

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

APPLICATIONS DUE 4:00 PM, June 10, 2016

Type of Grant:	Category 1	ODOT Region (1-5):	Region 4
Primary Applicant Jurisdiction:	The Klamath Tribes		
Project Title:	Pedestrian and Bicycle Transportation System Plan		
Mailing Address:	P.O. Box 811		
	501 Chiloquin Blvd.		
City/Zip:	Chiloquin	OR	
Contact Person:	Anna Bennett		
Telephone/Email:	(541) 783-2219	anna.bennett@klamathtribes.com	

		MATCH	
		YES	NO
Other Local Jurisdictions involved in the project:	City of Chiloquin	<input checked="" type="radio"/>	<input type="radio"/>
		<input type="radio"/>	<input type="radio"/>
		<input type="radio"/>	<input type="radio"/>

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

The purpose of the Project is to improve the safety, access and convenience of pedestrian and bicycle transportation within the Chiloquin community for both local residents and visitors. The urgent need for this Project has been identified through a) previous local citizen input and b) recent analysis performed jointly by the Klamath Tribes and the City of Chiloquin, with the assistance of SERA Architects, that gathered local stakeholder input and identified existing Chiloquin community pedestrian and bicycle safety concerns. This Project will result in the development of a Pedestrian and Bicycle Transportation System Plan for the Chiloquin community that will be adopted and implemented by both the Klamath Tribes and the City of Chiloquin to meet their common local transportation needs.

2016 TGM Grant Application Cover Sheet

Jurisdiction: The Klamath Tribes

Project Title: Pedestrian and Bicycle Transportation System Plan

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

TASK	TGM FUNDS REQUESTED	
	GRANTEE	CONSULTANT
1. Project Management	\$0.00	\$2,000.00
2. Consultant Selection	\$0.00	\$0.00
3. Stakeholder Involvement Plan	\$0.00	\$7,000.00
4. Development and Refinement of Plan Goals and Objectives	\$0.00	\$7,000.00
5. Existing Pedestrian and Bicycle Transportation Data Review and Technical Analysis	\$0.00	\$16,600.00
6. Regulatory and Policy Review and Analysis	\$0.00	\$10,000.00
7. Development and Evaluation of Solutions; Alternatives	\$0.00	\$25,400.00
8. Draft Pedestrian and Bicycle Transportation System Plan	\$0.00	\$22,000.00
9. Present Plan to Tribal Council for Adoption	\$0.00	\$5,000.00
10. Present Plan to Chiloquin City Council for Adoption	\$0.00	\$5,000.00
Total TGM Funds Requested:	\$0.00	\$100,000.00
		\$100,000.00

Minimum Match Requirement - 12% of the Total Project Budget:	\$13,636.36
Match to be Provided:	\$13,637.00

Type of Match to be Provided:

2016 TGM Grant Application Cover Sheet

Jurisdiction: The Klamath Tribes

Project Title: Pedestrian and Bicycle 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 Klamath Tribes and the City of Chiloquin are requesting funds to develop a Chiloquin community Pedestrian and Bicycle Transportation System Plan. The Project will entail analysis of the existing Chiloquin community pedestrian and bicycle transportation system, including analysis of safety, ease of access for varying ages and levels of mobility, and convenience for community members to utilize these modes of transportation for travel within local residential areas, to and from schools, government services, public transit stations, healthcare facilities and other locations. The analysis will incorporate professional technical site study as well as local public input gathered from a wide range of community members and the elected local government officials. The Plan will include strategies and evaluation of alternative scenarios to address identified pedestrian and bicycle transportation problems, needs and opportunities and clear measures to implement all strategies identified.

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 result in the preparation of a Chiloquin Community Pedestrian and Bicycle Transportation System Plan. The Plan will be adoption-ready and presented to both the Klamath Tribes Tribal Council and the Chiloquin City Council for adoption and implementation.

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.

The Klamath Tribes and the City of Chiloquin have both prepared supporting Resolutions for this application clearly demonstrating local official understanding of the purpose of the grant application and supporting the project objectives.

2016 TGM Grant Application Cover Sheet

Jurisdiction: The Klamath Tribes

Project Title: Pedestrian and Bicycle 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 The Klamath Tribes and City of Chiloquin	PHONE 541-783-2219 x185
CONTACT PERSON NAME AND TITLE Anna Bennett, Roads Program Manager	CONTACT PERSON E-MAIL anna.benett@klamathtribes.com
PROJECT TITLE Chiloquin Pedestrian and Bicycle Transportation System 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).

Proposed Project: The Klamath Tribes and the City of Chiloquin are jointly seeking funding to develop a Pedestrian and Bicycle Transportation System Plan.

The City of Chiloquin is a rural incorporated city located within the Klamath Indian Reservation. Both pedestrian and bicycle commuting is common throughout the City and for many residents, is the only

method of transportation available. However, the City's existing pedestrian and bicycle network is severely lacking, posing safety risks and impeding ease of access to commuters who wish to use these forms of local transportation. Sidewalks are scattered in different locations throughout the City and end abruptly with no consistent network to connect residential areas, schools, government services, public transit routes, businesses and healthcare facilities. There are no designated bicycle routes or facilities and limited signage to facilitate safe or convenient transportation by bicycle. Because of this, the current system is hazardous to commuters on foot and bicycle.

In 2016, SERA Architects worked with the Klamath Tribes and City of Chiloquin to preliminarily identify strategies for safer walking and bicycling, including an inventory of safety concerns. The result was development of a document titled "Pedestrian and Bicycle Safety for the Klamath Tribes and City of Chiloquin; Findings and Recommendations". This document outlined specific project goals for the Chiloquin community, to include development of walking and biking routes, including, but not limited to a) safe crossing along Highway 422 between Klamath Tribes government administration headquarters, medical clinic and childcare facility; b) routing of an expanded downtown sidewalk network; c) strategies for safer walking and cycling to schools; d) improvement of key roadway pinch-points and safety hazards; e) connections to and across the Williamson River bridge; and, f) methods to improve safety at the City railroad track crossing that goes through the City center.

This Project will result in the development of a Pedestrian and Bicycle Transportation System Plan ("Plan") that will build on SERA Architect's initial 2016 findings and recommendations. The Plan will be adopted by both the Klamath Tribes and the City of Chiloquin and will be specifically aimed at improving pedestrian and bicycle transportation safety, convenience and access, with measures that can reasonably be implemented by both the Tribes and the City.

This Project will address the needs identified above, and directly supports TGM objectives 1, 2, 3, 4 and 5 as follows:

TGM Objective 1 "Provide Transportation Choices": This Project will provide direct support to TGM Objective 1 by creating a safer and more convenient/accessible transportation system for pedestrians and bicyclists, thereby improving the ability of the public to exercise these options within the community. Chiloquin is an economically distressed community and many residents currently lack certain transportation options due to financial constraints and limited physical mobility.

Implementation of this Project will make pedestrian and bicycle transportation a more realistic transportation option, especially for the young and elderly population, and safer for the community as a whole in supporting a healthy, active lifestyle.

TGM Objective 2 "Create Communities": Improving the safety and convenience of pedestrian and bicycle transportation makes these modes of travel more realistic for many community members thereby creating a safe and appealing physical environment supportive of the social, cultural, and health needs of the community residents. This Project further serves as a catalyst for the community to work together developing solutions to our common transportation needs. Both the Klamath Tribes and the City of Chiloquin have already collaborated and discussed common Chiloquin area community transportation needs at several joint and public meetings.

TGM Objective 3 "Support Economic Vitality": Improving the safety and accessibility of pedestrian and bicycle transportation makes these modes of travel more convenient and appealing to residents, serving to accommodate existing and future residents, businesses and services.

TGM Objective 4 “Save Public and Private Costs”: Improving the safety of pedestrian and bicycle transportation makes these modes of travel both safer and more convenient which allows for greater community use of these modes of transportation. Implementation of this Project will provide an improved system to accommodate future pedestrian and bicycle transportation needs. Increased use of pedestrian and bicycle transportation options will likely reduce the need for local motorized vehicle modes of transportation, providing an alternative to constructing certain additional major infrastructure projects.

TGM Objective 5 “Promote Environmental Stewardship”: This Project will provide direct support to TGM Objective 5 as it seeks to improve the existing local transportation system to promote the safety, convenience and accessibility of pedestrian and bicycle travel, making these modes of transportation more appealing for the local population. This Project will also seek to maximize use of existing infrastructure to avoid construction of new facilities. Increased opportunity for local pedestrian and bicycle travel will offset the need to use other forms of motorized travel thereby protecting valuable natural resources, promoting energy efficiency and reducing emissions of air pollution and greenhouse gases.

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 Project to develop a Pedestrian and Bicycle Transportation System Plan is both timely and urgent for the Chiloquin community. The Chiloquin community has long needed pedestrian and bicycle transportation system improvements. The system as it currently exists deters many residents from utilizing these forms of transportation due to safety, convenience and limited accessibility. There have been numerous pedestrian and bicycle-related traffic collisions within the Chiloquin community.

This Project is a high priority community initiative. For example, in 2012, the Klamath Tribes participated in a Native Nutrition and Fitness Project that engaged Klamath Tribal High School students to lead student-driven nutritional and physical fitness policy change within the Chiloquin community. Pedestrian and bicycle safety was one of the main themes that emerged from the Project. The students reported that “kids have to walk in the ditch so that they don’t get hit” and that people use the road because we don’t have sidewalks. Youth suggestions to improve nutrition and physical fitness in the community included putting bike lanes and more sidewalks in the community, lowering the speed limit in town and raising community awareness of pedestrian and bike safety.

In 2016, the Klamath Tribes worked with SERA Architects to perform an inventory of pedestrian and bicycling safety concerns. The inventory research, and input gained from stakeholders attending public meetings strongly confirmed that pedestrian and bicycle safety is a high priority for the community. This Project will prepare a Pedestrian and Bicycle Transportation System Plan that will build on these initial 2016 findings and recommendations.

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 Klamath Tribes and City of Chiloquin expect the Project to be completed within twelve (12) months. Following are the major project tasks, deliverables and expected timeline.

Task 1. Project Management

Upon notification of selection for a TGM Grant, Anna Bennett, Klamath Tribes Roads Program Manager, will serve as the TGM Project Manager. She will coordinate with the ODOT and TGM staff as well as Klamath Tribes Planning Department staff and assigned City of Chiloquin representatives to perform all project management activities throughout the duration of the Project. Project management activities will include, but not be limited to serving as the principal contact person for the Project; helping to develop a consultant statement of work; monitoring and coordination of Project work, including consultant work; appropriate budget management; keeping local decision-makers informed about the Project and progress; making logistical arrangements as necessary to perform and complete the Project; Providing public notification for local meetings and public events; working with the TGM Grant Manager to ensure completion of all work on time and within budget; reviewing consultant work products and payment requests as needed; and, preparing progress reports, match reports and applicable reimbursement requests.

Task 2. Consultant Selection

This Project will use the services of a consultant to develop the Pedestrian and Bicycle Transportation System Plan. Anna Bennett, TGM Project Manager will coordinate with ODOT and TGM staff, with input from Klamath Tribes Planning Department staff and assigned City of Chiloquin representatives, to prepare a scope of work and appropriately rank and select the Project Consultant best suited to develop the Plan in accordance with applicable processes.

Task 3. Stakeholder Involvement Plan

The TGM Management Team in coordination with the selected Consultant will develop a stakeholder involvement plan to be implemented throughout the Plan development. The stakeholder involvement plan will set forth the process to involve citizens by obtaining direct community input throughout the planning process. The stakeholder involvement plan will include a minimum of four (4) public meetings that will be held in the Chiloquin community to gather input from stakeholders. The meetings will be scheduled at strategic times and locations to encourage input from the full range of community members that are representative of the Chiloquin community's population, including citizens from a variety of age groups, socioeconomic backgrounds and levels of physical mobility. Stakeholder comments and input will be coordinated in an orderly and ongoing fashion for incorporation of the best ideas, suggestions and alternatives to develop the best Pedestrian and Bicycle Transportation System Plan for the Chiloquin community.

Task 4. Development and Refinement of Plan Goals and Objectives.

Consultant will work closely with the TGM Project Management Team to develop pedestrian and bicycle transportation system goals and objectives as well as evaluation criteria for the Chiloquin community. The project goals identified in the 2016 Chiloquin, Oregon Pedestrian and Bicycle Safety for the Klamath Tribes and City of Chiloquin Findings and Recommendations will serve as the starting point for the development of Project goals, objectives and evaluation criteria. The goals, objectives and evaluation criteria will continue to be further refined throughout the planning phase as additional information is gathered and analyzed by the Consultant and TGM Project Management Team.

Task 5. Existing Pedestrian and Bicycle Transportation Data Review and Technical Analysis

The Consultant, in coordination with The Klamath Tribes staff and City of Chiloquin representatives will gather, review and analyze existing plans and documents, existing conditions, existing and forecasted pedestrian, bicycle and vehicle counts, site photographs, accident data, previously documented and newly gathered input from a wide range of interested stakeholders, previous pedestrian and bicycle system safety and access inventories, and preliminarily established Chiloquin community pedestrian and bicycle transportation system goals and objectives. Recent preliminary analysis completed by the Klamath Tribes and City of Chiloquin with the assistance of SERA Architects through a 2015 TGM Education and Outreach grant as well as the 2012 Native Nutrition & Fitness Project Community Report will be relied upon as key foundation information upon which to build from in developing the Plan.

Task 6. Regulatory and Policy Review and Analysis

The Consultant, in coordination with the TGM Project Management Team will review all applicable Tribal and applicable local planning and regulatory requirements and policies and ensure compliance is maintained within the Plan document.

Task 7. Development and Evaluation of Solutions; Alternatives

The Consultant will work directly with the TGM Project Management Team to develop pedestrian and bicycle transportation system solutions for the Chiloquin community that best meet the identified pedestrian and bicycle transportation system goals and objectives. Development and evaluation of solutions will take into account all information collected, and analysis performed throughout the planning process. Each solution will also be evaluated for feasibility of implementation.

The Consultant and TGM Project Management Team will also develop alternative pedestrian and bicycle transportation system solutions taking into consideration feasibility of implementation, financial constraints, timing, new local development and possible changes in population demographics.

Task 8. Draft Pedestrian and Bicycle Transportation System Plan

Based upon review of all background information collected analyzed, and development and analysis of solutions and alternatives, the Consultant will prepare the draft Klamath Tribes-City of Chiloquin Pedestrian and Bicycle Transportation System Plan for the Chiloquin community. The TGM Project Management Team will provide input in the draft Plan.

Task 9. Present Pedestrian and Bicycle Transportation System Plan to Klamath Tribes Tribal Council for adoption

The Consultant, in coordination with the TGM Project Management Team will prepare a presentation of the Project work and present the draft Pedestrian and Bicycle Transportation System Plan to the Klamath Tribes Tribal Council for adoption at a regularly scheduled Tribal Council meeting.

Task 10. Present Pedestrian and Bicycle Transportation System Plan to Chiloquin City Council for adoption

The Consultant, in coordination with the TGM Project Management Team will prepare a presentation of the Project work and present the draft Pedestrian and Bicycle Transportation System Plan to the City of Chiloquin City Council for adoption at a regularly scheduled City Council meeting.

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.

Both The Klamath Tribes Tribal Council and Chiloquin City Council have passed formal resolutions supporting the Project objectives, committing to participate in the Project and expressing the desire to implement the expected outcomes as funding allows.

In addition, the following letters of support have been received.

LIST ATTACHED LETTERS OF SUPPORT
1. Chiloquin Elementary School
2. Klamath Tribes Housing Department
3. Chiloquin-Agency Lake Rural Fire Protection District
4. Kircher’s Hardware, Inc.
5. Klamath Tribal Health & Family Services
6. Chiloquin Volunteer Ambulance Service, Inc.
7. Klamath Tribal Health & Family Services Health Planning and Education
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 Klamath Tribes and the City of Chiloquin are ready and able to begin the Project within the TGM timetable and there is clear local commitment and capability to manage the Project.

This is a joint Project developed cooperatively between The Klamath Tribes and the City of Chiloquin. The Klamath Tribes Tribal Council and the Chiloquin City Council have both passed resolutions recognizing the need for pedestrian and bicycle transportation system planning and committing to completion of the Project. The Project Manager will be Anna Bennett, Klamath Tribes Roads Program Manager. Ms. Bennett has served as Roads Program Manager for four years. In her position, Ms. Bennett has managed and facilitated numerous roads projects performed on the Klamath Indian Reservation and has overseen and managed all Klamath Tribes Roads Program funds received from the Bureau of Indian Affairs.

Ms. Bennett will work directly with the Consultant that is selected for the Project. A supporting TGM Project Management Team will be established comprised of key staff from the Klamath Tribes’ Planning Department and City of Chiloquin representatives in completing the Project.

Prior TGM-funded projects: The Klamath Tribes and the City of Chiloquin received a TGM Education and Outreach grant in 2015 that resulted in a written document titled “Pedestrian and Bicycle Safety for the Klamath Tribes and City of Chiloquin Findings and Recommendations”. This document will serve as a foundation for developing the Pedestrian and Bicycle Transportation System Plan for the Chiloquin community.

Proposed Project is Innovative.

This Project is innovative in that it combines the efforts of two distinct jurisdictions, both The Klamath Tribes and the City of Chiloquin, to meet the unique needs of a common community. This Project is also innovative in that it takes into account data and needs analysis developed through joint Tribal-

City efforts, as well as the feedback from local youth in the 2012 Native Nutrition & Fitness Project Community Report. The Project outcome will serve the need for safer and more convenient and accessible pedestrian and bicycle travel while also promoting healthy and active lifestyles, protecting valuable natural resources, promoting energy efficiency and reducing emissions of air pollution and greenhouse gases.

Project Area MAP

Catalogue of Potential Safety Improvements

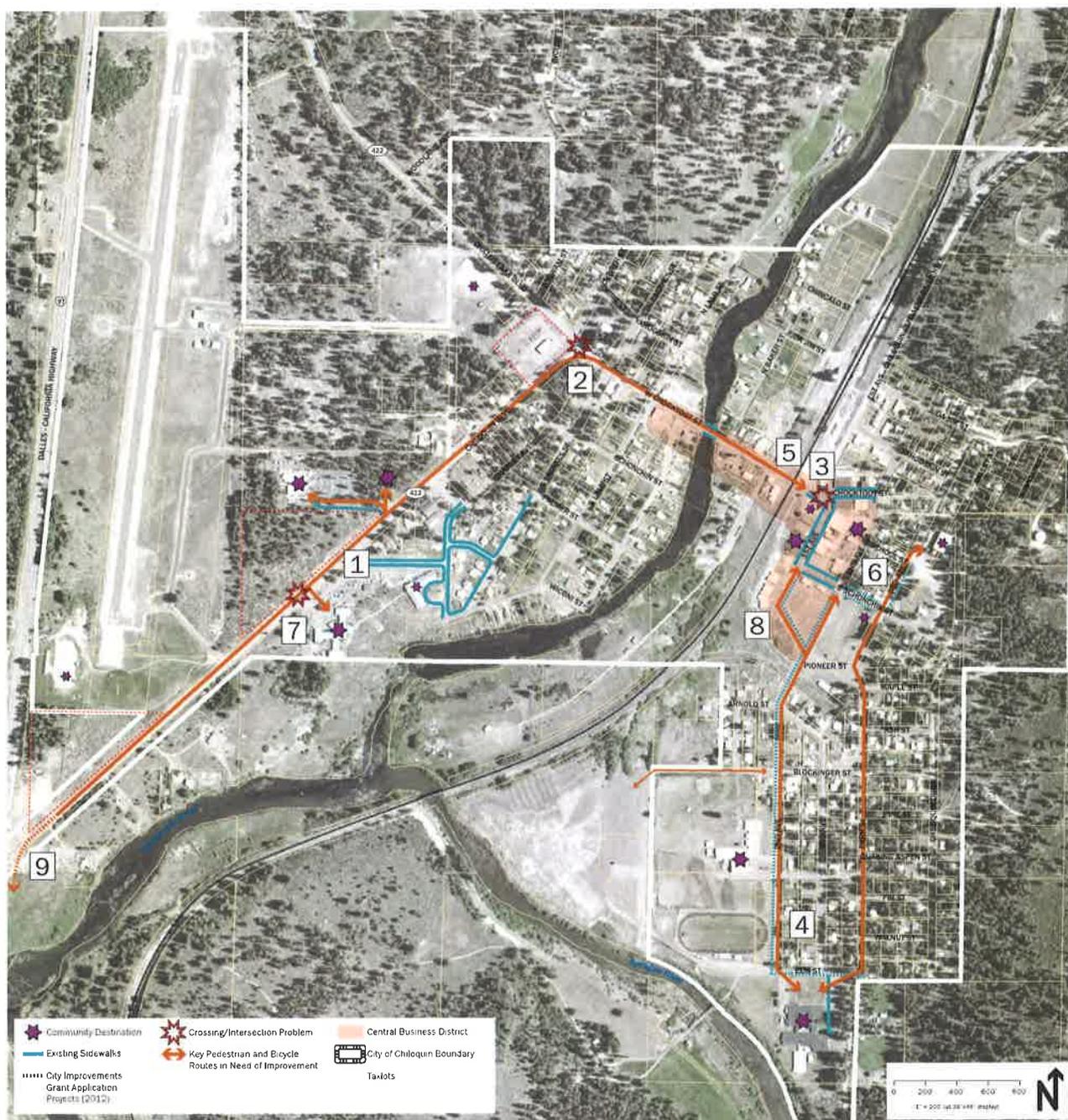


Figure 6: Safety concerns and opportunities map showing locations of key focus for stakeholders and the community

1. Crossings of Highway 422 at the Tribal facilities (pg. 6)
 2. Intersection safety at Chocktoot Street and Chiloquin Highway (pg. 9)
 3. Intersection safety at Chocktoot Street and 1st Ave in downtown (pg. 10)
 4. Access and safety improvements to the Chiloquin Schools (pg. 12)
 5. Railroad crossing safety improvements (pg. 14)
 6. Sidewalk connectivity throughout the city (pg. 15)
 7. Access safety improvements at the Klamath Tribes facilities (pg. 17)
 8. Driveway/street safety at the USPS office location on 1st Ave (pg. 18)
 9. Path and trail connections to the Kla-Mo-Ya Casino (pg. 19)
- *Locations are listed in the order in which community members identified the safety hazard - no prioritization is implied*



The Klamath Tribes

Tribal Council

Resolution #2016- 24

**TRIBAL COUNCIL RESOLUTION APPROVING AND SUPPORTING
SUBMISSION OF THE JOINT KLAMATH TRIBES-CITY OF CHILOQUIN 2016
TRANSPORTATION AND GROWTH MANAGEMENT GRANT APPLICATION
FOR THE DEVELOPMENT OF A PEDESTRIAN AND BICYCLE
TRANSPORTATION SYSTEM PLAN FOR THE CHILOQUIN AREA
COMMUNITY**

WHEREAS, The Klamath and Modoc Tribes and the Yahooskin Band of Snake Indians signed the Treaty of 1864 establishing the Klamath Reservation; and

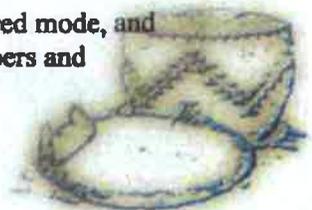
WHEREAS, The General Council of the Klamath membership is the governing body of the Tribes, by the authority of the Constitution of the Klamath Tribes (Article VI & VII section IV E) as approved by the General Council and most recently amended on September 26, 2013; and

WHEREAS, The Klamath Indian Tribes Restoration Act of August 27, 1986 (P.L. 99-398) restored the Federal government-to-government recognition to the Sovereign Government of the Klamath Tribes; and

WHEREAS, The Klamath Tribes' Tribal Council is the elected governmental body of the Klamath Tribes and has been delegated the authority to direct the day-to-day business and governmental affairs of the Klamath Tribes under the general guidance of the General Council (Constitution, Article VII, section I; Tribal Council by-laws, Article I); and

WHEREAS, The Klamath Tribes support forms of transportation that are safe, convenient, environmentally friendly and that promote healthy and active lifestyles for tribal and other community members; and

WHEREAS, Pedestrian and bicycle modes of transportation are a preferred mode, and sometimes the only mode, of transportation for many Klamath tribal members and residents of the Chiloquin community; and



WHEREAS, The existing pedestrian and bicycle system in the Chiloquin community is severely lacking, posing safety risks and impeding ease of access to those who wish to use these forms of local transportation; and

WHEREAS, The Klamath Tribes Tribal Council recognizes the need to develop a Pedestrian and Bicycle Transportation System Plan to improve the ability for local residents and visitors to utilize these forms of transportation in the Chiloquin community; and

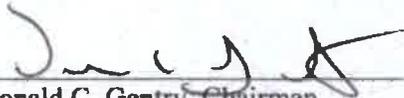
WHEREAS, The Klamath Tribes have worked with the City of Chiloquin to inventory pedestrian and bicycle safety and access in the Chiloquin community and developed specific goals and recommendations to improve the ability of residents and visitors to use these forms of local transportation; and

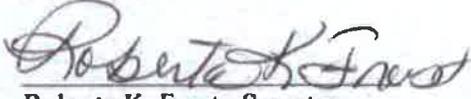
WHEREAS, The Klamath Tribes Tribal Council has determined that it is in the best interest of the Klamath Tribes to jointly apply with the City of Chiloquin to the Oregon State Transportation and Growth Management Program for a Transportation System Planning Grant to develop a Pedestrian and Bicycle Transportation System Plan for the Chiloquin area community.

NOW, THEREFORE BE IT RESOLVED, The Klamath Tribes Tribal Council approves and supports submission of the joint Klamath Tribes-City of Chiloquin 2016 Transportation and Growth Management Grant Application for the development of a Pedestrian and Bicycle Transportation System Plan for the Chiloquin area community.

CERTIFICATION

We, the undersigned, Tribal Council Chairman and Secretary of the Klamath Tribes do hereby certify that at a "Regular" Tribal Council meeting held on the 8th day of June, 2016 where a quorum was present, the Tribal Council duly adopted this Resolution by a vote of 6 for 0 opposed, and 4 abstention/s.


Donald C. Gentry, Chairman
The Klamath Tribes


Roberta K. Frost, Secretary
The Klamath Tribes



BEFORE THE COMMON COUNCIL OF
THE CITY OF CHILOQUIN, OREGON
A MUNICIPAL CORPORATION

A RESOLUTION APPROVING AND SUPPORTING SUBMISSION}
OF THE JOINT KLAMATH TRIBES-CITY OF CHILOQUIN }
2016 TRANSPORTATION AND GROWTH MANAGEMENT }
GRANT APPLICATION FOR THE DEVELOPMENT OF A }
PEDESTRIAN AND BICYCLE TRANSPORTATION SYSTEM }
PLAN FOR THE CHILOQUIN AREA COMMUNITY }

RESOLUTION # 833

WHEREAS, The City of Chiloquin supports forms of transportation that are safe, convenient, environmentally friendly and that promote healthy and active lifestyles for tribal and other community members; AND

WHEREAS, Pedestrian and bicycle modes of transportation are a preferred mode, and sometimes the only mode, of transportation for residents of the Chiloquin community and many Klamath tribal members; AND

WHEREAS, The existing pedestrian and bicycle system in the Chiloquin community is severely lacking, posing safety risks and impeding ease of access to those who wish to use these forms of local transportation; AND

WHEREAS, The City Council of Chiloquin, Oregon recognizes the need to develop a Pedestrian and Bicycle Transportation System Plan to improve the ability for local residents and visitors to utilize these forms of transportation in the Chiloquin community; AND

WHEREAS, The Klamath Tribes and the City of Chiloquin have worked together to inventory pedestrian bicycle safety and access in the Chiloquin community and developed specific goals and recommendations to improve the ability of residents to use these forms of local transportation; AND

WHEREAS, The City Council has determined that it is in the best interest of the City of Chiloquin to jointly apply with the Klamath Tribes to the Oregon State Transportation and Growth Management Program for a Transportation System Planning Grant to develop a Pedestrian and Bicycle Transportation System Plan for the Chiloquin area community;SO

NOW, THEREFORE BE IT RESOLVED: The common council of the City of Chiloquin approves and supports submission of the joint Klamath Tribes-City of Chiloquin 2016 Transportation and Growth Management Grant Application for the development of a Pedestrian and Bicycle Transportation System Plan for the Chiloquin area community.

Passed this 31st day of May, 2016



Mayor



Attest, City Recorder



CHILOQUIN-AGENCY LAKE

FIRE DISTRICT

Fire Chief Mike Cook

P.O. Box 437

127S. First Avenue

Chiloquin, Oregon 97624-0437

541-783-3860

Fax 541-783-3697

TTY 7-1-1

June 7, 2016

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, Or 97301

RE: Letter of Support; Chiloquin Pedestrian and Bicycle Transportation System Plan

Dear Ms. Lesmeister,

I am writing in support of Klamath Tribes and the City of Chiloquin joint Transportation Growth Management Grant application. The City of Chiloquin has very limited funding, and the current sidewalk facilities are insufficient for the safety of pedestrians. In the area of the Klamath Tribal Administration, sidewalks and crosswalks are non-existent. With the recent addition of the Childcare facility, located in the same area, pedestrian safety is of the utmost concern.

Within the City of Chiloquin, the primary mode of transportation is by walking and bicycling. Providing for a safer environment for both of these modes is a highly desired option in regards to public safety.

The Klamath Tribes and the City of Chiloquin are working in collaboration to make the community safer, Chiloquin Fire & Rescue fully supports this effort.

Thank you for your time and consideration in the very important matter in our community.

Sincerely,

Mike Cook

Fire Chief

(541) 783-3860/ (541) 891-2203



June 6, 2016

Chiloquin Elementary School

Home of the Panther Cubs

Inspiring Today's Students To Meet Tomorrow's Challenges

P.O. Box 375 • Chiloquin, OR 97624 • 541-783-2338

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

Dear Ms. Lesmeister,

This letter is to express my support for the Klamath Tribes-City of Chiloquin grant application to develop a Pedestrian and Bicycle Transportation System Plan for the Chiloquin area community. This Plan will be key to helping improve the safety and accessibility for students to walk and bicycle to and from school.

The City of Chiloquin currently has very limited bike and pedestrian facilities, making these modes of transportation dangerous in many areas of the City. This Plan will help greatly in identifying pedestrian and bicycle transportation system solutions as well as priorities for implementation to improve the safety and convenience for students and their families traveling throughout the City.

I look forward to seeing this project implemented.

Sincerely,

Travis Fast

Principal of Chiloquin Elementary School

CHILOQUIN VOLUNTEER AMBULANCE SERVICE, INC.

P.O. BOX 342
CHILOQUIN, OREGON 97624
541-783-3131 • FAX 541-783-3129



June 7, 2016

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

Dear Ms. Lesmeister,

On behalf of the Board of Directors of Chiloquin Volunteer Ambulance Service, this letter is to express our support for the Klamath Tribes-City of Chiloquin grant application to develop a Pedestrian and Bicycle Transportation System Plan for the Chiloquin area community. This Plan will be key to helping improve the safety and accessibility for students as well as citizens to walk and bicycle to and from school and throughout the community.

The City of Chiloquin currently has very limited bike and pedestrian facilities, making these modes of transportation dangerous in many areas of the City. This Plan is needed to help identify pedestrian and bicycle transportation system solutions as well as priorities for implementation to improve the safety and convenience for all citizens traveling throughout the City.

We look forward to seeing this project funded and implemented.

Sincerely,

A handwritten signature in blue ink, appearing to read "Louise Groomer". The signature is fluid and cursive.

Louise Groomer
Business Administrator

June 7, 2016

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301



Dear Ms. Lesmeister,

This is a letter of support for the Klamath Tribes-City of Chiloquin grant application to develop a Pedestrian and Bicycle Transportation System Plan for the Chiloquin area community. As owner of one of the oldest businesses in the city of Chiloquin, the importance of improving the safety and accessibility for citizens to walk and bicycle throughout the community is crucial to the vitality of our town.

It is with great pleasure that we submit this letter. The joint efforts of the Klamath Tribes and the City of Chiloquin to address safety issues in our community is commendable. This Plan will be a great tool in identifying issues and seeking solutions to improve the safety and convenience for all citizens traveling throughout the City.

We look forward to seeing this project funded and implemented.

Sincerely,

Harry Childers
Kirchers HARDWARE



The Klamath Tribes

Housing Department

June 7, 2016

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

RE: Letter of Support: Chiloquin Pedestrian and Bicycle Transportation System Plan

Dear Ms. Lesmeister:

We are writing this letter of support for the Transportation Growth Management Grant that the Klamath Tribes and the City of Chiloquin are applying for. The Chiloquin Pedestrian and Bicycle Transportation System Plan is a much needed planning tool for the development and implementation of basic multi-modal transportation opportunities.

There is very limited bike and pedestrian paths in the City of Chiloquin which makes it very dangerous to walk or bike in many areas of the City. Also with the construction of a new Childcare Facility in the City of Chiloquin there is a great need for pedestrian paths for the safety of children who live in Tribal Housing.

The Housing Department is in support of the development and implementation of this Plan. It will help identify the conflicts and provide recommendations for improvement and opportunities in the future to provide the pedestrian and bicycle facilities needed for the safety of residents in the Chiloquin area.

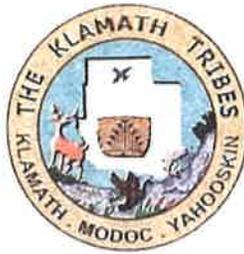
Sincerely,

A handwritten signature in black ink that reads "Roberta Sexton".

Roberta Sexton
Klamath Tribes Housing Director

501 Chiloquin Blvd. - P.O. Box 436 - Chiloquin, Oregon 97624
(541) 783-2219 - Fax (541) 783-3994





Klamath Tribal Health & Family Services

June 6, 2016

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

Dear Ms. Lesmeister,

This letter is to express my support for the Klamath Tribes-City of Chiloquin grant application to develop a Pedestrian and Bicycle Transportation System Plan for the Chiloquin area community. This Plan will be key to helping improve the safety and accessibility for students to walk and bicycle to and from school.

The City of Chiloquin currently has very limited bike and pedestrian facilities, making these modes of transportation dangerous in many areas of the City. This Plan will help greatly in identifying pedestrian and bicycle transportation system solutions as well as priorities for implementation to improve the safety and convenience for students and their families traveling throughout the City.

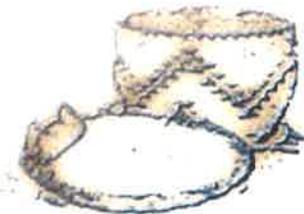
Please help the Klamath Tribes ensure a vision of creating an active and healthy living environment for Chiloquin, Oregon residents (many of these who are part of the patient population we serve) by creating safe travel routes, designing pedestrian-friendly roads, and decreasing inactivity within our community.

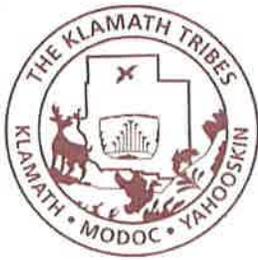
I look forward to seeing this project implemented.

Sincerely,

Martha Decker-Hall
Interim Health General Manager
Compliance Administrator
Klamath Tribal Health & Family Services

3949 South 6th Street - Klamath Falls, Oregon 97603
(541) 882-1487 - Fax (541) 882-1670





Klamath Tribal Health & Family Services

3949 South 6th Street • Klamath Falls, OR 97603
(541) 882-1487 • 1-800-552-6290
FAX (541) 882-1670 • CHS FAX (541) 883-7501

June 8, 2016

Cindy Lesmeister
Transportation and Growth Management Program
ODOT Mill Creek Building
555 13th Street NE, Suite 2
Salem, OR 97301

Dear Ms. Lesmeister,

This letter is to express my support for the Klamath Tribes-City of Chiloquin grant application to develop a Pedestrian and Bicycle Transportation System Plan for the Chiloquin area community. This plan will be integral in helping improve the safety and accessibility for students to walk and bicycle to and from school. Walking and bicycling are proven to provide numerous health benefits- both physical and mental. Walking and bicycling burn calories and are easy on your joints. Being active by walking or riding a bike also help build and strengthen the heart, lungs, lower body muscles and bones. Walking and bicycling also help control blood pressure; reduce the risk for diabetes and other chronic diseases, while improving psychological well being.

The City of Chiloquin currently has very limited bike and pedestrian facilities, making these modes of transportation dangerous in many areas of the City. Keeping pedestrians safe is a key element to the success of the plan. This Plan will help greatly in identifying pedestrian and bicycle transportation system solutions as well as priorities for implementation to improve the safety and convenience for students and their families traveling throughout the City. Walking and biking boasts other benefits as well. People of all shapes, sizes, and abilities can walk or ride a bike. Most important, walking or biking is a healthy outdoor activity that the entire family can enjoy together.

I look forward to seeing this project implemented.

Sincerely,

Shawn Jackson

Klamath Tribal Health and Family Services
Health Planning and Education 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
- 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 7 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: Donald C. Gentry
Title: Chairman

¹ "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.

Klamath Tribes and City of Chiloquin

2016 TGM Grant Application

RACIAL AND ETHNIC IMPACT STATEMENT

Rationale for Disproportionate or Unique Positive Impact on Minority Persons

The Klamath Tribes and City of Chiloquin's joint Project to develop a Pedestrian and Bicycle Transportation System Plan for the Chiloquin community will have a disproportionate or unique positive impact on American Indians and persons with disabilities in the State of Oregon.

A. Impact

Minority Persons – American Indians

The Klamath Tribes are a federally recognized Indian Tribe located within the boundaries of the State of Oregon. Klamath Tribes government Administration headquarters are located in the Chiloquin community. The Klamath Tribes have 5,058 enrolled tribal members. While the majority of tribal members do not reside in the City of Chiloquin, large numbers of tribal members regularly utilize the Klamath Tribes government services and medical clinic that are located within the Chiloquin community. Further, more than half of the City of Chiloquin residents are American Indian. According to the US Census Bureau American Factfinder data for 2010, American Indians alone or in combination with one or more other races comprise 57.5% of the City of Chiloquin's resident population, compared to only 2.9% of the State of Oregon's population. <http://factfinder.census.gov/rest/dnldController/deliver?ts=482418098489>. This Project seeks to substantially improve the pedestrian and bicycle transportation system for safety, access and convenience for all City of Chiloquin residents, Chiloquin area community members and visitors, and tribal members obtaining Tribal government services - serving a disproportionately higher number of American Indians than projects in other areas throughout the State of Oregon, and providing a unique positive impact for American Indians.

Persons with Disabilities

The proposed Project will lead to measures that improve the safety and accessibility of pedestrian and bicycle travel within the Chiloquin community. Improving the conditions of pedestrian and bicycle routes and systems will promote easier use, providing a unique positive impact for persons with disabilities and limited mobility in the State of Oregon.

B. Evidence of Consultation

The applicants have consulted with community members, including American Indian community members. The project concept was initially presented to the Klamath Tribes Tribal Council at the Klamath Tribes Administration Building in the summer of 2014. Community Outreach workshops were also held at Klamath Tribal Administration on January 6 and January 7, 2016.

Other consultation meetings held include:

- Joe Hobbs, Mayor, City of Chiloquin formally endorsed the joint project at a Tribal Council meeting in July of 2015.
- Joint meetings held with the City of Chiloquin, Klamath Tribes, ODOT representatives beginning in November of 2015
- Three joint meetings held since March of 2016.