

2025 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2025 Application Packet](#) before filling out this grant application.

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

Applications must be received by July 31, 2025 at 11:59 p.m. (PDT)

Applicant information

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

Response instructions are on page 9 of the 2025 Application Packet.

Primary applicant jurisdiction

Town of Bonanza

Mailing address

PO Box 297

Address Line 1

Address Line 2

Bonanza

City

Oregon

State

97623

Zip Code

Website

<https://www.townofbonanza.com>

Contact person name

Cheri

First

Stewart

Last

Contact person title

Town Manager

Contact phone

(541) 545-6566

Contact email

tobtreasurer@gmail.com

Name of person empowered to sign the agreement with ODOT, if different from the applicant contact

First

Last

Title of above named person

Phone

Email

List co-applicants (if a joint project)

List co-applicants (if a joint project)

Providing match?

Upload your resolution or meeting minutes from the governing body of applying jurisdiction(s) here:

B-695-TGM Grant Resolution.pdf

PDFs only. Max 2mb per file.

Project information

Response instructions are on page 10 of the 2025 Application Packet.

Project title

Bonanza Rural Mobility & Transportation Plan

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

Option 1: Project area map

Town of Bonanza maps.pdf

PDFs only, 1 file maximum, 2mb file size limit.

Option 2: Project area description

Town of Bonanza in its entirety including all streets and potential paths connecting the community to parks, natural resources, and businesses.

ODOT region (1-5)

Region 4

[ODOT Region Map](#)

Refer to the region map if you are unsure of your region.

Type of grant

Category 1: Transportation System Planning

Summary description of project

The Town of Bonanza seeks to develop its first-ever Rural Mobility & Transportation Plan—marking a major milestone in local planning history. This effort will develop a plan to address the limited pedestrian and transit access, and auto dependency on OR-70. The project will analyze future growth projections, develop a safety improvement plan, and propose land use strategies that support compact, walkable development. By integrating Complete Streets principles and climate resilience, the plan will produce adoption-ready tools that reduce transportation barriers, enhance connectivity, and support Bonanza’s long-term equity, safety, and economic vitality.

Describe the purpose of your project and how the expected outcomes will address a transportation problem, need, opportunity, or issue. (Maximum characters: 750)

Project cost table

Response instructions are on page 11 of the 2025 Application Packet.

TGM funds requested for the work identified in Criterion 3	Consultant \$157,025.00	Local reimbursement 	Total TGM funds requested \$157,025.00
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Local match	Minimum Match (Calculated) \$17,972.21 <i>Approximately 11.5% of requested funds</i>
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Match to be provided	Labor, supplies and services during project \$20,000.00	Payment when Intergovernmental Agreement is signed
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Total Match to be Provided
\$20,000.00

Award criteria

Criterion 1: Proposed project addresses a need and supports TGM

objectives (up to 40 points)

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

Response instructions are on page 13 of the 2025 Application Packet.

What is the transportation or transportation-related land use issue, problem, need, or opportunity the proposed project will address?

The Town of Bonanza is undertaking its first-ever Transportation Plan—a foundational step toward shaping a safe, connected, and resilient future for our rural community. Without a Transportation System Plan (TSP), Bonanza lacks the tools to guide investment, prioritize infrastructure, address safety risks, and support multimodal travel for its underserved populations.

Key Transportation Issues and Needs:

- No pedestrian or bicycle infrastructure, especially along OR-70 and key town roads. Residents must share narrow corridors, limiting walkability and safety.
- No existing accessible transit service. Seniors, youth, and those without personal vehicles are isolated from jobs, healthcare, and education.
- Heavy dependence on OR-70, a highway that bisects Bonanza and is ill-suited for local non-motorized traffic, contributing to community disconnection.
- No safety plan to address crosswalk placement, speed management, or known risks around schools and intersections.
- No tools for forecasting growth or travel demand, making it difficult to prepare for infrastructure needs or pursue funding.

Project Purpose and Expected Outcomes:

Bonanza's Transportation Plan will provide a 20-year roadmap for an inclusive transportation system, focused on safety, accessibility, and rural mobility. Deliverables include:

- Baseline analysis of current conditions and infrastructure gaps
- Community-informed safety improvement strategies using Safe Systems principles
- Forecasting of future mobility needs based on demographic and economic trends
- Recommendations for pedestrian and bicycle circulation, traffic calming, and wayfinding
- Concepts for future transit access and ADA compliance
- Equity-driven engagement with historically underserved residents
- Implementation tools: project phasing, cost estimates, and funding strategies

The new Transportation Plan will provide transportation choices – safer, lower-cost options beyond personal vehicles; create better access to businesses, parks, and gathering spaces; improved mobility enhances tourism and business connectivity; maximizing existing infrastructure reduces fiscal strain; and promote multimodal planning that reduces emissions and supports sustainable travel. Bonanza's first Transportation Plan will move the town from reactive measures to proactive investment.

Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

What are the proposed Project Objectives? How will the Project Objectives achieve one or more of the TGM Objectives?

Bonanza's first Transportation Plan directly supports the mission of Oregon's Transportation and Growth Management (TGM) Program and advances all five of its objectives.

1. Provide Transportation Choices

Bonanza currently offers no formal alternatives to driving. The Plan will identify solutions for walking, biking, and exploring future transit service options that reduce reliance on single-occupancy vehicles. This is especially critical for non-drivers—seniors aging in place, youth, and low-income households—who currently face isolation due to lack of mobility options. New sidewalks, safe crossings, and multimodal connections will help close this accessibility gap.

2. Create Vibrant Neighborhoods and Centers

OR-70 splits Bonanza in half, limiting interaction between neighborhoods, businesses, and community amenities. The Plan will establish design and circulation strategies that improve local connectivity. Residents will gain safer, more comfortable access to destinations such as Bonanza Big Springs Park, Bowne Park, and schools – encouraging more daily activity and stronger community cohesion.

3. Support Economic Vitality and Growth

Improved local transportation will strengthen Bonanza's appeal for small businesses and rural tourism. The Plan will support future site readiness, parking management, and visibility for businesses along the highway corridor and downtown. It will also explore how Bonanza can better capitalize on regional attractions and nearby outdoor recreation access by improving arrival infrastructure and wayfinding.

4. Save Public and Private Costs

The Plan will emphasize high-impact improvements that leverage existing infrastructure so to maximize the town's limited resources while extending infrastructure life.

5. Promote Environmental Stewardship

By facilitating safe walking and biking, reducing the need for vehicle trips, and aligning improvements with natural features, the Plan will decrease emissions and support sustainable development patterns. Bonanza's plan will set in motion a clear, inclusive, and realistic path forward- grounded in the TGM vision but rooted in local priorities.

Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues
- make amendments to local plans or regulations necessitated by changes in local conditions or in federal regulations, state requirements, or regional plans
- build on, complement or take a necessary step toward completing or implementing other high priority community initiatives, including Governor's Regional Solutions Team priority
- resolve transportation or land use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future

Response instructions are on page 15 of the 2025 Application Packet.

Why is it important to do the proposed project in this grant cycle?

Bonanza's Transportation Plan is urgently needed to address critical transportation challenges and to make updates to local policies and plans. The town currently lacks an adopted Transportation System Plan (TSP) and has no mechanism to guide mobility investments, safety improvements, or multimodal access. This plan will establish a policy foundation the town can use to amend local regulations and respond to regional and state planning mandates. The project is timely for four key reasons: 1. Pressing Transportation and Land Use Issues: Bonanza's infrastructure is vehicle-centric and outdated. OR-70 divides the town in two, with no sidewalks, crossings, or bike facilities, creating barriers to safe travel—particularly for seniors, youth, and residents without cars. There are no design standards, no traffic calming measures, and no system in place to prioritize high-risk areas like school crossings or community destinations. The Plan will directly address these deficiencies and produce implementation-ready safety strategies and infrastructure priorities. 2. Future Regulatory Compliance: While Bonanza is currently outside metropolitan boundaries and not subject to Climate-Friendly and Equitable Communities (CFEC) rules, the town intends to proactively align with the spirit and direction of state-level policy. The Transportation Plan will include strategies for mode shift, emissions reduction, ADA accessibility, and equitable access—laying the groundwork for amendments to the town's comprehensive plan, development code, and capital improvement program. 3. Readiness for Land Use and Housing Updates: This project is a necessary to Bonanza's planned updates to its Comprehensive Plan and zoning code. Without an adopted Transportation Plan, land use reforms—particularly those addressing walkable development, housing choice, and mixed-use opportunities—would lack a functional mobility framework. Completing the Transportation Plan now will ensure consistency and integration across the town's long-range planning documents. 4. Project Coordination and Funding Access - The town's location on OR-70 positions it as a key connector in the region. The absence of a Transportation Plan limits participate in regional project scoping, or compete for implementation grants. This plan will remove a significant barrier to project readiness and help unlock future investment from state and federal sources.

Maximum characters: 2,500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

What local actions are needed to move the proposed project forward? Have these actions been taken and if so, when? If those efforts are underway, when will they be completed?

The Town of Bonanza has taken several key steps to prepare for this project. In early 2024, the Town Council prioritized the development of a Transportation Plan and authorized staff to pursue grant funding. A pre-application consultation with TGM staff was completed in April 2025. Bonanza has secured letters of support, committed in-kind staff time to meet the local match, and begun compiling GIS data and community input from recent planning efforts. Upon grant award, the Town is prepared to begin working with the selected consultant with the project kickoff by early 2026. Adoption is targeted within 18 months. These actions demonstrate readiness and a clear path to implementation.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

How does the proposed project relate to other planning efforts, developments, or initiatives? Which of those are completed, underway, or waiting on the completion of this project?

The proposed Transportation Plan builds directly on the momentum of Bonanza's recently completed Safe Routes to School (SRTS) Plan, developed in partnership with ALTA Planning + Design over a year-long process ending in early 2025. The SRTS Plan identified key safety issues, infrastructure gaps, and priority routes for students walking and biking to school. The Transportation Plan will build on these findings, extending them town-wide to address broader connectivity, traffic safety, and multimodal access for all ages and abilities. The much needed Comprehensive Plan and zoning code updates will rely on the Transportation Plan's mobility framework. These coordinated efforts demonstrate readiness and momentum.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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

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

Response instructions are on page 16 of the 2025 Application Packet.

Tasks and deliverables table

What are your proposed tasks and deliverables

Task 1: Project Kickoff and Coordination

- Major Deliverable: Finalized scope, schedule, and coordination framework
- Responsible Party: Consultant team in collaboration with Town of Bonanza staff
- Decisions to Be Made: Confirmation of project goals, advisory committee structure, and communication protocols
- Expected Timeline: Month 1
- Plan/Regulation Link: Initiates groundwork for transportation-related updates
- Adopting Entity: N/A (administrative task only)

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 2: Community Engagement and Stakeholder Outreach

- Major Deliverable: Public Involvement Plan, meeting summaries, feedback reports
- Responsible Party: Consultant team with Town support; Town manages rural and underserved population outreach
- Decisions to Be Made: Approaches to engagement, outreach tools, advisory group composition
- Expected Timeline: Months 1–4 (and ongoing throughout project)
- Plan/Regulation Link: Community input will inform network recommendations and policy strategies in the final plan
- Adopting Entity: N/A

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update

and which entity or entities will need to take action to adopt them.

Task 3: Existing Conditions and Needs Assessment

- Major Deliverable: Inventory of existing infrastructure, safety conditions, parking assets, and connectivity gaps
- Responsible Party: Consultant team supported by Town staff
- Decisions to Be Made: Prioritization of issues to address through short- and long-range strategies
- Expected Timeline: Months 2–4
- Plan/Regulation Link: Directly informs recommendations affecting future land use and capital improvement prioritization
- Adopting Entity: Incorporated into final Transportation Plan

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 4: Future Conditions and Growth Forecasting

- Major Deliverable: Growth projections, travel demand forecasts, and risk/opportunity mapping
- Responsible Party: Consultant team with review by Town and Klamath County planning staff
- Decisions to Be Made: Selection of growth scenarios, level of service thresholds, and resiliency considerations
- Expected Timeline: Months 4–6
- Plan/Regulation Link: Will guide updates to Comprehensive Plan and zoning code
- Adopting Entity: Incorporated into Comprehensive Plan and Zoning Code Updates

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 5: Draft Plan Development and Recommendations

- Major Deliverable: Draft Transportation Plan with access/intersection improvements, bike/pedestrian safety and connectivity upgrades, a public parking management strategy, and an implementation roadmap
- Responsible Party: Consultant team and Town staff
- Decisions to Be Made: Project prioritization, funding strategies, and performance measures
- Expected Timeline: Months 6–10
- Plan/Regulation Link: Directly updates Bonanza's long-range transportation planning framework
- Adopting Entity: Town Council of Bonanza

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

Task 6: Plan Refinement and Adoption

- Major Deliverable: Final plan document, summary of public comment, and adoption resolution/ordinances
- Responsible Party: Consultant prepares final document; Town staff prepares resolution/ordinances
- Decisions to Be Made: Final edits, council approval, formal adoption
- Expected Timeline: Months 11–12
- Plan/Regulation Link: Establishes Bonanza's first adopted Transportation Plan and policy framework, updating Comprehensive Use Plan and Zoning Ordinances.
- Adopting Entity: Town of Bonanza - Town Council

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

How will the project approach support investment decisions that align with Oregon's Transportation Plan and Transportation Planning Rules?

The Transportation Plan will guide Bonanza in making investment decisions aligned with Oregon's Transportation Plan and Transportation Planning Rules. It will identify gaps in pedestrian and bicycle safety, access, circulation, and intersections, and propose prioritized, cost-effective improvements based on data, community input, and projected growth. These recommendations will support equitable, multimodal travel and reduce reliance on single-occupancy vehicles—key OTP goals. The plan will include phasing, cost estimates, and funding strategies to support fiscally responsible implementation. Coordination with ODOT, Klamath County, and DLCD will ensure consistency with state and regional priorities and improve readiness for grants and capital investments. The plan will be formally adopted by the Town of Bonanza and used to inform land use decisions and capital improvement programming.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

If adoption hearings will be held as part of a larger project, when will that be and as part of what project? (optional)

Adoption hearings will be held as part of the Transportation Plan project itself, anticipated in late 2026 or early 2027. These hearings will be coordinated with the Town Council and may also inform updates to Bonanza's Comprehensive Plan and zoning code, which are to be planned in conjunction with the TSP. The Town plans to apply for other DLCD grants that provide additional funding to specifically update our zoning and plans. We would hope to coordinate this work and possibly use the same consultant during this process.

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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

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

Response instructions are on page 17 of the 2025 Application Packet.

Upload letters of support here

County Letter of Support Executed.pdf

PDFs only. Max 2 mb per file.

Criterion 5: Proposed project sponsor is ready and capable (up to 10 points)

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

Response instructions are on page 18 of the 2025 Application Packet.

Describe the experience and availability of key staff

The Town of Bonanza has the commitment to successfully manage this project. The Town Manager will serve as Project Manager, The Manager is available to oversee consultant coordination, public engagement, and day-to-day project management. The Recorder will also act in coordination and public engagements efforts, assisting the Manager. Bonanza recently completed a year-long Safe Routes to School (SRTS) Plan in partnership with ALTA Planning + Design. The project was completed on time and with strong community participation. The Project Management Team included the school principal and vice principal, ODOT, Head Start Administration, two Town Council members, the School District, Mayor, Recorder, and Town Manager—demonstrating Bonanza’s ability to coordinate across agencies and finalize a consultant-led plan. This experience directly informs the Town’s readiness to lead the Transportation Plan. The Council will serve as the advisory body, and has committed in-kind staff time to meet the local match. Bonanza is prepared to begin work immediately upon award and complete the project within the TGM timeline.

Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Explain how the applicant has the capacity to scope the proposed project during the next 15 months and manage it to completion within 3 years

The Town of Bonanza is fully prepared to scope and manage this project within TGM timelines, and anticipates to complete it before the 3 years. The Town Manager will serve as Project Manager, bringing oversight and coordination expertise, while the Town Council will act as the advisory body. Bonanza recently completed its Safe Routes to School (SRTS) Plan on schedule with ALTA Planning + Design, supported by a Project Management Team including ODOT, school leadership, Head Start, the School District, Mayor, Town Recorder, and Council members. This successful, consultant-led process demonstrated Bonanza’s ability to coordinate across sectors and finalize a publicly supported plan within the timeframes allowed. The Town has completed a TGM pre-application consultation, secured letters of support, and committed staff time to meet the local match. Bonanza is ready to begin project scoping immediately and complete the plan within three years.

Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

If applicable, list applicant’s TGM projects within last 10 years and their status

If applicable, list local jurisdiction’s TGM projects within last 10

years and their status

TGM File Code	Project Title	Status
<input type="text"/>	<input type="text"/>	<input type="text"/>

300 character limit.

Bonus points: Housing (up to 10 points)

Response instructions are on page 19 of the 2025 Application Packet.

How will the adoption of the final document(s) address barriers to a broad range of housing types and affordability or work to link the location of future workforce housing to walkable/bikeable areas with good transit?

Bonanza's Transportation Plan will support housing affordability by identifying walkable, bikeable areas for future infill and workforce housing. It will guide updates to the Comprehensive Plan and zoning code to allow diverse housing types like duplexes and ADUs, while improving circulation, safety, and parking. This ensures new housing can be integrated without straining infrastructure—meeting rising demand from those seeking rural living with access to Klamath Falls.

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Required forms

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

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

PDFs only. Max 2 mb per file.

Certifications

Response instructions are on page 20 of the 2025 Application Packet.

Eligibility criteria

- ☒ This application demonstrates a clear transportation relationship
- ☒ This application demonstrates adoption of products to meet project objectives
- ☒ This application demonstrates the support of local officials

Preparation of application

- ☒ 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 (indicate below)
- ☐ This application was prepared by the following UNCOMPENSATED consultant (indicate below)
-

Would you like to receive TGM news and updates?

☐ Yes ☐ No ☒ I am already subscribed

Clicking "Yes" authorizes us to add your email to our e-newsletter mailing list. You can unsubscribe at any time.

Today's date

7/8/2025

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

Rachael Levasseur
Planning Section Web Coordinator
Rachael.LEVASSEUR@odot.oregon.gov

Resolution No. 695

A Resolution Authorizing the Town of Bonanza to Apply for a Transportation and Growth Management (TGM) Grant from the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD)

WHEREAS, the Town of Bonanza recognizes the importance of integrating land use and transportation planning to create a more connected, accessible, and resilient community; and

WHEREAS, the Oregon Transportation and Growth Management (TGM) Program provides funding to support local planning efforts that enhance transportation choices, economic vitality, and environmental stewardship; and

WHEREAS, the Town of Bonanza seeks to develop a Comprehensive Transportation Plan and Zoning Code Update to improve multimodal access, reduce reliance on OR-70, and support sustainable growth; and

WHEREAS, the proposed project aligns with the TGM Program's mission and objectives, including expanding transportation choices, fostering vibrant communities, supporting economic development, reducing infrastructure costs, and promoting environmental sustainability; and

WHEREAS, the Town of Bonanza is committed to public engagement, ensuring that historically underserved populations have a voice in shaping transportation and land use policies; and

WHEREAS, the Town of Bonanza will provide the required local match through in-kind contributions, staff time, and community outreach efforts;

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Town of Bonanza authorizes the submission of a grant application to the ODOT/DLCD Transportation and Growth Management Program for funding to support the development of a Comprehensive Transportation Plan and Zoning Code Update.
2. The Town of Bonanza commits to fulfilling all grant requirements, including local match contributions and public engagement efforts.
3. The Town of Bonanza designates Cheri Stewart, Town Manager, as the official representative authorized to sign the grant agreement and execute related documents.
4. The Town of Bonanza supports the adoption and implementation of the resulting plan to ensure long-term benefits for residents, businesses, and visitors.

PASSED AND ADOPTED by the Town Council of Bonanza this July 7, 2025, by the following vote:

AYES: Roland Scott, Ashlie Trushell, Bob Bacon, Tiffany Totten, Nancy Ibarra
 NAYS: 0
 ABSENT: _____

Signed:

A fence

Ashlie Pence, Mayor

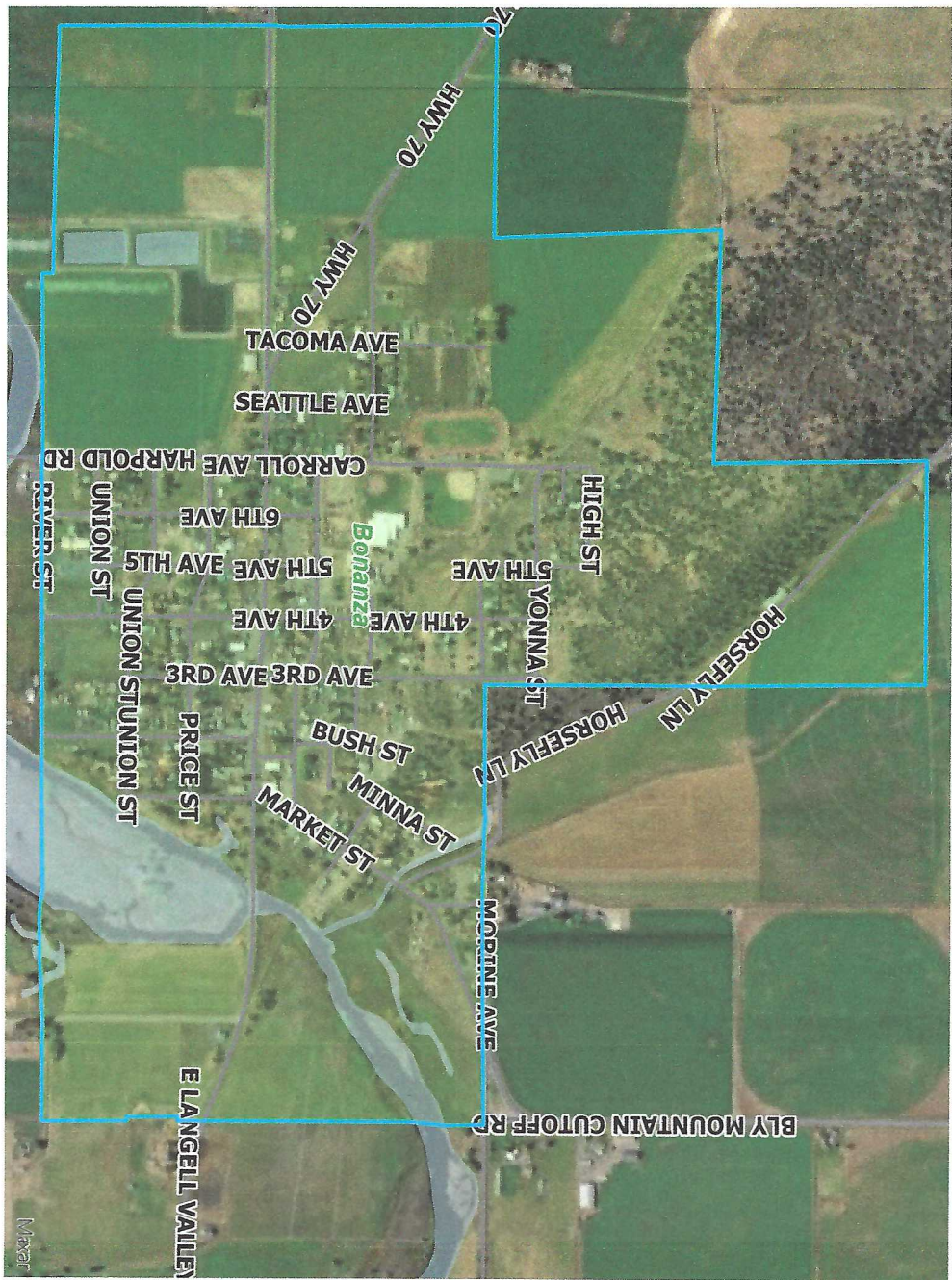
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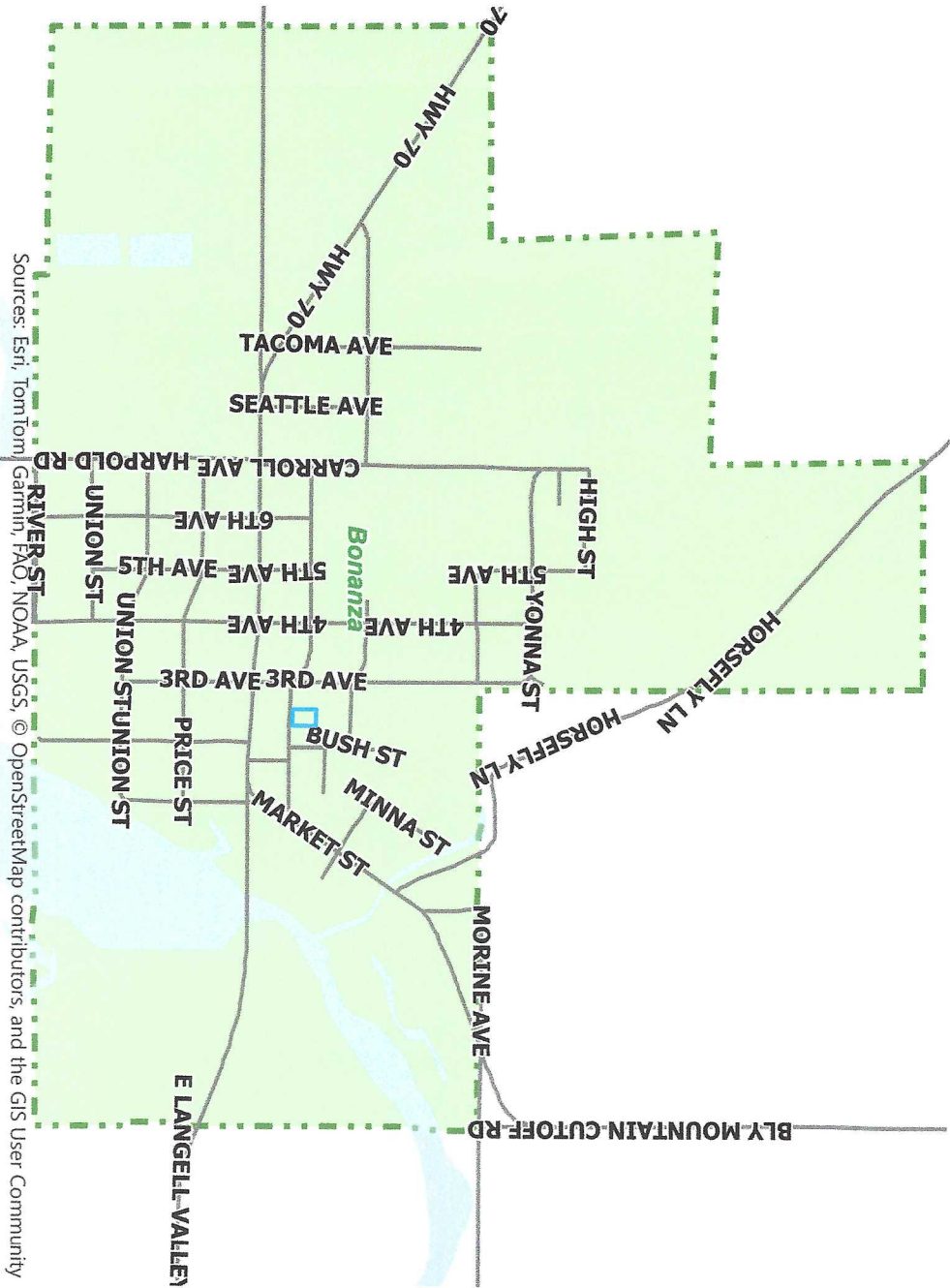


Paul X. Lewis

Anne Stewart, Town Recorder



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community





Board of Commissioners

Andy Nichols, Commissioner
Position One

Kelley Minty, Commissioner
Position Two

Derrick DeGroot, Commissioner
Position Three

July 1, 2025

RE: Support for Town of Bonanza's TGM Grant Application

To Whom It May Concern,

We are pleased to offer our full support for the Town of Bonanza's application to the Oregon Department of Transportation and the Department of Land Conservation and Development for a 2025 Transportation and Growth Management (TGM) Program grant.

Bonanza's proposed project—to update its Comprehensive Plan and develop a Transportation Plan—will provide a critical framework for improving mobility, safety, and land use coordination in one of Klamath County's most historic and resilient communities. The project will help Bonanza reduce reliance on OR-70, expand transportation choices for residents, and support sustainable economic development in the region.

We commend the Town's commitment to public engagement, climate adaptation, and making sure rural communities do not get left behind. These efforts align with the TGM Program's mission to create vibrant, livable communities through integrated land use and transportation planning.

Klamath County is committed to supporting Bonanza's planning efforts and looks forward to collaborating on implementation strategies that benefit the broader region.

Sincerely,



Andy Nichols
Commissioner



Kelley Minty
Chair



Derrick DeGroot
Vice Chair

When you're here, you're home

305 Main Street, Klamath Falls, Oregon 97601
Phone: (541) 883-5100 | Fax: (541) 883-5163 | Email: bocc@klamathcounty.org

RACIAL AND ETHNIC IMPACT STATEMENT

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

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

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

Indicate all that apply:

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

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

Indicate all that apply:

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

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

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

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

Dated:

Printed Name:

Title:

Agency Name:

¹ “Minority person” are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.