

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM  
2016 GRANT APPLICATION COVER SHEET**

**APPLICATIONS DUE 4:00 PM, June 10, 2016**

<b>Type of Grant:</b>	Category 1	<b>ODOT Region (1-5):</b>	Region 2
<b>Primary Applicant Jurisdiction:</b>	Confederated Tribes of Grand Ronde		
<b>Project Title:</b>	Grand Ronde Transportation System Plan		
<b>Mailing Address:</b>	9615 Grand Ronde Road		
<b>City/Zip:</b>	Grand Ronde	97347-9712	
<b>Contact Person:</b>	Kim Rogers		
<b>Telephone/Email:</b>	503-879-2250	kim.rogers@grandronde.org	

	<b>MATCH</b>	
	<b>YES</b>	<b>NO</b>
<b>Other Local Jurisdictions involved in the project:</b>		
Polk County (involved but not "partnership" on this project)	<input type="radio"/>	<input checked="" type="radio"/>
(Transit providers will also be involved with a TDP co-occurring)	<input type="radio"/>	<input checked="" 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.

This project will create for the Grand Ronde community area a Transportation System Plan ready for adoption. The Tribe's long range transportation plan was created in 2007 and is out of date. The TSP will be prepared in coordination with Polk and Yamhill counties and ODOT with input from the Bureau of Indian Affairs, Tribal members, other residents, and organizations and businesses, and affected populations. Participants will include the Tribal Health & Wellness Center, Tribal Housing and the Willamina School District. At the same time, the Tribe will be preparing a (ODOT STFD funded) TDP working in cooperation with TCTD, YCTA, and SAMTD. The Tribe plans to use the TSP to help create a safe, walkable, bike able, healthy and livable community that also serves as an effective transportation hub between the valley and the coast.

**2016 TGM Grant Application Cover Sheet**

**Jurisdiction:** Confederated Tribes of Grand Ronde

**Project Title:** Grand Ronde Transportation System Plan

**Budget Breakdown** (Based on your response to Award Criterion 3)

TASK	TGM FUNDS REQUESTED	
	GRANTEE	CONSULTANT
1. Public information process development, scheduling and implementation.	\$0.00	\$14,000.00
2. Update Transportation plan area/user data, tribal/non-lands, needs & analysis	\$0.00	\$14,500.00
3. TSP tie in with Transit Dev. Plan on travel demand, public outreach & bus stops.	\$0.00	\$3,500.00
4. Development of TSP improvement projects and cost estimates	\$0.00	\$14,500.00
5. Development of draft Transportation System Plan (long range transportation plan)	\$0.00	\$20,500.00
6. Development of final Grand Ronde Transportation System Plan	\$0.00	\$10,500.00
7. Development of 6 year Transportation Improvement Program TIP	\$0.00	\$20,500.00
8. Hold public hearing on Transportation System Plan	\$0.00	\$2,500.00
9. Make final edits to Transportation System Plan and document public input	\$0.00	\$2,600.00
10. Final adoption of Transportation System Plan	\$0.00	\$2,500.00
Total TGM Funds Requested:	\$0.00	\$105,600.00
		\$105,600.00

Minimum Match Requirement - 12% of the Total Project Budget:	\$14,400.00
Match to be Provided:	\$14,400.00

**Type of Match to be Provided:**

## 2016 TGM Grant Application Cover Sheet

**Jurisdiction:** Confederated Tribes of Grand Ronde

**Project Title:** Grand Ronde Transportation System Plan

### 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 Tribe's project will create a Transportation System Plan and coordinate with a Transit Development Plan (TDP) being funded by ODOT SFTD. The TSP will address TGM and Tribal objectives for this project engaging community input, collecting and analyzing community needs for transportation and safety, infrastructure planning and the completion of a Transportation Improvement Program TIP. This will also include multi-modal transport and coordination with the TDP.

The Tribe completed the near term road improvements in the 2007 TSP (and exceeded transit services in the 2007 TDP/Coordinated Plan). The Tribe is requesting assistance in preparing these new planning documents to address community needs. The Tribe is seeking to create healthy residential areas linked to each other by sidewalks and bike lanes and to the Governance Center and public transit. The plans must also balance in the need for efficient valley to coast transportation.

#### 2. Adoption of Products to meet Project Objectives

A proposed project must include preparation of an adoption-ready product or products 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 that will primarily do outreach, research, study an issue, compile data, or prepare maps are not eligible. Projects are expected to include adoption hearings or will be part of a larger project to be adopted. 800 character limit.

This project will create an adoption ready Transportation Systems Plan (and tie in with a new TDP developed at the same time). The project will address our objectives for meeting federal requirements, addressing service community and economic development, multi-modal transport, improved safety and improved inter-modal service. It will also include completion of a Transportation Improvement Program TIP with near term road improvements. The Tribe's two year time line includes adoption hearings and adoption of the plan. The plan will address inter-neighborhood transportation (walking and biking) for community livability and public health and intercity transport for commuters and visitors.

#### 3. Support of Local Officials

A proposed project must clearly demonstrate that local officials 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) must be submitted with the application to meet this requirement. 500 character limit.

Council met with staff on this Transportation Systems Plan (TSP) application and has met on road improvements as part of annual budgeting and construction contracts. Council recognizes the need for the TSP and has committed

the the required 12% cost share (\$14,400) on this \$105,600 application (see Resolution). This unincorporated community includes federal trust and County fee land. The Tribe frequently works with other local governments to address community needs tribal and non-tribal.

2016 TGM Grant Application Cover Sheet

Jurisdiction: Confederated Tribes of Grand Ronde

Project Title: Grand Ronde Transportation System Plan

**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.*

I understand that, if used, consultant selection will follow the policies and requirements of the ODOT Procurement Office: <http://www.oregon.gov/ODOT/CS/OPO>

**Applicant Title:**

**Printed Name:**

**Authorized Signature\*:**

\*Please only include the authorized signature on the mailed hard copy. **DO NOT submit a printed, signed, and scanned version electronically.**

I have mailed in a hard copy of my application with authorized signature.



# TRANSPORTATION AND GROWTH MANAGEMENT (TGM) 2016 GRANT APPLICATION FORM

**Instructions:** See the [Grant Application Packet](#) for how to respond to each of the Award Criteria

**Completed Grant Application Form must not exceed 8 pages, less attachments. Excess pages will be discarded.**

Examples of successful applications and help to develop a project approach and budget estimate are available on the TGM Grants page: <http://www.oregon.gov/LCD/TGM/Pages/grants.aspx>.

**The answer fields below will expand as you type.**

ORGANIZATION NAME Confederated Tribes of Grand Ronde	PHONE (503) 879-2250
CONTACT PERSON NAME AND TITLE Kim Rogers, Planning & Grants Manager	CONTACT PERSON E-MAIL kim.rogers@grandronde.org
PROJECT TITLE Grand Ronde Transportation Systems Plan	

## Award Criteria

Applications may receive a total of 110 points.

- Up to 100 points are based on an applicant’s written responses to five award criteria.
- Up to 10 bonus points may be awarded for **Project Innovation**: *the application must demonstrate that the project will be innovative in subject matter, approach, or expected outcomes.* Do not write a separate response about how your project meets this criterion; scorers will award points based on the entirety of the application. By the nature of the criterion, most projects will not receive any points.

Projects are selected primarily based on scores for the TGM award criteria; also considered are the grant amounts requested, the estimated amounts TGM believes may be required for a project, the amount of grant dollars available for award within an ODOT 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 (as listed on pages 3-4 of the Application Packet).

**Statement of project purpose:**  
The Confederated Tribes of Grand Ronde (CTGR) TSP project specifically addresses TGM Objectives #1 and #2. The Tribe’s TSP plan and TDP were prepared over eight years ago and no longer comply with federal and state standards or regulations. These plans do not facilitate

and support the transportation needs the community must address nor do they facilitate the analysis and choices the community needs to make to ensure effective transportation and community safety and viability. The Tribe has been selected for ODOT STF Discretionary funding for the TDP. The Tribe is requesting TGM funding for a corresponding TSP.

***TGM Objective 1: Provide transportation choices to support communities with the balanced and interconnected transportation networks necessary for mobility, equity and economic growth.***

The Tribe proposes to prepare TSP and TDP plans that develop and provide multi-modal transportation choices and balance community livability and safety with efficient and appropriate transportation. These plans are expected to help create a community with accessible facilities for services, housing, employment, economic development, and efficient movement. The Tribe led efforts to create sidewalks and bike lanes and to provide public transit for Grand Ronde. The road improvements have helped vehicles pass through the community at posted speeds without having to leave their travel lane due to (risk taking) bicycle or pedestrian users on narrow gravel shoulders. The road improvements on the forestland Reservation includes public roadways that primarily exist for timber harvesting but also serve recreational and cultural uses of these lands. CTGR's proposed TSP will further the ability of the road system to facilitate this movement. This includes improved access to services and housing here in Grand Ronde while facilitating the economic transport of resources from the area and for other system users to travel through this area which can be a choke point between the large cities of the valley and the communities on the coast. It also includes improved access out of this rural isolated community to reach the types of services only offered by large towns and cities including supermarkets for groceries, colleges, medical specialists and hospitals, and to reach employment centers.

***1.1 A balanced, interconnected, and safe transportation system that provides a variety of transportation options and supports land uses.***

The Tribe's TSP (and TDP) project is specifically focused on the creation and adoption of a TSP (and a TDP). The TSP will provide system improvement plans for roads, sidewalks and bike lanes, and facilitate intermodal transportation options. Given the level of Tribal trust ownership in the Grand Ronde area incorporation is unlikely and the Tribe is the primary developer. The Tribe will work with the counties and local districts (water/sewer) on the development of the community which is outside of the more rural vision in county plans. This will include participation by local governments in the planning process for the TSP (and for the TDP).

The Transit Development Plan, to be developed through the Tribe's ODOT STFD grant, will focus on the needs of the Grand Ronde Tribal community as the Tribe's first priority and the elderly and disabled who depend on public transit but the same transit services the Tribe contracts for with the Yamhill County Transit Area, Cherriots (SAMTD), and the Tillamook County Transportation District provides a service to all those residing in the cities and communities they serve including Salem, McMinnville, Lincoln City and Dallas and travelers, communities and businesses farther away including even coast to Amtrak service.

***1.2 Appropriately sited, designed, and managed local, regional, and state transportation facilities and services that support the movement of goods and provide for services.***

The Tribe's transportation system plan will include planning and siting of road, street, bike lanes, sidewalks and other pedestrian improvements and will make the Tribe's project eligible for federal and state funding. County and state roads can be part of the Indian Reservation Road (IRR) system from this effort which can increase their funding options and potential. The Tribe does manage its own roadways on tribal lands most of which are public roads. This includes a balancing of the need to transport goods through this area between the Valley to the coast and the need to have a safe and livable community. A large state project approved on the final STIP and approved by FHWA/FA on May 20, 2015 (#18854) is OR 18 Fort Hill to AR Ford Road for EA, design, R/W & utility surveys and R/W purchase. The Tribe needs to update its TSP to link into the STIP.

Through the ODOT STFD project a new transit development plan (TDP) will enable the Tribe to better allocate scarce resources for current and new users including the routes and intergovernmental contracts the Tribe already has in place and any potential new routes and services and the comparative cost and benefit of those services and a review of the plans of overlapping agencies. The Tribe participated in the Marion-Polk transit plan efforts in 2013 and in the Salmon River Corridor Plan that lead to the current Coastal Connector route to Lincoln City. The Tribe will apply those plans to the Tribe's efforts as well as the most current Yamhill County Transit Area plan.

***1.3 Mobility choices for underserved communities and those with limited options.***

The sidewalks developed on Grand Ronde Road have increased the ability of wheelchair bound residents to move from their housing to tribal facilities. The Tribe will continue to work with the elderly and disabled in transportation and transit planning and with those who cannot afford a vehicle or a second vehicle where the only household vehicle is driven to a job by the highest earner while others in the household are left isolated or unable to reach reliable transportation to their own job or for needed services. Again, the Grand Ronde community is at the far western end of both Polk and Yamhill counties and has lower rates of employment and income than the rest of the county.

***1.4 Safe and convenient walking, biking, and public transportation opportunities to support a healthy, active lifestyle.***

The Tribe's Grand Ronde Road project created sidewalks and bike lanes that greatly improved the safety of pedestrians and bicyclists on Grand Ronde Road. The first mother with a stroller provided striking visual evidence of this change compared to the narrow gravel shoulder and deep ditch that existed before. More people walk or bike to work at the Tribal campus than ever before. The Tribe has also created walking and biking loop maps with mileage on them for exercise and the Tribe installed periodic benches with the Tribe's Indian Health Service diabetes funds. The Tribe will continue to make these kinds of improvements through new planning efforts. Since the last plan was done the Tribe created a recreation program which encourages our members to exercise including our elders and tribal employees. The community needs more walking and biking paths.

Our public transit contractors allow the use of bicycles and users do take advantage of the

opportunity to transport bikes on the bus to use to reach their destination. There are additional areas needing improvements to further these opportunities to make their access safe for pedestrians, bicyclists and the disabled.

This past year the Tribe suffered a fatal accident in the heart of our Tribal community. A child was struck by a truck in a cross walk while riding her bike. The Tribe approached Polk County on additional crossing warnings and lower speed limits and the County worked with the Tribe to make those improvements happen. Additional review, analysis and planning are needed to decrease the odds of similar events happening in the future.

***TGM Objective 2: Create communities composed of vibrant neighborhoods and lively centers linked by convenient transportation.***

The Tribe does want to use the Tribe's TSP (and TDP) to help facilitate appropriate and compatible facilities and housing where people have efficient transportation choices for travel across the community. Travelers also need to be able to get to services and employment outside of the community and others need to travel through our community to other destinations.

***2.1 Livable towns and cities with a mix of housing types, work places, shops, schools, and parks for people of all ages, incomes and abilities.***

The Tribe is pursuing this through other planning and it is not the focus of the TSP (or TDP). The roads, sidewalks, bike lanes, and public transit in our plans will help create a livable community and our community is already one of all ages, incomes and abilities with (trust land) elder housing, apartments, subsidized housing, market rate housing and non-tribal community (fee land) housing and businesses.

***2.2 Well located activity centers, including schools and other government services, which are accessible to pedestrians, bicyclists, and transit users.***

The TSP (and TDP) will use the latest land use planning by the Tribe but will not be a land use plan. There is a Tribal campus and there are tribal housing developments north, east and south of this campus with the community's only major arterial connecting them all with Highway 18 and Highway 22. Beyond this core area the Tribe's land use planning capabilities are limited since these are part of Polk County and Yamhill County's land use planning.

The Tribe does consider access to public transit and to pedestrian, bicycle and transit services in the site selection process in regard to what the Tribe builds. This was true with the food bank constructed in 2014 and to a lesser degree the Tribal police station which is now under construction. The projects identified in the TSP and the services in the TDP will consider all of these opportunities and concerns.

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

Again, the TSP will not be a land use plan. Safety considerations will be part of the Tribe's TSP (and TDP). The Tribe will consider the cultural aspects of projects proposed for the TSP in regard to the Tribal Historic Preservation Office and environmental considerations are reviewed by our Natural Resources Department.

**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.

The Grand Ronde Tribe is requesting funding for a two year project to develop an update to the Tribe’s Transportation System Plan. This will be done in coordination with the Tribe’s Transit Development Plan (TDP) funded by ODOT STFD for the Grand Ronde Tribal community area. These two plans were both draft in 2006 and completed and adopted in 2007. The Tribe’s Coordinated Human Services Transportation Plan will be replaced by the new TDP. Both of these plans are out of date and the TDP should be prepared within the overarching scope of a new Transportation System Plan, this is timely if not urgent. All of the near term projects in the TSP have been completed. The Tribe is requesting assistance in preparing a new TSP to address this community’s transportation needs and improve public safety.

The new TSP (and TDP) will help the Tribe meet federal requirements and regulations for TSP to service community and economic development with multi-modal transport, improve the safety of transportation options, and to improve intermodal service linkages. In order to qualify new road projects for funding the projects need to be in the Tribe’s Transportation Improvement Plan. The 2007 list of tribal projects has been exhausted and the lack of a TSP to back up project requests impairs the ability of the Tribe to access federal funds and to compete for discretionary grants. For example the prior Grand Ronde Road project was partially funded by a \$1 million dollar BIA High Priority Project grant.

The new TSP is needed to help address the Hebo Road highway interchange. The State 2015 STIP makes it necessary for the Tribe to update its TSP so it can tie in with these planned improvements.

Public safety is also a concern. In addition to the child bicycle fatality this year there was a pedestrian fatality in 2014 at the end of the recent State improvements to Highway 18 and Highway 22 by people trying to cross the highway as they’d done before but by timing their run through traffic and climbing the jersey barrier. The narrow bridge (and narrower sidewalks) there has also caused accidents and near accidents.

**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 Grand Ronde Tribe will manage this grant project and work with the State on the management of the TSP consultant agreement. The Tribe will also work with ODOT on coordinating the contracts and scopes for the TGM TSP with the TDP funded through ODOT STFD. Project staff will work with Tribal Council and the Tribal community on the core of the TSP (and TDP) and work with Polk and Yamhill counties, ODOT, and the Bureau of Indian Affairs on road projects considered for the plan based on ownership/jurisdiction and based on their status in the overlapping planning documents. The TDP will include work with the membership, the community, and our intergovernmental transit vendors (with overlapping transit plans). The overall project director will be Jesse White, Tribal Engineer. Public Works Coordinator John Mercier will serve as lead for the TSP including work with meeting Bureau of Indian Affairs requirements. The Planning Director will provide Tribal land use considerations. Kim Rogers, Planning & Grants Manager will serve as lead on the TDP. He will also assist the Tribal Engineer with grants management.

The major project tasks include:

1. Negotiation on grant funding agreement.
2. Consultant solicitation and selection process working with ODOT.
3. Public involvement process development and schedule including community meetings (and transit user surveys).
4. Data collection and analysis for TSP (and TDP) needs
5. Development of an inventory of TSP projects and prioritization of the projects based on need and readiness to proceed with design and reasonable funding expectations.
6. Analysis of alternative options and their costs.
7. Drafting of TSP for review including sharing drafts with local overlapping jurisdictions
8. Final public hearing process and adoption of TSP (and TDP).

The Tribe will coordinate the TSP scope of work with the TDP scope of work. There is some overlap between the two projects. Most of this overlap is in travel demand assessment, public outreach and service options, and in regard to sidewalks and bike use with bus stops.

**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 Grand Ronde Tribe is the only local government centered in the unincorporated community of Grand Ronde other than the local water and sewer districts/associations which don't rely much on the road or transit systems. The local medical facility, dental facility, head start/preschool, housing entity, and transit entity is the Tribe itself. Polk and Yamhill counties have their own transportation plans (and the transit provider transit entities have their own plans as well). The sidewalks on Grand Ronde Road have greatly improved the safety of children waiting for the school buses of the local school district. Spirit Mountain Casino is the transit hub for public buses from McMinnville, Salem and Lincoln City.

See support letters from Polk County, Willamina Public School District, and Tribal Housing. The Tribe will continue working with Polk County on transportation system development and also with adjacent Yamhill County. This includes review of the TSP in development and an opportunity to participate in early plan development meetings. The Tribe will work with the Willamina School District and Tribal Housing which provided support and participation letters. The Tribe will also be working closely with the Health & Wellness Center and Tribal Recreation on efforts to increase safe walking, running and biking on trails, sidewalks, and bike lanes for fitness and transportation. This past year the Tribe as held fun runs and a bike helmet rodeo.

LIST ATTACHED LETTERS OF SUPPORT
1. Polk County
2. Willamina School District
3. Grand Ronde Tribal Housing
4. Click here to enter text.
5. Click here to enter text.
6. Click here to enter text.
7. Click here to enter text.
8. Click here to enter text.

**5. Proposed Project Sponsor Readiness and Capacity 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.

The Grand Ronde Tribe is ready to implement the development of a TSP (and a TDP). The Tribe has staff experienced with planning, civil engineering, transportation, public works, transit, grants and GIS. These include:

- 1) Jesse White, Tribal Engineer, will serve as the overall Project Manager. Mr. White is a Civil Engineer who was the lead engineer with the design and construction management firm for the \$4.18 Million Grand Ronde Road project. Mr. White now oversees the Tribe's engineering, public works, and facilities programs as an employee.

2) John Mercier, Public Works Coordinator, has had that position for 3.5 years and has worked for the Tribe for 25 years. He managed recent upgrades to the Transportation Improvement Plans of the Tribe working with the Bureau of Indian Affairs. Mr. Mercier also oversees road rehabilitation and erosion control projects on our Reservation forest lands including two projects this year. He will serve as lead for the TSP.

3) Rick George, Planning Director, has managed environmental and land use advocacy and planning organizations. He was hired as Planning Director in 2014. He will be responsible for land use interfaces with the transportation plan.

4) Kim Rogers, MPA, Planning & Grants Manager, manages ODOT transit agreements and works with departments on grant development, management and reporting (e.g. HUD ICDBG), he oversees our 3 transit contracts for service to Salem, McMinnville and Lincoln City. He has been in this position for 15 years. (He developed the prior Transit Plan.)

5) Volker Mell, MS GIS, GIS Coordinator, is the Tribe's GIS specialist and will work with the consultant on GIS products for the TSP (and the TDP).

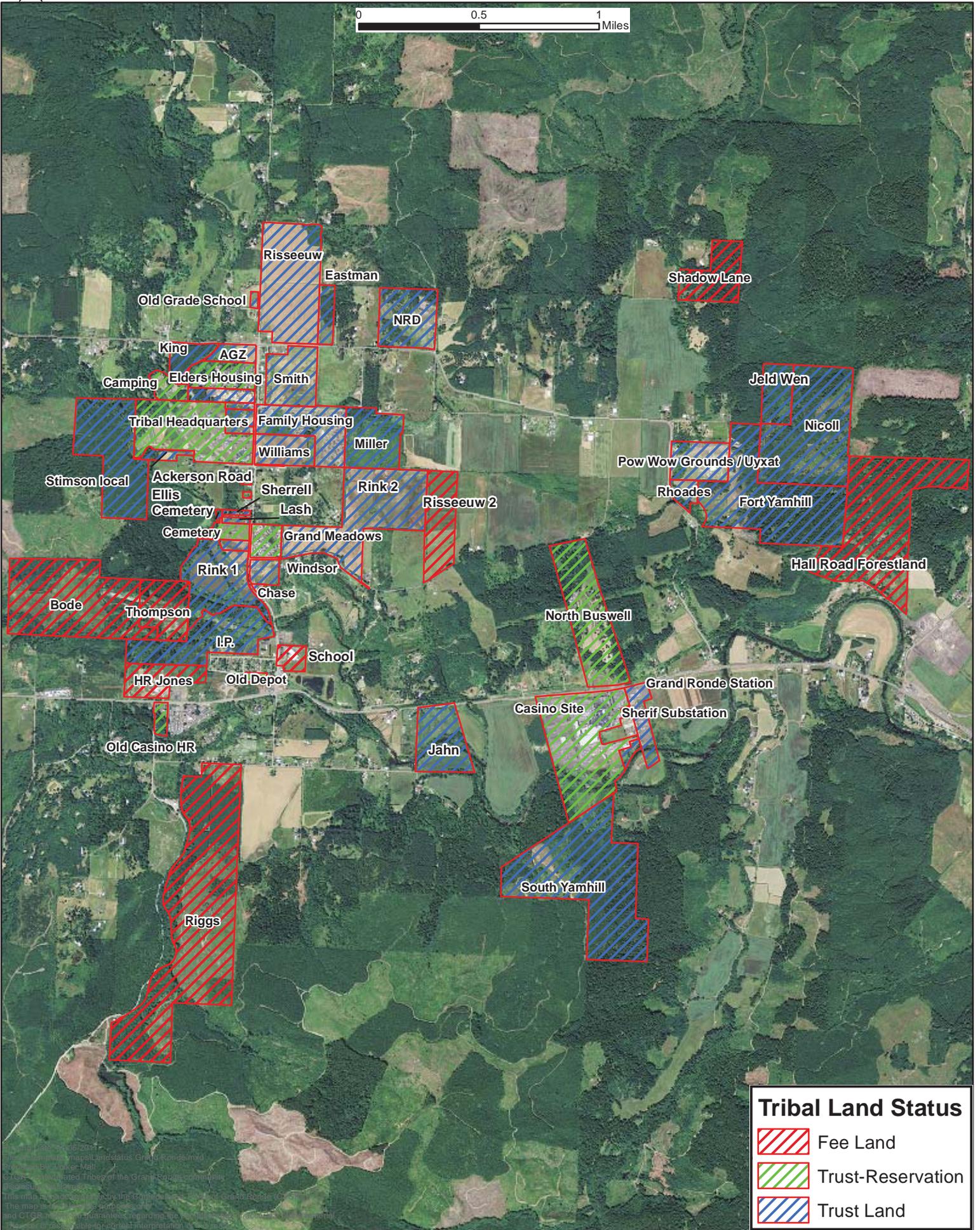
6) The Tribe's THPO Officer and the Tribe's Environmental Specialist will also be involved with the TSP.

The Tribe regularly manages HUD Indian Community Development Block Grant construction projects, HUD housing development, and Bureau of Indian Affairs road projects.

# Landstatus Grand Ronde



0 0.5 1 Miles



**Tribal Land Status**

-  Fee Land
-  Trust-Reservation
-  Trust Land

Printed Date: 03/06/2011  
File: \\ctgr\maps\maps\Landstatus Grand Ronde.mxd  
Prepared By: J. Miller  
CTGR - Confederated Tribes of the Grand Ronde Community  
Discretionary Planning  
This map is made available by the Confederated Tribes of the Grand Ronde Community.  
The map is for informational purposes only.  
The Confederated Tribes of the Grand Ronde Community and CTGR do not warrant or guarantee regarding the accuracy or completeness of the information presented on this map.  
The user is responsible for correct interpretation of the map.



# The Confederated Tribes of the Grand Ronde Community of Oregon

Tribal Council  
Phone (503) 879-2301  
1-800 422-0232  
Fax (503) 879-5964

9615 Grand Ronde Rd  
Grand Ronde, OR 97347

Resolution No. 088-16

**WHEREAS**, the Grand Ronde Tribal Council, pursuant to Article III, Section I of the Tribal Constitution approved November 30, 1984, by the Acting Deputy Assistant Secretary of the Interior, Indian Affairs, is empowered to exercise all legislative and executive authority not specifically vested in the General Council of the Confederated Tribes of the Grand Ronde Community of Oregon; and

**WHEREAS**, the 2010 Tribal Strategic Plan includes the development of the Tribe's community planning including transportation planning; and

**WHEREAS**, the Grand Ronde Tribe's last transportation plan was created in 2007; and

**WHEREAS**, the road projects in this plan have largely been completed or surpassed which may soon begin to impact the ability of the Tribe to gain federal approval for new road projects; and

**WHEREAS**, the State of Oregon solicited for applications for their Transportation & Growth Management grant program which can be used for the creation or updating long range transportation and transportation system plans; and

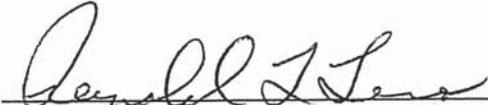
**WHEREAS**, this State grant program requires a 12% cost share be covered by the applicant; and

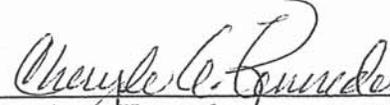
**WHEREAS**, the Tribe is being awarded STF Discretionary grant for a Transit Plan and it is best to perform an overall Transportation System Plan at the same time a Transit Plan is prepared.

**NOW THEREFORE BE IT RESOLVED**, that the Tribal Council hereby:

1. Approves the Tribe's application for a \$105,600 Transportation & Growth Management grant from the Oregon Department of Transportation; and
2. Approves providing the required \$14,400 match from Bureau of Indian Affairs or Tribal funds; and
3. Authorizes the Tribal Council Chairman or, in his absence, the Vice-Chairman to sign all documents required for this funding.

**CERTIFICATION:** The Tribal Council for the Confederated Tribes of the Grand Ronde Community of Oregon adopted this resolution at a regularly scheduled meeting, with a quorum present as required by the Grand Ronde Constitution, held on **June 01, 2016**, by a vote of 8 yes, 0 no, and 0 abstentions.

  
Reynold L. Leno  
Tribal Council Chairman

  
Cheryle A. Kennedy  
Tribal Council Secretary

*Umpqua Molalla Rogue River Kalapuya Chasta*



# POLK COUNTY

## BOARD OF COMMISSIONERS

POLK COUNTY COURTHOUSE \* DALLAS, OREGON 97338-3174  
503-623-8173 \* FAX 503-623-0896

Commissioners  
**CRAIG A. POPE**  
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**JENNIFER L. WHEELER**

**GREGORY P. HANSEN**  
Administrative Officer

June 9, 2016

Mr. Kim Rogers, Planning & Grants Manager  
Confederated Tribes of Grand Ronde  
9615 Grand Ronde Road  
Grand Ronde, OR 97347

Dear Mr. Rogers,

Polk County supports the Confederated Tribes of Grand Ronde's application for a Transportation and Growth Management (TGM) grant for the preparation of a Grand Ronde community area Transportation Systems Plan (TSP). Polk County and the Grand Ronde Tribe have forged a good working relationship over the years and that has proven beneficial for the Tribe and Polk County. A TGM grant for the Tribe would serve to strengthen the common goals between Polk County and the Grand Ronde Tribe.

This TGM grant would help the Grand Ronde Tribe and the Grand Ronde community as the Tribe develops transportation infrastructure there. Many of the Tribe's transportation arterials are public roads that are not on the Grand Ronde Indian Reservation. However, the Tribe regularly invests their own resources and transportation funds into non-reservation roads. The largest example of this was Grand Ronde Road (a Polk County Road) where the Tribe invested their resources to perform a major improvement on this county road. The improvements included road widening, sidewalks, storm drainage, and wastewater improvements. The Tribe continues this type of investment in the community to this day.

This past year the Tribe suffered a severe accident in the heart of their community. A child was struck by a truck in a cross walk while riding her bike. The Tribe approached the County on additional crossing warnings and lower speed limits and the County worked with the Tribe to make those improvements happen.

We expect there will be additional opportunities to work together to improve safe and efficient transportation in the Grand Ronde community area. We hope the plan developed from this effort will help focus on and anticipate future needs and address them with appropriate transportation solutions.

Sincerely,

**WILLAMINA SCHOOL DISTRICT 30-44-63J**  
1100 NE Oaken Hills Drive/PO Box 1000, Willamina, Oregon 97396

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June 9, 2016

Mr. Kim Rogers, Planning & Grants Manager  
Confederated Tribes of Grand Ronde  
9615 Grand Ronde Road  
Grand Ronde, OR 97347

**Re: Transportation planning ODOT TGM Grand Ronde Support Letter**

Dear Mr. Rogers:

The Willamina School District supports the Grand Ronde Tribe's application for Transportation & Growth Management (TGM) funding for the preparation of a Transportation Systems Plan to serve the Grand Ronde Community area. Grand Ronde is part of the Willamina Public School District and past efforts by the Tribe for road improvements and transit services have been of great benefit to the safety of our students and their transportation options. The Grand Ronde improvement project in 2009 provided sidewalks along Grand Ronde Road which made it safer for our students to get to and board their school buses. The general public transit services extended to Grand Ronde by the Tribe has provided alternatives for students and parents needing to stay late for school events and activities.

This past school year one of our students was struck and killed in a cross walk on her bicycle on Grand Ronde Road. Student safety is our greatest concern. The Tribe worked with Polk County on safety improvements at that cross walk. The School District supports the Tribe's efforts to improve safety and transportation in the Grand Ronde community area.

We expect there will be additional transportation developments planned from this grant project that will improve the safety of our students and of the community and improve transportation options. The District would appreciate receiving opportunities to participate in these planning efforts. We would like to review and comment on the draft plans.

Sincerely,

Carrie Zimbrick, Willamina School District Superintendent

cc: School Board  
Mercedes Reeves, Willamina School District Board of Directors - Tribal Representative



## GRAND RONDE TRIBAL HOUSING DEPARTMENT

28450 Tye Road – Grand Ronde, Oregon 97347 – (503)879-2401 – Fax (503)879-5973 [www.grtha.org](http://www.grtha.org)

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June 9, 2016

Mr. Kim Rogers, Planning & Grants Manager  
Confederated Tribes of Grand Ronde  
9615 Grand Ronde Road  
Grand Ronde, OR 97347

**Re: Letter in Support of Transportation planning ODOT TGM Application**

Dear Mr. Rogers:

Grand Ronde Tribal Housing supports the Tribe's application for Transportation & Growth Management (TGM) funds in order to prepare a Transportation Systems Plan to serve the Grand Ronde Community area. Our Department is responsible for the development of Tribal housing working with the Tribal Engineer and the U.S. Department of Housing and Urban Development. Current housing includes low-income and market rate housing, elder housing and the recently completed the first phase of our CMI North Apartments complex. We also manage the Grand Meadows lease lot subdivision for member owned modular housing.

The Tribe's road improvements and transit services benefit our residents and have improved community safety. This year one of our Tribal youth was struck and killed on her bike in a cross walk between Tribal housing and the main Tribal campus. This greatly increased concern and efforts in our community to plan for and create safety improvements.

The widening of Grand Ronde road and the sidewalk pedestrian improvements are the best example of community safety. Future developments will benefit from the road projects in this new planning effort. The development of CMI North apartments Phase II is the next planned development and it will likely occur within the next few years.

Sincerely,

Shonn Leno,

Housing Department Manager



## 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 persons<sup>1</sup> 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  
 Persons with Disabilities  
 African-Americans  
 Hispanics  
 Asians or Pacific Islanders  
 American Indians  
 Alaskan Natives

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

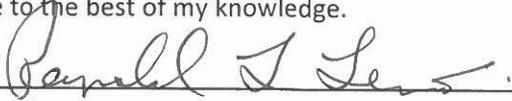
Indicate all that apply:

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

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

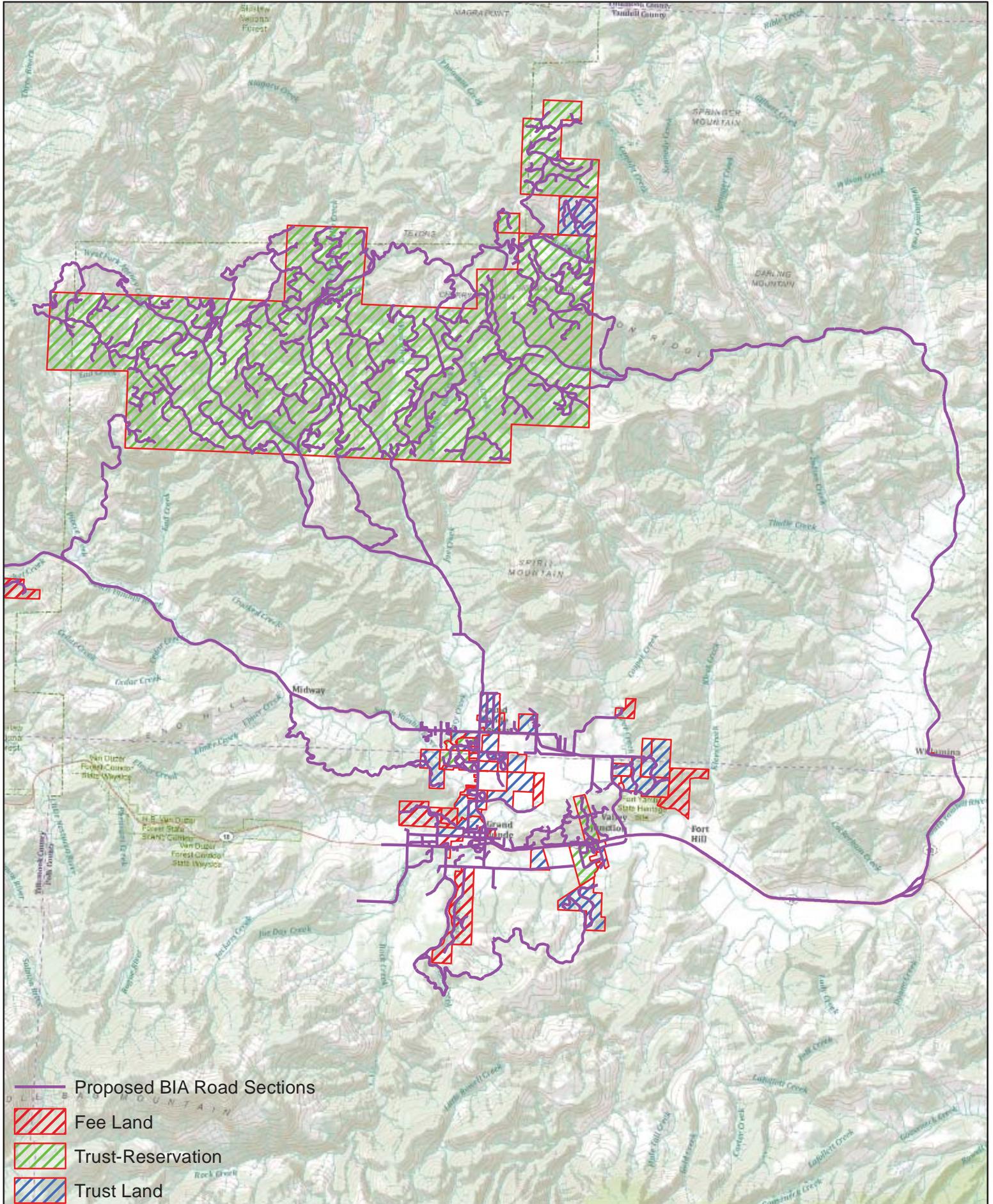
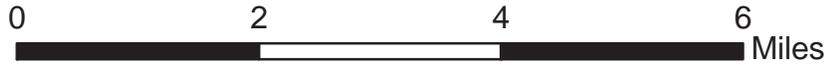
If you checked numbers 1 or 2 above, on a separate sheet of paper, provide the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

I HEREBY CERTIFY on this 10<sup>th</sup> day of June, 2016, the information contained on this form and any attachment is complete and accurate to the best of my knowledge.

  
Signature  
Printed Name: Reynold L. Leno  
Title: Tribal Council Chairman

<sup>1</sup> "Minority persons" 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.

# IRR Roads in Grand Ronde

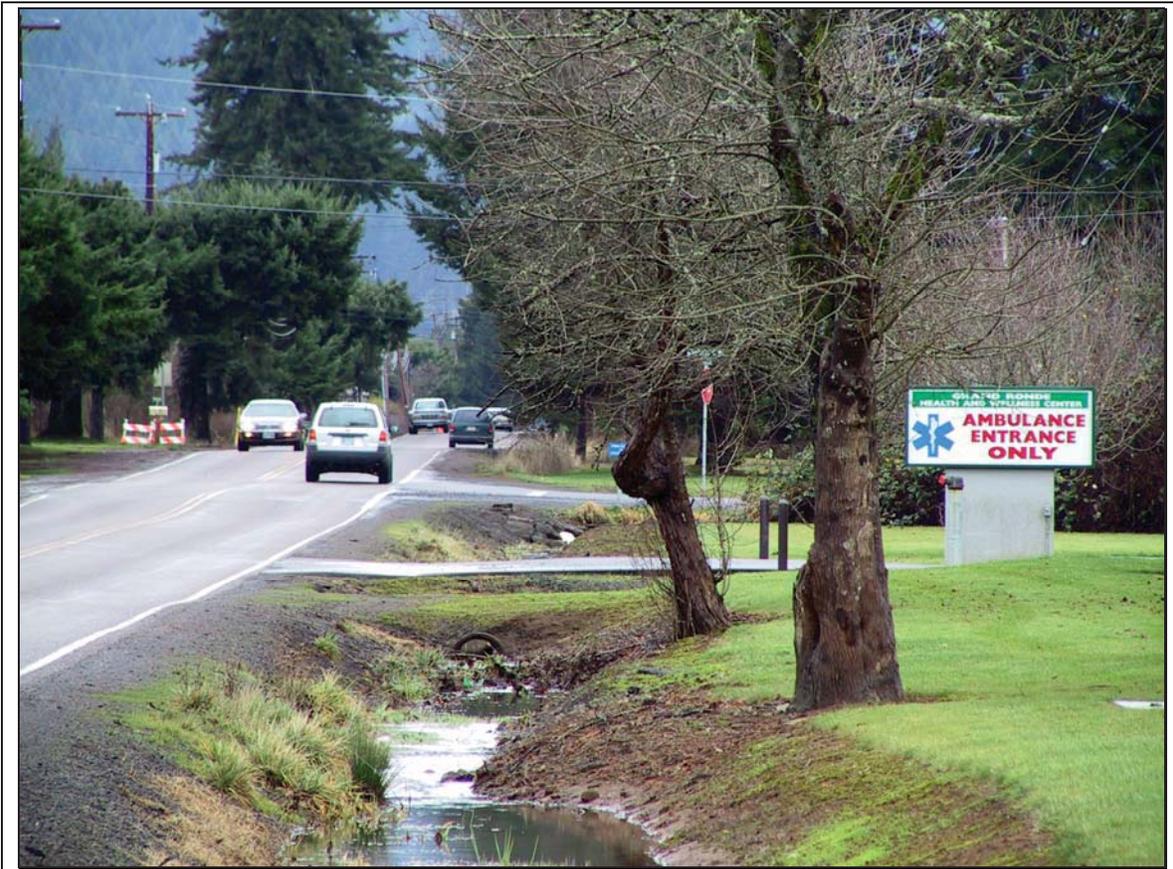


- Proposed BIA Road Sections
- Fee Land
- Trust-Reservation
- Trust Land

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# GRAND RONDE RESERVATION TRIBAL TRANSPORTATION PLAN

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June 2007



# CTGR Maps

## Grand Ronde walking loops

Map shows a 3k and a 5k walking loop in Grand Ronde Oregon

Locate an address

Switch Basemap

Legend About

### Layers

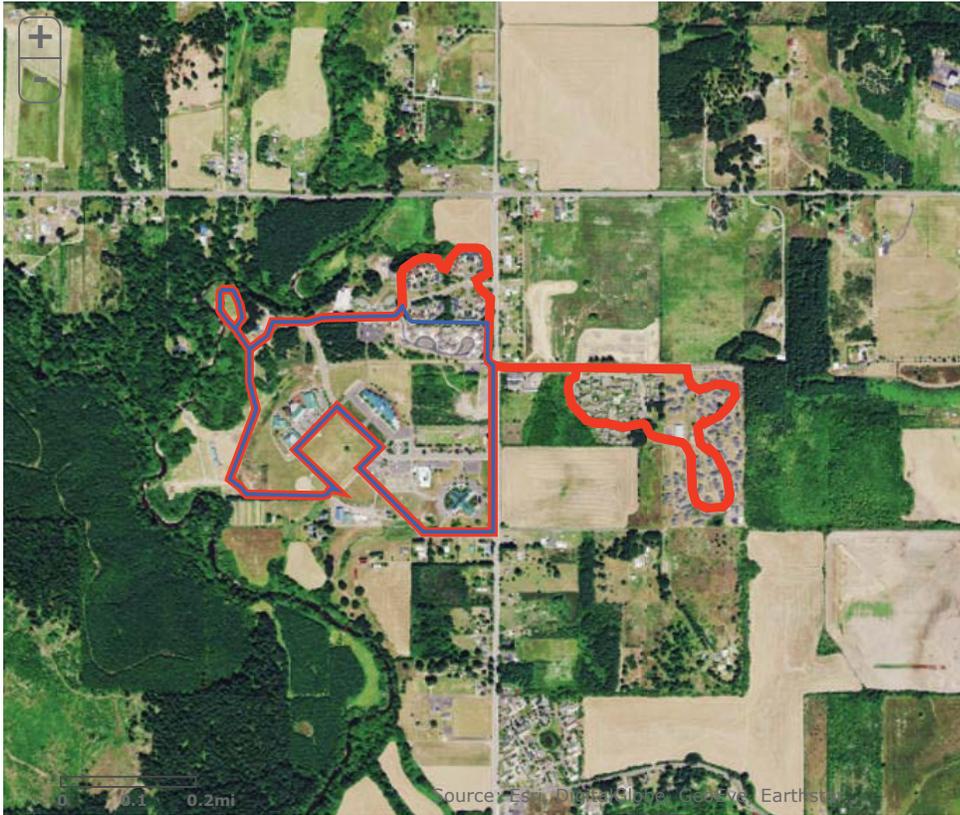
- 5K loop
- 3k Loop

### Legend

3k Loop



5K loop



ArcGIS Online