



Tribal Transportation Program (TTP) Stakeholder and Community Meeting

ROBINSON RANCHERIA

Long Range Transportation Plan/Maintenance Plan 2024

December 5th, 2023



Presentation Outline:

- Introductions
- The TTP Program and Project Purpose
- Current Project Status (LRTP/Maintenance Plan)
- Going Forward
- Discussion



**Please ask questions during the presentation...
the more interaction the better!**

Introductions

*We are honored to be here today to present to you!
Thank you for this time!*



- **Red Plains Professional, Inc. has worked in the Tribal Transportation Program for over 25 years specializing in:**
 - Tribal Transportation Program Management
 - Planning–Transportation, Land Use, Safety, Maintenance, Master, Strategic, Site...
 - Asset Management and Inventory
 - GIS Services
 - Civil Engineering
 - Traffic Analysis and Modeling
 - Site Development
 - Safety Plans and Roadway Safety Audits
 - Transit Planning
- We are a certified small business with offices in Washington, Oregon, Utah, New Mexico, California, and Oklahoma.





The Tribal Transportation Program

ROBINSON RANCHERIA

Long Range Transportation Plan/Maintenance Plan 2024

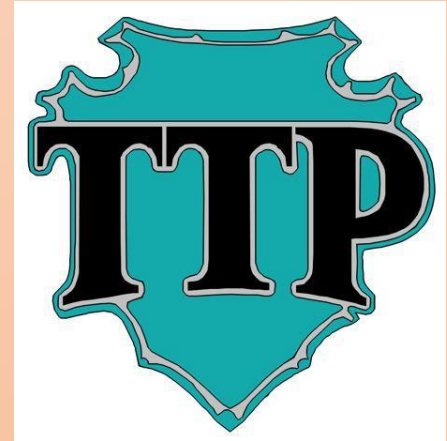
TTP Program Purpose

- Provide safe and adequate transportation and public road access to and within reservations, Indian lands and communities...
- Contribute to economic development, self-determination and employment of Indians and Alaska Natives...



TTP Program Guiding Principals

- Promote the rights of tribal governments to govern their own affairs...
- Encourage flexibility and innovation in program implementation...
- Regulations will be liberally construed for the benefit of Tribes...
- Ensure implementation is consistent with tribal sovereignty and the government-to-government relationship...



* The “purpose” and the “guiding principles” sometimes conflict with how the program is implemented based on interpretation of the governing regulations. No one regulation can adequately govern the unique characteristics and needs of 574 Tribal Nations.

What is the Tribal Transportation Program?

- Provides Federal funding for Tribal Transportation Programs
- 574 unique Tribal Nations in the United States each have specific transportation needs that must be funded and supported in order to maintain the public transportation network
- The program is supported by the National Highway Trust Fund which is currently funded through the Federal Gas Tax
- Tribal Governments and Tribal Transportation Departments implement the program with assistance from the Federal Highway Administration and the Bureau of Indian Affairs
- The program is funded through the US National Highway Bills
 - ISTEA, SAFETEA-LU, MAP-21, FAST ACT, and the current BIL
- Regulated by the Federal Register
 - TTP Program - 25 CFR Part 170 and 23 USC
 - ROW - 25 CFR Part 169





MAP-21 Overview (Old Highway Bill)

“Moving Ahead for Progress in the 21st Century” Act

MAP-21 is the legislation that shaped the Tribal Transportation Program as it is today

- Signed in 2012 for Fiscal Years 2013-2014
- Created Section 1119
 - Federal Lands and Tribal Transportation Programs
- Program Name Change
 - Indian Reservation Roads (IRR) to Tribal Transportation Program (TTP)



FAST Act Overview

“Fixing America’s Surface Transportation” Act (Previous Transportation Bill)



- Increased funding
 - \$465m in FY16 to \$505m in FY20 (\$10 Million Increase per year)
- Data collection and record keeping requirements
 - Similar to American Recovery and Reinvestment Act (ARRA, 2009) (funds received and expended; status of activities and projects; number of jobs created and retained.)
- The establishment of a TTP/DOT Office of Self-Governance
 - One stop shop at DOT for all funds from DOT agencies to tribes through one agreement.
- PM&O funding reduced from 6% to 5%.
 - \$3.75 million reduction to FHWA and BIA for program management and oversight.





BIL Overview

“Bipartisan Infrastructure Law” (Current Transportation Bill)

- First year of the law (FY22) increases TTP funding 15% over FY20 and over the life of the bill (FY22-FY26) provides \$3.1 billion for the program through the life of the law.
 - FY22 - \$568m, FY23 - \$590m, FY24 - \$602m, FY25 - \$613m, FY26 - \$628m
- Increased funding for the Tribal Transportation Program Safety Fund (TTPSF)
 - 4% set aside, funding was 2% in previous bill
- Increased Funding for the Tribal Transportation Bridge Program
 - \$1.025b, now funded through dedicated set-asides from the new Bridge Investment and Bridge Formula Programs, no longer a 3% set-aside from TTP funds.
- Reinstates the Tribal High Priority Projects Program
 - \$9m per year of the bill to complete a Tribe’s “highest priority project” for which their TTP funding is insufficient.
 - May be used on Tribal transportation facilities destroyed or made impassible by an emergency or disaster that are otherwise ineligible for ERFO funding.

BIPARTISAN
INFRASTRUCTURE
LAW



BIL Overview (Continued)

“Bipartisan Infrastructure Law” (Current Transportation Bill)

- Re-establishes the Tribal Technical Assistance Program (TTAP)
 - Sets up 7 Regional TTAP Centers to provide Transportation Training and Technical Assistance for Tribes
- New Charging and Fueling Infrastructure Program
 - \$2.5b over the life of the bill to fund the strategic deployment of publically accessible charging or fueling infrastructure. (EV, Hydrogen, Propane, Natural Gas)
- New National Culvert Removal, Replacement, and Restoration Grants
 - \$200m per year to fund projects that would improve or restore passage for anadromous fish.

**BIPARTISAN
INFRASTRUCTURE
LAW**



TTP Overview (FY23)

- Current Program Funding Level (FY23) - \$590 Million
- Program Set Asides
 - PM&O (BIA and FHWA operational funding) 5% - \$29.5 Million
 - Planning (Dispersed to each Tribe in Tribal Share) 2% - \$11.8 Million
 - Safety Program (Application Process) 4% - \$23.6 Million
 - Remaining Funding goes into Tribal Shares - \$525.1 Million
- What determines Tribal Share Levels
 - 39% Population (NAHASDA)
 - 27% Current Inventory (Frozen at 2012 numbers)
 - 34% Historic Transportation Network Inventory (region breakout)

Relative Need Distribution Factor (RNDF)

50% Cost to Construct (CTC)

the costs associated with bringing every accepted IRR section of roadway up to standard

30% Vehicle Miles Traveled (VMT)

the number of accepted IRR miles multiplied by the number of vehicles on those miles

20% Population

the number of Native Americans served by the IRR system according to NAHASDA

27% Eligible Inventory Mileage

BIA and Tribally Owned Roads pre 2012 and pre 2004 county and state miles – simple miles

34% Equal Regional Split then 2005-2011 Avg.

Average 2005-2011 tribal share % in relation to other tribes in your BIA Region

39% Population (% of National Total)

Tribe's NAHASDA population number as a percentage of NAHASDA Total Population

Regulation Transition

2012 – 100/0%

2013 – 80/20%

2014 – 60/40%

2015 – 40/60%

2016 – 20/80%

2017 – on 20/80%



Indian Reservation Roads Program
Construction Cost to Build Final System
Reporting Final System Miles and Future Surface Types
FY 2023 Inventory



Region J - PACIFIC
Agency 51 - CENTRAL CALIFORNIA
Reservation 516 - ROBINSON RANCHERIA

	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Other	Total
Road Length (mi)									
Earth	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	1.2
Gravel	0.0	0.0	0.0	11.8	18.8	0.0	0.0	0.0	30.6
Pavement	0.0	33.2	0.0	3.1	0.0	3.6	0.0	0.0	39.9
not specified	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7
Total	0.0	33.2	1.2	14.9	18.8	27.0	0.0	1.7	73.4
Bridge Length (ft)									
Total	0	550	0	425	0	0	0	0	975
CTC (\$1000)									
Incidental	0	1,027	464	2,189	13,420	27	0	0	17,128
Addtl Incidental	0	0	0	0	0	0	0	0	0
Grade & Drain	0	0	174	391	6,038	0	0	0	6,604
Aggregate	0	0	0	98	2,654	0	0	0	2,752
Pavement	0	0	0	622	0	0	0	0	622
Bridges	0	0	0	0	0	0	0	0	0
Total	0	1,027	639	3,301	22,113	27	0	0	27,107

In the simplest of statements, Cost to Construct is the amount of money it would take to bring all the roads on the NTTFI up to acceptable standard. Robinson Rancheria's CTC is

\$27,107,000 for
73.4 miles

ROBINSON RANCHERIA

2023 Tribal Shares Calculation



- TTP Program (NAHASDA) Population, 2023: **866**
- Qualifying NTTFI Mileage: **1.8**
- Approximate 2023 Funding Level: **\$ 202,755.00 (Tribal Share + 2% Planning)**
- FY2011 (SAFETY-LU) Funding Level was: **\$160,032.65**

Tribe 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

- Road or Facility must be “Official” in the TTP Facility Inventory
- Project must be listed in LRTP (20-year planning document)
- Project Must be listed on the TTIP

A central image of a yellow binder with the text "LRTP" written on its cover. The binder is flanked by two blue plus signs on an orange background.

ATTACHMENT "A"

UTAH INDIAN TRIBE
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FOR FISCAL YEARS 2011 - 2017
Updated 06/12/2014 by BIA

TATE:

Utah

REGION: 11 - Western

BIA AGENCY: H&J - Uimah & Duray

RESERVATION: 087 - Uimah & Duray

Project Priority	Project 1.D. (Contract No.)	Project Name	Route No.	Route Name	County	Project Length	Project Type	Funding	Project Totals								
1	H523900 (A04A002029)	UOIR 9 (2) Phase 2	9		Utah	2.6	Reconstruction	H&J Const (315)	FE CON CE Z	FY 2013 0.00 1,994,057.00 0.00 2,392,247.00	FY 2013 0.00 0.00 0.00 0.00	FY 2013 C.G. 0.00 0.00 0.00 0.00	FY 2014 0.00 0.00 0.00 0.00	FY 2015 0.00 0.00 0.00 0.00	FY 2016 0.00 0.00 0.00 0.00	FY 2017 0.00 0.00 0.00 0.00	Project Totals 221,350.00 1,994,057.00 345,000.00 2,960,407.00
2	H6234300	UOIR 1033 (2)	1033	Guthrie Subdivision Streets	Utah	0.8	New Construction	H&J Const (315)	FE CON CE Z	FY 2013 0.00 0.00 0.00 0.00	FY 2013 0.00 0.00 0.00 0.00	FY 2013 C.G. 0.00 0.00 0.00 0.00	FY 2014 0.00 0.00 0.00 0.00	FY 2015 0.00 0.00 0.00 0.00	FY 2016 0.00 0.00 0.00 0.00	FY 2017 0.00 0.00 0.00 0.00	Project Totals 0.00 1,108,700.00 125,400.00 1,234,100.00
								TTP Const (951)	FE CON CE Z	FY 2013 0.00 0.00 0.00 0.00	FY 2013 0.00 0.00 0.00 0.00	FY 2013 C.G. 0.00 0.00 0.00 0.00	FY 2014 0.00 0.00 0.00 0.00	FY 2015 0.00 0.00 0.00 0.00	FY 2016 0.00 0.00 0.00 0.00	FY 2017 0.00 0.00 0.00 0.00	Project Totals 0.00 1,108,700.00 125,400.00 1,234,100.00
3	H6234300	UOIR 1034 (3)	1034	Altamir Subdivision Streets	Utah	0.5	New Construction	H&J Const (315)	FE CON CE Z	FY 2013 0.00 0.00 0.00 0.00	FY 2013 0.00 0.00 0.00 0.00	FY 2013 C.G. 0.00 0.00 0.00 0.00	FY 2014 0.00 0.00 0.00 0.00	FY 2015 0.00 0.00 0.00 0.00	FY 2016 0.00 0.00 0.00 0.00	FY 2017 0.00 0.00 0.00 0.00	Project Totals 0.00 797,618.99 107,681.99 905,300.98
								TTP Const (951)	FE CON CE Z	FY 2013 0.00 0.00 0.00 0.00	FY 2013 0.00 0.00 0.00 0.00	FY 2013 C.G. 0.00 0.00 0.00 0.00	FY 2014 0.00 0.00 0.00 0.00	FY 2015 0.00 0.00 0.00 0.00	FY 2016 0.00 0.00 0.00 0.00	FY 2017 0.00 0.00 0.00 0.00	Project Totals 0.00 797,618.99 107,681.99 905,300.98
4	H6234300	UOIR 1055 (1)	1055	Hilltop Subdivision Streets	Utah	0.5	New Construction	H&J Const (315)	FE CON CE Z	FY 2013 0.00 0.00 0.00 0.00	FY 2013 0.00 0.00 0.00 0.00	FY 2013 C.G. 0.00 0.00 0.00 0.00	FY 2014 0.00 0.00 0.00 0.00	FY 2015 0.00 0.00 0.00 0.00	FY 2016 0.00 0.00 0.00 0.00	FY 2017 0.00 0.00 0.00 0.00	Project Totals 0.00 879,300.00 137,500.00 1,016,800.00
								TTP Const (951)	FE CON CE Z	FY 2013 0.00 0.00 0.00 0.00	FY 2013 0.00 0.00 0.00 0.00	FY 2013 C.G. 0.00 0.00 0.00 0.00	FY 2014 0.00 0.00 0.00 0.00	FY 2015 0.00 0.00 0.00 0.00	FY 2016 0.00 0.00 0.00 0.00	FY 2017 0.00 0.00 0.00 0.00	Project Totals 0.00 879,300.00 137,500.00 1,016,800.00



LONG RANGE TRANSPORTATION PLAN

ROBINSON RANCHERIA

Long Range Transportation Plan/Maintenance Plan 2024

Long Range Transportation Plan (LRTP) Update



- LRTP: A 20-Year Plan developed by each tribe and updated at least every 5 years.
- A tribal document that clearly:
 - Introduces the Tribe to the reader
 - Identifies the existing transportation network and its condition
 - Identifies the recommended transportation network
 - Supports the NTTFI (inventory)
 - Identifies future development plans
 - Measures the impact of development on the transportation network
 - Identifies mitigation or required improvements to support desired development
 - Identifies Facility Improvement Projects (including safety, planning, maintenance, and construction projects)
 - Documents Tribal public involvement
 - Identifies the list of Tribally prioritized projects
 - Supports the TTIP
 - Recommends an Implementation Strategy and promotes coordination, collaboration, and cooperation with surrounding transportation stakeholders/municipalities

Ultimate Reason for Developing the LRTP



An adequately designed transportation plan should identify not only the Tribal goals, but the means for which those goals will be met. A transportation plan can be printed, bound, and published. If it sits on a shelf from that point on it is useless. This is a living document that should assist in the development of respectful partnerships between Tribes, BIA, FHWA, county, city, state governments, and ...



LRTP Support of Projects



- The LRTP and NTTFI Inventory Update are designed as planning documents that provide supporting information for future Tribal Transportation Improvement Plans (TTIPs) and other funding applications. The LRTP process generates a list of projects and emphasis areas. Together they are meant to support a long term list of transportation improvements that **is NOT fiscally constrained**.
- Each year, from the inventory update and LRTP, the Tribe chooses specific prioritized projects for inclusion in the TTIP. **The TTIP IS fiscally constrained** and details the annual transportation funding available from the TTP and other programs, then assigns specific projects to the current fiscal year and 4 following years.
- Under most contracting methods (except PL 93-638) Tribes can change/update their TTIP at any time (typically done annually, however)
- In order to put a project on the TTIP, the transportation facility must be “Official” in your Inventory and be supported as a Prioritized Project or Emphasis Area in your LRTP.

NTTFI Regulations



- An inventory and conditions assessment of all transportation facilities within or providing primary access to the Reservation, including proposed non-existing roads programmed for development, is necessary
- Roads must:
 - Be open to the public (tribe still maintains jurisdiction and can close roads as needed)
 - Be multi-purpose roads
 - Residential roads must serve 3 or more homes (no personal driveways)
 - Proposed Roads must be feasible to construct (new regs on 12/2016 for these additions)
- In order to spend TTP funding to improve or maintain the facility, it must be on the “Official” Inventory
- Historically this inventory drove TTP funding Tribal Share Levels
 - ...(frozen in 2012 as it pertains to adjusting the Tribe TTP Funding Level)
 - ...(BIA and FHWA are still urging tribes to keep their inventory up to date)
 - ...(BIL maintains the freeze to the funding formula through 2026)

Open to the Public Regulations



- The NTTFI is an engineering, planning, and federal funding distribution resource for the Tribal Transportation Program
- It enables tribes to spend their TTP Federal Funding on facilities identified in the Inventory
- It defines roadway maintenance responsibility
- The NTTFI does **NOT**:
 - Define Roadway Ownership (Land Ownership Title and ROWs do)
 - Define Official Right of Way (Official ROW documents are managed by the roadway Owner. Example: BIA Roads ROW are maintained at the BIA Agency Offices)
 - Define Roadway Jurisdictions (Historic Boundaries and Laws, Jurisdiction Boundaries, Deputation Agreements, Law Enforcement MOAs and legal proceedings do)
- We do code the fields of ownership and ROW status but the NTTFI Database is for TTP program use only
- If roads are in the inventory, the Tribe is saying that they **intend for these roads to be open to the public**. They are not saying that ownership, jurisdiction, or tribal rights or sovereignty is being waived.
- Tribal Cultural access roads can be entered into the Inventory as Tribally owned roads and trails.
 - They are coded in the inventory as Tribally owned roads (ownership code "2")
 - Tribes then have the right to close those roads as needed for reasons specified in the 25 CFR 170

These are federal funds paid by taxpayers so the "Open to the Public" requirement is intentional, however that intention/regulation does not override Tribal Sovereignty.

Going Forward: Prioritized Project List



- A comprehensive list detailing transportation related projects desired by the Tribe over the next 5-20 years. New projects can be added during subsequent LRTP updates.
- It is utilized to develop a pool of projects that can be picked from to populate (preferably annual) TTIPs
- It is not financially constrained

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

5. Chief Brown Lane Maintenance, Drainage, and Lighting Improvements (TIP 0206 Sections 010 (442' x 24'), 020 (1223' x 24'), 030 (207' x 23')):
This project is included to program funding for Chief Brown Lane, the main residential roadway in the Tribal Reservation.

- **Crack and Chip Seal Chief Brown Lane.** This roadway received a 2" overlay in 2007 and is showing signs of degradation that can be remedied with proper maintenance. The goal is to extend the life and improve the function of the roadway by crack sealing and chip sealing the route.
- **Drainage Improvements** A hydrology analysis and drainage study need to be performed to recommend solutions to improve current drainage issues. The primary drainage for all roadways and parking lots on the Reservation is a bioswale system incorporated into Chief Brown Lane that then drains into the Sauk River. It is unclear the maintenance that has been performed on the system since its initial development in 1994 and it is unknown if there is a functioning backflow prevention system in place to prevent flooding should Sauk River water levels exceed their banks. Recommendations from the study and analysis will inform the measures needed to address drainage issues. Based on the findings of the drainage study, designed maintenance or improvement level projects will be recommended by a professional engineer to accompany the overall roadway improvement project.
- **Lighting Improvements** Improved safety and security can be accomplished by updating and improving the existing lighting infrastructure. Analysis of current illumination coverage and supporting electrical circuitry will suggest the best options available to provide an adequate long term lighting solution.

TTIP funds will be used for the planning, design, engineering, and construction management of the roadway maintenance and needed drainage and lighting system improvements.

Sauk-Suiattle Indian Tribe 2019 TTIP INVENTORY UPDATE & LRTP Page 35

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

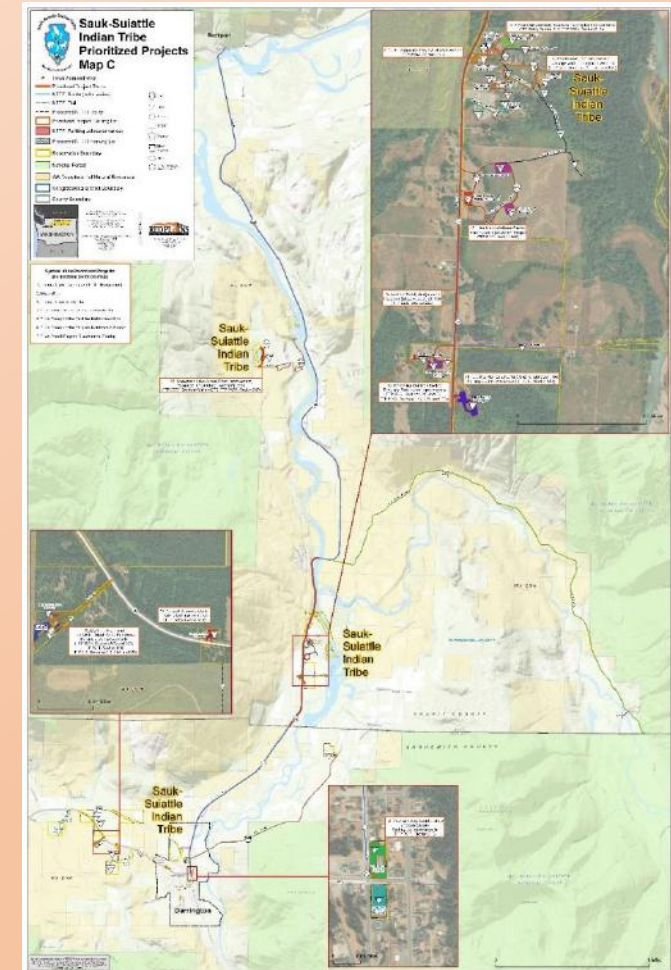
PREPARED BY: **RED PLAINS** PREPARED FOR: **SAUK-SUIATLE INDIAN TRIBE**

PROJECT NAME: **LRTP Prioritized Project Improvements** DATE: **MAY 31, 2019**

SUBJECT: **Cost Estimate**

Project	Description	Qty.	Unit	Unit Price	Total Cost
Sauk-Suiattle Indian Tribe					
Tribal Longhouse Parking Lot Improvements (TIP 0055 Section 010 (5,433 F2))					
01A	Planning	1	CS	\$1,800	\$1,800
01B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, etc.)	1	CS	\$1,800	\$1,800
01C	Design	1	CS	\$13,067	\$13,067
01D	Construction	1	CS	\$84,050	\$84,050
01E	Construction Management	1	CS	\$11,286	\$11,286
Project Estimate \$126,903					
Sauk-Suiattle Indian Tribe					
2 Rivers Smoke Shop Road and Parking Lot Improvements (TIP 0055 Section 010 (230' x 205', P00) Section 010 (1,637 F2))					
02A	Planning	1	CS	\$1,800	\$1,800
02B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, etc.)	1	CS	\$1,800	\$1,800
02C	Design	1	CS	\$6,178	\$6,178
02D	Construction	1	CS	\$58,439	\$58,439
02E	Construction Management	1	CS	\$7,905	\$7,905
Project Estimate \$76,922					
Sauk-Suiattle Indian Tribe					
Cultural Resource Center Parking Lot Improvements (TIP 0013 Section 010 (11,368 F2))					
03A	Planning	1	CS	\$6,712	\$6,712
03B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, etc.)	1	CS	\$7,905	\$7,905
03C	Design	1	CS	\$28,929	\$28,929
03D	Construction	1	CS	\$111,860	\$111,860
03E	Construction Management	1	CS	\$11,544	\$11,544
Project Estimate \$156,950					
Sauk-Suiattle Indian Tribe					
Mountain Loop Country Store and Gas Station Parking Lot Improvements (TIP 0017 Section 010 (29,699 F2))					
04A	Planning	1	CS	\$6,712	\$6,712
04B	Pre-Design Activities (Survey, Environmental, Geotechnical, Traffic Study, etc.)	1	CS	\$11,544	\$11,544
04C	Design	1	CS	\$81,825	\$81,825
04D	Construction	1	CS	\$184,050	\$184,050
04E	Construction Management	1	CS	\$40,328	\$40,328
Project Estimate \$364,459					

Sauk-Suiattle Indian Tribe 2019 TTIP INVENTORY UPDATE & LRTP Page 49



Going Forward: Tribal Transportation Improvement Plan (TTIP)



- A Tribal TIP is developed from, and must be consistent with, the Tribe's Prioritized Project List in their LRTP.
- It is financially constrained for all identified funding sources
- Must identify (year by year) all TTP funded projects and activities that are expected to be carried out over the next four years as well as the projected costs and all other funding sources that are expected to be used on those projects.
- Although a TTIP must be updated once every four years, Tribes are encouraged to update the TTIP annually to best represent the plans of the Tribe
- It should be reviewed and updated as necessary by the Tribal government, and can be changed only by the Tribal government

ATTACHMENT "A"
UTE INDIAN TRIBE
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FOR FISCAL YEARS 2013 - 2017
Updated 06/12/2014 by BIA

TATE: Utah REGION: H - Western BIA AGENCY: HE2 -Utah & Ouray RESERVATION: 887 -Utah & Ouray

Project Priority	Project I.D. (Contract No.)	Project Name	Route No.	Route Name	County	Project Length	Project Type	Funding	Prior to Ongoing Bal.	FY 2013 Ongoing	FY 2013 C.O.	FY 2014	FY 2015	FY 2016	FY 2017	Project Totals
1	HE234300 (A26NVD0008)	UOR 9 (2) Phase 2	9		Utah	2.6	Reconstruction	IRR Const (31E)	221,190.00							221,190.00
								CON	1,994,057.00							1,994,057.00
								Z	145,000.00							145,000.00
									2,960,247.00	0.00	0.00	0.00	0.00	0.00	0.00	2,960,247.00
2	HE234300	UOR 1003 (1)	1003	Guthrie Subdivision Streets	Utah	0.8	New Construction	IRR Const (31E)			1,338,700.00					1,338,700.00
								CON	125,480.00							125,480.00
								Z	0.00	0.00	1,334,160.00	0.00	0.00	0.00	0.00	1,334,160.00
								TTP Const (B51)				120,758.00				120,758.00
								CON	0.00							0.00
								Z	0.00	0.00	0.00	120,758.00	0.00	0.00	0.00	120,758.00
3	HE234300	UOR 1004 (1)	1004	Akama Subdivision Streets	Utah	0.5	New Construction	IRR Const (31E)			797,638.95					797,638.95
								CON	0.00	0.00	797,638.95	0.00	0.00	0.00	0.00	797,638.95
								Z	0.00							0.00
								TTP Const (B51)				112,415.00				112,415.00
								CON					852,000.00			852,000.00
								Z					106,250.00			106,250.00
									0.00	0.00	0.00	112,415.00	954,250.00	0.00	0.00	1,066,665.00
4	HE234300	UOR 1005 (1)	1005	Hilltop Subdivision Streets	Utah	0.5	New Construction	TTP Const (B51)				112,415.00				112,415.00
								CON						875,000.00		875,000.00
								Z						187,500.00		187,500.00
									0.00	0.00	0.00	112,415.00	0.00	1,062,500.00	0.00	1,274,915.00



Tasks Going Forward:

- Red Plains Professional, Inc.
 - Work with the Tribe to finalize the Prioritized Project List (PPL) for the LRTP/TTIP
 - Develop Engineer's Estimates from the PPL for the LRTP
 - Finalize the LRTP Document
 - Prepare and present all final deliverables to the Tribe
 - Upload all final documents into RIFDS
 - Follow each ELIGIBLE route through to "Official" status
- Robinson Rancheria
 - Work with Red Plains to finalize the PPL
 - Get MOUs signed by the respective transportation partners (Caltrans District 1, Lake County)
 - Develop TTIP
 - Pass Tribal Resolution approving the NTTFI, LRTP, and TTIP

Deliverables for the 2024 LRTP Update



Required by BIA:

- **5704 Forms** - Inventory coding and section photos – 1 Per facility Section
- **Strip Maps** - 1 per inventory facility Section
- **Inventory Update Table** - List of routes to be added to Tribe's Inventory
- **Tribal Resolution** - Approves the Inventory Update, LRTP, and the TTIP
- **Memoranda of Understanding (MOUs)** - for all non-Tribal and non-BIA routes maintained by other agencies
- **ICV/AADT Forms** - Incidental Cost Verification and Average Annual Daily Traffic count documents.

Additional We Provide:

- **Large Format Maps** - Current Inventory, Recommended Inventory, and Prioritized Projects Maps
- **GIS Based AMS** - Functional electronic Geodatabase of Complete Inventory
- **Zip Drive** - Electronic versions of **ALL** deliverables (read-write when applicable)

2024 NTTFI Deadlines



- **March 15th** – Initial Inventory Submittal is due in RIFDS to BIA-PRO
- **May 15th** – Region provides Error and Omissions back to Tribe & RPP
- **June 15th** - Tribe and RPP's deadline to correct and re-submit
- **July 15th** – BIA-PRO approves inventory up to BIA-DOT (Albuquerque)
- **September 30th** – BIA-DOT approves or rejects inventory



*Thank you for your time!
Should you have any questions,
please feel free to contact us!*



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Tribal Transportation Program (TTP) Stakeholder and Community Meeting

ROBINSON RANCHERIA

Long Range Transportation Plan/Maintenance Plan 2024

December 5th, 2023