

2024 TRIBAL TRANSPORTATION PROGRAM LONG RANGE TRANSPORTATION PLAN & TRANSPORTATION FACILITY MAINTENANCE PLAN

INTERIM DRAFT

Robinson Rancheria

Pacific Regional Office - Bureau of Indian Affairs



Prepared by:



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INTRODUCTION

I-1 ORGANIZATION OF THE STUDY

The Long Range Transportation Plan (LRTP) is presented in four parts designed to communicate concise information pertaining to the Tribal Transportation Program's National Tribal Transportation Facilities Inventory (TTP-NTTFI) and planning process. The parts are:

- The **INTRODUCTION** of the report is designed to educate the reader on the TTP inventory and planning process, the project scope of work, and the regulations governing the project deliverables and funding. Later in the section, we introduce the reader to the tribe in order to provide a background setting for the plan. The introduction includes information pertaining to the Tribe's:
 - History and Culture
 - Physical Characteristics
 - Demographics and Socioeconomic Data
 - Government and Community Services
 - Regional Transportation
- **PART ONE - EXISTING TTP INVENTORY** describes what is currently defined as the Tribe's "Official" TTP inventory.
- **PART TWO - RECOMMENDED TTP INVENTORY** details the most recent TTP inventory update, data collection process, and relevant transportation network information. This section clearly identifies all components of the TTP inventory that were collected as part of the update. Current roadway condition analysis and digital mapping provide the backbone to this part of the report. In addition, we will identify proposed facilities the Tribe is considering constructing to support future development and improvement of their transportation network.
- **PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP)** is dedicated to presenting and supporting the future roadway development plans of the Tribe. Most importantly, this section presents the Tribal Prioritized Project List (TPPL) in text format, which details the future transportation improvements planned by the Tribe. Following the TPPL, Red Plains has generated conceptual engineer's estimates detailing planning level construction costs for each project identified for future construction. Combining the written TPPL with the engineer's cost estimates looks to forecast the Tribe's future TTP project plans in a fiscally responsible table detailing expenditures anticipated over the next three (3) to five (5) years. This table represents the deliverable sent to the Tribe's Bureau of Indian Affairs (BIA) or Federal Highway Administration's (FHWA) Regional Office as the documented TTIP. The TTIP provides program specific information necessary to initiate future contracts as required by the program to utilize TTP funding.

INTRODUCTION (CONT.)

- **APPENDICES** are provided at the end of the written document and referenced throughout the text. They provide supporting documentation, exhibits, and maps that support the plan and its findings. Several appendices may be in the form of additional report volumes depending on the size and nature of the data within.

I-2 TRANSPORTATION PLANNING



Transportation planning is the process of identifying the transportation facilities utilized by a community to get from place to place, analyzing the social and behavioral transportation tendencies of that community, and designing and implementing a transportation system that meets their needs and goals effectively. Transportation plans are the professional platform designed specifically to enable communication and coordination from one service area to another. Planning transportation networks in today's political and financial environment presents many challenges as service areas are becoming more compartmentalized and specialized. While unique and specialized transportation plans are developed to meet the needs of specific communities or funding sources, effective transportation planning must incorporate surrounding transportation networks and cross-jurisdictional boundaries to encompass the needs of regional transportation planning.

I-3 TRIBAL TRANSPORTATION PLANNING

The tribal transportation planning market adds complexity to the transportation planning process as each tribal entity is a separate sovereign nation within the United States. There are currently 574 federally recognized tribes in the U.S. Tribes across the country have varying levels of success developing and maintaining working relationships with other regional jurisdictions for various reasons. In the past several decades, many cooperative relationships have been forged and it is becoming more and more common to have tribal representation within regional transportation stakeholder planning organizations. Where these cooperative relationships have formed, both the tribe and the outside jurisdictions have seen mutually beneficial improvements to the region's transportation facilities. Typically, the more transportation stakeholders incorporated in regional transportation planning, the better. One of the main benefits of these relationships is the expanded resume of potential funding opportunities available for transportation planning and projects.

INTRODUCTION (CONT.)

I-4 GOVERNING REGULATIONS AND FUNDING SOURCE

This section provides an overview of the TTP governing regulations and the funding source utilized to fund this LRTP update. Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law on June 29, 2012. The Indian Reservation Roads Program (IRR) was renamed the Tribal Transportation Program (TTP) and was governed by regulations set forth in MAP-21, Section 1119, Federal Lands and Transportation Programs. MAP-21 revised the tribal transportation funding allocation methodology percentages and specified a six-year transition between the old funding formula and the new one. MAP-21 was established as a twenty-seven-month bill, which expired on September 30, 2014. After working through several continuing resolutions the new highway bill, Fixing America's Surface Transportation Act (FAST Act), was signed into law on December 4, 2015. As it pertained specifically to transportation planning and inventory updates, the FAST Act maintained the regulations set forth in MAP-21. The FAST Act established funding levels in support of the TTP through 2020, with increases each year for the life of the four-year bill. The Act was extended through the end of FY 2021 by continuing resolution. The current transportation bill, the Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021 and established funding levels in support of the TTP through September 30, 2026. The regulation maintains the requirement to update Tribal LRTPs every five years. MAP-21, the FAST Act, and the current BIL also maintained and clarified regulations for inventory updates. The inventory, as it contributes to the annual tribal allocation, was frozen with the enactment of MAP-21 and remains frozen presently under the BIL. FHWA and the BIA strongly recommend that tribes continue to update their inventory during the funding freeze. Therefore, during the life of the established regulations, the Tribe's inventory may be updated; however, it will not influence the annual tribal allocation from the TTP Program through the end of the current Highway bill (BIL, 2026).

Historically, the BIA, in accordance with the 1983 Memorandum of Agreement (MOA) between the BIA and FHWA, requires transportation plans to identify and meet transportation needs of Indian tribes nationwide. The MOA and subsequent updates state that the BIA shall carry out a transportation planning process for the TTP to support its road construction and improvement program. Current regulations pertaining to the TTP are contained in the Federal Register 25 CFR Part 170, the law regulating how tribe's perform TTP activities and expend TTP funding. The 25 CFR Part 170 was most recently updated on November 7, 2016.

I-5 PROJECT SCOPE OF WORK

The Robinson Rancheria is characterized as a progressive Indian community, continually pursuing ways to enhance their tribal communities, increase educational opportunities, support tribal enterprises, improve the safety of travelers on their transportation network, and efficiently program their TTP funds to accomplish as much as possible. Planning for both future development requiring new construction and improvements to existing transportation facilities has been a main goal of the Tribe. This specific LRTP project was initiated to meet the requirements of the TTP as detailed in the FAST Act and the requirements of the Caltrans Sustainable Transportation Planning Grant, the funding source of this project. The Tribe selected Red Plains as the most qualified candidate to work with and complete the project. The project

INTRODUCTION (CONT.)

scope of work includes three main components of a comprehensive tribal planning project: TTP inventory update, an LRTP Update, and the development of the Tribal Transportation Improvement Program (TTIP). The regulation excerpts governing the project as identified in 25 CFR Part 170 are to be found in APPENDIX B.



INTRODUCTION (CONT.)

I-6 THE ROBINSON RANCHERIA

Robinson Rancheria Pomo Indians of California is a federally recognized tribe of Eastern Pomo people in Lake County, California. As the original inhabitants of California's beautiful Clearlake and volcano Mt. Konocti, our land is at the heart of our culture and heritage.

We are a self-governed nation that supports our people and community who honors our ancestors by preserving and practicing culture, asserting tribal sovereignty through economic development while improving the lives of all tribal members.

The US federal government terminated relations with the tribe in 1956, but the court case, *Mabel Duncan, et al. v. US*, settled in 1981 declared this termination illegal. After the 1956 termination of the Old Robinson Reservation, tribal members moved to urban areas. Federal recognition for the tribe was restored in the 1960s. In 1978 Robinson Rancheria organized a tribal government and adopted their constitution in 1980. Many tribal members live back on the reservation today.

In February, 2017, the tribe announced reinstatement of the nearly 70 members who were dis-enrolled in 2009. After tribal members spoke out, the tribal government voluntarily decided to reinstate without a court order.

I-6.1 PHYSICAL CHARACTERISTICS

Climate

The region of the Robinson Rancheria has a hot-summer Mediterranean climate. Summers are hot and dry with temperatures reaching into the 90s and 100s during the day, while nights are relatively cool. Winters are mild with temperatures rarely dropping below 40 degrees. Precipitation is fairly light throughout the year, averaging around 24 inches annually. Clearlake enjoys plenty of sunshine all year round and is known to be one of the warmest places in California.

Clearlake gets some kind of precipitation, on average, 66 days per year. Precipitation is rain, snow, sleet, or hail that falls to the ground. In order for precipitation to be counted you have to get at least .01 inches on the ground to measure.

There is a difference of 6 inches of precipitation between the driest and wettest months. During the year, the average temperatures vary by 34.0 °F.

It has been determined that December exhibits the highest relative humidity, with a percentage of 71.1. On the other hand, it is observed that during July, there is an extremely low level of relative humidity at only 35.9 percent. The wettest month is January (11 days), whilst the driest is July (0.4).

INTRODUCTION (CONT.)

Geology and Ecology

The Robinson Rancheria lies just north of Clear Lake, a natural freshwater lake in Lake County, CA. It is the largest natural freshwater lake wholly within the state, with 68 square miles of surface area. At an age of 0.5 million years, it is believed to be one of the oldest lake in North America. It is the latest lake to occupy the site with a history of lakes stretching back at least 2,500,000 years.

Clear Lake supports large populations of largemouth bass, crappie, bluegill, carp, and catfish. In addition to fish, there is abundant wildlife within the Clear Lake basin. There are year-round populations of ducks, pelicans, grebes, blue herons, egrets, osprey, and bald eagles, and the basin supports sizable populations of deer, bear, mountain lion, raccoon, and other animals.

Clear Lake lies within the Clear Lake Volcanic Field, as designated by the United States Geological Survey. The volcanic field contains The Geysers, a steam field which powers a network of the world's most productive geothermal power plants. There are numerous small faults present in the south end of the lake as well as many volcanoes, ranging in age from 10,000 to 2.1 million years, the largest being Mount Konocti, sitting at the middle of the lake's south shore. There have been no eruptions from the Clear Lake Volcanic Field for thousands of years, but there are indicators currently being monitored that suggest there is the potential for future eruptions. These indicators include volcanic-type earthquakes, hot spring activity and seepage of volcanic gas.

The rugged coastal mountains surrounding Clear Lake are covered with thick stands of oak-madrone forest, manzanita, sage shrubs, chaparral, grasses etc. Most common trees include blue oak, valley oak, interior live oak, pacific madrone, California scrub oak, plus very occasional coast redwoods and tanoak. Large stands of western white pine may be seen in the higher elevations. The heavy forestation and ruggedness of this part of California has helped prevent wholesale real estate development or farming. On the northeast slope of Mount Konocti is a heavily forested area known locally as the "Black Forest", because it never gets direct sunshine. This area has some Douglas fir in very heavy stands.

Air Quality

The Clean Air Act, which was last amended in 1990, requires the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS, 40 CFR part 50) for pollutants considered harmful to public health and the environment. The Clean Air Act identifies two types of national ambient air quality standards. **Primary standards** provide public health protection, including protecting the health of "sensitive" populations such as asthmatics, children, and the elderly. **Secondary standards** provide public welfare protection, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

The EPA has set National Ambient Air Quality Standards for six principal pollutants, which are called "criteria" air pollutants. Periodically, the standards are reviewed and may be revised. The current standards are listed below⁽²⁾:

INTRODUCTION (CONT.)

Pollutant [links to historical tables of NAAQS reviews]		Primary/ Secondary	Averaging Time	Level	Form
Carbon Monoxide (CO)		primary	8 hours	9 ppm	Not to be exceeded more than once per year
			1 hour	35 ppm	
Lead (Pb)		primary and secondary	Rolling 3 month average	0.15 µg/m ³ ⁽¹⁾	Not to be exceeded
Nitrogen Dioxide (NO₂)		primary	1 hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
		primary and secondary	1 year	53 ppb ⁽²⁾	Annual Mean
Ozone (O₃)		primary and secondary	8 hours	0.070 ppm ⁽³⁾	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
Particle Pollution (PM)	PM _{2.5}	primary	1 year	12.0 µg/m ³	annual mean, averaged over 3 years
		secondary	1 year	15.0 µg/m ³	annual mean, averaged over 3 years
		primary and secondary	24 hours	35 µg/m ³	98th percentile, averaged over 3 years
	PM ₁₀	primary and secondary	24 hours	150 µg/m ³	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide (SO₂)		primary	1 hour	75 ppb ⁽⁴⁾	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years
		secondary	3 hours	0.5 ppm	Not to be exceeded more than once per year

(1) In areas designated nonattainment for the Pb standards prior to the promulgation of the current (2008) standards, and for which implementation plans to attain or maintain the current (2008) standards have not been submitted and approved, the previous standards (1.5 µg/m³ as a calendar quarter average) also remain in effect.

(2) The level of the annual NO₂ standard is 0.053 ppm. It is shown here in terms of ppb for the purposes of clearer comparison to the 1-hour standard level.

(3) Final rule signed October 1, 2015, and effective December 28, 2015. The previous (2008) O₃ standards are not revoked and remain in effect for designated areas. Additionally, some areas may have certain continuing implementation obligations under the prior revoked 1-hour (1979) and 8-hour (1997) O₃ standards.

(4) The previous SO₂ standards (0.14 ppm 24-hour and 0.03 ppm annual) will additionally remain in effect in certain areas: (1) any area for which it is not yet 1 year since the effective date of designation under the current (2010) standards, and (2) any area for which an implementation plan providing for attainment of the current (2010) standard has not been submitted and approved and which is designated nonattainment under the previous SO₂ standards or is not meeting the requirements of a SIP call under the previous SO₂ standards (40 CFR 50.4(3)). A SIP call is an EPA action requiring a state to resubmit all or part of its State Implementation Plan to demonstrate attainment of the required NAAQS.

Geographic areas that do not meet one or more of the NAAQS air quality standards for the six principal pollutants are considered to be “Non-Attainment Areas”.

The Robinson Rancheria is **NOT** designated as a non-attainment area, therefore is meeting the EPA’s NAAQS clean air standards.

INTRODUCTION (CONT.)

Water Resources

At the most basic level, the health of our rivers depends on the health of upstream waters. If a waterway is polluted, filled in, or otherwise compromised the stream network will be adversely affected. That is why the Clean Water Act (CWA) protects our rivers as well as their tributaries and wetlands. Using the EPA's **My Waterway Mapping Tool** to view the Rodman Slough-Frontal Clear Lake Watershed (180201160307) in which the Robinson Rancheria lies, there are a total of 10 water monitoring stations and 3 Permitted Dischargers in the watershed, all permitted dischargers are within compliance with CWA rules and none has faced any formal enforcement action in the past 5 years.

The 2 primary waterways in the watershed, Clear Lake and Rodman Slough, are both listed as "Impaired" (waterbodies not fully supporting their designated uses under the Clean Water Act) due to multiple pollutant factors.

The Middle Creek Flood Damage Reduction and Ecosystem Restoration Project, developed to address the water quality Clear Lake, was initiated in 1995 when Lake County requested the U.S. Army Corps of Engineers evaluate flood risks and water quality improvements to Clear Lake. While the project has been slow moving, it is in the land acquisition phase utilizing grant funding for the purpose. The ultimate goals of the project include: flood protecting numerous residential and other structures along with approximately 1,650 acres of agricultural land, restore damaged wetlands and habitat, improve water quality in Clear Lake, and provide recreational opportunities for locals and visitors to the area alike. The most comprehensive document on the project, the 2012 Project Overview, is included in Appendix J.

An evaluation for the presence of potential jurisdictional waters of the U.S. was conducted in the study area through a review of the EPA's Clean Water Act approved jurisdictional determinations mapping tool. **There are no jurisdictional determinations as Waters of the U.S. near or within the Robinson Rancheria.**

Analysis of floodplains on or near the Rancheria were done by using the **Federal Emergency Management Agency (FEMA) Flood Map Tool**. Searches revealed the Robinson Rancheria lies in a FEMA Flood Map Zone AE area of **minimal flood hazard**. Detailed information can be found on Flood Insurance Rate Map (FIRM) Number 06033C0344D.

INTRODUCTION (CONT.)

Biological Resources

Investigation into the Robinson Rancheria's biological resources was done through the U.S. Fish & Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) online resources.

The USFWS-IPaC (Information for Planning and Consultation) Project Planning Tool revealed *there are 3 endangered species expected to occur on or near Rancheria lands*.

The table below details the Threatened and Endangered species expected to occur on or near the LRPT Study Area.

Threatened and Endangered Species Expected to Occur on or Near the LRTP Study Area			
Group	Common Name	Scientific Name	Status
Birds			
	Northern Spotted Owl	<i>Strix occidentalis caurina</i>	Threatened
Plants			
	Burke's Goldfields	<i>Lasthenia burkei</i>	Endangered
Insects			
	Monarch Butterfly	<i>Danaus plexippus</i>	Candidate

Certain birds are protected under the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. The Tribe should conduct specific environmental studies during a transportation improvement project to follow appropriate regulations regarding migratory birds.

There are no critical habitats, no National Wildlife Refuges, or fish hatcheries within the Study Area. The Clear Lake Wildlife Area managed by CDFW is nearby, but does not abut Rancheria lands.

INTRODUCTION (CONT.)

Using the **USFWS National Wetlands Inventory Mapper** to research the potential of wetlands on Rancheria land, it showed areas of Freshwater Emergent (PEM1A and PEM1C) and Freshwater Shrub Wetlands (PSS1C) along a tributary of Robinson Creek on Rancheria lands. The map below details the locations of these wetlands:



Robinson Rancheria Wetlands



August 14, 2023

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond

- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

National Wetlands Inventory (NWI)
This page was produced by the NWI mapper

INTRODUCTION (CONT.)

Cultural Resources

Cultural resources reflect the heritage of local communities, states, and nations. As transportation projects are developed, care must be taken to assure that cultural resources on Rancheria lands are protected. Legal requirements from the Native American Graves Protection and Repatriation Act (NAGPRA), Archaeological Resources Protection Act (ARPA), and the National Historic Preservation Act (NHPA) must be adhered to and the appropriate consultation process used.

Due to the sensitive nature of Native American cultural resources and artifacts, no details of known or suspected resources are described in this public document.

I-6.2 DEMOGRAPHICS AND SOCIOECONOMIC DATA

Population and Education Characteristics

The US Census 2021 American Community Survey (2021 ACS) data shows the Robinson Rancheria and Off-Reservation Trust lands as having a population of 409, of which 265 were male and 144 were female, with a median age of 34.1. Of that population, 139 were under 20 years of age, 112 were between the ages of 20 and 34, 126 were between the ages of 35 and 54, 23 were between the ages of 55 and 74, and 9 were 75 and older. The Census also reported that there were 87 households with an average household size of 5.45.

The Native American Housing Assistance and Self-Determination Act (NAHASDA) 2023 data lists the Native American/Alaskan Native (AIAN) population for the Robinson Rancheria as 866 and Tribal enrollment as 433. It is important to update the Tribe's population data accurately with the NAHASDA office as these population numbers are used in calculating the tribal shares funding distribution formula for the Tribal Transportation Program.

Educational Attainment, according to the 2021 ACS, showed that of the 254 people who were over the age of 25, 11 had less than a 9th grade education, 55 had completed somewhere between 9th and 12th grade with no diploma, 65 had a high school diploma or the equivalency. 105 had completed some college, no degree, 10 had an Associate's degree, 8 had a Bachelor's degree and 0 had a Graduate or Professional degree.

Income and Employment

The median household income as reported by the 2021 ACS was \$30,644. 11 of the 87 households have incomes less than \$10,000, 15 have incomes between \$10,000 and \$24,999, 47 have incomes between \$25,000 and \$49,999, 7 have incomes between \$50,000 and \$74,999, 5 have incomes between \$75,000 and \$99,999, leaving the remaining 2 with incomes over \$100,000.

Employment status for the 291 people over the age of 16 shows a total of 91 in the work force, with 91 having civilian employment and 0 in the Armed Forces. The data shows 200 people not in the work force and 13 of the 291 in the work force as being unemployed.

INTRODUCTION (CONT.)

Economic Development

The Robinson Rancheria has a number of Tribal enterprises including:

The Robinson Rancheria Resort and Casino:

Located north of Clear Lake, the Resort opened in 1989 offering a wide variety of gaming options, 2 restaurants and a coffee shop, and a luxury hotel.

Pomo Pumps:

Established in 2011, Pomo Pumps is a full service fuel station with a small grocery outlet.

Pomo Smoke Shop:

Originally opened in 2007, the smoke shop was relocated inside the Pomo Pumps building when it was opened in 2011. Due to traffic congestion issues, the business was relocated to its current location in the casino resort parking lot in 2017.

Robinson Rancheria Recycling Center:

Located near the Resort and Casino, the recycling center allows community members the opportunity to return recyclable beverage containers covered under the California Redemption Value Act to recover deposits paid on the containers.

Title IV and Environmental Justice

Title VI of the Civil Rights Act of 1964 and related statutes ensure that individuals are not subjected to discrimination on the basis of race, color, national origin, age, sex, or disability. In February 1994, President Clinton signed Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." The purpose of the order was to focus attention on the "environmental and human health conditions in minority communities and low-income communities with the goal of achieving environmental justice." The Order does not supersede existing laws or regulations; rather, it requires consideration and inclusion of these targeted populations as mandated in previous legislation including:

- Title VI of the Civil Rights Act of 1964;
- National Environmental Policy Act of 1969 (NEPA);
- Section 309 of the Clean Air Act; and
- Freedom of Information Act.

The U.S. Department of Transportation issued its final order to implement the provisions of Executive Order 12898 on April 15, 1997. This final order requires that information be obtained concerning the race, color, or national origin, and income level of populations served or affected by proposed programs, policies, and activities. It further requires that steps be taken to avoid disproportionately high and adverse impacts on these populations. One of the first steps in ensuring environmental justice is the identification of those populations specifically targeted by the Order-minority and low-income populations.

INTRODUCTION (CONT.)

According to the 2021 ACS, the racial composition on the Robinson Rancheria is predominantly American Indian and Alaska Native (AIAN) (93.8%), Hispanic or Latino (5.8%), White (0.3%), and Asian (0.1%). The 2021 ACS also shows that 32.9% of the population had income in the past 12 months below the poverty level.

I-6.3 GOVERNMENT AND COMMUNITY SERVICES

Tribal Government

The Robinson Rancheria is governed by a democratically elected, six person tribal council. Officers of the council are the Tribal Chairperson, Vice-Chairperson, and Secretary/Treasurer. Positions are to be elected for two year terms and elections are held annually. The Chairperson, Secretary/Treasurer, and (1) Member at Large position are held in even years, and the Vice-Chairperson and two (2) other Member at Large positions are held in odd years.

Health Services

While there was no information available for health services provided on the Rancheria, there are 2 hospitals located nearby, Sutter Lakeside Hospital in Lakeport, Ca and Adventist Health Clear Lake in Clear Lake, Ca.

Schools

While the Rancheria doesn't provide direct K-12 or Higher Education, the Robinson Rancheria Head Start program offers early childhood education to tribal members providing extra support to tribal children in preparation for Kindergarten. The Robertson Rancheria Education Center offers after school programs for K-12, Higher Ed, and Vocational program support. Working with the Upper Lake Unified School District, the Center receives Title IV Indian Education grant funding to provide tutoring services to students.

Public Services

The Robinson Rancheria Police Department (RRPD) was established in 2009. Robinson Rancheria Citizen's Business Council entered into a deputation Agreement with the U.S. Department of the Interior. The agreement provides law enforcement services to all people who reside, work in, or visit the Robinson Rancheria. Pursuant to the Deputation Agreement, the Secretary of the Interior issued Special Law Enforcement Commissions (SLEC) to officers of the tribe's police department. SLEC officers are able to enforce federal laws on the Rancheria, and in certain circumstances, off the Rancheria.

An agreement entered into with the Lake County DA in 2010 allows RRDP officers to submit cases directly for violation of California's penal code Section.

I-6.4 REGIONAL TRANSPORTATION

Airports

The closest commercial airport to the Rancheria is the Charles M. Schultz Sonoma County Airport, 1.5 hours south of the Rancheria in Santa Rosa, CA. 3 airlines provide flights to 11 different destinations mostly along the west coast, but also Dallas, TX and Phoenix, AZ.

The nearest international airport is Sacramento International Airport approximately 2.5 hours southeast in Sacramento, CA which provides full service national and international flights from multiple carriers.

Rail Services

Amtrak rail service runs along the eastern edge of the Central Valley of Northern California, leading to long travel distances to access the service. The closest Amtrak station is a little over 2 hours away in Davis, CA. The stations in Sacramento and Chico, CA are each around 2.5 hours away.

Transit

The Lake County Transit Authority provides fixed route bus services throughout the Clear Lake Region, from Ukiah in the west to Calistoga/Deer Park in the south. Routes 1 and 7 each have stops on the Rancheria with connections throughout the system and to other regional transit systems in the area.

Other Transportation Options

Both Uber and Lyft provide rideshare services throughout the Robinson Rancheria/Clear Lake area. While information is limited, it appears there are also a few traditional taxi cab companies providing services in the area as well.

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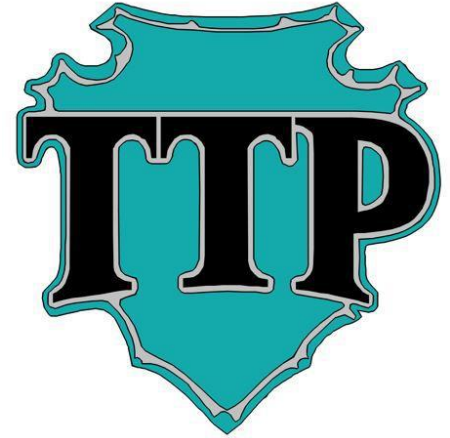
**PART ONE – EXISTING
NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY**

1-1 OFFICIAL TTP INVENTORY SUMMARY

The Tribe’s Official TTP inventory was last comprehensively updated in 2012. Small updates and additions have been processed since the 2012 update in an attempt to add roads and facilities to the inventory. While most have been successful to date, there are still some past inventory routes and sections that are currently under the review process of the BIA-PRO and BIA-DOT. All of the data in this section are direct exports from the Roads Inventory Field Data System (RIFDS). The RIFDS database is maintained at the BIA-DOT offices in Albuquerque, New Mexico. In order to obtain access to the database, the government requires a background check and security clearance. Red Plains currently has 4 (four) certified RIFDS users authorized to access the Tribe’s inventory records.

This section will identify only the facilities that are listed as “Official” in the Tribe’s existing TTP inventory. In APPENDIX C of the report, you will find the inventory summary tables that were printed directly out of the RIFDS database on September 25, 2023.

The following table summarizes the Existing Official 27 Routes, 66 Sections, and total of 73.4 miles of TTP facilities in the Tribe’s inventory.



PART ONE – EXISTING
NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2023 Inventory

Region - J - Pacific

Agency - 51 - Central California

Inventory Location - 516 - Robinson Rancheria

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
0029				3 - STATE	FAP29	810	0.4	0.4
0232	3			1 - BIA		10	0.3	1.0
0232	3			1 - BIA		20	0.3	
0232	4			1 - BIA		30	0.4	
0236	4			1 - BIA		10	0.1	0.1
0315				5 - COUNTY AND TOWNSHIP	00315	810	0.1	0.5
0315				5 - COUNTY AND TOWNSHIP	00315	820	0.4	
3151				5 - COUNTY AND TOWNSHIP	0315A	810	0.3	0.4
3151				5 - COUNTY AND TOWNSHIP	0315A	820	0.1	
3153				5 - COUNTY AND TOWNSHIP	0315C	810	0.1	0.1
3155				5 - COUNTY AND TOWNSHIP	315AA	810	0.2	0.2
L001	5			5 - COUNTY AND TOWNSHIP		810	0.1	13.9
L001	5			5 - COUNTY AND TOWNSHIP		820	13.8	
L002	2	14C-25	175	5 - COUNTY AND TOWNSHIP		810		5.1
L002	2			5 - COUNTY AND TOWNSHIP		820	3.0	
L002	2			5 - COUNTY AND TOWNSHIP		830	0.2	
L002	2			5 - COUNTY AND TOWNSHIP		840	0.3	
L002	2	14C-37	100	5 - COUNTY AND TOWNSHIP		850		
L002	2			5 - COUNTY AND TOWNSHIP		860	0.3	
L002	2			5 - COUNTY AND TOWNSHIP		870	1.3	
L004	5			5 - COUNTY AND TOWNSHIP		810	1.1	1.1
L005	6			5 - COUNTY AND TOWNSHIP		810	3.6	5.0
L005	4			5 - COUNTY AND TOWNSHIP		820	1.4	
L007	4			5 - COUNTY AND TOWNSHIP		810	1.1	2.3
L007	4	14C-4	325	5 - COUNTY AND TOWNSHIP		820		
L007	4			5 - COUNTY AND TOWNSHIP		830	1.2	
L008	5			5 - COUNTY AND TOWNSHIP		810	1.5	1.8
L008	5			5 - COUNTY AND TOWNSHIP		820	0.3	
L009	5			5 - COUNTY AND TOWNSHIP		810	0.4	0.4
L010	4			5 - COUNTY AND TOWNSHIP		810	2.0	10.7
L010	4	14C-26	100	5 - COUNTY AND TOWNSHIP		820		
L010	4			5 - COUNTY AND TOWNSHIP		830	8.7	
L011	5			5 - COUNTY AND TOWNSHIP		810	0.2	0.6
L011	5			5 - COUNTY AND TOWNSHIP		820	0.4	
R001	3			1 - BIA		810	0.1	0.1
R002	5			1 - BIA		810	0.1	0.2
R002	9			2 - TRIBE		820	0.1	
R003	3			1 - BIA		810	0.1	0.1

PART ONE – EXISTING
NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY (CONT.)



Indian Reservation Roads Program
Ownership by Route (Road Owner)
FY 2023 Inventory

Region - J - Pacific

Agency - 51 - Central California

Inventory Location - 516 - Robinson Rancheria

Route No.	Class	Bridge		Ownership	Owner No.	Section Number	Section Length (mi)	Route Total (mi)
		ID Number	Length (ft)					
R004	3			1 - BIA		810	0.1	0.1
R005	3			1 - BIA		810	0.1	0.1
R006	3			1 - BIA		810	0.1	0.2
R006	3			1 - BIA		820	0.1	
R011	5			2 - TRIBE		810	0.3	0.3
R012	5			2 - TRIBE		810	0.3	0.6
R012	5			2 - TRIBE		820	0.3	
S020	2			3 - STATE		810	0.6	12.0
S020	2			3 - STATE		820	0.1	
S020	2			3 - STATE		830	0.7	
S020	2			3 - STATE		840	2.4	
S020	2			3 - STATE		850	2.4	
S020	2	10-0004	36	3 - STATE		860		
S020	2			3 - STATE		870	1.1	
S020	2			3 - STATE		880	4.7	
S029	2			3 - STATE		810	1.3	7.9
S029	2	14-0030	33	3 - STATE		820		
S029	2			3 - STATE		830	0.8	
S029	2			3 - STATE		840	0.7	
S029	2	14-0072	108	3 - STATE		850		8.2
S029	2			3 - STATE		860	0.5	
S029	2			3 - STATE		870	0.8	
S029	2	14-0071	98	3 - STATE		880		
S029	2			3 - STATE		890	0.5	
S029	2			3 - STATE		900	3.3	
S175	2			3 - STATE		810	5.4	
S175	2			3 - STATE		820	0.1	
S175	2			3 - STATE		830	2.7	

Region Subtotals	Number routes:	27	Number sections:	66	Total length:	73.4
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PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK

2-1 RECOMMENDED NTTFI INVENTORY SUMMARY

The focus of this section is to summarize the transportation network as it has been inventoried for inclusion into the Tribe’s NTTFI. The facilities identified and discussed in this report are transportation facilities that are open to the public and provide intercommunity travel while also connecting the Tribe to important public services and goods off-reservation.

Public transportation facilities providing ingress/egress to, and travel within, tribal lands are constructed and maintained by the Tribe, BIA, local communities, Lake County, and the California Department of Transportation (Caltrans). The recommended inventory represents the transportation network providing primary access to Tribal properties, both Trust and Fee.

As part of the 2024 LRTP project, Red Plains worked with the Tribe to add new proposed roads and other transportation facilities to the system. These transportation facilities are being recommended for addition as a result of tribal department meetings, as well as the additional findings of the LRTP analysis. In September, 2023, RPP’s GIS and inventory crew collected selected routes and parking lots for addition to the inventory. This section of the report reflects the newly collected, and GIS verified, roadway inventory for the Tribe.

As mentioned above, proposed roads and other transportation facilities were identified by the Tribe for future development and are eligible for inclusion in the NTTFI. This LRTP provides a comprehensive description of how the Tribe intends to use these future roads and transportation facilities. In order for the Tribe to be able to include these facilities and expend TTP funding towards the pre-planning and construction of the prioritized projects, it is crucial that the roads and transportation facilities are entered into the Tribe’s NTTFI following the 25 CFR Part 170.443 guidelines and requirements. The Robinson Rancheria’s Proposed Facility Justification Report (PFJR) supporting the inclusion of proposed facilities is found in Appendix G.

The following table, 2024 Recommended TTP Inventory, summarizes the records of data entered into RIFDS. APPENDIX C – TTP Inventory RIFDS Reports also includes the records of RIFDS data entry.

The table also details facilities (routes and/or sections) of Proposed or Existing inventory that are no longer desired by the Tribe, are inaccurate or do not actually exist, or when evaluated and updated no longer meet the current requirements of the 25 CFR 170 for inclusion. The last section of the table details recommended deletions to the existing “Official” inventory to improve the accuracy and effectiveness of the Tribe’s NTTFI.

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

Robinson Rancheria
2024 Recommended Inventory Table

Update Action	Route Name	Route Number	Section Number	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
2-Leave As-Is	State Route 29	0029	810	0.4		3-State		2-Construction Need-Other	
2-Leave As-Is	Foothill Oaks Drive South	0232	030	0.4		1-BIA	4-Rural Major Collector	1-BIA Construction Need	
1-Add	Acorn Dr	0232	040	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add	Foothill Oaks Dr	0232	050	0.2		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add	Foothill Oaks Dr	0232	060	0.7		5-County/Township	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	Bridge Arbor Road	0315	810	0.1		5-County/Township		2-Construction Need-Other	
2-Leave As-Is	Bridge Arbor Road	0315	820	0.4		5-County/Township		2-Construction Need-Other	
2-Leave As-Is	West Robinson Ranch Road	3151	810	0.3		5-County/Township		2-Construction Need-Other	
2-Leave As-Is	West Leg	3151	820	0.1		5-County/Township		2-Construction Need-Other	
2-Leave As-Is	Robinson Road East Side	3153	810	0.1		5-County/Township		2-Construction Need-Other	
2-Leave As-Is	North & East Legs	3155	810	0.2		5-County/Township		2-Construction Need-Other	
2-Leave As-Is	Bartlett Springs Road	L001	810	0.1		5-County/Township	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	Bartlett Springs Road	L001	820	13.8		5-County/Township	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	Elk Mountain Road	L002	810	0.0		5-County/Township	2-Rural Minor Arterial	3-Maintenance Only	14C-25
2-Leave As-Is	Elk Mountain Road	L002	820	3.0		5-County/Township	2-Rural Minor Arterial	2-Construction Need-Other	
2-Leave As-Is	Elk Mountain Road	L002	830	0.2		5-County/Township	2-Rural Minor Arterial	3-Maintenance Only	
2-Leave As-Is	Elk Mountain Road	L002	840	0.3		5-County/Township	2-Rural Minor Arterial	3-Maintenance Only	
2-Leave As-Is	Elk Mountain Road	L002	850	0.0		5-County/Township	2-Rural Minor Arterial	3-Maintenance Only	14C-37
2-Leave As-Is	Elk Mountain Road	L002	860	0.3		5-County/Township	2-Rural Minor Arterial	3-Maintenance Only	
2-Leave As-Is	Elk Mountain Road	L002	870	1.3		5-County/Township	2-Rural Minor Arterial	3-Maintenance Only	
2-Leave As-Is	Upper Lake-Lucerne Road	L004	810	1.1		5-County/Township	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	Lakeshore Blvd	L005	810	3.6		5-County/Township	6-City Minor Arterial	2-Construction Need-Other	
2-Leave As-Is	Lakeshore Blvd	L005	820	1.4		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	Nice-Lucerne Cutoff	L007	810	1.1		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	Nice-Lucerne Cutoff	L007	820	0.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	14C-4
2-Leave As-Is	Nice-Lucerne Cutoff	L007	830	1.2		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	Reclamation Road	L008	810	1.5		5-County/Township	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	Reclamation Road	L008	820	0.3		5-County/Township	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	Reclamation Cutoff	L009	810	0.4		5-County/Township	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	Scotts Valley Road	L010	810	2.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	Scotts Valley Road	L010	820	0.0		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	14C-26
2-Leave As-Is	Scotts Valley Road	L010	830	8.7		5-County/Township	4-Rural Major Collector	2-Construction Need-Other	
2-Leave As-Is	Pyle Road	L011	810	0.2		5-County/Township	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	Pyle Road	L011	820	0.4		5-County/Township	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	Red Bud Trail	R001	810	0.1		1-BIA	3-City Local	1-BIA Construction Need	
2-Leave As-Is	Shigom Lane	R002	810	0.1		1-BIA	5-Rural Local	1-BIA Construction Need	
2-Leave As-Is	Shigom Lane Parking Lot	R002	820	0.1	9,361	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
1-Add	Casino Parking Lot	R003	010	0.1	262,042	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Quailtop Trail	R003	810	0.1		1-BIA	3-City Local	1-BIA Construction Need	
1-Add	Gym Parking Lot	R004	010	0.1	17,992	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Manzanita Circle	R004	810	0.1		1-BIA	3-City Local	1-BIA Construction Need	
1-Add	R Pomo Pumps Parking Lot	R005	010	0.1	42,193	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Flicker Circle	R005	810	0.1		1-BIA	3-City Local	1-BIA Construction Need	
2-Leave As-Is	Meadow Lark Lane	R006	810	0.1		1-BIA	3-City Local	1-BIA Construction Need	
2-Leave As-Is	Meadow Lark Lane	R006	820	0.1		1-BIA	3-City Local	1-BIA Construction Need	
3-Update	Recycle Center Parking Lot	R007	810	0.1	1,554	2-Tribe	9-Other Trans Fac	2-Construction Need-Other	
2-Leave As-Is	Ginny Lane	R011	810	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	Crestview Trail	R012	810	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
2-Leave As-Is	Crestview Trail	R012	820	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add	Pomo Way	R020	010	0.1		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add	Water Tower Rd	R030	010	0.3		2-Tribe	5-Rural Local	2-Construction Need-Other	
1-Add	Housing Project Access Rd	R050	010	0.1		2-Tribe	5-Rural Local	4-Proposed	
2-Leave As-Is	SR 20	S020	810	0.6		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
2-Leave As-Is	SR 20	S020	820	0.1		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
2-Leave As-Is	SR 20	S020	830	0.7		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
2-Leave As-Is	SR 20	S020	840	2.4		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
2-Leave As-Is	SR 20	S020	850	2.4		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
2-Leave As-Is	SR 20	S020	860	0.0		3-State	2-Rural Minor Arterial	3-Maintenance Only	10-0004
2-Leave As-Is	SR 20	S020	870	1.1		3-State	2-Rural Minor Arterial	3-Maintenance Only	
2-Leave As-Is	SR 20	S020	880	4.7		3-State	2-Rural Minor Arterial	3-Maintenance Only	

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

Robinson Rancheria
2024 Recommended Inventory Table

Update Action	Route Name	Route Number	Section Number	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
2-Leave As-Is	SR 29	S029	810	1.3		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
2-Leave As-Is	SR 29	S029	820	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	14-0030
2-Leave As-Is	SR 29	S029	830	0.8		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
2-Leave As-Is	SR 29	S029	840	0.7		3-State	2-Rural Minor Arterial	2-Construction Need-Other	
2-Leave As-Is	SR 29	S029	850	0.0		3-State	2-Rural Minor Arterial	2-Construction Need-Other	14-0072
2-Leave As-Is	SR 29	S029	860	0.5		3-State	2-Rural Minor Arterial	3-Maintenance Only	
2-Leave As-Is	SR 29	S029	870	0.8		3-State	2-Rural Minor Arterial	3-Maintenance Only	
2-Leave As-Is	SR 29	S029	880	0.0		3-State	2-Rural Minor Arterial	3-Maintenance Only	14-0071
2-Leave As-Is	SR 29	S029	890	0.5		3-State	2-Rural Minor Arterial	3-Maintenance Only	
2-Leave As-Is	SR 29	S029	900	3.3		3-State	2-Rural Minor Arterial	3-Maintenance Only	
2-Leave As-Is	SR 175	S175	810	5.4		3-State	2-Rural Minor Arterial	3-Maintenance Only	
2-Leave As-Is	SR 175	S175	820	0.1		3-State	2-Rural Minor Arterial	3-Maintenance Only	
2-Leave As-Is	SR 175	S175	830	2.7		3-State	2-Rural Minor Arterial	3-Maintenance Only	
				74.8	333,142				

Robinson Rancheria
Routes Recommended for Deletion

Update Action	Route Name	Route Number	Section Number	Length (mi)	Area (sq ft)	Ownership	Class	Construction Need	Bridge Number
4-Delete	Shee Come Rd	0236	010	0.1		1-BIA		1-BIA Construction Need	

The 2024 Recommended Inventory Table (RIT) details a total of 34 Routes, 73 Sections and 74.8 miles of roads, including 5 parking facilities, which have been entered into RIFDS for review and acceptance into the Official TTP inventory. A route inventory book provides all of the TTP Inventory attachments including individual strip maps per section. The individual strip maps identify the location of each section of the route in relation to the reservation, congressional district, county, and state boundaries, as well as the entire transportation network. The complete transportation system is illustrated on Map B – 2024 Recommended TTP Inventory, which is included in APPENDIX .

2-2 FUNCTIONAL CLASSIFICATION

These roads are classified or grouped into integrated systems by the functions they perform by moving traffic and providing property access. Each road ranking is by its relative importance and the function it has intended to serve.

Within the TTP inventory process there are two resources used while identifying functional classification: State Highway Functional Classifications and BIA Functional Classifications. Both the State and the BIA use functional classification as the basis for classifying their roads, however, the criteria used to determine specific classifications differ between the two systems. There was an effort made to combine the State and BIA functional classification definitions. The FHWA developed a TTP classification system to mimic the state's system. The findings of this effort have not been implemented in either RIFDS or the NTTFI.

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

2-3 DEFINITIONS

Definitions

Functional classification identifies the role each street or highway plays in channeling traffic through a rural or urban environment in a logical and efficient manner. There are three general functional classification categories: Arterials, Collectors, and Local Roads.

An arterial's function is to move through-traffic at high speeds over long distances with limited access. Local roads or streets move traffic at relatively low speeds and provide access to adjacent property.

Urban and rural areas have fundamentally different characteristics with regard to density and types of land use, density of street and highway networks, nature of travel patterns, and the way in which these elements are related. Consequently, urban and rural functional systems are classified separately. Urban systems are comprised of urban principal arterials, urban collectors, and urban local roads. Rural systems are comprised of rural principal arterials, rural minor arterials, rural collectors, and rural local roads. General definitions of the three general functional classifications, along with desirable characteristics, are given below.

Arterials

Arterials carry relatively large volumes of traffic through states and to major destinations such as work sites or commercial centers. Arterials fall into two categories: principal and minor. Principal (major) arterials include federal and interstate highways, state highways that serve urban areas with population greater than 50,000 and state highways that serve a majority of areas with populations of 25,000 or more. Minor arterials provide interstate and inter-county service to cities and towns with populations of less than 25,000, and attractions that draw travel over long distances. Principal arterials usually have four traffic lanes (two lanes in each direction), provide left-turn lanes at most intersections, and are separated by a median or continuous left-turn lane. Minor arterials may only have two traffic lanes and generally provide left-turn lanes at major intersections. A minimum right-of-way width of 100 to 150 feet is desirable for an arterial, although wider rights-of-way are needed for arterials with more than four lanes.

Collectors

Collectors generally serve intra-county and regional travel that has shorter travel distances than that supported by arterials. Collectors also provide a balance between mobility and land access by generally permitting access to all abutting properties. There are two categories of collectors: major and minor. Major collectors provide service to any county seat or community not served by an arterial road, and serve other traffic generators of intra-county importance: regional parks, consolidated schools, agricultural areas, shipping points, etc. Minor collectors are spaced at intervals consistent with population density. They collect traffic from local roads and provide access to all

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

developed areas within a reasonable distance of a higher classified road. A minimum right-of-way width of 80 to 100 feet is desirable for a collector.

Local Roads

Local roads comprise the balance of the road network and carry low volume, low-speed traffic. The primary function of a local road is to provide access to individual parcels of property. Local roads usually serve residential areas and may serve scattered business and industrial sites that generate modest traffic. A minimum right-of-way of 60 to 80 feet is desirable for a local road.

2-4 STATE FUNCTIONAL CLASSIFICATIONS

Functional classification of roads has been used by state highway departments for many years for a variety of important highway functions: assigning jurisdictional responsibility, determining cost allocations, allocating funds to local units of government, and establishing appropriate design standards. Prior to enactment of the Inter-modal Surface Transportation Efficiency Act of 1991 (ISTEA), it became apparent that the 20-year old federally mandated functional classifications needed modification. Although routinely updated by states, functional classifications were no longer consistent among the states and it was agreed that they should be reclassified before a national highway system was established. As a result, Congress included Section 1006(c) in ISTEA, which required states to reclassify their roads and streets, under oversight of the Federal Highway Administration, by September 30, 1996.

2-5 BIA FUNCTIONAL CLASSIFICATION SYSTEM

The BIA road system has 11 classes of routes: seven vehicular, and four non-vehicular. Functional classification is used by the BIA to group roads into a specific vehicular class based on the existing or anticipated function of the road. The road classes are then combined with the traffic characteristics of the road to select criteria and standards for the adequate design of the facility. Definitions of the eleven BIA road system classes are given below, together with the list of roads the BIA-DOT inventory includes in each class.

Class 1

These major arterial roads provide an integrated network to serve traffic between large population centers. They generally do not have stub connections, have more than two lanes of traffic, and carry an average traffic volume of 10,000 vehicles per day or more. There 0.0 miles of Class 1 roads on the Tribe's TTP System.

Class 2

These roads are rural minor arterials, which provide an integrated network and generally do not have stub connections. They serve traffic between large population centers and may link smaller towns and communities to major destination areas that attract travel over long distances. They are

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

designed for relatively high overall speeds with minimum interference to through-traffic and carry less than 10,000 vehicles per day. These routes provide for at least inter-county or interstate travel and are spaced at intervals consistent with population density. There are **33.2** miles of Class 2 roads on the Tribe's TTP System.

Class 3

These roads are streets and roads that are located within communities and serve residential or other urban settings. These roads correspond to the Local Roads category in the state highway classification. There are **0.6** miles of Class 3 roads on the Tribe's TTP System.

Class 4

These roads are rural major collectors, which collect traffic from rural local roads. There are **14.8** miles of Class 4 roads on the Tribe's TTP System.

Class 5

These local rural roads may include section line and stub-out roads that collect traffic for arterial-roads and make connections within the grid of the TTP system. Such routes may serve areas around villages or provide access to farming areas, schools, tourist attractions or various small enterprises. This class also includes roads and vehicular trails for administering forests, grazing areas, mining and oil operations, recreation, or other purposes. There are **20.5** miles of Class 5 roads on the Tribe's TTP System.

Class 6

These are city minor arterial streets that are located within communities and provide access to major arterials. There are **3.6** miles of Class 6 roads on the Tribe's TTP System.

Class 7

These are city collector streets that are located within communities and provide access to city local streets. There are **0.0** miles of Class 7 roads on the Tribe's TTP System.

Class 8

These routes are non-road type projects such as paths, trails, walkways and other routes for public use by foot traffic, bicycles, trail bikes, snowmobiles, all-terrain vehicles, or other non-vehicular traffic. There are **0.0** miles of Class 8 roads on the Tribe's TTP System.

Class 9

These routes encompass other transportation facilities such as parking facilities adjacent to TTP routes and scenic byways such as rest areas, other scenic pullouts, ferryboat terminals, and transit terminals. There are **0.5** miles of Parking Lots and other transportation facilities, which were added as Class 9 roads on the Tribe's TTP System.

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

Class 10

These routes are defined as airstrips that are within the boundaries of the TTP system and are open to the public. These airstrips are included for inventory and maintenance purposes only. There are **0.0** miles of Class 10 roads on the Tribe's TTP System.

Class 11

This classification indicates an overlapping of a previously inventoried section, or sections of a route, and is used to indicate that it is not to be used for accumulating needs data. This class is used for reporting and identification purposes only. There are **0.0** miles of Class 11 roads on the Tribe's TTP System.

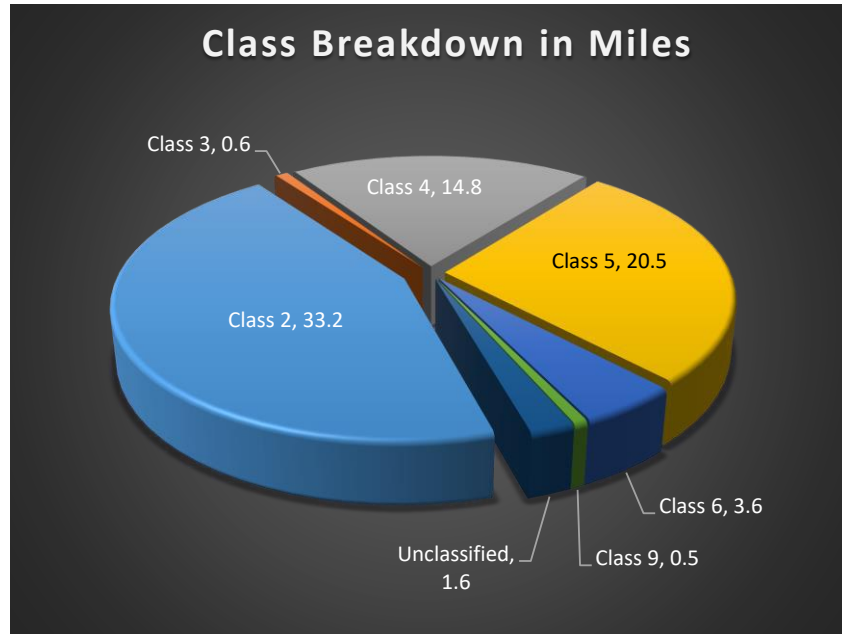
Unclassified

There are **1.6** miles of unclassified roads on the Tribe's TTP System.

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

Roadway Classifications as identified in the 2024 recommended inventory are broken out by mile as follows:

Class 2	33.2
Class 3	0.6
Class 4	14.8
Class 5	20.5
Class 6	3.6
Class 9	0.5
Unclassified	1.6
Total:	74.8



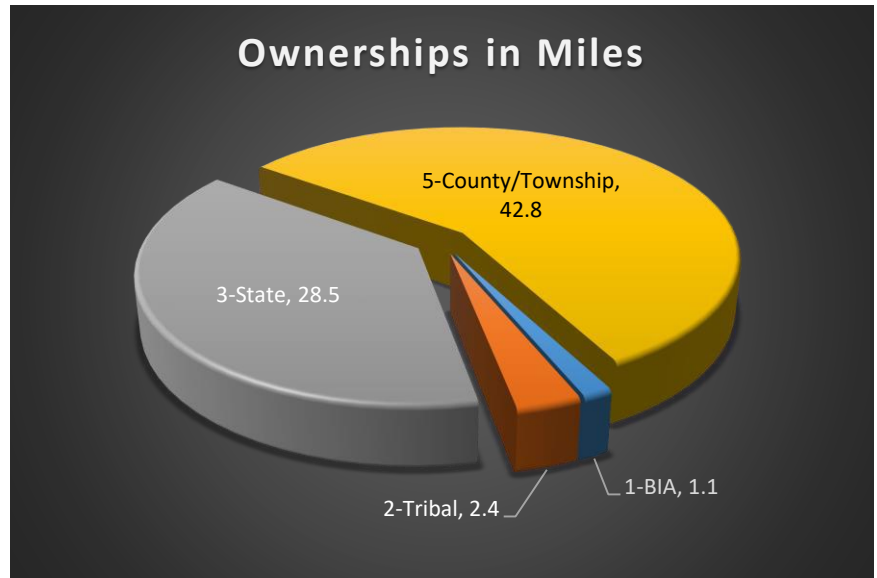
2-6 ROADWAY OWNERSHIP

The TTP System is not just an inventory of BIA and tribally owned roads within tribal land boundaries, other jurisdictional roads are eligible for inclusion in the TTP Inventory. As defined in the FAST Act and the Federal Register 25 CFR Part 170, the TTP Inventory is comprehensive of all transportation facilities, including State, County, City, and Federal roads, that are within reservation boundaries and tribal properties and those roads/facilities that provide primary access to those properties. The Tribe maintains a beneficial relationship with the surrounding communities, Lake County, and Caltrans, and works cooperatively and collaboratively with jurisdictions to complete this TTP Inventory. A significant component of the 2024 TTP Inventory Update is the formalization of these relationships particularly as it pertains to roadway ownership and maintenance responsibility. The Tribe has entered into Letters of Acknowledgment (LOAs) with the entities listed for those particular routes and sections not owned by the Tribe or BIA. Agreements have been finalized and uploaded in the Tribes RIFDS records when appropriate.

PART TWO – RECOMMENDED NATIONAL TRIBAL TRANSPORTATION PROGRAM FACILITY INVENTORY AND TRANSPORTATION NETWORK (CONT.)

Roadway Ownerships as identified in the 2024 recommended inventory are broken out by mile as follows:

1-BIA	1.1
2-Tribal	2.4
3-State	28.5
5-County/Township	42.8
Total:	74.8

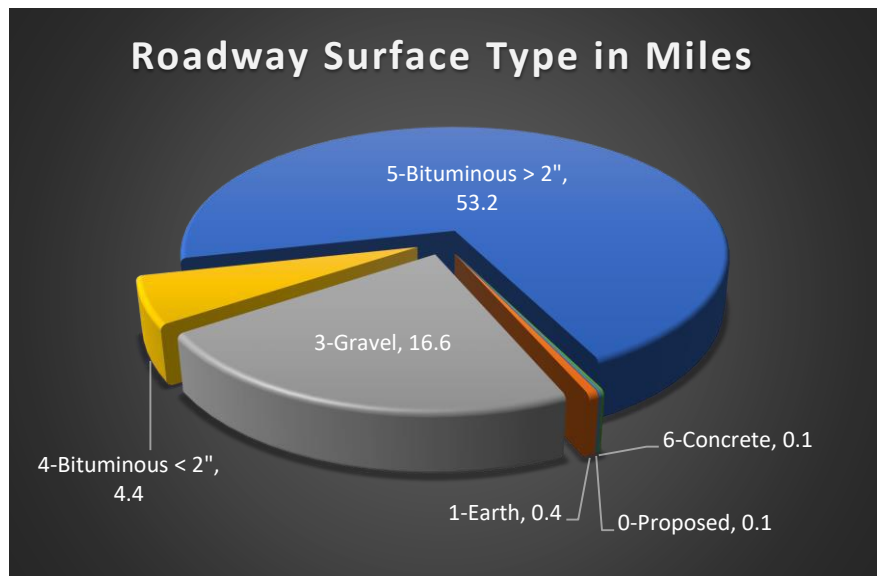


2-7 ROADWAY SURFACE TYPES

The 2024 TTP inventory update identified the surface types for Tribe's transportation network. These statistics are useful when preparing an average expected maintenance budget when using generic planning cost per mile estimates to project expected maintenance expenses. A detailed maintenance plan should be developed to project future maintenance expenses given the unique character of each transportation facility.

Roadway Surface Types as identified in the 2024 recommended inventory are broken out by mile as follows:

0-Proposed	0.1
1-Earth	0.4
3-Gravel	16.6
4-Bituminous < 2"	4.4
5-Bituminous > 2"	53.2
6-Concrete	0.1
Total:	74.8



PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP)

The Tribal PPL is a list of future transportation-related projects that are eligible to use the Robinson Rancheria's TTP tribal share funding. The list is generated as part of the planning process that ultimately supports the future Tribal Transportation Improvement Program (TTIP). The projects identified below are listed in order of Tribal priority at the time of this LRTP; however, the Tribal priority list is constantly changing and evolving as the specific needs of the community change. On an annual basis, the Tribe generates the detailed TTIP, which combines tribal prioritized projects from this list with available TTP funding for the year. The TTIP details the annual tribal priorities and forecasts the expected expenditures based on annual funding for the next three to five years. While this section identifies the conceptual prioritized list of projects, the annual TTIP details the anticipated expenditure of the Tribe's TTP Tribal Share. Below you will find a written description of each prioritized project. Following the written descriptions, you will find the Prioritized Project Cost Estimate Table that provides conceptual engineering estimates for each project listed as individual "Schedules". It is important to note that these cost estimates are only planning level estimates for the projects from a transportation viewpoint. Each project may have special circumstances that at the time of this plan could not be foreseen or estimated. Examples would be ROW acquisition may be required, environmental impact mitigation might be required, utility improvements may be required to support the projects, etc. The estimates provided allow the Tribe to program funding at a planning level to include the estimated construction expense of the transportation facility itself and the required design and typical pre-project planning and later construction management that is required to support the projects. The cost estimates provided also include as illustrated a 10% contingency fee to account for typical project expenses that arise through the process from planning, design, bidding, construction, construction management, and project closeout. As years pass while this LRTP is in service and active for the Tribe, inflation rates should be applied to the project estimates as the cost of projects continue to increase through the years.

The LRTP identifies **18** future projects which the Tribe plans to construct or improve in the future. All of the Prioritized Projects are illustrated on Map C – 2024 Prioritized Project Map provided for you in APPENDIX .

It is important to note that the Federal Register 25 CFR Part 170 (the main governing regulations for the TTP) was revised and updated in 2016. The updated regulation has additional documentation requirements for proposed facilities (facilities that currently do not exist that the Tribe would like to construct). It is this regulation that specifies the project activities that can be funded using the TTP Tribal Share funds. Prior to TTIP development and annual project programming updates to the TTIP, it will be important to consult the latest regulations to ensure the activity is eligible as an approved TTP expenditure. All "proposed roads" will require a Proposed Facility Justification Report submittal package describing the feasibility and details of the project.

3-1 TRIBAL PRIORITIZED PROJECT LIST

Resulting from the LRTP, community involvement, working sessions with various tribal departments, and the working sessions with the Robinson Rancheria's Tribal Council, the following projects have been identified as priority projects to be funded (in full or partially) by Robinson Rancheria utilizing its TTP funding.

1. Transportation Program Administration (System Wide):

The Rancheria currently contracts their TTP program funding through a Referenced Funding Agreement with the FWHA. As such, the Rancheria incurs administrative costs and expenses to deliver the program and report the ongoing status of the projects and TTP activities. The Tribe identifies this project on the prioritized project listing for potential inclusion on the next TTIP to fund the administration expenses associated with managing and implementing the program.

2. Transportation Planning and NTTFI Management (System Wide):

The Robinson Rancheria will program funding to further develop and maintain the LRTP and TTP-NTTFI. There are annual costs associated with adding, revising, and maintaining the inventory and LRTP documentation required to support the projects under this program. As Tribal priorities change, the planning process and inventory must be designed in a way to remain dynamic and have the ability to change accordingly. The Inventory update associated with this LRTP project has created many routes and sections in support of planned projects and future development. The inventory is now incorporated into, and managed through, an electronic GIS database. This system requires long term updating and maintenance to remain a functional tool for the tribe. This project will require TTP funding support for annual maintenance and updating.

3. Master Plan (System Wide):

Development of a master planning project with a significant transportation analysis component is a critical step for future planning of the Tribal and regional transportation network. A master plan can be written to consolidate all potential developments for the Rancheria, and written in a way that allows the Tribe to be aware of the full expected costs required to support future development plans (from a transportation perspective, as well as other infrastructure improvements required to support each project). This plan can allow the Rancheria to set well-supported horizon dates on their future development plans. From these horizon dates the travel demand analysis, including trip generation, traffic modeling, and level of service rating, can be performed in detail to understand each development's micro and macro impacts on the supporting transportation network. The master plan also identifies the properties of interest and those development plans for conceptual analysis. This planning process is designed to help guide the Rancheria in future development prioritization and funding programming and add an ongoing transportation planning component to the Rancheria's current planning efforts and the update and development of the Rancheria's Comprehensive Plan. The master planning effort is also critical to the identification of future inventory updates that need to take place. Addition of TTP facilities into the official NTTFI

Inventory must be timed to prevent delays and allow TTP fund expenditure on the allowable components of future developments.

4. Strategic Transportation Safety Plan (System Wide):

In 2023 The Rancheria had a Tribal Transportation Safety Assessment report developed through UC Berkeley's safeTREC (Safe Transportation Research and Education Center). This report is a comprehensive transportation safety assessment detailing safety issues and recommended corrective actions. The safeTREC report's project list will be incorporated into the LRTP Prioritized Project List below and the Rancheria's TTIP. Establishing a tribal safety team responsible for safety plan implementation will be critical to this project's success. With the limited funding available for these plans in the TTPSF program, the Tribe may look to further supplement the transportation safety plan generation, analysis, and implementation with TTP funding. Possible supplemental projects may include Roadway Safety Audits, Pedestrian and Bicycle Safety Plan, Trails Plan and Design, Highway Safety Manual (HSM), Study Analysis of Crash Modification Factors, Corridor Safety Plans, etc.

5. Transportation Safety Improvements (System Wide):

Emphasis Areas identified in the Rancheria's safeTREC report detail transportation infrastructure safety improvements (Design, Maintenance, and Construction Projects) necessary to improve safety on the Tribe's transportation network as defined in the NTTFI. Identifying these projects in the PPL enables the Rancheria to utilize TTP funds to perform the actual recommended transportation safety improvement projects identified in the safeTREC report.

6. Comprehensive Multimodal (Pedestrian and Bicycle) Plan (System Wide):

With many programmed Tribal and area development plans, it is apparent that the connection of tribal community members to local goods and services (as supported by foot or bicycle travel) requires significant planning, expansion, and coordination. The pedestrian plan must focus on the condition of the existing trails and pathways utilized by the tribal citizens (youth to elders) to access services by foot. Additional study and community involvement will be required to also identify the desired connections that currently do not exist. In this plan, recreational trails should be strongly considered not only for the health and benefit of the Tribal and non-Tribal local communities but, also for potential enhancement of commercial developments for the visiting public. Walking and hiking trails provide a great opportunity for Tribal community enhancement by incorporating cultural education and preservation through interpretive signage, planned bench seating location with educational placards and interactive stations, the display of traditional tribal art, and environmental enhancement and education of plant and animal species. For extended hours of operation and use, path lighting may be a consideration to allow for full day and evening use. The plan should strongly consider connectivity to other internal and external paths and trails.

7. Tribal Transportation Facilities Maintenance Plan (System Wide):

A Maintenance Plan is being developed as a part of this LRTP Update. During the NTTFI field data collection, several maintenance needs were identified and recorded in the Tribe's GIS database that will lay the foundation for effective planning of facility maintenance going forward. This plan will assist the Tribe in programming regular maintenance funding to extend the life of existing facilities. The Rancheria's DOT currently does not have the capacity required to perform routine and heavy maintenance of their transportation network. Maintenance work is contracted out as the need for such work arises. Continued maintenance planning will be required to ensure that a uniform, accurate, and systematic approach is implemented, resulting in the efficient use of limited maintenance funding. The Maintenance Plan will be utilized to effectively allocate TTP funds in support of Prioritized Project 8 below.

8. Tribal Transportation Program Maintenance Project (System Wide):

This project is identified to include a specific annual set aside amount in the TTIP to complete the programmed projects and activities identified in the Tribal Transportation Maintenance Plan as described in this LRTP. Again, per regulation, the Rancheria can utilize their entire TTP annual allocation for maintenance activity under this prioritized project. The purchase, lease, or rental of maintenance equipment is also an eligible expense under this project in support of the maintenance department. The Rancheria should annually budget specific projects identified in the maintenance plan for the TTIP. It is recommended to establish in the TTIP a fixed portion of your tribal share for roadway maintenance activity.

9. Tribal Transit Program Supplemental Funding (System Wide):

This project is identified to provide potentially required TTP funding support to the Rancheria's Transit Program. TTP funding may be used to supplement the Tribal Transportation Program particularly in the development and continued maintenance of its infrastructure. Each fiscal year the Rancheria should estimate and program the required TTP funding needed to supplement its Transit Program. TTP funding is also eligible as matching funds to leverage addition transit funding from other agencies. The Rancheria's Transit Budget identifies the funding levels to be added to the TTIP.

10. Tribal EV Charging and Alternative Fueling Infrastructure Program (System Wide):

This project is included to program funding for the research, planning, and strategic deployment of publically accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated alternative fuel corridors and in tribal communities. TTP funding may be used for the acquisition and installation of publically accessible charging or fueling infrastructure or traffic control devices. For newly installed infrastructure, the law allows use of funds to provide operating assistance for the first 5 years after installation. TTP funding may be used to meet matching or cost participation requirements to leverage addition funding from other agencies.

11. Foothill Oaks South Dr. Roadway Upgrade Project (TTP Route 0232, Section 030 (0.4 Miles)):

This project is included to program funding for a significant upgrade to Foothill Oaks South Dr. to improve traffic flow, access, and to support the planned housing project near the junction with Pyle Rd. Upgrades include reconstructing the existing roadbed to accommodate 12' lanes, 2' shoulders, and a 6-8' pedestrian/bike pathway; paving with asphalt, full curb and gutter, drainage improvements, lighting, signage and striping. As a portion of this route is under Lake County ownership, cooperation with the County will be necessary for the development of this project. TTP funds will be used for planning, design, engineering, construction management, and construction of this roadway upgrade project.

12. Red Bud Trail Roadway Extension Project (TTP Route R001, Section 010 (0.1 Miles)):

This project is included to program funding for the extension of Red Bud Trail to accommodate the planned construction of 4-6 new homes along the roadway. The project includes land clearing, roadbed construction extending the existing 28' wide roadway approximately 300', paving with asphalt, full curb and gutter, drainage improvements, lighting, signage and striping. TTP funds will be used for planning, design, engineering, construction management, and construction of this roadway extension project.

13. Pyle Rd. Housing Project Access Rd. Project (TTP Route R050, Section 010 (0.1 Miles)):

This project is included to program funding for the construction of an approximately 700' long road to support the planned Pyle Rd. Housing Project. The housing project involves the construction of 10 Tiny Homes near the intersection of Pyle Rd. and Foothill Oaks south Dr. on Rancheria property. As the proposed road is planned to access the property off on Pyle Rd. (a Lake County facility), coordination with Lake County will be necessary. The roadway project involves full construction of a 28' wide asphalt roadway with sidewalks, full curb and gutter, adequate drainage, lighting, signage and striping. TTP funds will be used for planning, design, engineering, construction management, and construction of this new roadway construction project.

14. RR Resort Casino Parking Lot Grade Elevation and Resurfacing Project (TTP Route R003, Section 010 (262,042 Sq Ft)):

This project is included to program funding to raise the base grade of the Casino parking lot ~ 6' to accommodate the Middle Creek Restoration Project. The parking lot is currently impacted by seasonal runoff and the restoration project has the potential to raise water table levels in the area above the level of the existing grade. This project will elevate the grade to a level that will insure the parking lot is not negatively impacted by future water level changes improve drainage to minimize any seasonal runoff issues. The project involves removing the existing asphalt surface, utilizing fill to raise the bed grade approximately 6', paving with asphalt, drainage improvements, lighting signage, and striping. TTP funds will be used for planning, design, engineering, construction management, and construction of this parking lot elevation project.

15. Reclamation Cutoff Rd. Grade Elevation and Resurfacing Project (TTP Route L009, Section 810 (0.4 Miles)):

This project is included to program funding to raise the roadway surface to accommodate the Middle Creek Restoration Project. The roadway currently loses elevation soon after it comes off of SH 20 and the restoration project has the potential to raise water levels in the area above the level of the existing grade. This project will elevate the grade to the level of SH 20 from the SH 20 intersection to the intersection with Old Hammond Rd., approximately ?' to accommodate the Restoration Project that will insure the roadway is not negatively impacted by future water level changes. The project involves removing the existing asphalt surface, utilizing fill to raise the bed grade to be similar to that of SH 20, paving with asphalt, drainage improvements, signage, and striping. TTP funds will be used for planning, design, engineering, construction management, and construction of this roadway elevation project.

16. CA SH 20 RSA (TTP Route S020, Sections 810, 820, and 830):

Perform an Roadway Safety Audit (RSA) along SH 20 through tribal lands with an emphasis on the intersections with Pomo Way and the driveway access to the R Pomo Pumps Gas Station.

17. 2023 TTSA Report Safety Recommendations:

- A. **Pomo Way** – SH 20 to Acorn Dr.: Extend sidewalks from Acorn Dr. to SH 20, Install school bus stop markings at bus stop location, Improve road surface markings and signage for crosswalk on Pomo Way. Consider relocating the crosswalk to the east side of Casino access driveway to reduce potential conflicts between pedestrian and vehicle traffic and for improved school bus stop and ADA access;
- B. **Acorn Dr.** – Improved signage including “Curve ahead/in roadway” chevrons just south of Quailtop Trail, replace current guardrail on west side of road northwest of Flicker Circle intersection, and install/improve lighting along the roadway. Install red curbs along Acorn Dr. and residential roads accessed from Acorn Dr. to demarcate parking restrictions to allow improved emergency vehicle access on the narrow streets.
- C. **Safe Routes to Schools (SR2S)** - All schools serving Robinson Rancheria children and in Upper Lake, while most of the children live near Pomo Way and Acorn Dr. There is no direct walking or biking connection for children to use to access schools other than along SH 20. Consider developing a pedestrian and bicycle pathway (Caltrans Class I) along Foothill Oaks Dr. and Upper Lake Lucerne Dr. up to the western terminus of Upper Lake Lucerne Dr. at SH 20. Also consider developing a pedestrian and bicycle pathway (Caltrans Class I) along the east side of SH 20 to connect Upper Lake Lucerne Dr. to Old Lucerne Rd. Then extend the Class I facility along Old Lucerne Road to connect to First Street and school access roadways in the Upper Lake area. This would create a traffic separated pedestrian/bicycle route from the Tribal community to Upper Lake encouraging more non-vehicle travel along a safe pedestrian corridor.

- D. **Transit Bus Shelter** - Install a bus shelter and improve lighting at the existing bus stop inside the casino parking lot.
- E. **Transit Bus Route** - Consider modifying the internal circulation of the transit bus through the Casino Resort Parking Lot. Instead of using the drive aisle adjacent to the casino entrance to return, use the backside driveway near the recycling center to exit the casino parking lot and then drive along Foothill Oaks Dr./Acorn Dr. to Pomo Way to SH 20. This will minimize pedestrian and vehicular conflicts near the casino entrance.
- F. **SH 20/Pomo Way Intersection** - Utilize information from the 2023 TTSA (Safety Plan) and planned RSA to address visibility, access/egress and pedestrian issues at the Pomo Way and SH 20 intersection.

18. West of SH 20 Robinson Creek Restoration Infill Project

As part of the Middle Creek Reclamation Project, the tribe wants to build up the low area west of SH 20 from the northwest corner of the R Pomo Pumps parking lot north to the Tribal lands boundary to provide a buffer to potential erosion resulting from the reclamation project and provide land for potential future economic development enterprises along SH 20. This is a long range potential project with limited planning at this point, but will be a planning priority for the Tribe in the future.

PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP) (CONT.)

PREPARED BY:



PREPARED
FOR:

ROBINSON RANCHERIA

PROJECT NAME:

LRTP Prioritized Project Improvements

SUBJECT:

Cost Estimate

DATE:

DATE HERE

3-2 CONCEPTUAL ENGINEERS ESTIMATES PER PROJECT

TOTAL LUMP SUM SCHEDULE SUMMARY



PROJECT	DESCRIPTION	LUMP SUM ESTIMATE
#	Description	\$
TOTAL LUMP SUM AMOUNT		\$

The user of the above estimate understands that Red Plains Professional (RPP), the Consultant, has no control over the cost or availability of labor, equipment or materials, or over market conditions or the Contractor's method of pricing, and that the Consultant's opinions of probable construction costs are made on the basis of the Consultant's professional judgment and experience. The Consultant makes no warranty, express or implied, that the bids or the negotiated cost of the Work will not vary from the above.

TRIBE NAME

Project Title from PPL

Project	Description	Qty.	Unit	Unit Price	Total Cost
#A	Planning	1	LS		
#B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, Etc)	1	LS		
#C	Design	1	LS		
#D	Construction	1	LS		
#E	Construction Management	1	LS		
Project Estimate					

3-3 RELATED REGIONAL TRANSPORTATION PROJECTS

CALTRANS, District 1

CURRENT PROJECTS:

- **Morrison, Robinson, and Kelsey Creeks**
Performance Objective: Bridge Rail Replacement and Upgrade.
Work Description: Bridge Rail and Upgrade
Estimated Completion: 9/27/2023
Estimated Cost: \$8,574,070
Location: LAK-VAR-PM 0, in Lake County, Various Locations

FUTURE PROJECTS:

- **Lakeport Overlay**
Performance Objective: Maintenance
Work Description: Overlay
Estimated Construction year: 08/01/2023
Estimated Cost: \$4,648,000
Location: LAK-29-PM R45.1, in Lake County Near Lakeport from Park Way OC to Route 20
- **Lak 3 Locations Mmbn**
Performance Objective: Other State Funds
Work Description: Middle Mile Broadband
Estimated Construction year: 08/01/2023
Estimated Cost: \$31,790,000
Location: LAK-29-PM VAR, Middle Mile Broadband 85.34 miles in Lake County on various routes at various locations
- **Lakeport Capm**
Performance Objective: Pavement Rehabilitation
Work Description: Capm
Estimated Construction year: 02/02/2026
Estimated Cost: \$38,885,000
Location: LAK-29-PM 31.6, in Lake County Near Lakeport from 0.5 miles North of Junction Route 175 to Junction Route 20

PART THREE – TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM (TTIP) (CONT.)

3-4 EXISTING TTP FUNDING

According to the latest funding tables provided to the public by the BIA and FHWA, the Rancheria received approximately \$197,342.99 in FY 2023. After annual program administrative takedowns, the Rancheria’s actual allocation may be slightly less (12.2% Lop-Off in FY23). The most recent tribal share funding report is located in APPENDIX D detailing the approximate funding allocations provided for all Tribes in the Nation. Two important factors that are used in the TTP tribal share calculations are:

- 1) the American Indian/Alaska Native (AIAN) Persons population factor derived from the Native American Housing Assistance and Self Determination Act (NAHASDA) records and,
- 2) the total TTP eligible mileage.

The most recently published official numbers available for this calculation are from 2023 and show the Rancheria’s recorded AIAN Persons population as 866 and the Tribe’s total TTP eligible mileage as 1.8. The table below is an excerpt from the FY23 Tribal Shares Table discussed in this section; the Rancheria is highlighted in yellow.

Tribal Name	NAHASDA Population	Eligible TTP Mileage	Authorized Total Tribal Shares	Authorized Total 2% Planning	Total FY23 Tribal Shares After 12.2% Lop Off	Total FY23 2% Planning after 12.2% Lop Off	Total FY11 Tribal Shares and Planning Combined
Reno-Sparks Indian Colony, Nevada	2,378	15.7	\$ 371,969.16	\$ 8,504.63	\$ 326,588.92	\$ 7,467.07	\$ 163,725.86
Resighini Rancheria, California	30	1.2	\$ 26,274.62	\$ 600.74	\$ 23,069.12	\$ 527.45	\$ 25,243.84
Rincon Band of Luiseno Indians	499	10.4	\$ 259,317.18	\$ 5,928.98	\$ 227,680.48	\$ 5,205.64	\$ 249,143.93
Robinson Rancheria	866	1.8	\$ 197,342.99	\$ 5,412.01	\$ 173,267.15	\$ 3,961.55	\$ 160,032.65
Rosebud Sioux Tribe of the Rosebud Indian Reservation	10,729	313	\$ 4,091,827.58	\$ 93,554.78	\$ 3,592,624.62	\$ 82,141.10	\$ 3,466,063.42
Round Vally Indian Tribes of the Round Valley Reservation	9,934	2.4	\$ 1,195,484.75	\$ 27,333.34	\$ 1,409,635.61	\$ 23,998.67	\$ 397,688.52
Yocha Dehe Wintun Nation, California	88	-	\$ 28,902.43	\$ 660.82	\$ 25,376.33	\$ 580.20	\$ 26,162.62

The FAST Act Funding table below details the “programmed” funding levels between FY2016-FY2020 as estimated at the initial publication of that transportation bill in 2015. The FAST Act was extended by Continuing Resolution through the end of FY21 and was replaced by the Bipartisan Infrastructure Law (BIL) in FY22. The below table is included to provide information on historic TTP funding levels for the Tribe. The BIL does not estimate annual funding through the life of the bill.

Robinson Rancheria FAST Act Funding: 2016-2020						
Reservation Name (Primary)	ESTIMATED FY16 TRIBAL SHARES AUTHORIZED	ESTIMATED FY17 TRIBAL SHARES AUTHORIZED	ESTIMATED FY18 TRIBAL SHARES AUTHORIZED	ESTIMATED FY19 TRIBAL SHARES AUTHORIZED	ESTIMATED FY20 TRIBAL SHARES AUTHORIZED	2011 TOTAL TRIBAL SHARE
J51516 - Robinson Rancheria	\$157,033	\$158,097	\$158,978	\$159,667	\$161,095	\$160,033

3-5 FUNDING OPPORTUNITIES

The Rancheria can use its TTP funding to leverage other federal and non-federal funds. Given the existing partners working on transportation projects in California, there are significant opportunities for the Rancheria, Caltrans, Lake County, and local communities to work together to identify and prioritize transportation projects in consensus with each organization. Funding agencies are more likely to fund projects in rural California if there are partnerships and the local government organizations are working together.

With the signing into law of the latest transportation bill, the Bipartisan Infrastructure Law (BIL) in November 2021, multiple new and expanded programs are available to tribes for funding infrastructure and transportation projects. The Federal Highway Administration (FHWA) has developed a website for the BIL here: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>.

Also available are two documents, the first being the “*Transportation Funding Opportunities for Tribal Nations*” booklet released by the FHWA that focuses on transportation related programs available to tribes through the BIL. The second is the “*Bipartisan Infrastructure Law Tribal Playbook*” released by the White House through Build.gov that speaks to not only transportation programs but also other infrastructure programs and funding opportunities available through the BIL of interest to tribes.

Both of these documents, and a general list of funding sources to consider when seeking grant funding in order to implement transportation projects, can be found in Appendix E.

3-6 TRIBAL TRANSPORTATION IMPROVEMENT PROGRAM TABLE

**To be added by Tribe each year they update their TTIP.*

APPENDICES

APPENDICES

APPENDIX A – TRIBAL RESOLUTION

APPENDIX B – 25 CFR 170, REGULATING EXCERPTS

APPENDIX C – TTP INVENTORY RIFDS REPORTS

APPENDIX D – BIA TRIBAL SHARE CALCULATION REPORTS

APPENDIX E – FUNDING SOURCES

APPENDIX F – COMMUNITY INVOLVEMENT

APPENDIX G – PROPOSED FACILITY JUSTIFICATION REPORT

APPENDIX H – MAINTENANCE PLAN

APPENDIX I – TRIBAL TRANSPORTATION SAFETY ASSESSMENT DRAFT REPORT

APPENDIX J – MIDDLE CREEK RESTORATION PROJECT OVERVIEW

APPENDIX K – MAPS

MAP A – OFFICIAL TTP ROUTES

MAP B – RECOMMENDED 2024 NTTFI INVENTORY

MAP C – 2024 PRIORITIZED PROJECT MAP

VOLUME 2 (SEPARATE BOOK)

5704 FORMS PER SECTION

TTP INVENTORY STRIP MAPS

APPENDIX A – TRIBAL RESOLUTION

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APPENDIX K - MAPS

APPENDIX K - MAPS

MAP A – OFFICIAL TTP ROUTES

APPENDIX K - MAPS (CONT.)

MAP B – RECOMMENDED 2024 NTTFI INVENTORY

APPENDIX K - MAPS (CONT.)

MAP C – 2024 PRIORITIZED PROJECT MAP