH MANAGEMENT (TGM) GRANT PRE-APPLICATION AND APPLICATION TO BE USED TO HELP UPDATE THE URBAN AREA TRANSPORTATION SYSTEM PLAN

Action: 5.4 UPGRADE OF THE PROGRAMMABLE LOGIC CONTROLLERS FOR THE WASTEWATER COLLECTIONS' SUPERVISORY CONTROL AND DATA ACQUISITION SYSTEM THROUGH THE AUTOMATION GROUP, INC. AS INTEGRATOR OF RECORD IN AN AMOUNT NOT-TO-EXCEED \$35,808

Action: 5.5 CONSULTANT SERVICES CONTRACT WITH TETRA TECH INC. IN THE NOT-TO-EXCEED AMOUNT OF \$41,112 FOR THE 2018 AMERICAN WATER INFRASTRUCTURE ACT - EMERGENCY RESPONSE PLAN

Water Manager Robbie West clarified for Council what the American Water Infrastructure Act was.

Councilor Tofell **moved to approve the Consent Agenda: Meeting Agenda; and Items #5.2, #5.3, #5.4, and #5.5.** Councilor Blain seconded. The motion carried unanimously with all Council Members present voting aye.

6. LEGISLATIVE ACTIONS

Action: 6.1 CONTRACT AWARD FOR CITY AUDIT SERVICES - AUTHORIZATION TO EXECUTE A CONTRACT WITH KDP CERTIFIED PUBLIC ACCOUNTANTS, LLP

Finance Director Jessica Lindsay reviewed her written report in detail.

Councilor Dodson **moved to authorize the City Manager to execute a Consultant Services Contract with KPD Certified Public Accountants, LLP for City/Urban Renewal Agency Audit Services.** Councilor Blain seconded. The motion carried unanimously with Councilor Andres, Councilor Blain, and Councilor Dodson voting aye. Councilor Tofell abstained.

Action: 6.2 UPDATE TO THE CITY AIRPORT'S RULES AND REGULATIONS

Airport Director John Barsalou reviewed his written report in detail.

Councilor Blain **moved to approve the update to the City Airport's Rules and Regulations.** Councilor Dodson seconded. The motion carried unanimously with all Council Members present voting aye.

Action: 6.3 CONTRACT AMENDMENT #9 WITH SLAYDEN CONSTRUCTORS, INC. FOR PHASE 2 OF THE WASTEWATER TREATMENT PLANT UPGRADE IN THE NOT-TO-EXCEED AMOUNT OF \$1,993,923

Wastewater Manager Chris Claymore reviewed his written report in detail.

Councilor Andres **moved to authorize the City Manager to execute Amendment #9 with Slayden Constructors, Inc. for the Phase 2 Construction Guaranteed Maximum Price for the Wastewater Treatment Plant Upgrade Project in the not-to-exceed amount of \$1,993,923.** Councilor Blain seconded. The motion carried unanimously with all Council Members present voting aye.

Action: 6.4 CONSTRUCTION SERVICES CONTRACT WITH BOB'S EXCAVATING, INC. FOR THE COOK STREET SEWER REPLACEMENT PROJECT IN THE NOT-TO-EXCEED AMOUNT OF \$118,235, PLUS ADDITIONAL CONTINGENCY ALLOWANCE OF \$11,824

Development Services Director Scott Souders reviewed his written report in detail.

Councilor Blain **moved to authorize the City Manager to execute a Construction Services Contract with Bob’s Excavating, Inc. for the Cook Street Sewer Replacement Project in the not-to-exceed amount of \$118,235, plus authorize an additional 10% contingency allowance of \$11,824.** Councilor Andres seconded. The motion carried unanimously with all Council Members present voting aye.

Action: 6.5 CONSTRUCTION SERVICES CONTRACT WITH ROCKY MOUNTAIN CONSTRUCTION, LLC FOR THE KLAMATH COMMONS PARKING LOT PROJECT IN THE NOT-TO-EXCEED AMOUNT OF \$93,050 PLUS ADDITIONAL CONTINGENCY ALLOWANCE OF \$10,185

Development Services Director Scott Souders reviewed his written report in detail.

Councilor Tofell **moved to approve Option 1; authorize the City Manager to execute a Construction Services Contract with Rocky Mountain Construction, LLC for the Klamath Commons Parking Lot Project in the not-to-exceed amount of \$93,050, plus authorize an additional contingency allowance of \$10,185.** Councilor Andres seconded. The motion carried unanimously with all Council Members present voting aye.

7. OTHER MATTERS

Mr. Cherpeski asked Council if the City should support moving the diversion point for the City well used by IFA Nurseries for their irrigation.

Direction: IFA should bring a formal request to the City. *All Council Members agreed.*

Councilor Tofell inquired about the Portland Street Railroad Crossing Project. Mr. Cherpeski noted there would be a future meeting to discuss the project.

8. ADJOURNMENT

Action: 8.1 ADJOURNMENT

Councilor Andres **moved to adjourn the meeting.** Councilor Dodson seconded. The motion carried unanimously with all Council Members present voting aye.

The meeting adjourned at 8:02 p.m.
Nickole Barrington/City Recorder

**Agenda Item Details**

Meeting	Mar 15, 2021 - AGENDA FOR COUNCIL MEETING/WORK SESSION
Category	5. CONSENT AGENDA
Subject	5.3 AUTHORIZATION TO SUBMIT A TRANSPORTATION GROWTH MANAGEMENT (TGM) GRANT PRE-APPLICATION AND APPLICATION TO BE USED TO HELP UPDATE THE URBAN AREA TRANSPORTATION SYSTEM PLAN
Access	Public
Type	Action
Recommended Action	- Move to authorize the City Manager to sign a Transportation Growth Management pre-application and application, and for Public Works Staff to submit when allowed.

Public Content

REPORT GIVEN BY: MARK WILLRETT - PUBLIC WORKS DIRECTOR

ISSUE BEFORE COUNCIL: Should the City submit a TGM application to be used to update the Urban Area Transportation System Plan (TSP)?

SUMMARY AND BACKGROUND:

The TSP is the City and County's primary planning document for transportation within the Urban Growth Boundary and the last time this document was updated was in 2012. Typically, a document like this is updated every 5 to 7 years. In order to verify that previous assumptions within this document are still valid and to better align with the County's rural TSP, both City and County staff would like to update this document. Updating allows the City and County to determine where planned transportation improvements should be located, what right-of-way needs to be protected as well as providing a rationale for making prudent transportation investments and land-use decisions.

The Transportation and Growth Management Program is jointly managed by the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD). This program has grant dollars that can essentially fund the TSP update. The match would be 12% and the intent is to split this cost between the City and County.

With Council's permission, staff would submit a pre-application by the end of this month and submit a formal application prior to the end of July.

COUNCIL OPTION(S):

1. Authorize the City Manager to sign and for staff to submit the TGM pre-application and application.
2. Do not authorize staff to submit the application and fund the TSP update from City funds.
3. Do not authorize staff to submit the application and keep the current TSP.

FINANCIAL IMPACT(S):

1. It is estimated that the cost to update this plan will be between \$200,000 and \$250,000 making the match somewhere between \$24,000 and \$30,000. This expense could be split with Klamath County.

STAFF'S RECOMMENDATION: Council to approve Option 1.

AGENDA SENT TO: N/A

DOCUMENT(S) ATTACHED: None.



Board of Commissioners' Administrative Meeting
March 9, 2021 ~ 8:30 am ~ Room 214

3/9/2021 - Minutes

**1. To Watch A Live Stream Of This Meeting, Click The Link Below Or Go To
www.klamathcounty.org**

2. Call To Order & Those Present

Commissioner Morris, Commissioner DeGroot, Commissioner Boyd, Sandy Cox/Admin Staff, Jeremy Morris/Public Works, Stephanie Brown, Erik Nobel/CDD/Planning, Vickie Noel/Finance, Rick Vaughn/Tax Collector, Jennifer Little/Public Health

3. Approve Minutes From Last Meeting

Commissioner Morris approves minutes from last Work Session meeting.

4. Jeremy Morris - Public Works

1. Urban TSP Update

Jeremy Morris addresses the Board with update, and figures. Board is agreeable with Public Works moving forward.

2. Planning / Addressing

Jeremy Morris, Erik Nobel, Stephanie Brown address Board regarding transferring the Addressing process to the CDD/Planning Department. Commissioner Morris asks how Planning feels about that transfer, Nobel responds the fee structure may be confusing/create more work. Discussion about how the fee structure would work. Commissioner DeGroot explains that looking at increasing fees in Planning, suggests bringing this issue and other increases back next week. Commissioner Boyd asks how addressing ended up in Public Works anyway? Morris responds. Nobel indicates that other County's are about 1/2 and 1/2 some do addressing in Planning some in Public Works. Commissioner DeGroot again indicates will bring the Addressing fee and Planning fee increase to Admin next week. Board is agreeable to moving the addressing process to Planning.

5. Jennifer Little - Public Health

1. Approval Of Crescent Community Center Club Agreement

Jennifer Little addresses Board for approval to enter into agreement for vaccine clinic up in Chemult at Community Center. Commissioner Boyd

Foundation can issue a press release without Board approval, but would like to provide quote. Commissioner DeGroot is happy to provide a quote and is wholeheartedly in support of this project. Commissioner Morris motions to authorize press release as presented, Commissioner DeGroot seconds. Commissioners Morris and DeGroot vote in favor, Commissioner Boyd adamantly opposed.

7. Other County Business



Commissioner DeGroot addresses Board regarding the COVID Relief bill (if passed) will allocate dollars to Klamath County (13.2 million split into two payments 1st within 60 days of passage and 2nd payment in 12 months). Would like to see the BOCC working on prioritizing how those dollars should be spent regarding projects in the community, presents ideas that he feels are worthy of consideration. Board to review ideas and bring back in couple weeks.

Commissioner Boyd met with Sergeant Kaber yesterday, now that the Sergeants are no longer in a Union they would like to add a 4-step pay scale as well as \$2000 Veba contribution annually (Sergeants ONLY) as their health benefits have decreased and they now have more out of pocket costs. Commissioner Morris indicates that we have been trying to get all employees on an equal level and would like to get HR's take, Commissioner Boyd will go chat with HR.

Commissioner Morris wants to know if the BOCC is amenable to having the person not chosen to serve on the Budget Committee serve as an Alternate. Board is agreeable.

8. Adjournment

2:00 pm

Audio recordings of all proceedings are available at the County Commissioners' office. The meeting facility is handicap accessible. Persons needing materials in alternate format or communication access, should telephone this office at 541-883-5100  (voice/TDD) or the ADA Coordinator at 541-883-4296  at least 48 hours in advance of the scheduled meeting.

Klamath County Commissioners' Weekly Calendar is subject to change without notice.

305 Main Street 2nd Floor, Klamath Falls, OR 97601

E-mail: bocc@klamathcounty.org Website: www.klamathcounty.org

questions detail of agreement regarding responsibility of tables/chairs and garbage, Little responds. Commissioner Morris motions to approve agreement, Commissioner DeGroot seconds. Unanimous vote. Approved

6. BOCC

1. Strategic Budget Follow Up Finalization

Board reviews Commissioner Morris' draft document. Commissioner Boyd would like public safety added to this document. Commissioner DeGroot is agreeable with contents of document with public safety being added. Board consensus for Vickie to proceed with discussed revisions.

2. RSIS 2nd Site Application

Commissioner Morris/Rick Vaughn address the Board with a 2nd RSIS application for approval. Commissioner DeGroot motions to authorize Chair to sign application, Commissioner Morris seconds. Unanimous vote. Approved.

3. Drought Declaration

Brandon Fowler/Commissioner DeGroot address the Board regarding a letter received from KWUA asking the Board to consider a drought declaration. Commissioner DeGroot reviews previous years process. Discussion about timing of approving the resolution/declaration. Commissioner DeGroot would like to get done sooner rather than later, motions signing today, Commissioner Morris seconds. Unanimous vote. Approved

4. Project Home Front Press Release

Commissioner Boyd is not in favor of a press release until we actually accept the grant. Commissioner DeGroot is comfortable with providing a quote to the Foundation for their press release. Commissioner Boyd comments about how this particular project has been on multiple agendas and listed under multiple names, is that to deceive him (as he is against this project) or the public. Commissioner Boyd further comments that the intent for this grant was to house displaced fire victims and COVID victims and right now we don't have either. Commissioner DeGroot comments that the intent was for displaced persons. Commissioner Boyd again questions why we would pay full price for the hotel knowing it needed \$250,000 in repairs. Commissioner DeGroot indicates that we have an appraisal for the full amount, Commissioner Boyd indicates he has never seen it. Additionally Commissioner Boyd wants to know how and who will be maintaining the property. Commissioner Boyd again reiterates that he is not comfortable with a press release at this time. Commissioner Morris indicates that Director Hartman and Director Little as well as other highly regarding community partners really support this project to fill some of our community needs and feels both directors run great programs and has confidence in both of them with this project, this property will be great if we actually had to house displaced citizens. Commissioner Boyd further comments that this will be a drain on our budget and doesn't feel we can pay to maintain this property. Commissioner DeGroot disagrees and explains his position regarding potential revenue. Commissioner Morris explains that the

From: [Jeremy Morris](#)
To: [Sandra Cox](#)
Cc: [Donnie Boyd](#); [Haley Huffman](#)
Subject: Urban TSP Update - County Match Funds
Date: Monday, March 1, 2021 4:59:10 PM

Sandy,

The City is gearing up to submit a Urban Growth Boundary TSP Update. This is a Transportation Growth Management (TGM) grant administered through ODOT. We received the same grant last year to update our County wide (non-Urban) TSP. That update is in progress and should wrap up by summer.

The Urban TSP Update includes approximately 50 percent City Streets and 50 percent County Roads as the County maintains the roads in the unincorporated suburb. Accordingly, the City would like to know if we would support up to 50 percent of the matching funds for them to pursue the grant.

We discussed the grant and agreed that the City should be the lead agency (they were when the 2012 document was created). Not to mention, the County has spent countless hours of my time and County Engineer's time updating the County TSP over the past year...n either of us have the time to manage another TSP update.

The match is 12% and the grant award is up to \$250,000. The range of total match could be between \$24K and \$30K depending on the final scope. The County's portion would be \$12K to \$15K of the total match.

Can we add this discussion to an upcoming BOCC Admin Meeting? If approved, we probably need to issue a "letter of support" for the project including a commitment to providing up to 50 percent of the match capped at \$15K.

Thank you,

Jeremy Morris, P.E.
Klamath County Public Works
305 Main Street
Klamath Falls, Oregon 97601
Office phone: (541) 883-4696
Road shop: (541) 883-4585
Cell: (541) 892-9192



Board of Commissioners

Donnie Boyd, Commissioner
Position One

Kelley Minty Morris, Commissioner
Position Two

Derrick DeGroot, Commissioner
Position Three

July 19, 2021

Devin Hearing
Lead Grant Manager – ODOT Region 4
63055 N Hwy. 97, Bldg. M
Bend, OR 97701

Dear Mr. Hearing:

On behalf of Klamath County, I am writing to express our support for the City of Klamath Falls and Klamath County's application for a Transportation and Growth Management Program grant to update the Klamath Falls Urban Area Transportation System Plan (TSP). The TSP identifies and plans for the mobility and safety needs of persons driving, walking, biking, and riding public transit within Klamath Falls and the Urban Growth Boundary overseen by Klamath County Public Works. It plans how goods and people can travel to and from Klamath Falls by road, rail, air, and other modes. The TSP also sets policy for developing a safe and efficient transportation system that is integrated with the needs of surrounding land uses.

In the nine years since the current TSP was adopted, much has happened. A new manufacturing plant is under construction in the WESGO industrial park that will provide 50 family-wage jobs. The new Oregon Avenue protected bicycle lanes serve an area with some of the city's worst health outcomes, while Klamath County has constructed safety improvements where the OC&E State Trail crosses county roads. Master plans for the hospital, Oregon Institute of Technology, WESGO, Summers Lane Extension, and the Green Springs Highway interchange area have been developed and need to be incorporated into the TSP. In addition, the City and County would like to use the TSP process to coordinate their road standards and policies for the unincorporated areas within the urban growth boundary.

We recently completed an update of the County wide TSP. We appreciate ODOT's technical and financial support of that effort. By updating the Urban TSP then our agency will have both a Urban Area TSP and County Wide TSP that are adopted within a few years of each other. This will provide a solid foundation that will help guide our organization make funding decisions and create implementation strategies related to transportation projects in the upcoming years.

Our Public Works Department, including Jeremy Morris (Director) and Mike Zarosinski (County Engineer), will assist with developing technical standards and financial modeling for the Urban TSP efforts. Approximately half of the urban transportation network inside the UGB is overseen and managed by County Public Works. We look forward to working the City and strengthening our relationship. We also look forward to developing one set of standards (versus current approach that has two independent sets of standards) for the urban environment.

Letter to Devin Hearing pg. 2



Board of Commissioners

Donnie Boyd, Commissioner
Position One

Kelley Minty Morris, Commissioner
Position Two

Derrick DeGroot, Commissioner
Position Three

The Board of County Commissioners met in early March of this year and discussed our support of this effort. At that meeting we committed to support the project financially and agreed upon providing half of the required match dollars (approximately \$15,000). Please see the attached meeting minutes for additional information.

We encourage the Oregon Department of Transportation to award this grant. Please feel to contact me if you require additional information.

Sincerely,

A handwritten signature in blue ink that reads "Donnie Boyd". The signature is stylized with a large, looped "D" and a cursive "Boyd".

Donnie Boyd
Board of County Commissioners
Liaison to Public Works

Cc: Kelley Minty-Morris, Board of County Commissioners (Chair)
Derrick DeGroot, Board of County Commissioners (Vice Chair)
Jeremy Morris, Public Works Director
Mike Zarosinski, County Engineer
Mark Willrett, City Public Works Director

Encl: Board of County Commissioners Meeting Minutes from March 9th, 2021



June 24, 2021

Devin Hearing
Lead Grant Manager – ODOT Region 4
63055 N Hwy. 97, Bldg. M
Bend, OR 97701

Dear Mr. Hearing:

On behalf of Blue Zones Project-Healthy Klamath, I am writing to express our support for the City of Klamath Falls and Klamath County's application for a Transportation and Growth Management Program grant to update the Klamath Falls Urban Area Transportation System Plan (TSP). The TSP identifies and plans for the mobility and safety needs of persons driving, walking, biking, and riding public transit within Klamath Falls. It plans how goods and people can travel to and from Klamath Falls by road, rail, air, and other modes. The TSP also sets policy for developing a safe and efficient transportation system that is integrated with the needs of surrounding land uses.

In the nine years since the current TSP was adopted, much has happened. A new manufacturing plant is under construction in the WESGO industrial park that will provide 50 family-wage jobs. The new Oregon Avenue protected bicycle lanes serve an area with some of the city's worst health outcomes, while Klamath County has constructed safety improvements where the OC&E State Trail crosses county roads. Master plans for the hospital, Oregon Institute of Technology, WESGO, and the Green Springs Highway interchange area have been developed and need to be incorporated into the TSP. In addition, the City and County would like to use the TSP process to coordinate their road standards and policies for the unincorporated areas within the urban growth boundary.

Blue Zones Project-Healthy Klamath encourages changes to our community that lead to healthier options. We offer a unique opportunity for individuals, organizations, schools, governments, and communities to work together to make permanent changes to the environments where we live, work, learn, and play so that the healthier choice becomes the easier choice. We work closely with the City and the County to improve the built environment because of the direct impacts it has on our community's health and well-being. We know the value of having a comprehensive Transportation System Plan and recognize the importance of transportation facilities and services in our area. We are prepared to support the TSP process by participating on an advisory committee, sharing public engagement opportunities, providing data, and supporting the implementation process as needed.

We encourage the Oregon Department of Transportation to award this grant and look forward to working with the City of Klamath Falls and Klamath County on this project.

Sincerely,

A handwritten signature in dark ink, appearing to read "Merritt Driscoll". The signature is fluid and cursive, with the first name "Merritt" and last name "Driscoll" clearly distinguishable.

Merritt Driscoll, MPH
Executive Director
Healthy Klamath



☎ p: (541) 883-2877

📠 f: (541) 884-6287

🌐 www.basintransit.com

June 9, 2021

Devin Hearing
Lead Grant Manager – ODOT Region 4
63055 N Hwy. 97, Bldg. M
Bend, OR 97701

Dear Mr. Hearing:

Basin Transit Service Transportation District (BTS) endorses the City of Klamath Falls and Klamath County's application for a Transportation and Growth Management Program grant to update the Klamath Falls Urban Area Transportation System Plan (TSP). Our community's ongoing growth will further benefit from the TSP identifying and planning mobility and safety needs of a diverse population, resulting in the community's economy and livability enhancement.

Since the adoption of the last TSP nine years ago, the Urban Growth Area of Klamath Falls has seen new expansion. A manufacturing plant is under construction in the WESGO industrial park that will create 50 family-wage jobs and the new Oregon Avenue protected bicycle lanes improved the community's connectivity and physical wellbeing. Klamath County has improved pedestrian and bike safety with new safety crossings where county roads cross the OC&E State Trail, improving pedestrian and bike users safety when traveling to our transit stops. Master plans for the hospital, Oregon Institute of Technology, WESGO, and the Green Springs Highway Interchange area developed and need to be incorporated into the TSP. In addition, the City and County would like to use the TSP process to coordinate their road standards and policies for the unincorporated areas within the urban growth boundary. BTS see the opportunity to work with the city and county during this process to coordinate standards and policies for current and future bus stops and stations within the urban growth boundary.

BTS uses both city streets and county roadways daily in transporting over 280,000 passengers a year throughout the urban area. BTS has funding and plans to begin updating its Transit System Plan within the next twelve months with a major focus on transit services within the Urban Growth Area of Klamath Falls. This would present an opportunity to work closely with the City and County. BTS is interested in looking at safe routes and facilities for pedestrians and bicyclist using transit services and connecting to other health, business, government, and nonprofit services in the urban area to provide safe, effective, and efficient transit service. BTS is ready to support the process by providing a member for the advisory committee and share data during the process.

We encourage the Oregon Department of Transportation to award this grant. Please feel to contact me if you require additional information.

Sincerely,

Adrian Mateos
General Manager

Cc: File

Devin Hearing
Lead Grant Manager – ODOT Region 4
63055 N Hwy. 97, Bldg. M
Bend, OR 97701

May 27, 2021

Dear Mr. Hearing:

On behalf of Klamath County Economic Development Association (KCEDA), I am writing to express our support for the City of Klamath Falls and Klamath County's application for a Transportation and Growth Management Program grant to update the Klamath Falls Urban Area Transportation System Plan (TSP). The TSP identifies and plans for the mobility and safety needs of persons driving, walking, biking, and riding public transit within Klamath Falls. It plans how goods and people can travel to and from Klamath Falls by road, rail, air, and other modes. The TSP also sets policy for developing a safe and efficient transportation system that is integrated with the needs of surrounding land uses.

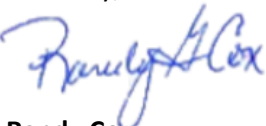
In the nine years since the current TSP was adopted, much has happened. A new manufacturing plant is under construction in the WESGO industrial park that will provide 50 family-wage jobs. The new Oregon Avenue protected bicycle lanes serve an area with some of the city's worst health outcomes, while Klamath County has constructed safety improvements where the OC&E State Trail crosses county roads. Master plans for the hospital, Oregon Institute of Technology, WESGO, and the Green Springs Highway interchange area have been developed and need to be incorporated into the TSP. In addition, the City and County would like to use the TSP process to coordinate their road standards and policies for the unincorporated areas within the urban growth boundary.

Transportation facilities and infrastructure are an extremely important component to our organization's work in the community. We strive to attract, retain, and grow businesses in Klamath County, and as you can imagine, access to transportation is a major decision on where to locate a business. The railway, airport, roadways, public transportation, trails, and walkability are all factor into a client's site selection. A thorough and strategic Transportation System Plan would only further our efforts to enhance the vitality of our community.

KCEDA welcomes the opportunity to support this plan by sitting on an advisory committee, sharing information about ways the public can get involved, or by providing data that can contribute to the plan. We will be advocates and strong partners in helping to further the efforts of the City and County to consider area transportation and how it may positively impact the health and financial well-being of our residents.

We encourage the Oregon Department of Transportation to award this grant. Please feel to contact me if you require additional information.

Sincerely,



Randy Cox

CEO, KCEDA / Choose Klamath ~ *It's Just Better Here!*



May 27, 2021

Devin Hearing
Lead Grant Manager – ODOT Region 4
63055 N Hwy. 97, Bldg. M
Bend, OR 97701

Dear Mr. Hearing:

On behalf of the Klamath Falls City School District, I am writing to express our support for the City of Klamath Falls and Klamath County's application for a Transportation and Growth Management Program grant to update the Klamath Falls Urban Area Transportation System Plan (TSP). The TSP identifies and plans for the mobility and safety needs of persons driving, walking, biking, and riding public transit within Klamath Falls. It plans how goods and people can travel to and from Klamath Falls by road, rail, air, and other modes. The TSP also sets policy for developing a safe and efficient transportation system that is integrated with the needs of surrounding land uses.

In the nine years since the current TSP was adopted, much has happened. A new manufacturing plant is under construction in the WESGO industrial park that will provide 50 family-wage jobs. The new Oregon Avenue protected bicycle lanes serve an area with some of the city's worst health outcomes, while Klamath County has constructed safety improvements where the OC&E State Trail crosses county roads. Master plans for the hospital, Oregon Institute of Technology, WESGO, and the Green Springs Highway interchange area have been developed and need to be incorporated into the TSP. In addition, the City and County would like to use the TSP process to coordinate their road standards and policies for the unincorporated areas within the urban growth boundary.

Speaking for our schools and our families, it is critical that improvements in transportation infrastructure happens in our city. Many students do not have safe routes to go to and from schools due to inadequate traffic lights, narrow and poorly maintained roads, and a great shortage of sidewalks. Children are forced to walk or bike in high traffic streets due to the inadequate transportation infrastructure through the city of Klamath Falls.

Our organization commits to being on any committees or commissions to help devise plans for city transportation improvements. We would also be glad to seek information and input from our parents, staff, and students to gather ideas on the best ways to make transportation safe for our students.

We encourage the Oregon Department of Transportation to award this grant. Please feel to contact me if you require additional information.

Sincerely,

Paul Hillyer, Ph.D.
KFCS Superintendent

***"Dedicated to helping all students do their best work and become their best selves."
¡Estamos dedicados a ayudar a todos los estudiantes a alcanzar sus potenciales en el
rendimiento escolar y a aprovechar al máximo sus capacidades!***



Serving Klamath & Lake Counties

PO Box 1529
Klamath Falls, OR 97601

June 29, 2021

Devin Hearing
Lead Grant Manager—ODOT Region 4
63055 N Hwy. 97, Bldg. M
Bend, OR 97701

Dear Mr. Hearing:

On behalf of South Central Oregon Area Commission on Transportation (SCOACT), I am writing to express our support for the City of Klamath Falls and Klamath County's application for a Transportation and Growth Management Program grant to update the Klamath Falls Urban Area Transportation System Plan (TSP). The TSP identifies and plans for the mobility and safety needs of persons driving, walking, biking, and riding public transit within Klamath Falls. It plans how goods and people can travel to and from Klamath Falls by road, rail, air, and other modes. The TSP also sets policy for developing a safe and efficient transportation system that is integrated with the needs of surrounding land uses.

In the nine years since the TSP was adopted, much has happened. A new manufacturing plant is under construction in the WESGO industrial park that will provide 50 family-wage jobs. The new Oregon Avenue protected bicycle lanes serve an area with some of the city's worst health outcomes, while Klamath County has constructed safety improvements where the OC&E State Trail crosses county roads. Master plans for the hospital, Oregon Institute of Technology, WESGO, and the Green Springs Highway interchange area have been developed and need to be incorporated into the TSP. In addition, the City and County would like to use the TSP process to coordinate their road standards and policies for the unincorporated areas within the urban growth boundary.

Efficient transportation facilities are crucial to the continued safety and growth of Klamath County's Urbanized areas.

The South Central Oregon Area Commission on Transportation will continue to support the TSP process by participating on any advisory committees as necessary.

We encourage the Oregon Department of Transportation to award this grant. Please feel to contact me if you require additional information.

Sincerely,

Mark Albertson
SCOACT, Vice-Chair



***SOUTH CENTRAL OREGON
ECONOMIC DEVELOPMENT DISTRICT***

PO Box 1529 • 803 Main Street, Suite 202 • Klamath Falls, Oregon 97601
Phone (541) 884-5593

June 22, 2021

Devin Hearing
Lead Grant Manager – ODOT Region 4
63055 N Hwy. 97, Bldg. M
Bend, OR 97701

Dear Mr. Hearing:

On behalf of South Central Oregon Economic Development District (SCOEDD) I am writing to express our support for the City of Klamath Falls and Klamath County's application for a Transportation and Growth Management Program grant to update the Klamath Falls Urban Area Transportation System Plan (TSP). The TSP identifies and plans for the mobility and safety needs of persons driving, walking, biking, and riding public transit within Klamath Falls. It plans how goods and people can travel to and from Klamath Falls by road, rail, air, and other modes. The TSP also sets policy for developing a safe and efficient transportation system that is integrated with the needs of surrounding land uses.

In the nine years since the current TSP was adopted, much has happened. A new manufacturing plant is under construction in the WESGO industrial park that will provide 50 family-wage jobs. The new Oregon Avenue protected bicycle lanes serve an area with some of the city's worst health outcomes, while Klamath County has constructed safety improvements where the OC&E State Trail crosses county roads. Master plans for the hospital, Oregon Institute of Technology, WESGO, and the Green Springs Highway interchange area have been developed and need to be incorporated into the TSP. In addition, the City and County would like to use the TSP process to coordinate their road standards and policies for the unincorporated areas within the urban growth boundary.

This Project supports one of the strategies listed in SCOEDD's Comprehensive Economic Development Strategy (CEDS): "Plan for, maintain and re-invest in infrastructure to provide for current population demands and support future economic development opportunities."

SCOEDD staff commits to supporting the TSP process as a member of the advisory committee and by providing data.

We encourage the Oregon Department of Transportation to award this grant. Please feel to contact me if you require additional information.

Sincerely,

Betty Riley

Betty Riley, Executive Director

RACIAL AND ETHNIC IMPACT STATEMENT

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

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

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

Indicate all that apply:

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

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

Printed Name:

Title:

Agency Name:

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.